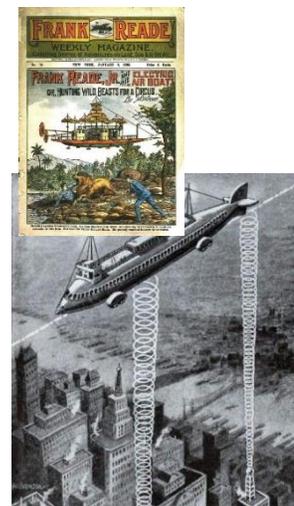
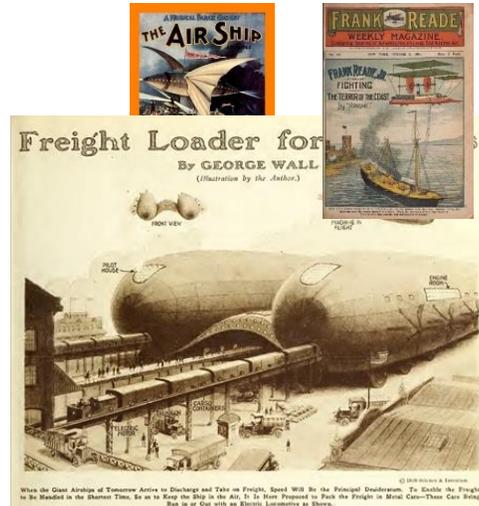
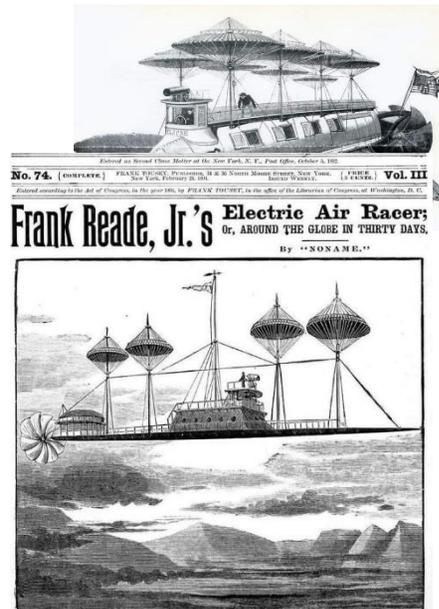
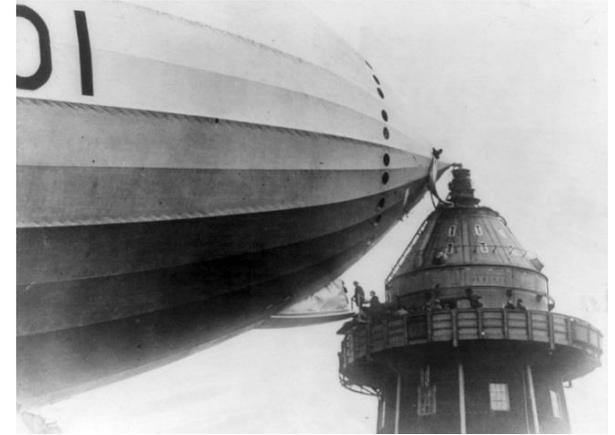
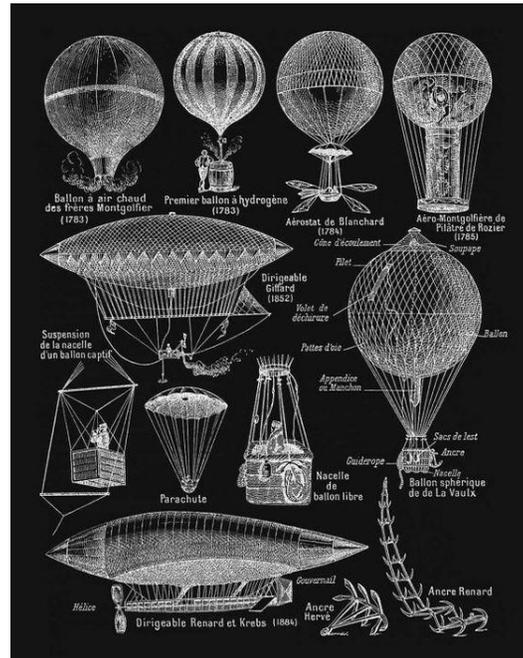
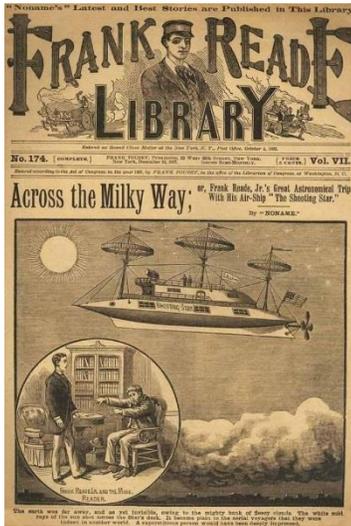


