

This file was originally posted on the KeelyNet BBS on December 3, 1993 as GARRETT1.ASC.

# **The Next Step in Energy Production, Engines and Lighting by Jerry W. Decker for KeelyNet**

**(with apologies to the Dallas Morning News, the Van Nostrand Scientific Encyclopedia and the US Patent Office)**

For years we have heard stories about a demonstration of a car that ran on water here in the Dallas area. Never was there any text substantiation or other documents relating details. Many of our friends had also heard the story with hints of a green pill or powder that was added to the water while in the gas tank that somehow made it combustible with no further actions taken beyond the simple ignition via a high intensity spark.

About three years ago, our friends Howard and Joanne Bond sent us a short newspaper clipping describing the demonstration. The article indicates a patent was secured for the "something" that made the car run on water. That has kept me inspired all this time and made me keep an eye and ear out for additional information.

The basic story as I heard it was that the inventor of the traffic light, Dad Garrett, failed to get a patent on the idea. Every city adopted his traffic light invention for which Dad Garrett received little in return. He and his son Charles invented other devices, among them a means of making an automobile engine run on water, but I never heard of a patent issued on this.

To promote the discovery, a public demonstration was held at White Rock Lake in Dallas somewhere around 1934. The event was covered by news media of the day and we understand there was a Pathe' or Movietone newsreel. An automobile was towed to the lake site. We do not know the type of automobile or whether it was a 6 or 8 cylinder engine. A gallon of water was removed from the lake and put into the gas tank. The car was then started and driven around the lake with no problems.

Several months back, I decided to do whatever it would take to dig up this patent, if it existed. I knew from the article that a Dad Garrett and his son Charles had invented this "something". I did not know the year of this alledged patent and so had to go through several volumes looking for anything relating to Garrett. Sometimes inventors assign their invention to companies and that posed an additional problem if such was the case.

I finally did find a patent issued to Charles H. Garrett on July 2, 1935 and called an **ELECTROLYTIC CARBURETOR**. The number was 2,006,676. Since the microfiches only go back to about the mid-40's, I had no option except to order it from the patent office. A letter was sent to them with \$2.00 (\$1.50 for the patent and .50 for mailing costs). After almost 3 months, I got a letter saying that patents had now gone up to \$3.00. So, another letter with the extra \$1.00 **FINALLY** got me the patent about 3 weeks later.

I have been calling it a **HYDROLYTIC CARBURETOR** because of **WHAT** it is combusting and have been totally amazed at the simplicity of the technology. Several of our associates have received advance copies of it and are quite impressed, saying they will build and test it. We too will test it and openly share our findings.

---

Please feel free to pass this file around.

The newspaper articles are included in this file for the exact information as published from the 1935 demonstration to the latest modern report of which I am aware.

Bob Aldrich of Survivor BBS in LA gave us additional patent numbers pertaining to the Horvath patents for electrolysis to power an automobile engine. Of those patents, the Garrett patent was **NEVER** listed as a "prior art" patent. That is quite odd as it **PRECEDES** several of the points made by the Horvath patent, not to mention being **SO SIMPLE**. Experiments will be carried out on the Garrett design and we and our fellow experimenters will share our findings for those interested. The potential is **ENORMOUS**.

---

What follows is the story confirming that no green pill was involved in the process and which Howard and Joanne Bond sent to KeelyNet.

Dallas Morning News - 1992 - Long Format

Column : **TEXAS SKETCHES**

Headline : **Early inventor builds water-powered auto**

Date : **September 6, 1992**

Section : **TEXAS & SOUTHWEST**

Page : **48A**

Edition : **HOME FINAL**

Author : **A.C. Greene**

Word Count : **398**

Text :

The late Henry "Dad" Garrett was a multi-talented Dallas inventor with a bent for electrical contrivances, and in 1935, he and his son, C.H. Garrett, patented and exhibited an automobile that ran on water -- actually, on hydrogen after the water was broken down by electrolysis.

