

PRESIDENT'S OFFICE MEMORANDUM — BRIGHAM YOUNG UNIVERSITY

From JB To: Dr. Tracy Hall Date: February 26, 1960  
224 ELB

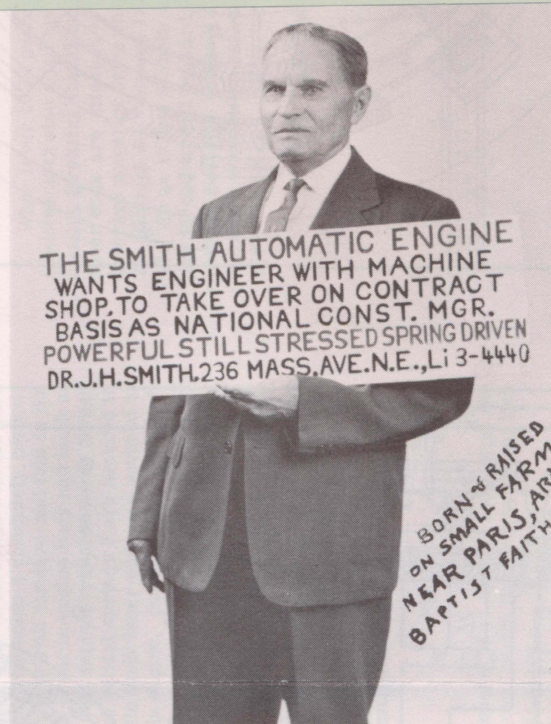
Re: The Smith Automatic Engine

Here's a real gem for you!

*John*  
John T. Bernhard

JTB:jp

Attachment



### FIXATION OF SCIENCE IS PREVENTING PROGRESS, AND CAN DESTROY US

This is a sincere appeal to our college presidents, for our survival after the fuels are used up, for our colleges control science and we could not progress without them, but we must have power to survive after the fuels are exhausted and that day is approaching. Our American Colleges are the best, but they have brought from the past ages the fatal belief, that a spring must be moving to produce power. While a moving spring will, of course, produce power. So will a perfectly still stressed spring. Consider the springs under the heavily loaded freight car, which hold it up just the same when standing still as when moving. Let us consider the great leverage advantage of THE SMITH AUTOMATIC ENGINE, which will produce all the great harmless power the world can possibly use for all the rest of time, beginning with the exhaustion of our fuels, for we must have power to survive. And

the building of these engines will be the greatest industry the world has ever known. This engine has a wide range of power for home, farm, road, and industry; and, it can cover all vast deserts with abundant crops by leveling hills for irrigation. First, by scraping the fertile soil into heaps and replacing after leveling; and, by pumping water through concrete pipes from lakes, rivers, desalted ocean water, etc. The great leverage of this engine is constructed for a mechanical advantage of about 20% efficiency at moderate speeds in any power desired. Its 32 powerful helical springs numbered 6, pull forward counterclockwise around the circumference of the large drive wheel 10; and, said 32 springs 6 can be constructed in any strength, shape, or size necessary for the power desired. This is further controlled by setting lever 30 at the right place for the power and speed desired.