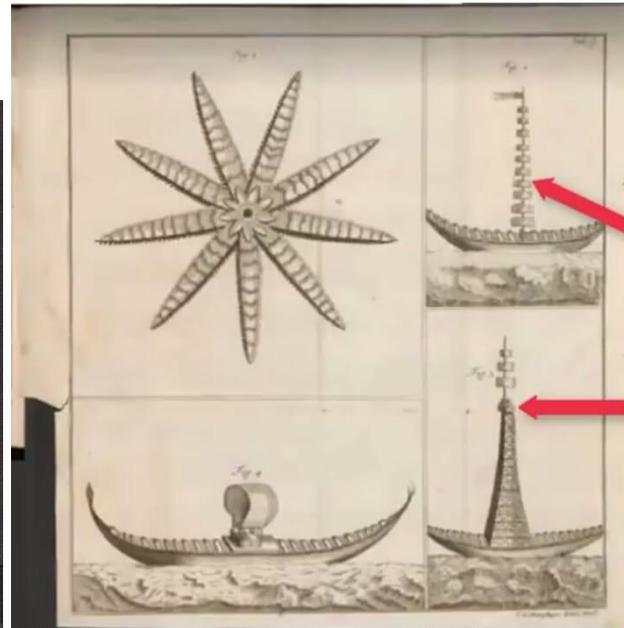
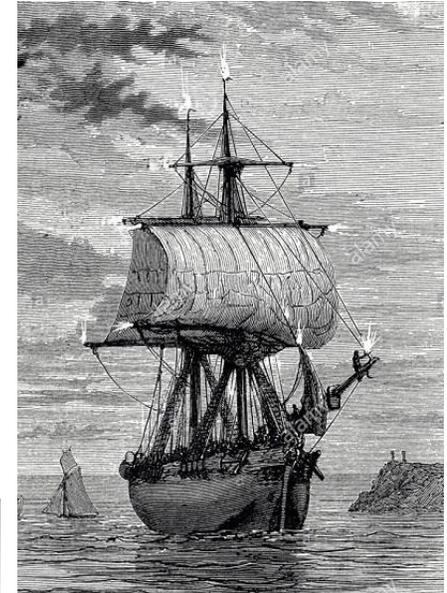
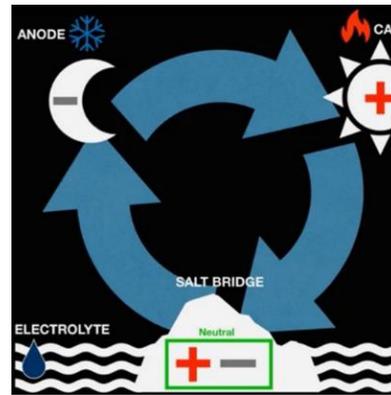
# Chapter 12 Free Travel Anywhere

## Flying Machines & Refueling Stations



## Harnessing the Ether; Sailing Anywhere Except Away

St. Elmo's fire, or corona discharge, is commonly observed on the periphery of propellers and along the wing tips, windshield, and nose of aircraft flying in dry snow, in ice crystals, or near thunderstorms. Various flight procedures, in addition to mechanical and electrical devices designed to reduce the accumulation of electrical charge, are utilized as safeguards in preventing or controlling these discharges. The name St. Elmo is an Italian corruption, through Saint Ermo, of St. Erasmus, the patron saint of Mediterranean sailors, who regarded St. Elmo's fire as the visible sign of his guardianship over them. The phenomenon was considered to be a token of good luck because it is most pronounced near the end of a storm.



