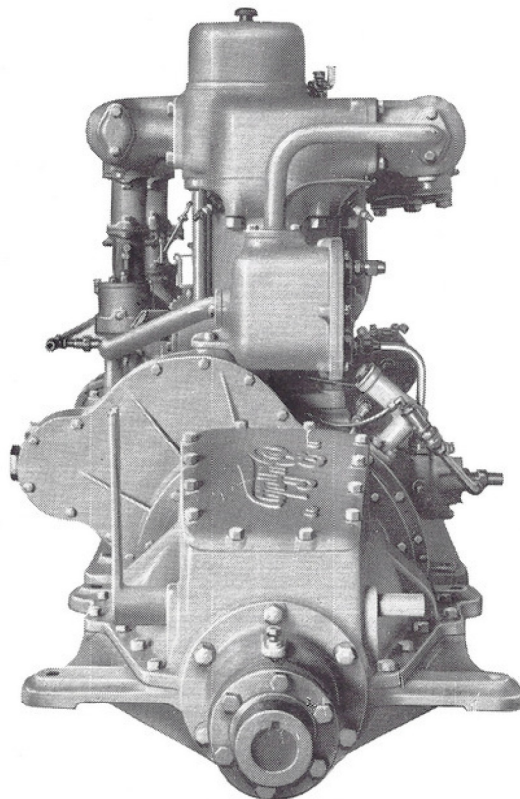




The Buffalo Six Express Cruiser Type



Rear End View
Seen from any angle it is a real engine

The Express Cruiser and Fast Run-about present a power problem all their own. An engine to satisfactorily power such boats must not only be powerful but also compact, smooth, quiet and clean in operation. The common run of so-called

high speed engines offered for this work fall down in one respect or another, usually as to reliability.

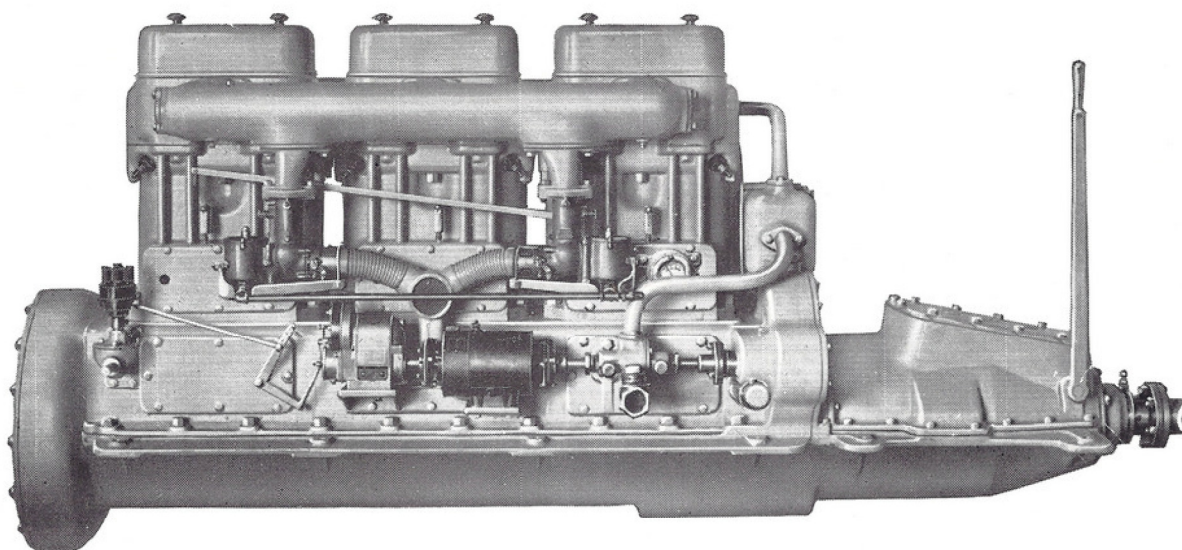
In the Express Cruiser type—our Model “R”—we offer a Conservatively High Speed engine combining the reliabil-