**Dad Garrett was already famous for his work. In 1920 he set up WRR in Dallas, the world's first municipal radio station, and was its first announcer. He was the first man to build a radio in his car, and he developed radio transmission from the car for police use. He also invented an automatic electric traffic signal, possibly the nation's first.**

**Eugene P. Aldredge recalled the Garretts: "I had rented a small office on the seventh floor of the Allen building in downtown Dallas for my letter service, and one of my early customers was the eighteenth floor National Electric Signal Co. owned by Dad Garrett and son C.H..**

**"I was informed that the two were experimenting with an automobile that used water for fuel, that they carried on their experiments in a workshop adjacent to their office on the top floor, and that two separate explosions (from dangerous hydrogen) had nearly blown a hole in the roof of the building...Neither was hurt."**

**On September 8, 1935, The Dallas Morning News first announced that the water-fuel concept worked -- at least it worked for "several minutes," the article reported.**

**A few months later, Pathe' News filmed the car driving along Garland Road with the driver stopping at White Rock Lake to fill the fuel tank with water before cruising off. In 1970, Karen Klinefelter wrote, "Aptly enough, the film was shown on Pathe's Stranger than Fiction feature program."**

**C.H. Garrett said the only items needed to convert a gasoline-engine auto to a water burner was an electrolytic carburetor and installation of a generator of double normal capacity for the breaking down of the water.**

**He claimed instant starts in any weather, no fire hazards, cooler operation and plenty of power and speed. The car was not marketed, and no one seems to know its ultimate destiny. Both Garretts died a number of years ago.**

**[A.C. Greene is an author and Texas historian who lives in Salado.]**

---

**The original September 8, 1935 article that I found on microfilm in the Dallas Library.**

# **Dallasite Patents Invention Which He Claims Substitutes Water for Gasoline as Fuel**

**C.H. Garrett, Dallas inventor, gave a private demonstration Saturday of a recently patented contrivance which he said substituted water for gasoline as fuel for internal combustion engines.**

**He said it broke up the water by electrolysis into its component gases, oxygen and hydrogen, using the highly explosive hydrogen for fuel in the motor cylinder.**

**The working model operated a four-cylinder engine for several minutes in the demonstration, at varying speeds and with several starts and stops. Garrett said he had operated the engine continuously for more than forty-eight hours.**

**The inventor said the idea itself was not new. He explained that difficulty had been encountered heretofore in attempts to store the dangerously inflammable hydrogen. He claimed to have AVOIDED that trouble by making and exploding the gas in the SAME PROCESS without a storage chamber in which the flames from the motor cylinders might react.**

**Water, he explained, is broken down into its component gases by passage of an electric current through it from electrodes immersed in the water. Hydrogen collects at the negative pole and oxygen at the positive. The hydrogen, Garrett said, is MIXED WITH AIR (78% nitrogen and other gases...Vanguard) and introduced DIRECTLY INTO THE CYLINDERS.**

**The inventor said he had been working on the device for eight years, assisted by his father, Henry Garrett, traffic signal engineer for the city of Dallas, inventor of the traffic signal system, now in use here and holder of several patents on such contrivances.**

**Garrett said attachment of the electrolytic carburetor and installation of a generator of about DOUBLE normal capacity to furnish power for the breaking down of the water were the only changes needed to convert a gasoline burning automobile into a WATER BURNER!**

**He said the electrolysis chamber would have to VARY IN SIZE with the size**

of the motor used. One of ABOUT A QUART CAPACITY being big enough for the ordinary automobile.

He claimed instantaneous starting in any weather, elimination of fire hazards, cooler motor operation and fulfilling of all motor requirements in power and speed.

---

## Problems with Hydrogen as an Engine Fuel

One of the problems with the burning of hydrogen in an internal combustion engine is that of EMBRITTLEMENT. This occurs when the walls of the cylinder become saturated with hydrogen ions.

Corrosion Embrittlement - the embrittlement or loss of ductility of metals due to corrosion, usually as a result of intergranular attack which may not readily be visible.

As you can tell from this definition, the metal becomes fragile or porous and can shatter or fracture upon impact, thus damaging the engine. There is also the problem of excess heat. However, with the Garrett patent and verification by modern research, both problems have been overcome.

As to embrittlement, the acidity of water has been found to have a great effect on the speed and the degree to which a material can be dissolved. Generally speaking, the acidity of a system is measured in units called the pH (hydrogen concentration), ranging from 1 to 14. Neutral solutions have a pH of 7. A pH less than 7 means that the solution is ACIDIC and more than 7 means that it is ALKALINE.

When a metal becomes corroded because of the acidity of the solution in which it is immersed, it is due to an interchange of hydrogen ions in the solution with the atoms of the exposed metal. When the solution is liquid, the metal goes into the solution and hydrogen tends to plate out on the piece.

Once a hydrogen film has deposited on the exposed surfaces, the dissolving of the metal will cease. Oxygen plays an important part in this process, because the oxygen dissolved in water will react with the film of hydrogen to eliminate it by forming water which allows the corrosion process to proceed.