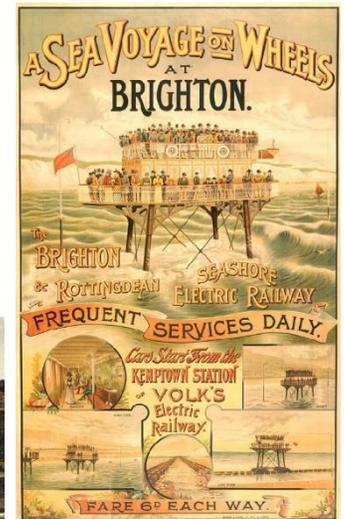
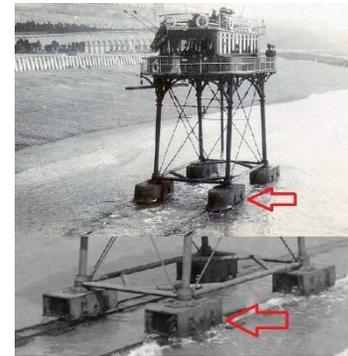
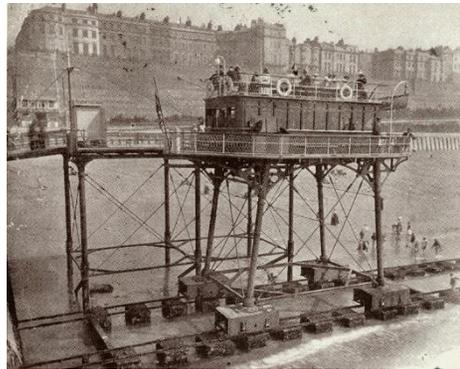
The Brighton and Rottingdean Seashore Electric Railway was a unique coastline railway in Brighton, England that ran through the shallow coastal waters of the English Channel between 1896 and 1901. The aim of the railway was to extend the reach of the existing Volk's Electric Railway eastward. Since the eastern section of coast ran out of seafront, and quickly ended up with cliffs that were directly against the sea, Volk was confronted with the intimidating and costly prospect of an expensive project to build the railway extension onto the cliff-face.

- Volk's solution was instead to build the railway out at sea, with the electrically-powered car built on four cross-braced stilted legs that kept the passenger section well above sea-level, and to also build a special alighting-platform at Rottingdean.

The railway itself consisted of two parallel 2 ft 8 1/2 in (825 mm) gauge tracks, billed as 18 ft (5.5 m) gauge, the measurement between the outermost rails. The tracks were laid on concrete sleepers mortised into the bedrock. The single car used on the railway was a 45 by 22 ft (13.7 by 6.7 m) pier-like building which stood on four 23 ft (7.0 m)-long legs. The car weighed 45 long tons. Propulsion was by electric motor. It was officially named *Pioneer*, but many called it *Daddy Long-Legs*. Due to regulations then in place, a qualified sea captain was on board at all times, and the car was provided with lifeboats and other safety measures.

Construction took two years from 1894 to 1896. The railway officially opened November 1896 but was nearly destroyed by a storm the night of 4 December. Volk immediately set to rebuilding the railway including the *Pioneer*, which had been knocked on its side, and it reopened in July 1897.

### Rail cars on canals and shores.



## Vimana Flying Machines

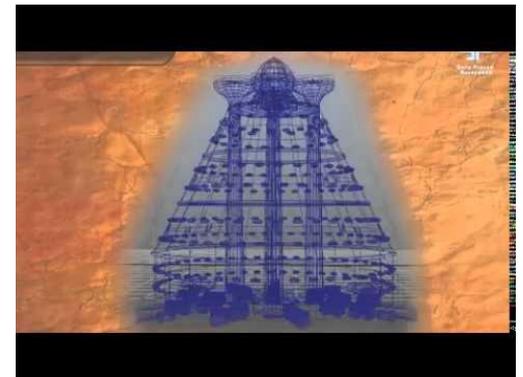
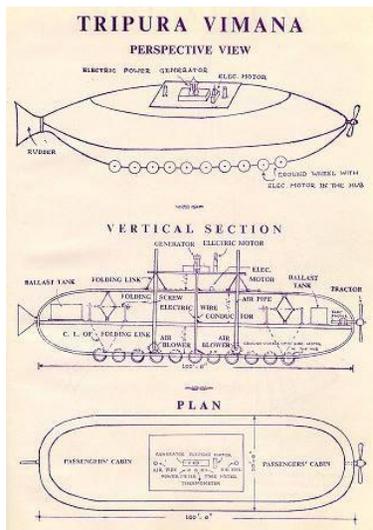
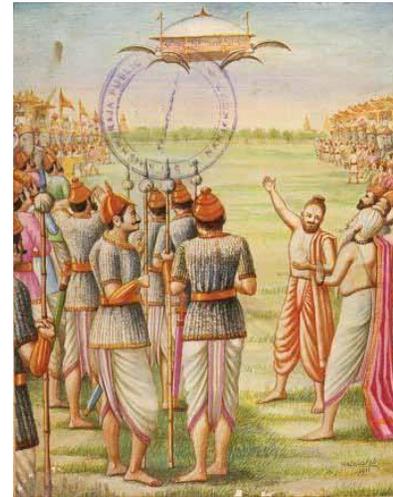
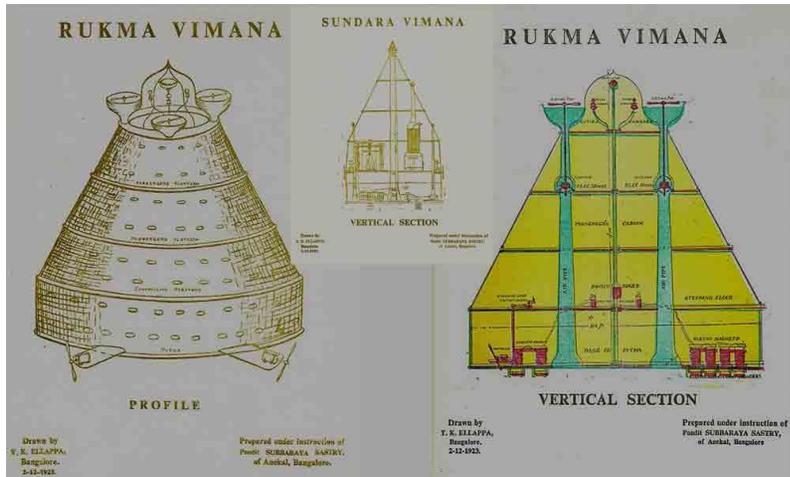
"Our vision of "prehistory" is terribly inadequate. We have not yet rid our minds from the hold of a one-and-only God or one-and-only Book, and now a one-and-only Science." ~ Shri Aurobindo Ghosh (1872-1950)