“The Engine of Constant Service”



A Conservatively High-Speed, Reliable Engine



Looking at the port side—the inlet side—on which the principal features are compactly grouped.

ity, durability and economy which have made Buffalo engines famous the world over and in addition developing greater horsepower with comparatively light weight. The model "R" engine is offered in either iron or aluminum base and crankchamber and with either right or left hand construction at the same price, thereby making the weight within the limits of practically any kind of boat and offering symmetrical appearance as well as most efficient working twin screw power plants.

As detailed specifications, power curve, and installation diagram shown later give the most essential details of this engine in concise form we shall refrain from useless generalities of description in the hope of having an opportunity of going into further details with prospective buyers in connection with their individual requirements.

Engines of this model have demonstrated in actual service, under most

severe conditions, that they will do what we expect of them. One owner, after having completed over five thousand miles running in all kinds of weather on the Great Lakes wrote us concisely expressing his confidence by saying "I can head for any port, no matter how distant, with the absolute assurance of getting there without engine trouble". What more could be said regarding an engine?

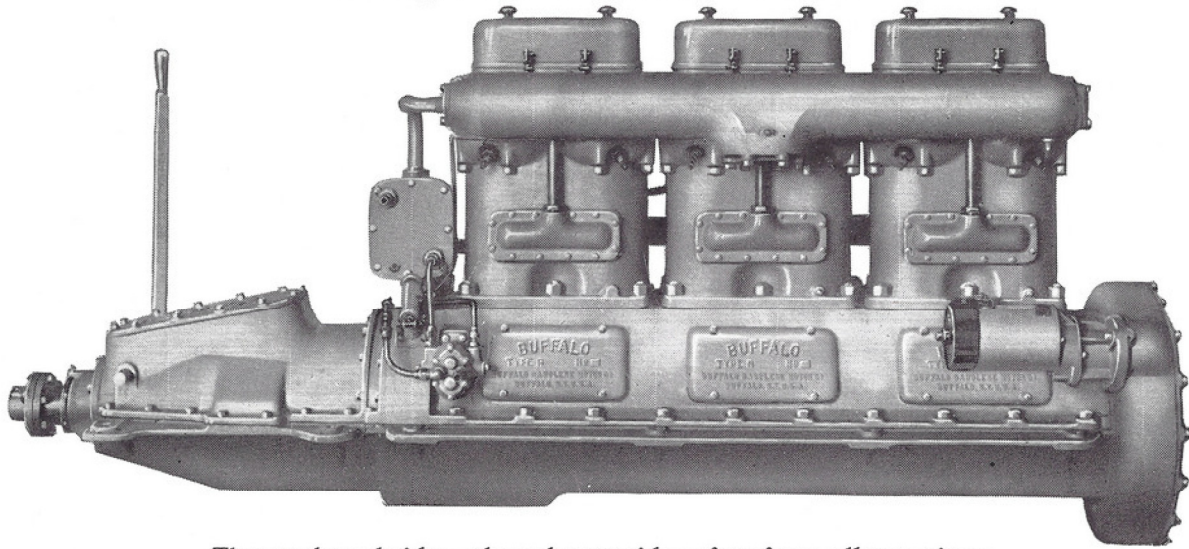
And this reliability is not a haphazard result but simply because of careful design and durable construction.

The seven bearing crankshaft with bearings in the bottom base, not hung on the crankcase, and the seven bearing camshaft, mean absolute freedom from bearing troubles and vibration. All details have been carefully worked out for most efficient results without unnecessary trappings and the pictures tell the story of what we have accomplished in that respect.

"The Engine of Constant Service"



An Embodiment of Smooth, Quiet and Clean Engine Refinement



The starboard side—the exhaust side—free from all trappings and permitting easy and complete accessibility.