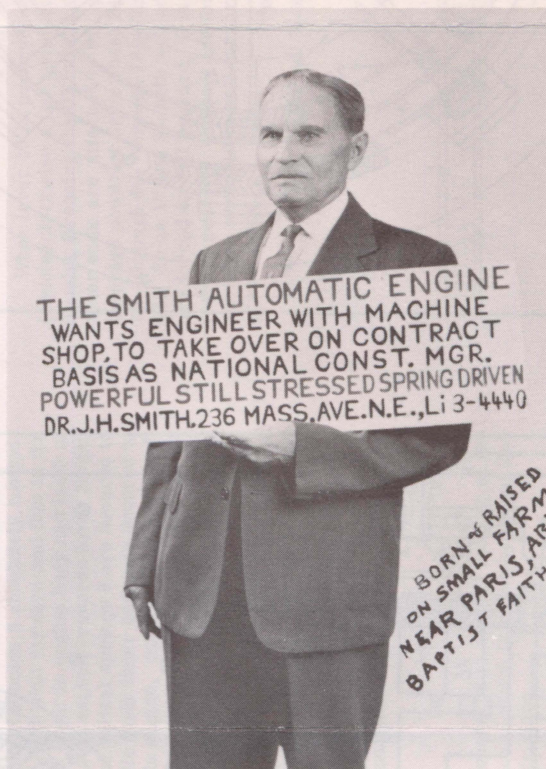
JOHN HENRY SMITH, SOLE INVENTOR OF  
**THE SMITH AUTOMATIC ENGINE**

Serial Number 539,628 Formerly 76,369

FEB 26 1960

236 MASSACHUSETTS AVENUE, NE  
WASHINGTON 2, D. C. Apartment 208

January 20, 1960



THE SMITH AUTOMATIC ENGINE  
WANTS ENGINEER WITH MACHINE  
SHOP TO TAKE OVER ON CONTRACT  
BASIS AS NATIONAL CONST. MGR.  
POWERFUL STILL STRESSED SPRING DRIVEN  
DR. J.H. SMITH, 236 MASS. AVE. N.E., LI 3-4440