The concept of traveling by air using flying machines was popular in ancient India and for that matter in medieval and modern India much before the invention of modern airplanes by the Wright brothers. There is ample literary evidence to suggest that in ancient India people were familiar with the possibility of men flying in aeroplanes to travel long distances or traverse interstellar spaces. These aeroplanes used mechanical, spiritual and tantric power to fly. In the ancient literature of Hindus we have detailed descriptions of flying machines that could carry people from one place to another or one planet to another to conduct wars, participate in religious ceremonies, rescue someone in trouble or accomplish some adventurous mission.

We have references to the use of incredible spaceships and flying machines in the Indian lore by gods, demons and people alike. The most ancient of all epics, the Ramayana and the Mahabharata mention the use of vimanas or special aerial devices in ancient times. These are comparable in several respects to the spaceships of Hollywood science fiction movies such as Star Trek and Star Wars. In the Ramayana we have descriptions of a special airplane called Pushpak Vimana.

In Sanskrit, which was the language of communication in the Vedic period, the word "*vimana*" means *an airplane or flying machine*. It is not mere coincidence that the long towers adorning the Hindu temples are also called vimanas. The word "vimana", in this context, has a far deeper spiritual meaning. According to this, vimana is that which is different from or turned away from the ordinary mind consciousness. It is the higher consciousness pointed towards the heavens, belonging to the higher realms, and simply indifferent to the mind and the senses. It is of the higher mental planes, of the gods, where higher energies submit to higher purpose and higher will. In contrast, the ordinary mind draws us into samsara and renders us into mere two-legged animals.

Blinded by the illusion it creates, we become earth bound, incapable of flying or moving freely into the mid (bhava) and higher (suva) realms. In the form of an elongated tower jutting out of the face of the earth through the roof of the temple, the vimana thus serves a very important purpose in the religious world of Hindus. It serves as a strong reminder of our lost worlds and lost consciousness. The mesmerizing tower filled with colorful figurines of numerous gods and goddesses, above the ground, away from the humdrum of earthly life, in the air but still reachable, conveys a symbolic message that before entering the world of gods we need to turn away from the distractions of the mind and turn inward towards God for our salvation. The Mahabharata also mentions the use of flying chariots powered by lightning, capable of flying long distances into the solar system and beyond. There are descriptions of a demon king Salva using a flying machine to attack Dwaraka, the capital of Madura, and how Lord Krishna fought with him and destroyed the flying machine. In the epic Srimad Bhagavatham (sixth Canto, Part 3) we come across the following reference: "One time while King Citaketu was traveling in outer space on a brilliantly effulgent airplane given to him by Lord Vishnu, he saw Lord Siva..." "The arrows released by Lord Siva appeared like fiery beams emanating from the sun globe and covered the three residential airplanes, which could then no longer be seen.



The Egyptian Hieroglyphics Depict Flying craft and Helicopters as well



## The Sonara Aero Clubs "California Airship" of 1852



They called themselves the Sonora Aero Club and, over time, they counted some 60 members, possibly many more. Their ranks included great characters, such as Peter Mennis, inventor of the Club's secret "Lifting Fluid," later described as "a rough Man, whit as kind a heart as to be found in very few living beings," despite being "addicted to strong drink". The Aero Club's rules: Roughly once a quarter, each member had to stand before the gathered group and "thoroughly exercise their jaws" in telling how he would build an airship.