GENERAL SPECIFICATIONS

CYLINDERS: Six, removable head, valve-in-head type, cast in pairs, water jacketing extending full length, valve operating mechanism thoroughly enclosed with oil tight quick removable housing.

BORE: $5\frac{1}{2}$ "

STROKE: 7"

PISTON DISPLACEMENT: 997.50 cu. in.

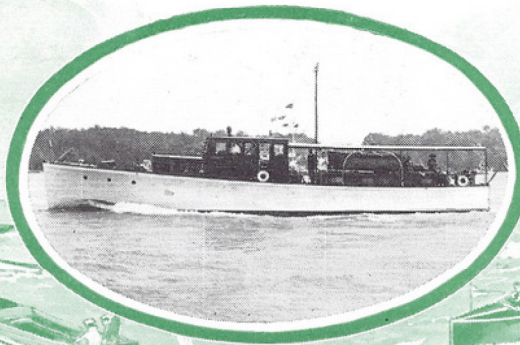
CRANKSHAFT: $2\frac{5}{8}$ " diameter, hammer forged, heat treated, machined all over. 7 bearings with total bearing surface of 198 sq. in. Pins drilled for lubrication.

BASE: Iron or aluminum as preferred, containing crankshaft bearings which are bronze backed, babbitt lined type, with bearing caps of manganese bronze.

CONNECTING RODS: Alloyed steel, drop forgings, heat treated, 14" long with $2\frac{3}{4}$ " bronze bushing at upper end, lower end having bronze backed babbitt lined bearings $2\frac{5}{8}$ " in diameter, $2\frac{3}{4}$ " long, both ends positively lubricated under pressure. Piston pin $1\frac{3}{8}$ " diameter.

LUBRICATION: Full pressure type—dry sump system—with double oil pump and water jacketed cooler. Separate service tank instead of usual sump in engine base. Pressure lubrication extended to valve operating mechanism, etc.

COOLING: Gear type water circulating pump. Circulation so arranged that water is warmed before striking jackets, passing first through oil cooler, then to exhaust manifold, then to cylinder jackets and discharging after passing through inlet manifold jackets.



"The Engine of Constant Service"



GENERAL SPECIFICATIONS (*Continued*)

IGNITION: Either double system, with independent battery and high tension magneto operating separate sets of plugs or dual two spark magneto, as preferred.

STARTING: Two unit electric starter and storage battery included in regular equipment, also regular hand starting lever.

CARBURETORS: Two $1\frac{3}{4}$ " Stromberg carburetors with cast drip pans fitted.

CAMSHAFT: $1\frac{1}{4}$ " diameter, 7 bearings.

CLUTCH AND REVERSE GEAR: Multiple disc go-ahead and planetary gear back-up type, internally lubricated by oil under pressure passing through from hollow crankshaft. A complete unit in itself.

FUEL SUPPLY: A rotary oil pump creating vacuum for fuel supply system and used in connection with regular vacuum tank.

NET WEIGHT: Complete as illustrated and with aluminum base and crankcase 2085 lbs. With iron base and crankcase 2600 lbs.

SHIPPING WEIGHT: Domestic crating—Aluminum 2850 lbs. Iron 3365 lbs.

Boxed for export—Aluminum (gross) 3220 lbs. (net) 2085 lbs. Iron (gross) 3735 lbs. (net) 2600 lbs.

