

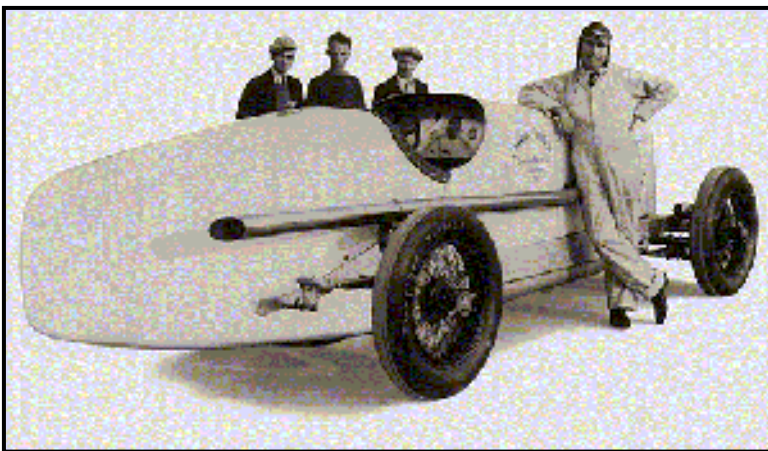
Cummins Engine Company History (Modified From Cummins.com)

Clessie Cummins is an Indiana born automotive pioneer. Most notably, Cummins has been recognized as the person who introduced the automotive diesel to the United States. He founded and was president for 19 years of the diesel engine company bearing his name.

Clessie's adventures started in 1904 when he quit school in the eighth grade and stated, "I want to be a machinist and make things". He worked for a short time around central Indiana in four early automotive related industries before settling at Nordyke and Marmon which produced the Marmon car. He was also on the pit crew of the first winner of the Indianapolis 500 mile race, Ray Harroun, who drove a Marmon Wasp to victory lane on May 30, 1911.

Cummins worked in an assortment of jobs, participated in motoring and "started making things" during his early adulthood. Then on February 3, 1919, the Cummins Engine Company was incorporated with Clessie Cummins and W.G. Irwin, who once employed Cummins as his chauffeur, being the principle shareholders.

Clessie Cummins first two diesel patents were applied for in 1921.



They were both for improvements in fuel injection on engines built under license. Production of the Cummins model F engine began in 1925 with injection components of Clessie's design used in marine and lighthouse applications. On Christmas Day, 1929—he took W.G. Irwin for a ride in America's first diesel-powered automobile. In a Society of Automotive Engineers meeting in April 1929, Clessie predicted "the common use of diesel engines for motorcars is not near. Eventually it will come, but there is no economic need for it now." Little did he know that the Great Depression would start six months later and provide the economic need for energy-efficient transportation choices. The genesis of his promotional efforts started with the installation of a model U engine in a 1925 Packard seven-passenger limousine for a long distance road test and publicity tour. The car crossed the US using a mere \$11.22 worth of fuel. In 1931, a Cummins team set a new endurance record—a grueling 13,535 miles—at the Indianapolis Motor Speedway. Impressed with the economy and durability of these prototypes, a small number of truckers and fleet operators began to re-power their vehicles with Cummins engines.

The "Jake brake" was another of his innovations. After a harrowing ride down a steep hill after the service brakes failed on a truck he was driving he vowed he would design an engine-powered brake. Production began in 1959 of the compression release brake. It was built under contract to Jacobs manufacturing – maker of drill chucks and other industrial products.