On one night in 1858, a man by the name of Gustav Freyer stood to present his invention: the Aero Guarda, an airship surrounded by a sort of hamster-wheel cage that would protect its passengers upon landfall. "The majority of the sightings occurred over 8 months between mid-November, 1896, and the end of April, 1897. *There were hundreds of sightings some with thousands of witnesses each*, according to newspaper reports. Every attempt to verify the names of witnesses provided in newspaper reports has turned up real people. *There were more than 1200 newspaper articles published on the sightings in over 400 papers in 41 states and 6 Canadian provinces.*

The first sighting to make the news occurred over Sacramento on November 17. The most obvious feature was a brilliant electrical light. It was not clear the light was mounted to a structure, but some saw an egg-shaped craft with four downward-facing propellers. The San Francisco Call had this image drawn of the craft, based on witness' descriptions. The object flew by the city over the course of half an hour and made several changes in course, swaying from side to side and up and down, like a boat against a rapid current. It was later reported that a similar light went the opposite direction the following night. The majority of papers dismissed the sightings, but a few took them seriously. Believers assumed an inventor was testing a new design and expected him to unveil his craft at any time, but anyone who claimed responsibility, like the lawyer George Collins, or California's Attorney General, William Henry Harrison Hart, later reneged on their claims.

More sightings occurred in Sacramento on November 22. This time, two lights were seen, apparently anchored to the same structure. Again, those who could see it said that it was egg-shaped, and at least one witness could see moving parts like wings or propellers. Lights were seen in the San Francisco Bay area as well; witnesses included policemen, streetcar drivers, car barn employees, their foreman, and a conductor. The mayor of San Francisco vouched for his two servants who said they'd seen lights as well. In the following days, similar lights were seen from San Jose to Tacoma, Washington, and even into Western Canada. Sightings continued into December and fizzled out by the end of the year. No one took credit for them.

## Compressed Air Power ~ Trains

**F**ROM 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.

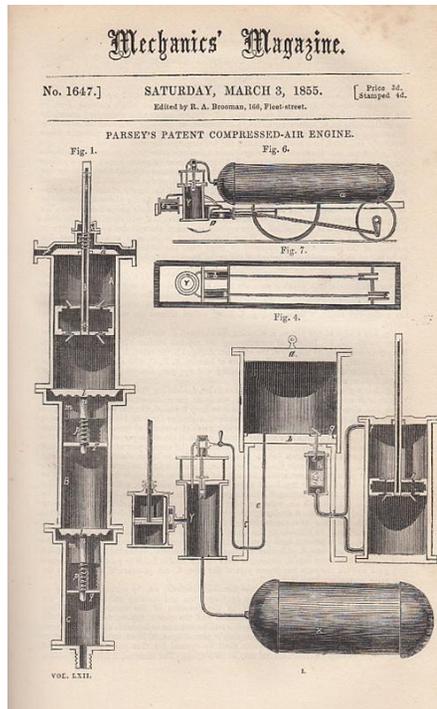
150 years ago people were getting around by driving compressed air powered personal cars, and were boarding compressed air powered modes of public transportation. Where did this compressed air technology come from?

**Medhurst, English patent, August 2, 1800, proposed to propel carriages by means of compressed air carried in a reservoir, using a single cylinder engine, or a double-cylinder engine with compound beam, according to the amount of power required.**

It is even more bizarre when you consider that pneumatic engine ideas were supposedly getting developed as **early as 1687**. Yup, Denis Papin apparently came up with the idea of using compressed air in the 17th century. In 1687, Papin unveiled a new invention to transmit power pneumatically, in order to develop a means of spreading industrialization to areas where waterpower was not available. This idea was hotly opposed in the Royal Society, and Papin left England to accept a chair of mathematics at the University of Marburg in Hesse, bordering Hanover. In 1690, Papin published an historic article in the Acta Eruditorum of Leipsig, "**A New Method of Obtaining Very Great Moving Powers at Small Cost**," where he proposed using the power of expanding steam to operate a piston/cylinder engine.

"The first compressed-air carriage of which there is an authentic account was constructed by two Frenchmen, Andraud and Tessie du Motay, about 1840. As will be seen from the image it was made for running upon rails; it was adapted to carry eight passengers; had the air stored at a pressure of 17 atmospheres, while the working pressure in the cylinder was three atmospheres. These inventors also contemplated the application of compressed air to road carriages; they proposed to use pressures as high as 60 atmospheres, which were to be attained in stages, and to heat the air before its admission to the cylinder. They were the first to indicate the necessity of a reserve supply of air for use in hill-climbing or for other contingencies when the pressure in the main reservoirs was approaching its lower limit." In 1844 M. Andraud built a 2-2-2 locomotive weighing five tons, with a single rivetted air tank holding 106 cubic feet of air at 300 psi. It was first tested on Saturday 21st September 1844 on the Versailles Left Bank track where it covered a two mile return journey at a speed of between 17 and 20 mph. A 1841 patent reveals that Andraud and Tessie du Motay were based at No 35, Rue Chabrol, in Paris; this road still exists and lies to the south-west of the Gare du Nord, where channel tunnel trains from Great Britain terminate.