The following ignition and Btu charts help to compare gasoline and other fuels to hydrogen.

---

## Ignition Temperature of Fuels in Air

Combustible	Formula	Temperature in Fahrenheit
Sulfur	S	470
Charcoal	C	650
Fixed Carbon (coal)	C	765 to 1115 (depending on type)
Acetylene	C H 2 2	580 to 825
Ethane	C H 2 6	880 to 1165
Ethylene	C H 2 4	900 to 1020
Hydrogen	H 2	1065 to 1095
Methane	CH 4	1170 to 1380
Carbon Monoxide	CO	1130 to 1215
Kerosine		490 to 560
Gasoline		500 to 800

---

Combustible	High Btu per pound	High Btu. per cubic foot	% other gases for Combustion lb for lb		
			Oxygen	Nitrogen	Air
Hydrogen	61,095	325	7.94	26.41	34.34

Propane	2,524	21,669	3.63	12.07	15.70
Butane	3,271	21,321	3.58	11.91	15.49

---

When ignited, hydrogen burns in air with a pale blue to colorless, nonluminous flame, yielding H<sub>2</sub>O. When mixed with air, the flammability limit is 4-74% hydrogen. When mixed with oxygen, the flammability limit is 4-94% hydrogen.

Care must always be exercised where there may be hydrogen mixtures with air or oxygen because VIOLENT EXPLOSIONS may occur. So we now understand that hydrogen burns with a very hot, explosive and yet invisible flame.

To date, the cost has been prohibitive for providing commercial home type uses. Not to mention the generally accepted yet quite faulty idea of a CENTRALIZED source of power distribution. Such reliance on central systems simply sustains the current need for each of us to be dependent and supportive of these very large institutions.

Eventually, society will see how freedom, independence and prosperity will come from the LOCAL generation of power and food wherever possible.

The high temperatures produced when hydrogen reacts with oxygen or fluorine, plus the low molecular weights of the product gases, have made hydrogen a prime fuel for rocket propulsion, since rocket thrust increases directly with the temperature and inversely with the molecular weight of the exhaust gases.

Some studies have indicated that the cost of transporting and distributing hydrogen by pipeline may be less than the cost of transporting and distributing electric power. Presumably existing natural gas pipelines and distribution systems can be adapted to the use of hydrogen.

Although hydrogen has a net heating value of only 275 Btus per cubic foot, as compared with 913 Btus per cubic foot for methane, the lower density and viscosity of hydrogen make it possible for a pipeline to deliver about the same amount of thermal energy as with methane, at a somewhat higher compression cost.

The thermal energy in hydrogen can be utilized more efficiently in home heating than natural gas, because hydrogen can be burned in nonconventional heaters, with no loss of heat, since its only primary combustion product is water. By using flameless catalytic heaters, nitrogen oxide can be eliminated. However, oxygen depletion of closed spaces will still present a hazard.

Hydrogen mixed with gasoline has generated as much as a 50% improvement in overall efficiency. A test motorcar obtained 19 miles per pound of hydrogen. However, since liquid hydrogen weighs only 0.58 pound per gallon, the mileage figure was 11 miles per gallon of liquid hydrogen. The use of liquid hydrogen as a motor fuel thus presents several major problems despite its basic attractions.

---

## Hydrogen for home heating

Using hydrogen for home heating requires some other considerations. Because hydrogen burns with a hotter flame, some design features of current heating apparatus would require changes. The energy content per unit mass of liquid hydrogen is about 2.75 times greater than that of hydrocarbon fuels. On the other hand, there are only 325 Btus per standard cubic foot of hydrogen as compared with about 1,000 Btus per standard cubic foot of natural gas. The ignition energy of hydrogen is about 0.02 millijoules, which is less than 7% that of natural gas.

---

## Hydrogen for lighting

Lighting via the use of hydrogen can be accomplished by the phenomenon of **CONDOLUMINESCENCE**, a cold process. A phosphor is spread on the inside of a tube similar to the conventional fluorescent lamp. Upon coming in contact with the phosphor, small amounts of hydrogen combine with the oxygen in the air to excite bright luminescence in the phosphor. (Is this the secret of the mysterious "perpetual lamps" as found in ancient tombs?)

---

## Electrolysis of water

The theoretical power required to produce hydrogen from water is 79 KiloWatts per 1,000 cubic feet of hydrogen gas.

Modern electrolyzers consist of:

- 1) Tank cells with monopolar electrodes. Porous diaphragms separate the alternate

cathodes and anodes to prevent gas mixing. The anodes and cathodes are connected in parallel to keep the required voltage at approximately 2 volts and to permit high current densities. This arrangement requires a large floor area.