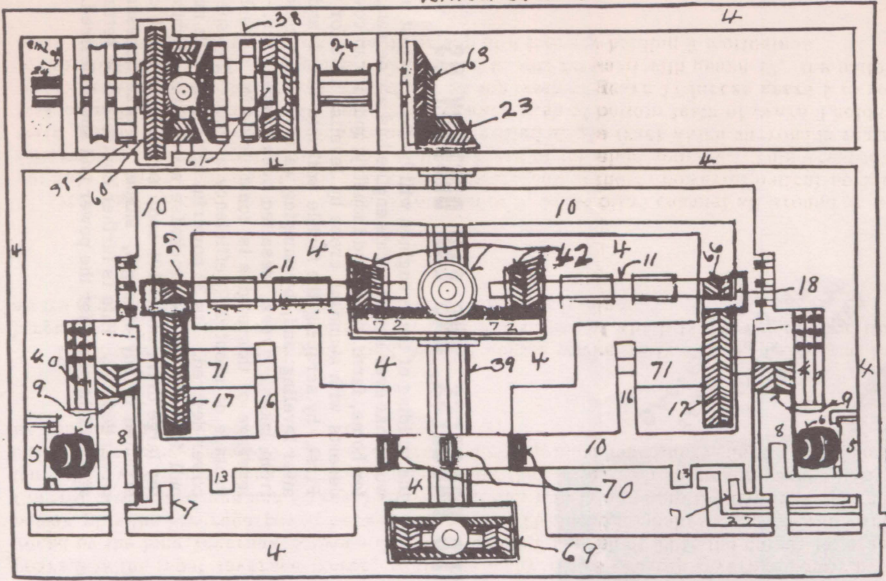
BORN & RAISED  
ON SMALL FARM  
NEAR PARIS, ARK  
BAPTIST FAITH

**FIXATION OF SCIENCE IS PREVENTING PROGRESS, AND CAN DESTROY US**

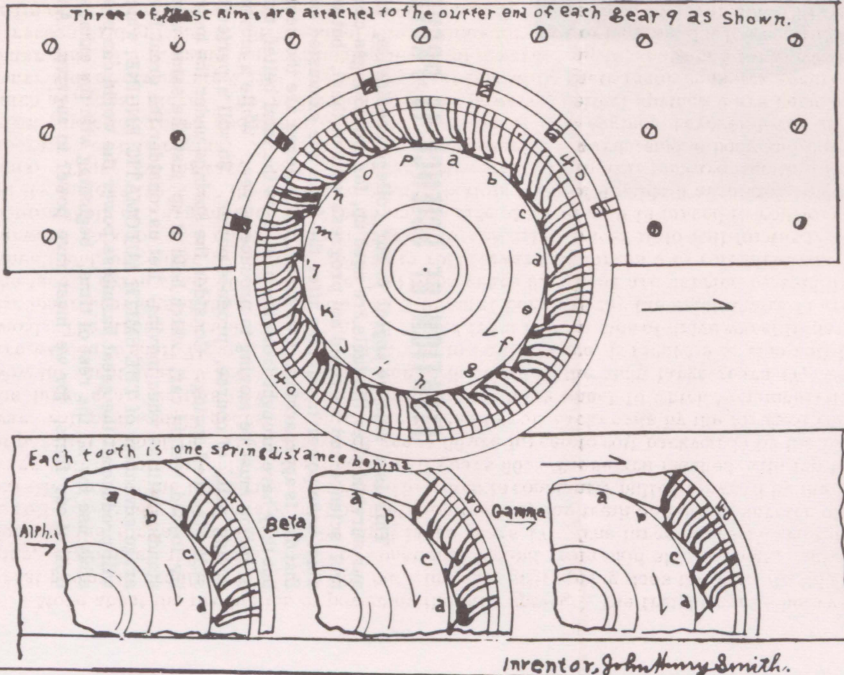
This is a sincere appeal to our college presidents, for our survival after the fuels are used up, for our colleges control science and we could not progress without them, but we must have power to survive after the fuels are exhausted and that day is approaching. Our American Colleges are the best, but they have brought from the past ages the fatal belief, that a spring must be moving to produce power. While a moving spring will, of course, produce power. So will a perfectly still stressed spring. Consider the springs under the heavily loaded freight car, which hold it up just the same when standing still as when moving. Let us consider the great leverage advantage of THE SMITH AUTOMATIC ENGINE, which will produce all the great harmless power the world can possibly use for all the rest of time, beginning with the exhaustion of our fuels, for we must have power to survive. And

the building of these engines will be the greatest industry the world has ever known. This engine has a wide range of power for home, farm, road, and industry; and, it can cover all vast deserts with abundant crops by leveling hills for irrigation. First, by scraping the fertile soil into heaps and replacing after leveling; and, by pumping water through concrete pipes from lakes, rivers, desalted ocean water, etc. The great leverage of this engine is constructed for a mechanical advantage of about 20% efficiency at moderate speeds in any power desired. Its 32 powerful helical springs numbered 6, pull forward counterclockwise around the circumference of the large drive wheel 10; and, said 32 springs 6 can be constructed in any strength, shape, or size necessary for the power desired. This is further controlled by setting lever 30 at the right place for the power and speed desired.

Smith, Automatic Engine, Serial Number 76369. Fig. 1.



Below is Spring Holding Rim 40 enlarged for clearness. Fig. 3.