# Compressed Air Trains...no coal or logs needed!



AIR LOCOMOTIVES WITH TENDERS



ILLUSTRATION No. 104, CLASS B-P-T

With cab, for surface haulage at powder works, for extra long haul where conditions require light-weight equipment.

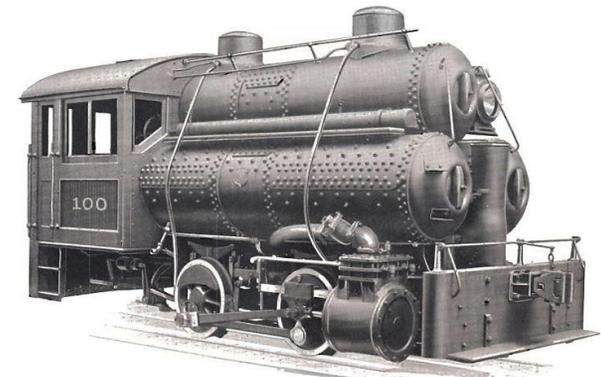
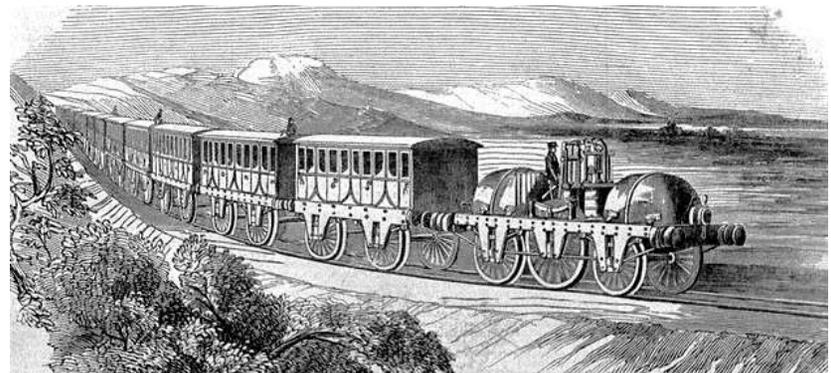
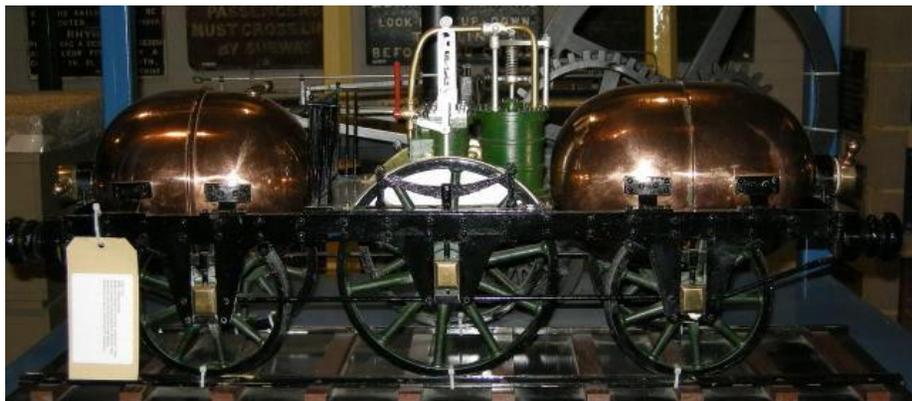


ILLUSTRATION No. 100, CLASS B-PPP AND B-PP



## The Compressed Air Car... No Fuel or Gas Needed....Just Air!

### ADVANTAGES OF THE AIRMOBILE

The safest car in the world.  
The simplest car in the world.  
The easiest operated car in the world.  
The most marvelous hill-climber in the world.  
The first scientifically designed car in the world, giving proper distribution of weight and power.  
The most luxurious and satisfactory car in the world, at any price.

The fastest car in the world.  
The lightest car in the world, in its class.  
The smoothest riding car in the world.

Five Passenger or Roadster type - - - - \$1,000  
Seven Passenger type - - - - - 2,000

All Airmobiles will have Streamline Bodies and full standard equipment.  
A postal card will bring you Catalog and Story of the Rotary.

### ROTARY AIR BRAKE COMPANY

601 Higgins Building, Los Angeles, Calif.  
Phone Main 743 F 1688

From The Horseless Age for October 1898: "In 1895, the Pneumatic Carriage Company was organized under the laws of West Virginia, with an authorized capital of \$5,000,000, and with offices at 253 Broadway, New York. The organizers had been conducting experiments with compressed air motors for street railway service for several years, and naturally turned toward the motor vehicle when it received its first impetus in America. The president and manager of the company is A. H. Hoadley, who has been in charge of the experiments at the works of the American Wheelock Engine Company, Worcester, Mass.

