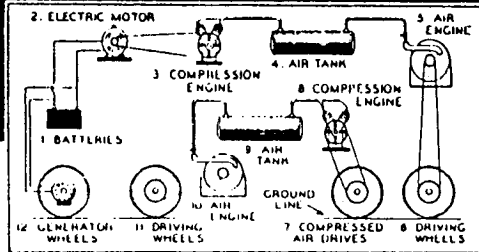
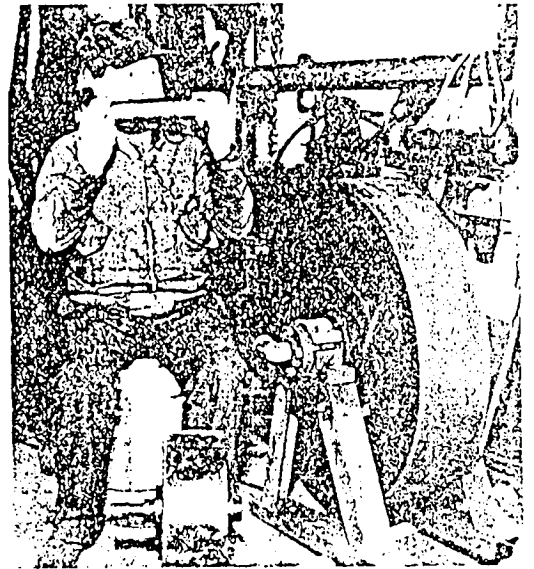


25-ton air electric rail engine ready for tests. Battery drives electric motor running, starting air compressors to get 400 lb. pressure in air tanks; air engine drives car; wheels drive main compressor to refill tanks, and battery charging generator.



Air Suction Drives Machine



Blowing through a small tube, G. W. Johnston, 60-year-old inventor, demonstrates how air currents and air suction are utilized to move wheels of his new "perpetual motion" machine.

FROM coast to coast by rail in 24 hours, traveling literally on air—that is what W. E. Boyette of Atlanta, Georgia, claims for his invention, a railroad engine that runs almost entirely on air.

Air for fuel—speeds of up to 125 miles an hour on rails—low transportation costs.

These are possibilities conjured by Boyette's air electric car. After being started by batteries, the car needs only air to keep it running—a close approach to perpetual motion.

Inventor Boyette claims his invention is quite simple, even though it is contrary to all principles of engineering.

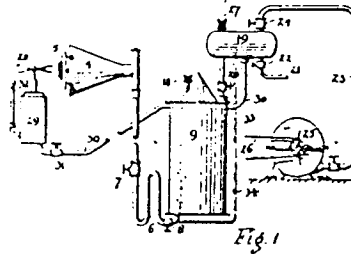
Large tanks on the sides of the car are pumped with compressed air by a starting air compressor which is driven by an auxiliary electric motor and 4800 pound storage battery set. Compressed air then operates the air engine connected to the driving wheels, bringing the car up to speed.

As the car moves, a large air compressor directly connected to the front wheels pumps air back into the tanks. An electric generator connected to the farthest rear pair of wheels is continually charging the batteries. Thus the movement of the car refills the air tanks and partly recharges the batteries.

With the engine pulling two passenger coaches over a 250-mile rail run, it is said that about \$2.50 worth of electricity for fully charging the batteries at the end of the run will be the only fuel expense.

Air Motor

31346. MEANS FOR OBTAINING POWER. ARTHUR SORO, of 59 Humphrey Street, Ballarat, Victoria, Engineer. 10th May, 1912.



Relates to means for obtaining power from atmospheric air, and consists of a siphon receiving from a funnel a supply of atmospheric air and which discharges the same into a cylindrical compartment containing a piston adapted to oscillate therein and from which the air flows or is compressed into a storage-chamber (as 19) in which previously an artificial pressure has been set up and which is itself in direct communication with the siphon. Means are also provided for accelerating the air-draught to the funnel, which consists of a fan upon an air-chamber near the funnel, containing air under pressure received from the storage 19, and a nozzle for delivering such air to the fan.

NZ PATENT.

CONSISTING principally of four main wheels, three of which are nearly five feet in diameter and one-foot thick, a novel perpetual motion machine driven by air suction is claimed to have been invented by G. W. Johnston, of Tulsa, Okla.

Valves and other wheels are assembled inside the main wheel, each of which turns on a hollow axle. A turn of the wheel produces an air current at one end of the axle and suction at the other end, serving to keep the machine in motion. A small unit of the device, an eight-pound cylinder, can create eight horsepower under a 100-pound air pressure according to the inventor.

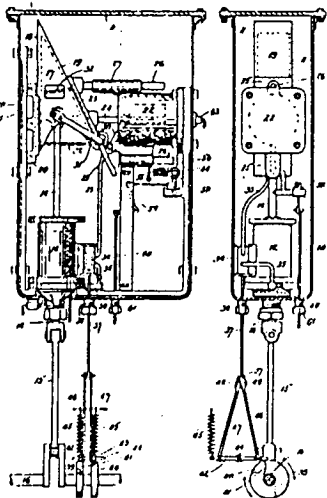
Modern Mechanix

AUGUST.

66.2

Air Pressure Engine
49021. P. W. H. PRODUCTION. FREDERICK SCHROEDER, of Taumarunui, N.Z., Farmer. 10th October, 1922.

NZ. PATENT.



4 OCT 1923

This invention has for its object the construction of a power-producing apparatus or engine that will be self-contained in its operation and continuous in action when certain parts thereof are placed under particular air-pressure conditions. The apparatus or engine designed is dependent for its operation upon the automatic control of variations in the air-pressure conditions to which different parts of the apparatus are subjected, and which variations are caused by the movements of the engine in a cycle such as to alternately and regularly vary the relative air-pressures acting against moving parts of such engine. The invention embodies the well-known principles involved in pneumatics by which air-pressure is distributed evenly over the areas of surfaces exposed to it and acts thereon with power in direct proportion to the degree of pressure, and such power remains the same whether the cubical area be great or small. The invention embodies, as the source of the power-production, a piston moving in a cylinder, one end of which is opened to the zone of air-pressure provided, and the other end of which is closed, so that the said air-pressure is designed to force the piston after it has been drawn in to the open end with a power-stroke outward in the cylinder again, and means combined therewith whereby the resistance to the inward stroke of the piston may be removed in order

that it may travel in again under the momentum of a fly-wheel mounted on a crank-shaft driven thereby. The engine is, in effect, a two-cycle engine in which the outward power-stroke of the piston is caused by compressed-air pressure acting on its inside, while approximately vacuum conditions prevail on the outside, and the inward stroke is caused by the rotation of the crank-shaft as in an ordinary internal-combustion two-cycle engine. One form of apparatus designed for carrying out the invention is illustrated.

**THIS PAGE THANKS TO
LOSTECH ARCHIVES
OF NEW ZEALAND.
CHECK OUT THEIR SITE AT:
<http://www.lostech.net>**