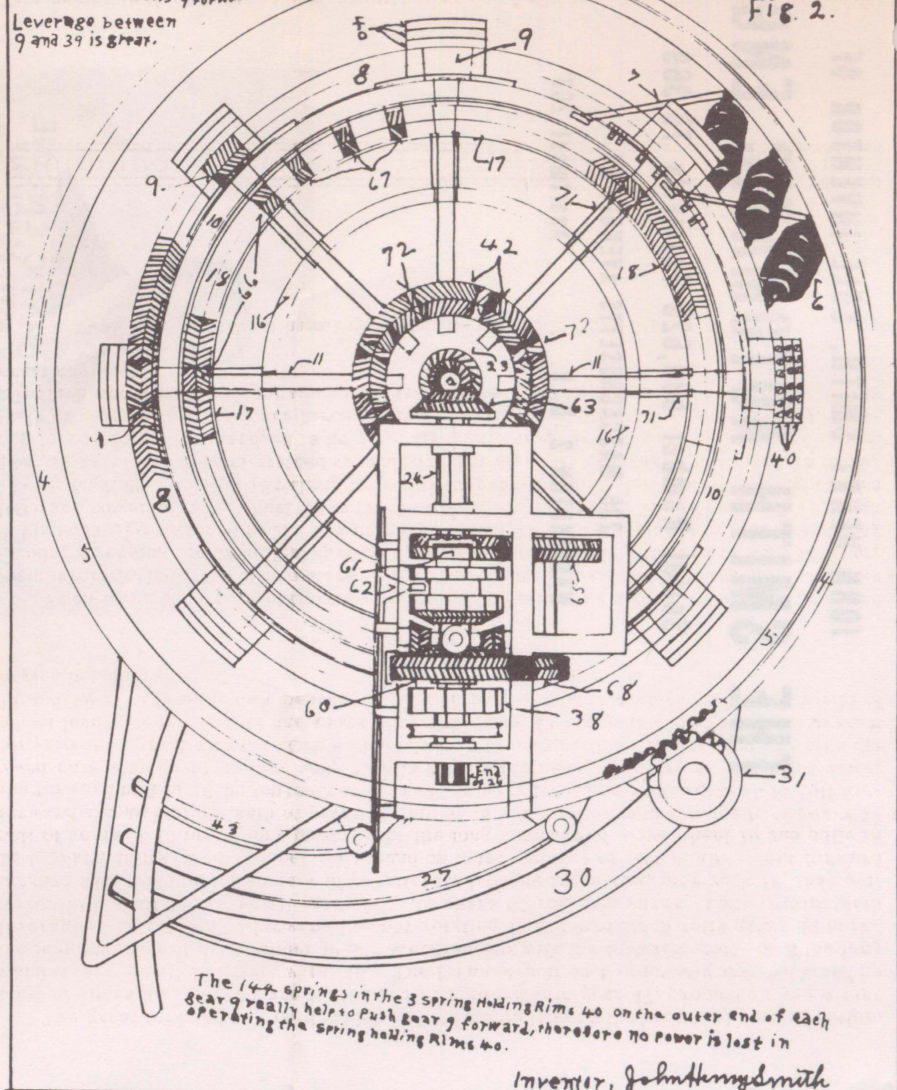
More about the production of power by the still spring: The freight car is heavy and great power is required to hold it up; but, the said still spring does the job. In this engine, of course, this power must be constantly fed out from said still springs, which is done by the forward rotation of the eight large gears 17. The large gears 17 are forced to roll forward by the forward pull on their top teeth by the teeth on bottom surface of the parallel limb of the large ring gear rack 18, which is constantly pulled forward by the forward pull of bottom teeth of the eight small gears 66. These are meshed with top teeth of parallel limb of 18. The eight small gears 66 are forced to roll backwards by the backward roll of the eight gears 42, which are forced to roll backwards by the forward roll of the large gear 72; this is welded to shaft of large drive wheel 10 which is numbered 39. Now the eight gears 9 are welded each one to the shaft of the eight large gears 17, which are forced to roll forward, and when 17 is forced to roll forward, it forces 9 to also roll forward. The strong circular metal ring 16 raised from bottom side of drive wheel 10 serves for inner bearings of the eight shafts 71. The outer bearings for the eight shafts 71 are in the face of drive wheel 10 between gears 17 and gears 9. These are carried by said drive wheel; and, of course, when 17 is forced to roll forward, it forces 9 to roll forward. The forward rotation of 9 on its endless track 8 forces drive wheel 10 to roll forward. The bottom teeth of 9 are meshed with teeth on top side of 8 and as 9 is forced to roll forward on its endless track 8, the backward push of bottom teeth of 9 holds 8 absolutely motionless. Thus, the forward roll of 9 forces drive wheel 10 to roll forward and this is the operation of this engine. To start engine, push lever 30 towards engine body and latch at right place for speed and power desired. To slow or stop engine, reverse lever 30 and latch at proper place. The outer ends of the 32 powerful helical springs 6 are secured to inner side of strong steel rim 5 by strong steel link while their inner ends are secured to outer side of 8 in same way. Pushing lever 30 towards engine, pushes 5 forward which stresses said springs 6. Strong steel rim 5 glides forward or backward a few centimeters in its oiled channel all around inside of engine housing as operated by lever 30. 18 is constantly pulled forward in its oiled channel all around inner surface of face of 10 by the forward pull of bottom teeth of the eight small gears 66. The leverage power of the eight gears 9 is the input leverage power, while the many times greater leverage power produced by the long leverage between the eight gears 9 and shaft 39 is the output leverage power plus the leverage power between 42 & 66. This engine makes a big joke of Birth Control, Food Shortage and Power Failure as it can join in and help the power people any time they wish; and, even be run by them when they wish. An adjustable speed unit at outer end of power shaft 24 will be required in driving most machinery, as the great power gearing makes this engine slow.