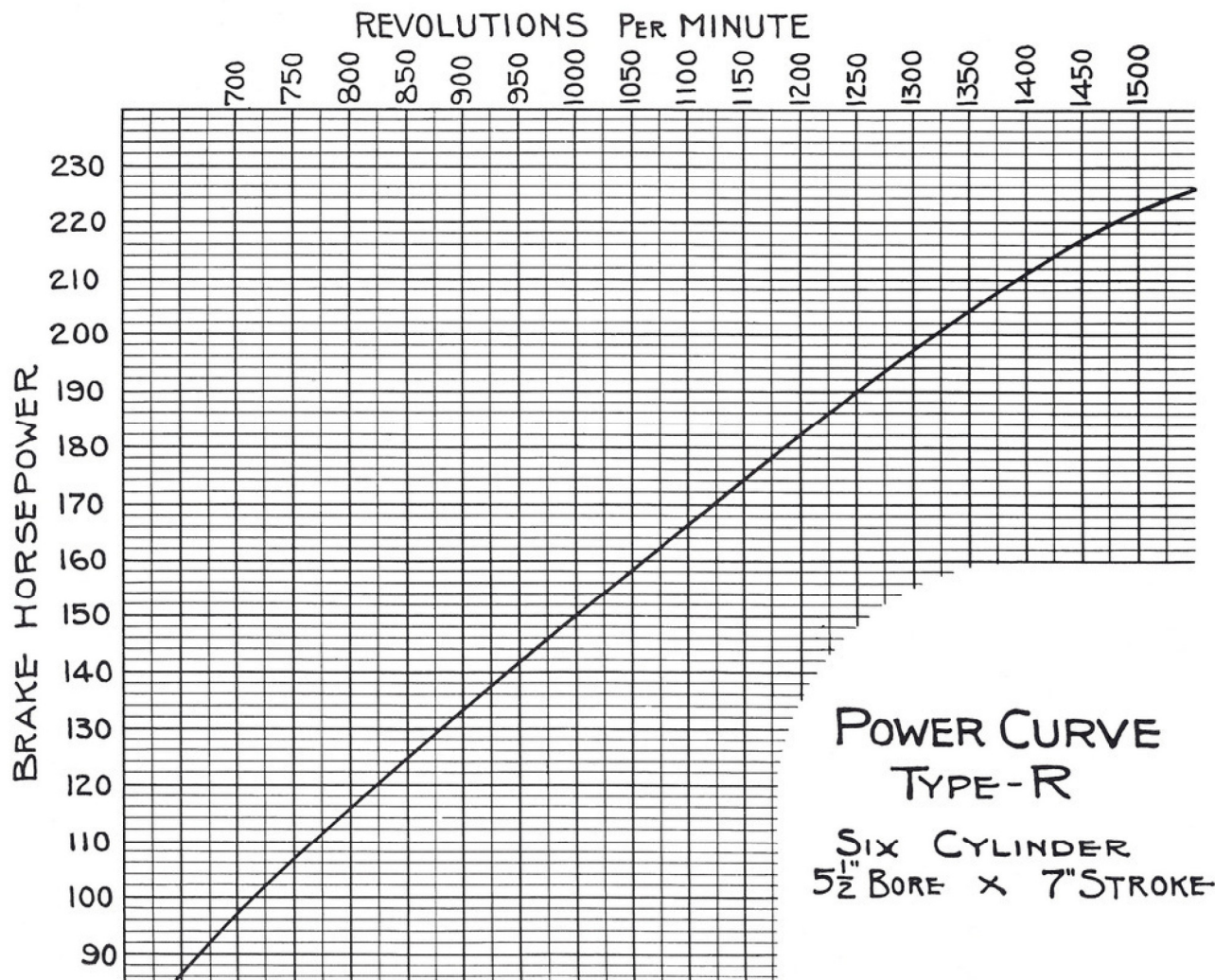
Measurements of engine box—8'2" x 2'2" x 4'5"

Measurements of shaft box—10'10" x 4" x 4"—Gross Weight 112 lbs. Net weight 84 lbs.

EQUIPMENT: The engine complete, as shown, with carburetors, ignition equipment, water circulating pump, fuel supply vacuum pump and vacuum fuel tank, oil gauge, electric starter and generator, including storage battery, reverse gear and coupling. Propeller, propeller shaft and other accessories are priced separately, according to further information given on price list.

POWER: As shown on power curve chart.