- 2) Bipolar electrodes, connected in series and suitably insulated. The electrodes are cathodic on one side; anodic on the other side. This arrangement requires less floor space, is more complex, and requires high voltages.

High pressure can also increase electrolyzer efficiency. A commercially available electrolyzer operates at pressures of 30 atmospheres (about 450 PSI), 194 degrees F., requiring 300 amperes of electric current at 217 volts. Other units operating at current densities of 800 amps per square foot can produce up to 4,400 pounds of hydrogen per hour.

So, with all the above, we can see both the promise and some of the problems with the use of hydrogen as fuel. Personally, I was amazed while digging this info from the Van Nostrand Encyclopedia on finding that hydrogen could be used to produce light.

---

## Further Info

As stated above, the primary problems with Hydrogen are the excessive heat and the embrittlement problem.

Both problems have been solved according to a NOVA video entitled Hydrogen - the Invisible Flame. The use of a stoichiometric mix of hydrogen to oxygen (as in Yull Brown's Gas), with outside air eliminates the embrittlement problem while water vapor sucked into the intake cools the exploding gas mixture to reduce the heat. Both of these techniques were pioneered by Charles Garrett, tested and patented in 1935.

---

The text of the Garrett patent follows.

Patented July 2, 1935

2,006,676

United States Patent Office

2,006,676

## Electrolytic Carburetor

Charles H. Garrett, Dallas, Texas

Application July 1, 1932, Serial No. 620,364

Renewed November 30, 1934

5 Claims (Cl. 204-5)

This invention relates to carburetors and it has particular reference to an electrolytic carburetor by means of which water may be broken up into its hydrogen and oxygen constituents and the gases so formed suitably mixed with air.

The principal object of the invention is to provide in a device of the character described, a mechanism by means of which water may be readily decomposed into its constituents, and the constituents intimately mixed with each other and with air.

Another object of the invention is to provide means whereby the electrolyte level in the carburetor may be maintained at a more or less constant level regardless of fluctuations in fluid pressure at the fluid inlet of the carburetor.

Another object of the invention is to provide means whereby the relative amount of air mixed with the hydrogen and oxygen may be

regulated as desired.

Still another object of the invention is the provision of means to prevent loss of hydrogen and oxygen gases during periods in which these gases are not being drawn from the carburetor.

Still another object of the invention is the provision of means whereby the hydrogen and oxygen resulting from electrolysis may be formed in separate compartments, and a further object of the invention is the provision of means to periodically reverse the direction of current flow and thereby alternate the evolution of the gases in the separate compartments, to be later intermingled.

With the foregoing objects as paramount, the invention has particular reference to its salient features of construction and arrangement of parts, taken in connection with the accompanying drawings, wherein: -

Figure 1 is a view in vertical section of one form of carburetor.

Figure 2 is a modified form.

Figure 3 is a diagrammatic view of a pole changer, showing its actuating mechanism, and

Figure 4 is a wiring diagram for the modified form of carburetor shown in Figure 2.

Continuing more in detail with the drawings, reference is primarily directed to Figure 1 in which the reference numeral 1 designates the carburetor housing, which is preferably constructed of bakelite or other suitable insulating material. The housing 1 is so designed as to divide the carburetor into a float chamber 2 and gas generating chamber 4, connected by a fluid passage 3.

Water UNDER PRESSURE is FORCED into the carburetor through an opening 5 which communicates with the float chamber 2 through the medium of the sediment chamber 6 and the needle valve orifice 7, which is closed by a needle valve 8 when the device is not in operation. A float 9 surrounds the needle valve 8 and is free to move vertically relative thereto. Depending from the cover 10 to the float chamber 2 are two ears 11, located at spaced intervals on opposite sides of the needle valve 8. The members 12 are pivoted to the ears 11, as shown. The weighted outer ends of the members 12 rest on top of the float 9, and their inner ends are received in an annular groove in the collar 13 which is rigidly attached to the needle valve 8.

Within the gas generating chamber 4, a series of spaced, depending plates 14 are suspended from a horizontal member 15 to which a wire 16 has electrical contact through the medium of the bolt 17, which

extends inwardly through the housing 1 and is threaded into the horizontal member 15.

A second series of plates 18 is located intermediate the plates 14 and attached to the horizontal member 19, and has electrical contact with the wire 20 through the bolt 21.

