Boston March 20th 1850.

Sir,

The Petroleum Engine manufactured by the N.P. Co. was designed in a manner to burn oil or illuminating gas, and is a crude and cumbersome affair. I have of late made some improvements in the form and construction of the engine, that a 10 H.P. steam made up chiefly of cast iron, weighs only 1500 lbs. and for special use, can be made considerably lighter by the use of wrought iron and steel. I enclose a card having a cut of the smaller engine from 5 H.P. chart No 1. This pattern is lighter, very one for heating. Engines of larger size are made horizontal, double acting, i.e. fire at both ends of cylinder. An engine of one hundred H.P. will weigh as more than a steam engine of equal capacity, without the boiler. The cost of running a 20 H.P. (which is the largest size made to date) is just equal to that of the steam engine where coal is used. Petroleum is 5 cts. a gallon. It, and fuel oil, cost 2 cts. a gallon. With saving of insurance, one obtains 20% engine.

Any further information could be entirely obtained.

Respectfully yours, John Brinley
The Brayton Petroleum Engine Company,
Office 50 Federal Street,
Boston, Mass., April 3rd, 1880

Dear Sir,

In answer to your favor of late date, we enclose descriptive catalogue of the Brayton Petroleum Engine. We have now in process of construction the following sizes, and can sell;

2 H.P. Engines @ $300. 5 H.P. @ $500. 10 H.P. @ $800.

Reservoirs for compressed air, and pressure gauge, are furnished as part of engine. Oil Tenders, Pipes for making connection with water, oil, and exhaust, at lowest nett price for cash. We should be pleased to receive your order for either of above sized engines, and will cheerfully give you any information you may desire in regard to the engine, and its operation.

Very Truly yours,

Amos S. Steetson,
Treasurer and Gen. Manager.
West Chicago Street Rail Road Co.
Office of the General Manager.

JNO. B. PARSONS, General Manager.

Chicago, Jan. 31, 1891

O'Chanute.

#5 Ritchie Place, city.

Re: Referring to our agreement a few days ago - the Kennedy's motor is now running a line from 40th to State. If you desire to investigate it, herewith append an order.

Respectfully,

[Signature]

To: Engineer J. Connally Motor Co.

Permit the same to continue the running and warranty if your motor.

Thos. H. Austin
St. Louis, May 23, 1898.

Mr. C. Chamute, C.E.,

413 E. Huron St.,

Chicago.

Dear Sir:—

Your favor of the 10th has been forwarded to me here, and I at once requested the N.Y. office to send you a copy of Mr. Diesel's lecture. It may be some time before we are ready to build a very light motor. In fact, we think of awaiting the success of the Nurnberg Machine Works who are building a very light 8 H.P. motor in order to determine what can be done in this line. But possibly Mr. Means may take the matter up under a license from us as he seems very much taken with the Diesel Motor.

Permit me to say, however, that I think your work in regard to automatic equilibrium is much more important and certainly should precede the construction of such a motor. I have been reading about your work in Mr. Means' book and am very much interested in same.

Yours truly,

E. D. Meier.

Engineer-in-Chief.
Dear Mr. May 8th.

I trust this letter finds you well.

Regarding the introduction of the N.Y. office to your company's service as an executive, it is important to note that the decision was made in consultation with the high-ranking executives of the company.

I am pleased with the progress of the recent meeting and believe that the proposed plan will be beneficial for the company.

Please feel free to contact me for any further information.

Yours sincerely,
Prof. O. A. Hamute
No. 3 Ritchie Pl.
Chicago,
Ill.