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- 7/05

Smith
Perpetual motion

March 16th,
1940

Phoned 3/19 to Chicago
Mr. Lyman will mail Thu.
Mr. Smith to send drawing.

Mr. K. E. Lyman
105 South LaSalle Street
Chicago, Illinois

Dear Ted:

I don't know if, during our last visit, I told you about Miss Gloria Swanson and the type of work she is doing. However, during this trip I have had the opportunity of going over several propositions with inventors who are under her control, and amongst these I have met a Mr. Smith who has a compressed air engine, now installed in an automobile located in Florida.

On the face of this, it is practically perpetual motion, at which you will laugh I know and which does not make sense, but from going over the available engineering drawings that he has shown me, and in discussing the matter, there is, in my mind, an excellent chance that this might work.

It is good enough, anyhow, that I think you should come to New York and meet Mr. Smith and discuss it. I have told him that if he could convince you that he has something, you would be only too glad to investigate it further and possibly make some deal with him.

I know you are back and forth between New York many times and think you should make arrangement as soon as you can to come here and meet Miss Swanson and the inventors.

My very kindest regards, and please drop me a line in England and let me know how you are progressing as far as the Washington matter is concerned.

My best,

P.S. Would you please write Miss Swanson confirming this. Be sure and let her know when you will be in New York. She has many other matters and I am sure it will be a very profitable trip for you.

MIAMIAN DEMONSTRATES MOTOR ENGINE DRIVEN BY AIR PRESSURE THAT HE CLAIMS WILL MAKE USE OF FUEL ENTIRE UNNECESSARY.

THE HERALD, MIAMI, FLORIDA
Saturday, July 31 1937
By Charles Cromer

Obid Munroe Smith tells of 15 years' effort to bring invention to success.

Planes may fly entirely around the world without fuel; an automobile may travel for years without gasoline, oil or water; locomotive travel may become as cheap as trolley fare. These may be actualities of the future if the invention of Obid Munroe Smith, 43 year old former Chicago garage owner, proves as efficient in operation as it does on the tuning block.

Mr. Smith, residing at 760 n. e. Sixty-fourth Street for the last two years, has announced successful completion of a six-cylinder automobile engine whose only fuel is air.

Compressed air has been put to work in many fashions. Mr. Smith ran an air hose from a tank in the Clark Dredging Company, 340 S.E. North river dirve, yesterday, and tuned up his motor. Efforts of witnesses to budge the flywheel of the motor while the air was turned off proved unpossible.

Mr. Smith eased less than five pounds of air into the motor - nohing happened. "The Motor's stiff," he claimed. He moved the flywheel with an iron bar. It "caught" roared away at an even staccato.

It was difficult to believe that this was an air motor. The exhaust could be seen to be emitting a light vapor and a thin light film of oil. Placing the hand over the exhaust, caused no more discomfort than putting one's hand near a fan. The motor over its entire length felt cool, with only a slight warmth, not much more than the sun might cause on iron, on the very top of the engine block where ordinarily the spark plugs or ignition might be located. After it had been running for nearly 15 minutes it felt no warmer. No vibration could be felt on the engine block although the flywheel was spinning swiftly.

The motor appears to be simplicity itself and its construction cost will be many times less than that of the cheapest gasoline motor of today, Smith claims.

While its only fuel is compressed air, it needs no wires, no gears, no valves or ignition of any kind, and no water cooling system, although an air-cooling system is embodied in the motor. The invention was successfully completed last November, Smith said.

The motor is four inches wide and 29" long. The pistons are of 2½" bore and 3½" stroke. The motor turns up to 5000 revolutions per minute and it develops 62½ HP. The six clyinder engine has two pistons under constant pressure at all times and it

will operate on five pounds of air pressure. It fires on, the marine motor type, "1-5-3-6-2-4". A 60-degree crank shaft is used.

Will the name of Obid Monroe Smith occupy a niche in the Hall of Fame with such inventors as Robert Fulton of the steamboat, Thomas A Edison of the light bulb, and Marconi of the wireless transmission? Or was the motor exhibition a flash in the pan? Will the motor actually propel a vehicle or must it be station ary close to a source of powerful air pressure?

Smith is firm in his assertions. In an automobile a 150 pound pressure tahk will be placed on the rear of the car in the same fashion as the present gasoline tank. The rear brakedrums will operate four compressors creating air pressure and feeding into the tank. In a plane a different method of building up the store of compressed air will be used. In boats there will be still another method.

"I experimented with air pressure and proved it could be used as a propelling fluid, the same as any other fuel," Smith said. "I was not financially able to develop the unit and sought the help first of Governor Merlin of Oklahoma. He could not see it and being interested in gasoline and oil, turned me down. I next saw Roy Stout of the Ford Motor Company and he informed me he was sure I hadsomething important, but could not use it. Finally I came to Miami and after many years of unbelief and ridicule I met a man who listened to the story of my invention.

"This man, Thomas Green, manager of the Purple Parrot, 760 N. E. 64 Street, assisted me and with his help I built the motor on which I now have a government patent pending in Washington, D. C."

Smith, formerly owned the Dearborn garage in Chicago and become interested in air pressure more than 25 years ago. He has worked on the motor for 15 years, he said. Declaring the motor is now developed to a successful degree, he relates that in 1929 he operated an automobile with a converted gasoline motor using compressed air for fuel, on a 9000 mile tour of the United States. No gasoline, oil or water was needed for the car during the trip, he said.

Smith asserts that he will have his motor installed in an automobile within a few weeks.