A gas passageway 22, in which a butterfly valve 23 is located, communicates with the gas generating chamber 4 through an orifice 24. An air inlet chamber 25 has communication with the gas passageway 22 above the orifice 24. A downwardly opening check valve 26 is in control of the openings 27, and is held inoperatively closed by means of light spring 28.

An adjustable auxiliary air valve 29 is provided in the wall of the gas passageway 22, which air valve is closed by the butterfly valve 23 when the butterfly valve is closed, but communicates with the outside air when the butterfly valve is open.

The operation of the device is as follows :

The chambers 2 and 4 are first filled to the level 'a' with a solution of weak sulphuric acid or other electrolyte not changed by the passage of current therethrough, and the opening 5 is connected

to a tank of water, not shown.

The wire 16 is next connected to the positive pole of a storage battery or other source of direct current and the wire 20 to the negative pole. Since the solution within the carburetor is a conductor of electricity, current will flow therethrough and hydrogen will be given off from the negative or cathode plates 18 and oxygen from the positive or anode plates 14.

The butterfly valve 23 is opened and the gas passageway 22 brought into communication with a partial vacuum. Atmospheric pressure acting on the top of the check valve 26 causes it to be forced downwardly as shown in dotted lines. The hydrogen and oxygen liberated from the water at the plates 18 and 14 are drawn upwardly through the orifice 24 covered by the check valve 30 where they are subsequently mixed with air entering through the openings 27 and through the auxiliary air valve 29.

When it is desired to reduce the flow of hydrogen and oxygen from the plates 18 and 14, the current flowing through the device is reduced, and when the current is interrupted the flow ceases. When the butterfly valve 23 is moved to closed position, the check valve 26 is automatically closed by the spring 28. Any EXCESS GAS given off during these operations IS STORED in the space above the fluid

where it is ready for subsequent use.

Water is converted into its gaseous constituents by the device herein described, but the dilute sulphuric acid or other suitable electrolyte in the carburetor REMAINS UNCHANGED, since it is not destroyed by electrolysis, and the parts in contact therewith are made of bakelite and lead or other material not attacked by the electrolyte.

The structure shown in Figure 2 is substantially the same as that shown in Figure 1 with the exception that the modified structure embraces a larger gas generating chamber which is divided by means of an insulating plate 31 and is further provided with a depending baffle plate 32 which separates the gas generating chamber 33 from the float chamber 34 in which the float 35 operates in the same manner as in Figure 1. Moreover, the structure shown in Figure 2 provides a series of spaced depending plates 36 which are electrically connected to the wire 37, and a second series of similar plates 38 which are electrically connected to the wire 39 and are spaced apart from the plates 36 by the insulating plate 31.

Gases generated on the surfaces of the plates 36 and 38 pass upward through the orifice 39a into the gas passageway 40 where they are mixed with air as explained in the description of Figure 1.

A pipe 51 bent as shown in Figure 2 passes downwardly through the housing of the carburetor and has a series of spaced apertures 'a' in its horizontal portion beneath the plates 36 and 38. An upwardly opening check valve 53 is in control of the air inlet 54. When a partial vacuum exists in the chamber 33, air is drawn in through the opening 54 and subsequently passes upwardly through the apertures 'a'. This air tends to remove any bubbles of gas collecting on the plates 36 and 38 and also tends to cool the electrolyte. The check valve 53 automatically closes when a gas pressure exists within the carburetor and thereby prevents the electrolyte from being forced out of the opening 54.

In order to provide for alternate evolution of the gases from the plates 36 and 38, a pole changer 41, shown in Figure 3 is provided, which is actuated periodically by the motor 42 which drives the worm 43 and the gear 44 and causes oscillations of the member 45 which is connected by a spring 46 to the arm 47, thereby causing the pole changer to snap from one position to the other.

In operation, the carburetor shown in Figure 2 is connected as shown in the wiring diagram of Figure 4. A storage battery 48 or other suitable source of direct current is connected to a variable rheostat 49, switch 50, pole changer 41 and to the carburetor as

shown. Thus the rate of evolution of the gases can be controlled by the setting of the rheostat 49 and the desired alternate evolution of the gases in the compartments of the carburetor is accomplished by means of the periodically operated pole changer 41.

Manifestly, the construction shown is capable of considerable modification and such modification as is considered within the scope and meaning of the appended claims is also considered within the spirit and intent of the invention.