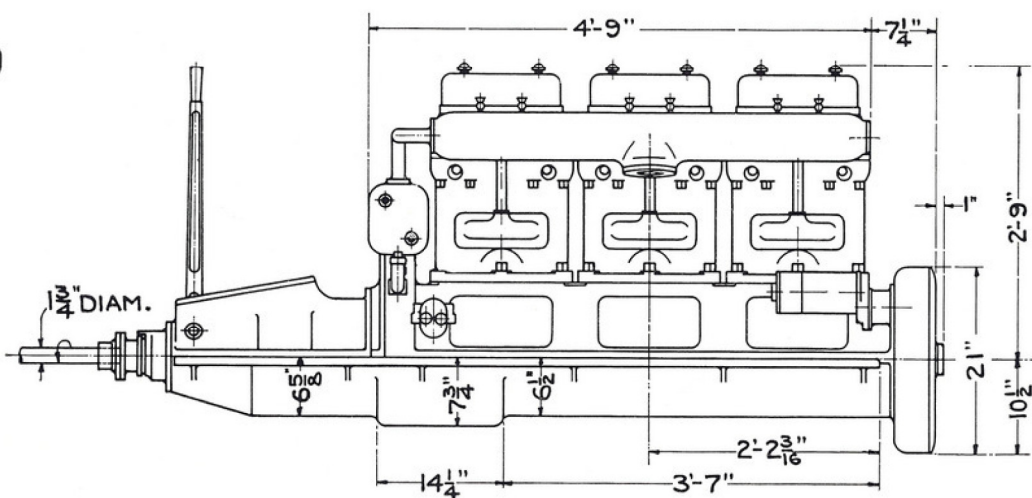
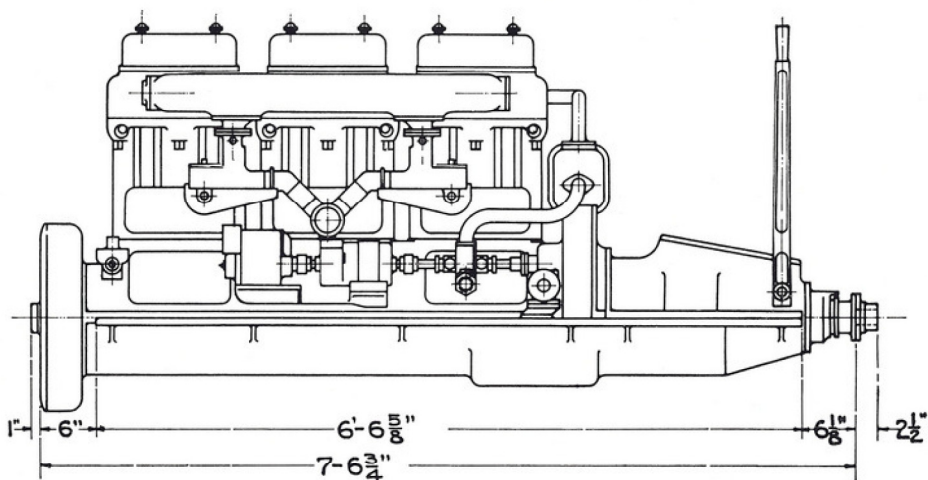
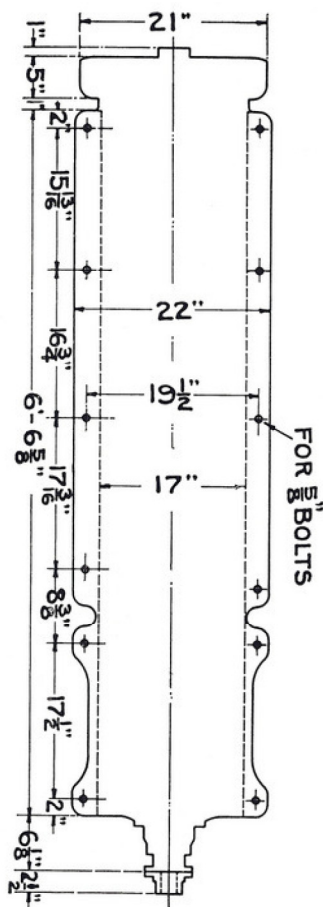
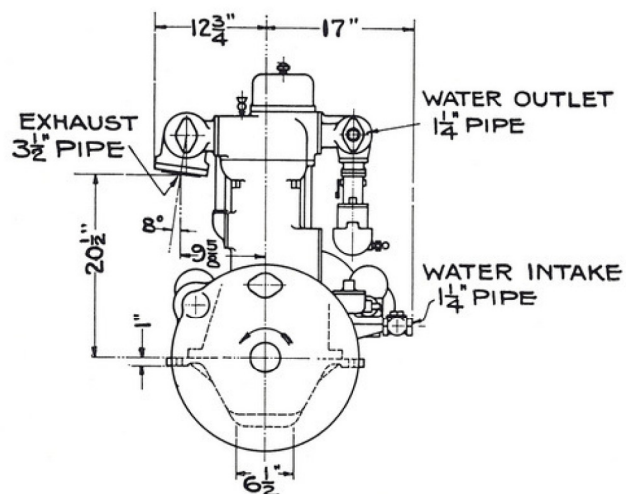
FOUNDATION DIMENSIONS: (see diagram)