In Figure 1, looking at your right side of engine where 18 is shown, looking at the large gear 17 as compared to the smaller gear 9, top face of which is shown by dotted line as its upper side is covered by the cuff which holds 40 in place.

It should be clear that the forward rotation of 5, in its oiled channel all around on inner side of engine housing 4, that this great forward pull of the 32 powerful helical springs 6 is pulling forward on 8 which is the endless track of the eight gears 9. This great forward pull on 8 would rotate 8 forward astride its oiled single track which surrounds engine just outside of drive wheel 10; but, the backward push of bottom teeth of gears 9 holds 8 motionless because the great forward pull on top teeth of gears 17 forces gears 9 to roll forward with gears 17. As gears 9 are forced to roll forward with gears 17, the bottom teeth of gears 9 push backward on teeth on top of 8 thereby holding 8 motionless.

Smith, Automatic Engine, Serial Number 76369.

Looking at top of Engine.  
66 pulls 18 forward and 17 pulls 17 forward forcing gear 9 to rotate forward meshed with the teeth of 8 which circles the engine but is motionless and pulling forward hard on the bottom teeth of gear 9. This would roll gear 9 backward thereby rolling the engine backward but is prevented by the spring holding Rims 40 illustrated in Figure 3.  
18 has teeth on top meshed with 66 and on its bottom meshed with the teeth of 17. It (18) is pulled forward by 66 between 66 and 17 which rolls 9 forward.



Leverage between 9 and 39 is great.  
The 144 springs in the 3 Spring Holding Rims 40 on the outer end of each gear 9 really help to push gear 9 forward, therefore no power is lost in operating the Spring holding Rims 40.  
Inventor, John Henry Smith

The great forward pull on 8, which is held motionless by the backward push of bottom teeth of gears 9 as gears 9 are forced to roll forward with gear 17, produces a great forward leverage pull on drive wheel 10. The forward pull on 8 is greatly overbalanced by the long leverage of drive wheel 10 and simultaneous with the forward pull on 8 the long leverage of 10 rotates 10 forward; thereby rotating 72 forward which rolls gears 42 backwards with shaft 11 and small gears 66. As gears 66 roll backwards, their bottom teeth meshed with teeth on top surface of parallel limb of the large ring gear rack 18, they pull 18 forward in its oiled channel all around on inner surface of face of 10. This forward pull of gears 66 is made very powerful by the long leverage of drive wheel 10 and pulls 18 forward and as bottom teeth of parallel limb of 18 are meshed with top teeth of gears 17 the forward pull of 18 on top teeth of gears 17 is very great and drives gears 9 to roll forward on 8 with great power; and, as 8 is held motionless, this drives the drive wheel forward with great power. Drive wheel 10 has its natural long leverage power plus the added leverage of gears 42 and gears 66. The gears 42 and gears 66 are welded to shaft 11 and revolve in their own bearing in central part of engine 4 which is simply a part of engine housing.