What is claimed is:

- 1) An electrolytic carburetor including an anode and a cathode, a float means to control the level of the electrolyte within said carburetor, a mixing means to mix the gases resulting from electrolysis with air, and a check valve independent of said float means to control ingress of air to said carburetor.
- 2) An electrolytic carburetor including anode and cathode plates, a float actuated valve in control of the electrolyte level within said carburetor, a mixing means to mix the gases resulting from electrolysis with air, a check valve in control of said mixing means, a second check valve independent of said float actuated valve to prevent loss of gases from said carburetor.

- 3) An electrolytic carburetor for producing mixtures of hydrogen, oxygen and air, including a series of spaced and electrically connected anode plates partially immersed in the electrolyte within said carburetor, a series of electrically connected cathode plates spaced between said anode plates, a float operated valve in control of the electrolyte level within said carburetor, an air inlet to said carburetor and a check valve in control of said air inlet.
  
- 4) An electrolytic carburetor for generating hydrogen and oxygen gases from water and for mixing said gases with air, including an anode and cathode partially immersed in an electrolyte within said carburetor, float actuated means to replace the water consumed whereby to maintain a constant fluid level within said device, means for mixing the said gases with air, and a check valve in control of said latter means.
  
- 5) An electrolytic carburetor including an anode and a cathode, float actuated means to control the level of the electrolyte within said carburetor, means to mix the gases resulting from electrolysis with air, a check valve in control of said latter means and means to periodically reverse the direction of current through said carburetor.

The drawings are;