"The Engine of Constant Service"

Installation Plan

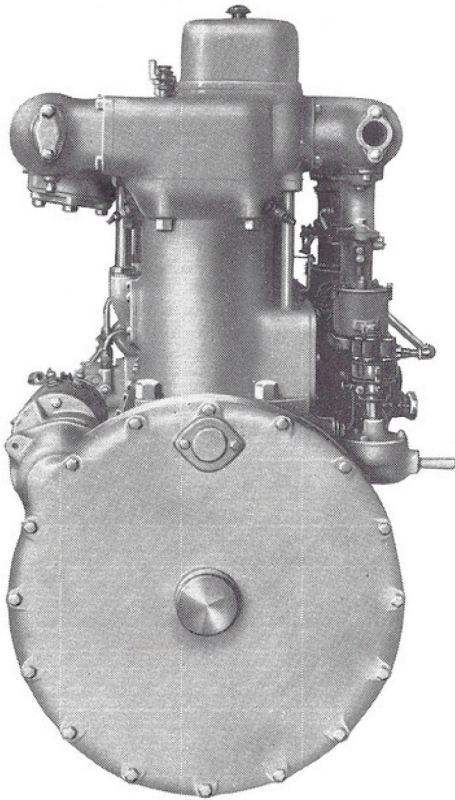
TYPE 'R' *66* **Buffalo** *99* **6 CYLINDER**
BORE 5 1/2" **STROKE 7"**
EXPRESS CRUISER MODEL



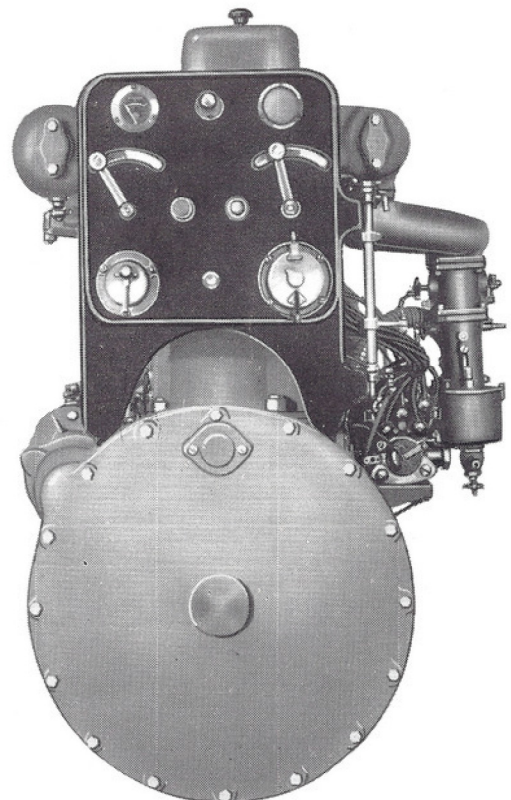
^a "The Engine of Constant Service"