When lever 30 is pushed towards engine, this pushes the strong steel rim 5 forward (counterclockwise a few centimeters) in its oiled channel all around on inner side of engine housing stressing the 32 helical springs 6, whose outer ends are attached to said 5. Their inner ends are attached to 8. Simultaneous with this forward pull on 8, the great long leverage power of drive wheel 10 is transmitted from 39 through 72--through 42--through 11--through 66--through 18 pulling forward with great power on top teeth of the eight gears 17. So as 17 and 9--both welded to shaft 71, whose outer bearing is through face of 10, are forced to roll forward, 8 is held rigidly motionless by the backward push of bottom teeth of gears 9. Gears 9 are forced to roll forward on 8 with great power; thereby, forcing drive wheel 10 to roll forward with great power. This proves the operability of this great engine.

With all humility, John Henry Smith, Inventor.

This engine is the answer to our survival after our fuels are exhausted; and, it will make Birth Control unnecessary as the whole earth, deserts and all will be covered with abundant crops every year--with two crops per year in the vast tropical zone.

Is it reasonable to think the Lord would short change his creatures?  
Dr. J. H. Smith (John Henry Smith).

A nationwide request for just how THE SMITH AUTOMATIC ENGINE operates has arisen, so I have prepared this for free distribution to those asking for it and I hereby request all newspapers and other publications and all radio and television stations to publish it, who can, for this engine will prevent depression by employing all the idle millions.

John Henry Smith

The large drive wheel 10 is forced to rotate forward counterclockwise by the forward roll of the eight gears 9. The eight gears 9 are forced to roll forward because the forward great leverage pull on top teeth of 17 is much greater than the forward pull on their bottom teeth. This powerful forward pull is the total pull of the 32 strong helical springs 6 pulling forward simultaneously. By pushing lever 30 towards engine and latching at the right place for the speed and power desired. The top of gears 9 in Fig. 1 is shown by dotted line and while the top teeth of gears 9 have no contact, the great leverage forward pull on top teeth of the large gears 17 is the valuable great forward pull on top teeth of the eight gears 17 as gears 17 and 9 are on the same shaft 71.

This great forward leverage pull is generated by the long leverage from the eight gears 9 to 39 which is the shaft of drive wheel 10 plus the great power generated by the eight gears 42 which is transmitted to the eight small gears 66 by shaft 11. Gears 42 and 66 rotate backwards and are stationary in their bearings which are in the central stationary part of engine which is simply a part of the engine housing numbered 4 as is the housing.

The backward rotation of the eight small gears 66 pulls the great ring gear rack 18 forward as the bottom teeth of gears 66 are meshed with the teeth on top surface of the parallel limb of 18, and the teeth on bottom side of 18 are meshed with the top teeth of the large gears 17, thereby the total great leverage forward power is transmitted to the shafts of gears 9. The bottom teeth of the eight gears 9 are meshed with the teeth on top surface of ring gear rack 8 which is stationary and resting astride its oiled single track rail, but it (8) is strongly stressed between the forward pull of the 32 helical springs 6 and the backward push of the bottom teeth of the eight gears 9. So, as the forward great long leverage pull on top teeth of gears 17 is much greater than the forward pull on their bottom teeth the gears (9) are forced to roll forward with great power and this forces drive wheel 10 to rotate forward with great power. Gears 9 are simply forced to climb around and around on their endless track 8, their teeth meshed with the teeth on its (8) top surface the bottom teeth of gears 9 simply holding 8 stationary by the backward push of the bottom teeth of gears 9.