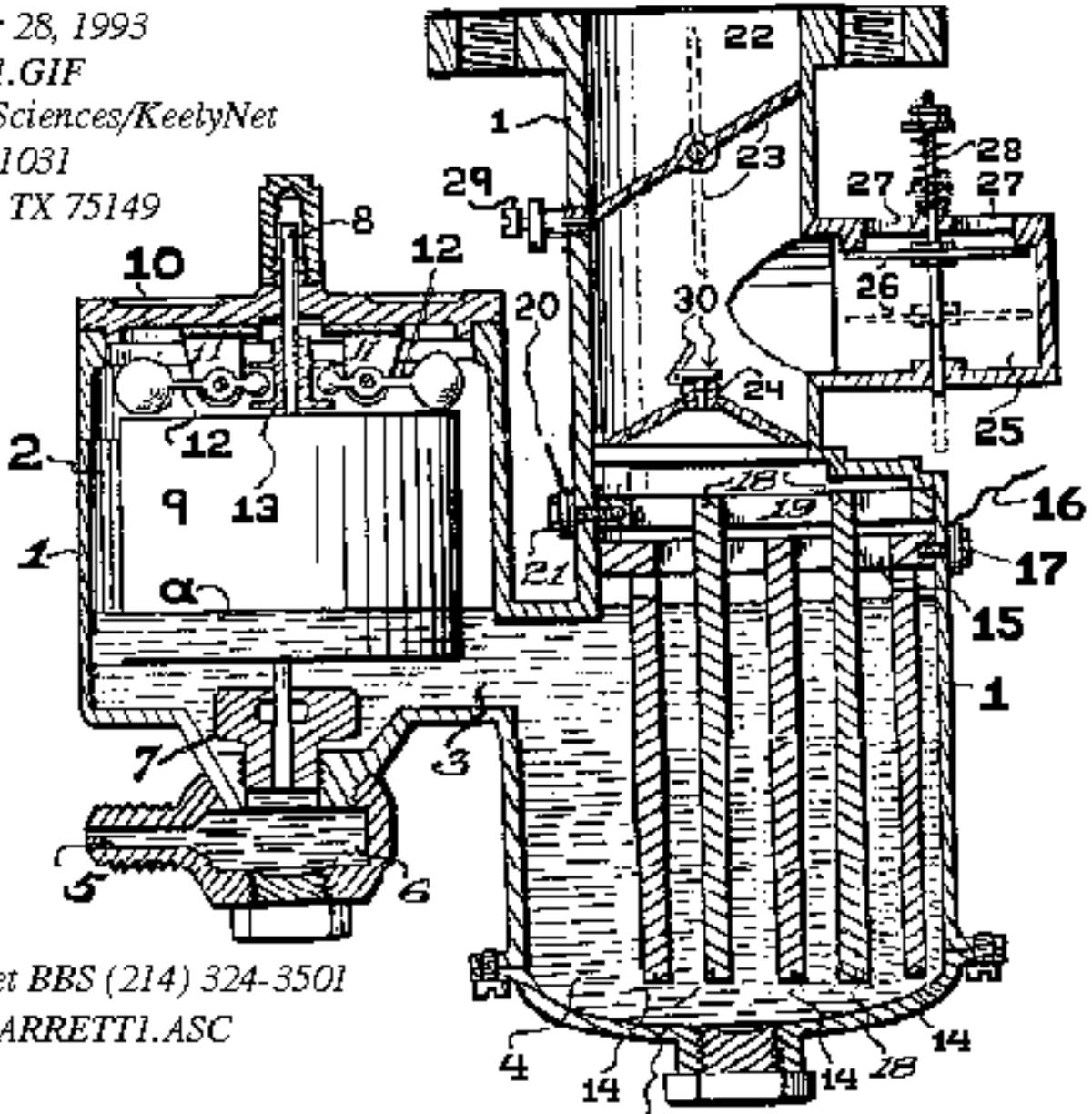
November 28, 1993

GARFIG1.GIF

Vanguard Sciences/KeetyNet

PO BOX 1031

Mesquite, TX 75149



KeetyNet BBS (214) 324-3501  
refer GARRETT1.ASC

Figure 1 is a view in vertical section of one form of carburetor.

GARFIG2.GIF  
KeelyNet BBS  
(214) 324-3501

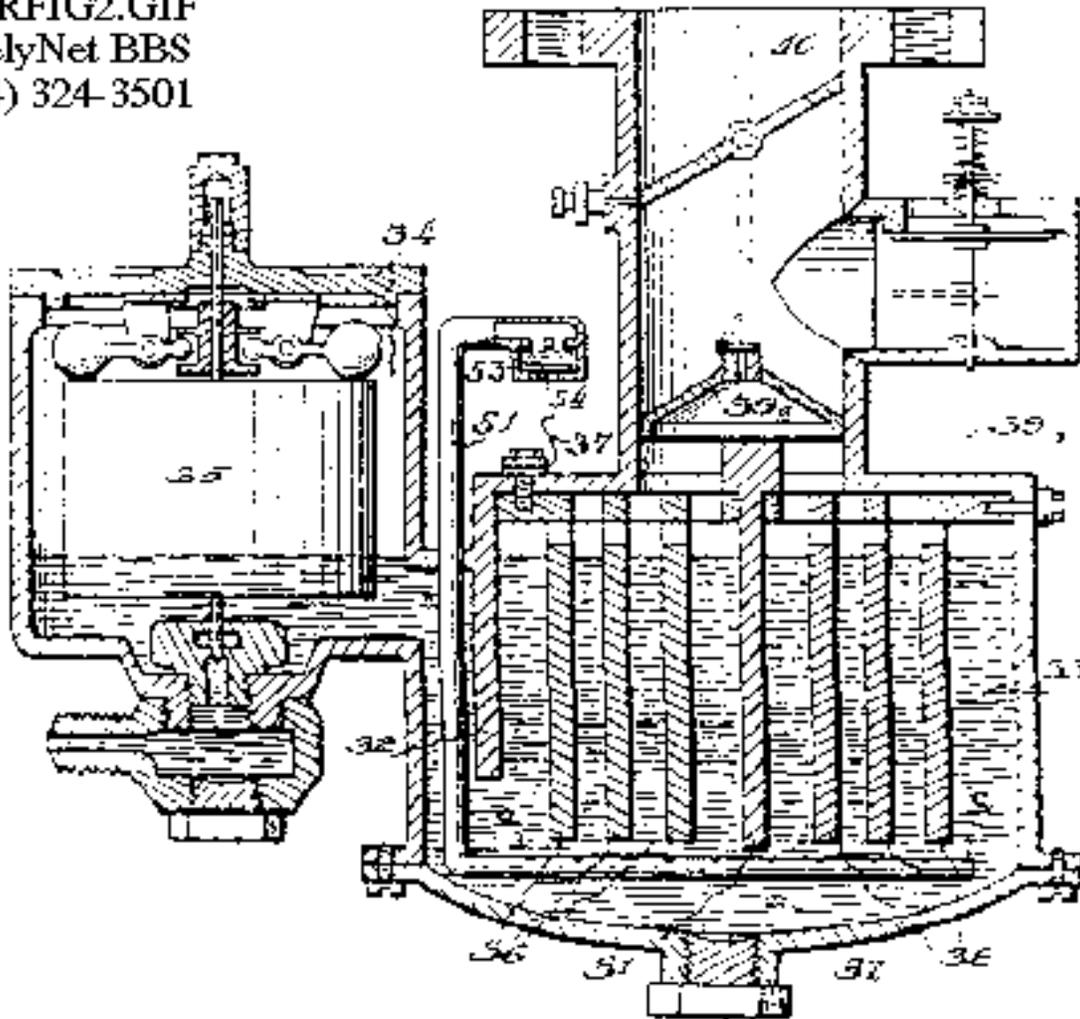


Figure 2 is a modified form.

