



The following article is excerpted from chapter XXVI of: "MAKING FRIENDS IS OUR BUSINESS", 100 Years of Anheuser Busch, by Roland Krebs in collaboration with Percy J. Orthwein.

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HOW THE DIESEL ENGINE CAME TO AMERICA

The **BUSCH-SULZER Bros. Diesel Engine Company** was another of the enterprises founded by Adolphus Busch and carried on independently of the brewery operation. The plant was located at Second and Utah streets in St. Louis.

Adolphus Busch, in 1897, obtained the American rights to build Diesels. He retained the inventor, Dr. Rudolph Diesel, as consultant, and the company's first engine was installed in the Anheuser Busch power plant in 1898. As now is well known, the Diesel engine operates very economically, using crude oil as fuel. It has no ignition as does the engine of the motor car. The oil, after being vaporized, is subjected to such great pressure in the cylinder, that the resultant heat reaches intensity, enough to explode the compressed gas.

In the early days the Diesel engine was untried in this country for quite a few years. There was some skepticism as to its efficiency, but as time went on, the Diesel demonstrated year after year that it was a formidable competitor of the steam engine.

Busch-Sulzer concentrated on stationary and marine Diesels. Many of its engines were installed in oceangoing ships and also large ferry boats. Another big market for Busch-Sulzer Diesels was the public utility field. Many municipalities, the country over generate electricity with Busch-Sulzer engines.

With the outbreak of World War I, the Navy Department requested Busch-Sulzer to undertake the design of several types and sizes of submarine Diesels up to 2,500 horsepower; an assignment which no other firm was qualified by experience to take or cared to undertake. August A. Busch, Sr., immediately acceded to the Navy's request and the entire capacity of the plant was reserved for Navy Diesels for the duration of the war.

When the war was over, the Diesel was well established in the public mind as a tried and proved prime mover. In the years immediately following World War I, Busch-Sulzer finally began to become a profitable operation and it so continued until the great depression which began in 1929.

The company was again in a position to serve this country during war. The company responded to a request of the Navy Bureau of Ordinance to undertake the production of some particularly difficult anti-aircraft ordinance. Busch-Sulzer also manufactured many types of Diesel engines for the Army, the Navy, the Merchant Marine and for our wartime allies.

Upon conclusion of World War II, the company and its properties and good will were acquired by the Nordborg Manufacturing Company of Milwaukee, Wisconsin.

The Nordberg company was an old, established manufacturer of Diesels and worthy in every respect of carrying on the Busch-Sulzer traditions.

Footnote: Elroy Wilke, a Sub Vet with considerable experience on a variety of submarine Diesel engines, recalls the Busch-Sulzer engines were used in three "V" class boats, BARRACUDA, BASS and BONITA. Additional research shows the BARACUDA (SS- 163), formerly the V- 1, the BASS (SS-164.), formerly, the V-2 and BONITA (SS-165), formerly the V-3 were Portsmouth Navy Yard boats, commissioned in 1924, '25 and '26. They were disposed of in 1945.

Other US Submarines that had Busch Sulzer Diesels when they were commissioned. From the Submarine Data Book Listed by:

HULL #	NAME	HP	COMMISSIONING DATE
SS-31	G-3	1200	03/22/15
SS-44	L-5	1200	02/17/18
SS-45	L-6	1200	02/07/17
SS-46	L-7	1200	02/07/17
SS-48	L-8	1200	08/30/17
SS-56	N-4	600	06/15/18
SS-57	N-5	600	06/13/18
SS-58	N-6	600	07/09/18
SS-59	N-7	600	06/15/18

SS-74	O-13	1000	11/27/18
SS-75	O-14	1000	10/01/18
SS-76	O-76	1000	08/27/18
SS-77	O-16	1000	08/01/18
SS-98	R-21	1000	06/17/19
SS-99	R-22	1000	08/01/19
SS-100	R-23	1000	10/23/19
SS-101	R-24	1000	06/27/19
SS-102	R-25	1000	10/23/19
SS-104	R-27	1000	09/03/19
SS-106	S-2	1800	05/25/20
SS-159	S-48	1800	10/14/22
SS-160	S-50	1800	05/20/22
SS-162	S-57	1800	06/24/22
SS-163	BARRACUDA	4100	10/01/24
SS-164	BASS	4100	09/26/25
SS-165	BONITA	4100	05/22/26

We trained on these O Boats, sailed on the S boats, overhauled the rest of them.