The first carriage built by the company was *completed in November, 1896*. It has seating accommodations for six passengers,

### TO OPERATE THE CAR

Move the throttle lever forward which lets air from the tanks into the air motors in four wheels.

To reverse, push the pedal down half way.

To stop, push the pedal all the way down; that makes air brakes out of the air motors.

The power plant is automatic, burns crude oil, is extremely light and vibrationless, and simply keeps the tanks supplied with air at a uniform pressure, and requires no attention whatever from the driver.

There is no limit to the speed or hill-climbing possibilities of the Airmobile. If you want more speed or more power, simply open the throttle wider.

The perfection of the Rotary Principle by this Company makes possible the Airmobile.

Output for 1914 sold already. Order now for 1915 deliveries.

weighs 2700 pounds, and will run 20 miles over ordinary good roads on one charge. A grade of 20 per cent is claimed to be surmountable. The wooden wheels are 30 and 42 inches respectively, and pneumatics of 4 inches diameter render riding as easy as possible. The motor, of the reciprocating type, weighs 400 pounds and operates at 350 revolutions, when the carriage is making 15 miles an hour. Ordinary compensating gear and hub

steering are employed. In order to heat and expand the air before it enters the motor, it is surcharged with hot water, carried in the vehicle in a separate tank and kept at a temperature of 400 degrees Fahrenheit. Five pounds of water are required for each mile traversed. All the above machinery is spring supported, to relieve it from the shocks of the road.



## How Did the Heat the Huge Castles, Cathedrals and Homes?



AEE fireplace with metal plate and andiron transmitters

Can you begin to imagine how these massive Tartarian buildings were heated during the cold winters of Europe and mountain castles? *No fireplace burning logs could possibly heat these palaces.* Instead, they had harnessed energy and could bring it directly into the entire building because it was electrified at will and location, thus providing each room with independent heat using andirons and the buildings current

There was placed a metal plate behind the firebox (or the whole firebox made of metal) and metal goblet-looking objects. These objects may be of various size, while the bigger are usually put near the edges of a fireplace. The function of metal plates is quite clear – they reflect infrared rays when fireplace heats up, like an ordinary fireplace does. The goblets, on the other hand, have nothing to do with an ordinary fireplace that heats up from combustion. *These goblets are nothing else than ether capacitors,* which amplify electricity in a conductor, along which they are put. It turns out that originally these fireplaces were not designed to burn wood. Their secret probably lies somewhere else.

Let's imagine that the fireplace and the roof are connected by metal bonding's through the chimney (like in the image). The whole construction becomes one solid conductor, connected with the metal plate in the firebox. Ether capacitors, put near the fireplace, provoke eddy currents (Foucault currents) in the metal frame, which transmits them to the metal plate. The buildings with cymatic windows and portholes, with the help of organs, musical instruments and singing, emitted a frequency range. These frequencies were then collected by devices designed into the architecture of