An Engine Where Speed and Reliability Blend



Viewed from the flywheel end—the same impression of complete enclosure but easy accessibility retained.



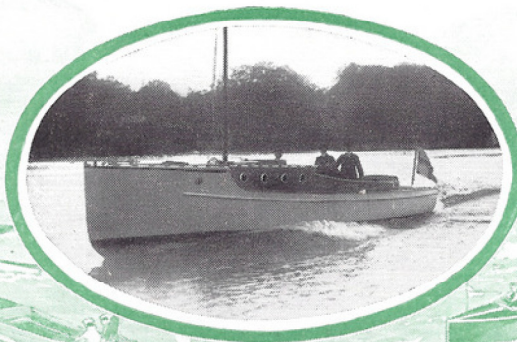
Showing control panel grouping the various control levers, tachometer, etc. in a compact, convenient manner. This control panel is furnished when desired, at additional cost.

This bulletin describes our latest product, comprising the culmination of our thirty years' experience building strictly high grade engines and our constant endeavor to build better engines. Now just a word as to our other sizes and types—Buffalo Medium Speed type 16 to 80 H. P. in 4 cylinders; Buffalo Slow Speed, Heavy Duty type 10 to 150 H. P. in 2 to 6 cylinders and Buffalo Popular Priced 14–30 H. P. Unit Power Plant, which are all thoroughly described in their own literature. Fully specify your requirements so we can judge which type is best for you.

BUFFALO GASOLENE MOTOR COMPANY

1280-90
Niagara Street

Buffalo, N.Y.
U. S. A.



"The Engine of Constant Service"



Note: the last two pages were printed on lightweight colored paper, & some ink bled through. Therefore, these pages may be difficult to read in some areas.

"Buffalo" Marine Engines

PRICE LIST

Applying to Bulletin 1925-F, Model "R",
6 Cylinder, 5½ x 7 Engine, issued April 1, 1925
and canceling all previous price lists.

IRON BASE \$3700.00
ALUMINUM BASE \$3810.00

Price with reverse gear and regular equipment including electric starter, generator and storage battery and with dual magneto or double independent battery and magneto ignition and with either iron or aluminum base	\$4300.00
Price without reverse gear and with regular equipment including electric starter, generator and storage battery and with dual magneto or double independent battery and magneto ignition and with either iron or aluminum base	3800.00
Export Boxing	90.00
For the convenience of purchasers, we can, when desired, furnish the following items of equipment at prices shown;	
Control Panel, as illustrated and grouping all controls, etc.	125.00
Steel Propeller Shaft, 10 ft.	23.00
Additional price per foot	1.05
Bronze Propeller Shaft, 10 ft.	55.00
Additional price per foot	4.25
Three Blade Propellers (Size)	24"
(Price)	\$42.50
Note—Prices on other size propellers quoted on request.	
Stuffing Box, ...	15.00
Stern Bearing	12.00
Muffler (Maxim Silencer)	24.00

Prices quoted hereon are subject to change without notice, and to confirmation when orders are received. Prices on extra equipment apply only for furnishing with the engine, not for separate purchase. All Prices are FOB Buffalo, N. Y.

For convenience in telegraphing and cabling we have arranged a condensed private code on the reverse side of this sheet which customers are requested to use as it makes it easy to correctly specify all details at minimum expense.