Drive wheel 10 rotates around central part of engine numbered 4, its shaft 39 is very strong and rotates with drive wheel 10. Shaft 39 is welded to top side of drive wheel and to ring gear rack 72 whose teeth are meshed with the teeth on bottom of the eight gears 42. Only four gears 42 are shown in Fig. 1 for clearness. The rollers numbered 70 are strongly secured in bottom side of drive wheel 10 and roll around the smallest part of 4 holding drive wheel 10 rigidly steady. 39 rotates in its snug bearings in the center of the stationary central part of engine numbered 4, its top just under 23 rotating in its bearing in that part of 4 which crosses engine. Only three of the 32 helical springs 6 are shown in Fig. 2 and only two in Fig. 1. Only two of the automatic brakes 7 are shown in Fig. 2 and two in Fig. 1, there being 16 of these brakes 7 which automatically press on inner side of bottom of drive wheel when the 32 helical springs 6 are relaxed by pushing lever 30 away from engine. Ring gear rack 18 is pulled forward in its oiled slot on the inner side of the face of the drive wheel 10 by the backward rotation of the eight gears 66. As already stated, this transmits the total great forward leverage power to the top teeth of the large eight gears 17 thereby forcing the eight gears 9 to roll forward which forces drive wheel 10 to roll forward with great power. The outer ends of the 32 powerful helical springs 6 are attached by strong steel link to inner side of 5 which is the strong steel rim which surrounds engine and glides forward or backwards a few centimeters in its oiled slot. By pushing lever 30 towards engine, 5 is rotated forward thereby stressing the 32 helical springs 6. By stressing these 32 helical springs the 16 automatic brakes are relaxed but by relaxing the 32 helical springs the brakes 7 clamp inner lower rim of drive wheel. To prevent gears 9 from ever rolling backwards, three spring holding rims 40 are bolted to the hood over each of the eight gears 9 and these hoods are bolted to the outside of the

face of 10 and are carried by 10, as are gears 17 and 9 as well as the three steel disks which are bolted to the outer end of each gear 9. As gear 9 rolls forward, the shape of the 16 teeth on each steel disk enables these teeth to easily bend one spring at a time out of its way by pushing at right angle on end of spring, while at the same time two springs are pushing forward on back of teeth and this push is nearly vertical to the springs which makes this push much greater, thereby strongly preventing backward rotation. These springs can be of any strength necessary as their backward and forward push is neutralized in spring holding rim 40 and does not affect the power of the engine, their only purpose being to prevent backward rotation of gears 9. The inner ends of the 32 helical springs 6 are secured to the outer side of 8 by strong steel link.

- 4 is engine housing and central stationary part of engine.
- 5 is strong steel rim already described.
- 6 is the 32 strong helical springs already described.
- 7 is the 16 automatic brakes already explained.
- 8 is the great ring gear rack already explained.
- 9 is the gear 9 already explained.
- 10 is the large drive wheel previously explained.
- 11 is the shaft of gears 42 and gears 66 explained.
- 13 is the rim on bottom of 10 to be operated by 27 if ever necessary (or adjustment of 10 to 8, which is not likely.)
- 16 is to hold inner bearing of shaft 71 while the outer bearing of 71 is through the face of drive wheel 10 between gears 17 and 9.
- 17 is the large gear 17 which receives and transmits the great forward leverage power of 10 to gear 9.
- 18 already described transmits the great power from 66 to top teeth of 17 which forces 9 to roll forward.
- 23 drives power shaft 24 through 63.
- 27 lever to operate 13 if needed.
- 30 great lever fully described already.
- 31 part of 30. 38 wheel for belt.
- 39 shaft of 10. 40 spring holding rim 40. 42 the eight gears 42 fully described. 43 lever for operating 62 in backward forward fork of power shaft. 60 large gear wheel on power shaft 24.
- 61 part of Power shaft. 62 holds roller in fork of forward backward shift of power shaft.
- 63 meshed with 23 for driving power shaft. 66 fully described. 67 three small idler gears between each two gears 66 to hold up 18 firmly against the bottom teeth of gears 66. 68 small gear on shaft of larger gear 65 to drive gear 60. 69 easy rotating gears on which shaft 39 partly rests. 70 fully described rollers in 10. 71 shaft for 17 and 9.
- 72 ring gear rack which drives gears 42 backwards.

Roller bearings are between the bottom side of drive wheel 10 and 4.