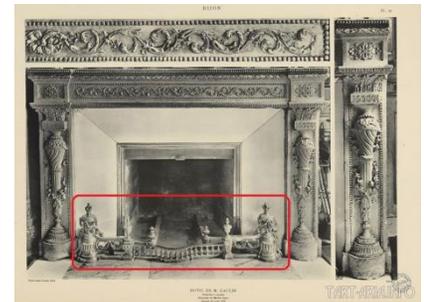
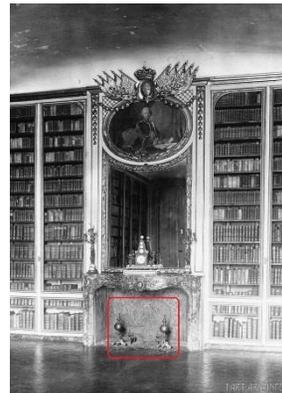
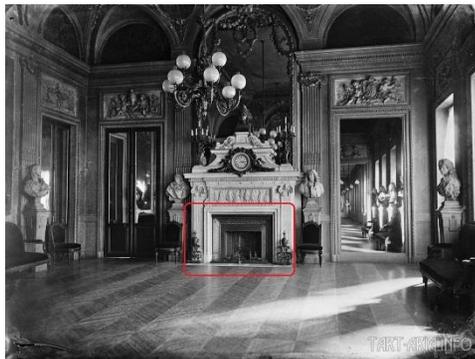
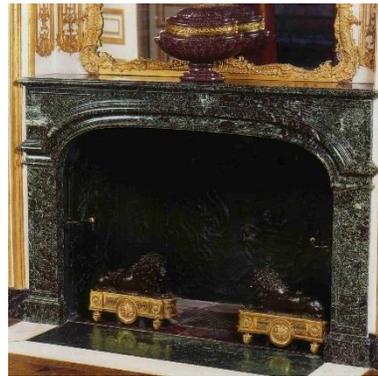
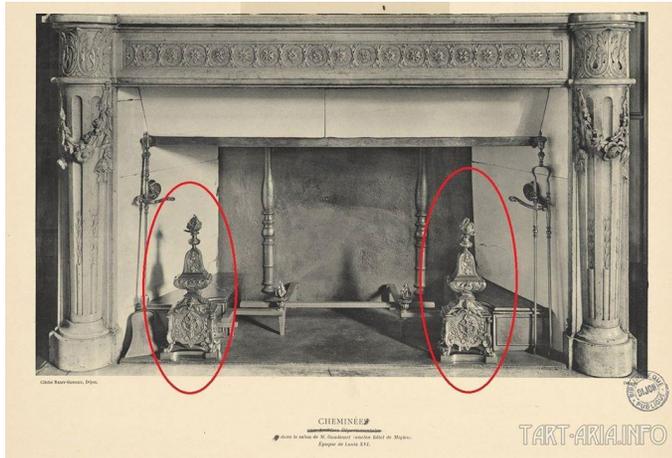
all other buildings and converted into DC energy. These frequencies were also transmitted underground through water and collected with piezoelectric transducers. The real internet. *Piezoelectric transducers generate electricity* when subjected to a pressure change. Hydrophones are used to listen to whales speak to each other, sonar.

All life resonates and absorbs frequencies. The Aether was filled with frequencies that created harmony and reverberated off of the firmament. Levitation would be easy. denied a graceful existence with comfortable, disease-free cities and clean energy for our homes and businesses. What we call "fireplaces" could very well have been air vents for the off-gassing that was run throughout the buildings back then.

# Smoke-Free Home Heating in Any Room



Perhaps this explains why these Antiqui-Tech structures often catch on fire after conversion?



## Gas Lit Street Lamps

So the story goes...and think about how the gas had to be distilled and pipelines laid for lamps to operate throughout the cities and even inside the cathedrals!



Church interior with gas torchieres  
(Reading, England, c. 1875)

Before electricity became sufficiently widespread and economical to allow for general public use, gas was the most popular method of outdoor and indoor lighting in cities and suburbs. Early gas lights were ignited manually, but many later designs are self-igniting. Baltimore was the first American city with gas streetlights; Peale's Gas Light Company of Baltimore on February 7, 1817 lit its first street lamp at Market and Lemon Streets (currently Baltimore and Holliday Streets). A "thermolampe" using *gas distilled from wood* was patented in **1799**, whilst German inventor Friedrich Winzer (Frederick Albert Winsor) was the first person to **patent coal-gas lighting in 1804**

The first electric street lighting employed arc lamps, initially the '*Electric candle*', 'Jablotchkoff candle' or 'Yablochkov candle' developed by a Russian, Pavel Yablochkov, **in 1875**. This was a carbon arc lamp employing alternating current, which ensured that both electrodes were consumed at equal rates. In **1876**, the common council of the City of Los Angeles ordered four arc lights installed in various places in the fledgling town for street lighting. On **30 May 1878**, the first electric street lights in Paris were installed on the avenue de l'Opera and the Place d'Etoile,

around the Arc de Triomphe, to celebrate the opening of the Paris Universal Exposition. In **1881**, to coincide with the Paris International Exposition of Electricity, streetlights were installed on the major boulevards. The first streets in London lit with the electrical arc lamp were by the Holborn Viaduct and the Thames Embankment in 1878. More than 4,000 were in use by 1881, though by then an improved differential arc lamp had been developed by Friedrich von Hefner-Alteneck of Siemens & Halske. The United States was quick in adopting arc lighting, and *by 1890 over 130,000 were in operation in the US*, commonly installed in exceptionally tall moonlight towers.

With the development of cheap, reliable and bright incandescent light bulbs at the end of the 19th century, arc lights passed out of use for street lighting, but remained in industrial use longer. Thomas Edison began serious research into developing a practical incandescent lamp in 1878. Edison filed his first patent application for "Improvement In Electric Lights" on 14 October 1878. After many experiments, first with carbon in the early 1880s and then with platinum and other metals, in the end Edison returned to a carbon filament. The first successful test was on **October 22, 1879** and lasted 13.5 hours. Edison continued to improve this design and by 4 November 1879, filed for a US patent for an electric lamp using "a carbon filament or strip coiled and connected ... to platina contact wires.



# Nothing New Under the Sun ~ Robots in 1883