TERMS

TWENTY-FIVE per cent of price of engine must accompany order, the balance to be paid when engine is ready for shipment or sight draft against bill of lading. We usually have engines in stock ready for shipment, and it is always best to send full amount with order, as this frequently prevents delay in shipping as well as facilitating delivery at destination.

All tests made at our plant are final. The buyer may have a representative present to confirm our tests, but we will not accept any tests made after engine has been shipped.

GUARANTEE

Each Buffalo engine is guaranteed for one year from date of shipment as shown by invoice, this guarantee being limited to replacement in our factory of parts giving out under normal service because of defective material or workmanship and not due to carelessness or neglect on the part of the user. If, because of the circumstances, the repairs cannot be made at the company's factory this warranty is limited to the shipment without charge of the parts intended to replace those found to be defective.

All agreements are subject to delays caused by fires, strikes, accidents or other causes beyond our control and it is understood that while defective material will be replaced no claim for labor or damages will be allowed. Carburetors, magnetos, starters, generators, batteries and trade accessories are warranted separately by their respective manufacturers. We reserve the right to change the design of our motors and equipment when deemed advisable, without incurring any obligation to install same on engines previously built.

BUFFALO GASOLINE MOTOR CO.

1280-90 NIAGARA STREET, BUFFALO, N. Y.

U. S. A.

"The Engine of Constant Service"

(See Reverse Side for Code)



"Buffalo" Marine Engines

CODE WORDS

The use of this private code in cabling will be found convenient and economical. For more detailed communication we request the use of either Western Union, ABC 5th Edition, or Liebers codes.

Individual price lists are issued for our various types of engines and code words are given corresponding with engines listed.

Cable Address—"FISCHER" BUFFALO

ENGINES

Model "R" engine, complete with reverse gear and regular equipment, iron base	RIRON
Model "R" engine, complete with reverse gear and regular equipment, aluminum base	RALUM
If engine is desired without reverse gear add to either of the above	REVNO
If independent battery and magneto ignition required (Unless otherwise specified will assume dual magneto satisfactory)	BAMAC
To have 10 ft. of steel shaft	STAF
To have 10 ft. of bronze shaft	BRAFT
(A numeral inserted after the code word will indicate additional feet required; if less than 10 ft. insert proper numeral before the code word.)	
With Propeller	PROPE
(Numeral inserted after the code word will indicate diameter required, a second numeral will indicate the pitch wanted.)	
To have stuffing box	STUBX
To have stern bearing	STEBG
To have muffler	MFLER

SHIPMENTS

Within four days	FODEY
Within one week	UNCLE
Within ten days	CAPIN
Within two weeks	SOPOR
Within three weeks	SERUM
Within one month	THORA
Within six weeks	TOXIN
Within two months	TORSO

INSTRUCTIONS REGARDING ORDERS

Enter order for	ENTRY
Enter order for immediate shipment	RIGOL
Enter order and hold for instructions	ROTER
Ship to	SEPT
Ship in care of	SEPTO
To be shipped not later than	SANIX
Ship by freight	TERIT
Ship by Express	TERPS
Trace shipment	TRACE
When can you fill order of	WILET
How soon can you ship	HEXAD
When will you ship	HEROD
When did you ship	HUMIT
Duplicate our order of	DETRO
Add to order of	PLANT
What will be the gross weight of	PLURA
Wire price and delivery of	ARGOL
Mail full information regarding	COMES

REPLIES

Quotation for immediate acceptance	MOGAL
We will ship	LUMER
Order received	LARCH
Order was shipped as per your instructions	LAMON
Shall we ship	FORNA
We have shipped	OUTGO
We can ship immediately	FOCUS
Cannot promise definitely—are writing	DOGMA
As soon as possible	BENGA
Impossible to give information desired by wire—are writing	INFAR
We can ship	CANSH

Frequently the time saving value of cable orders is partially lost due to incomplete instructions. We, therefore, caution customers to specify any particular instructions regarding shipment, remittance, etc.

"The Engine of Constant Service"