GARFIG3.GIF  
KeelyNet BBS  
PO BOX 1031  
Mesquite, TX 75149  
(214) 324-3501

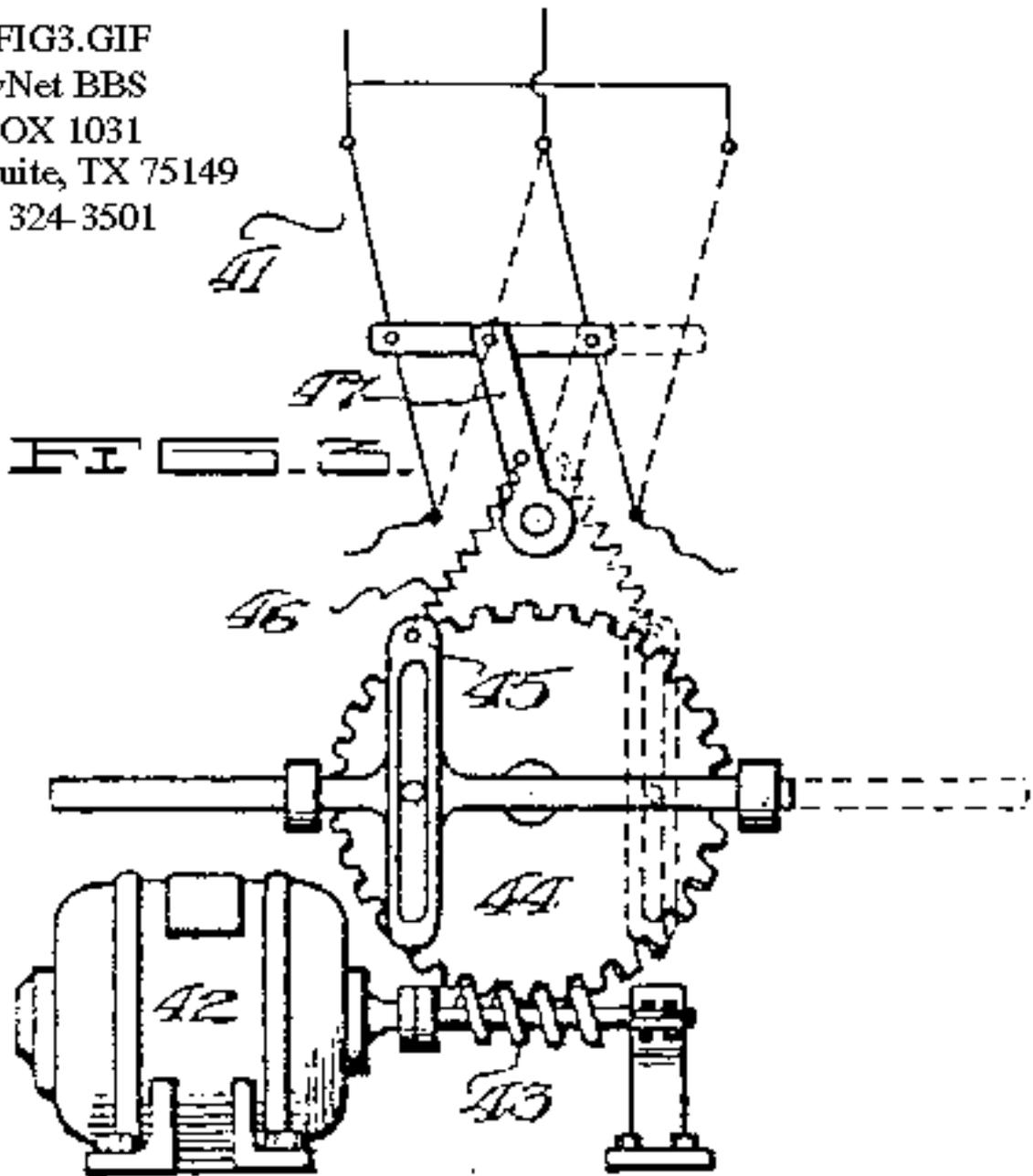


Figure 3 is a diagrammatic view of a pole changer, showing its actuating mechanism, and

GARFIG4.GIF  
KeelyNet BBS  
PO BOX 1031  
Mesquite, TX 75149  
(214) 324-3501

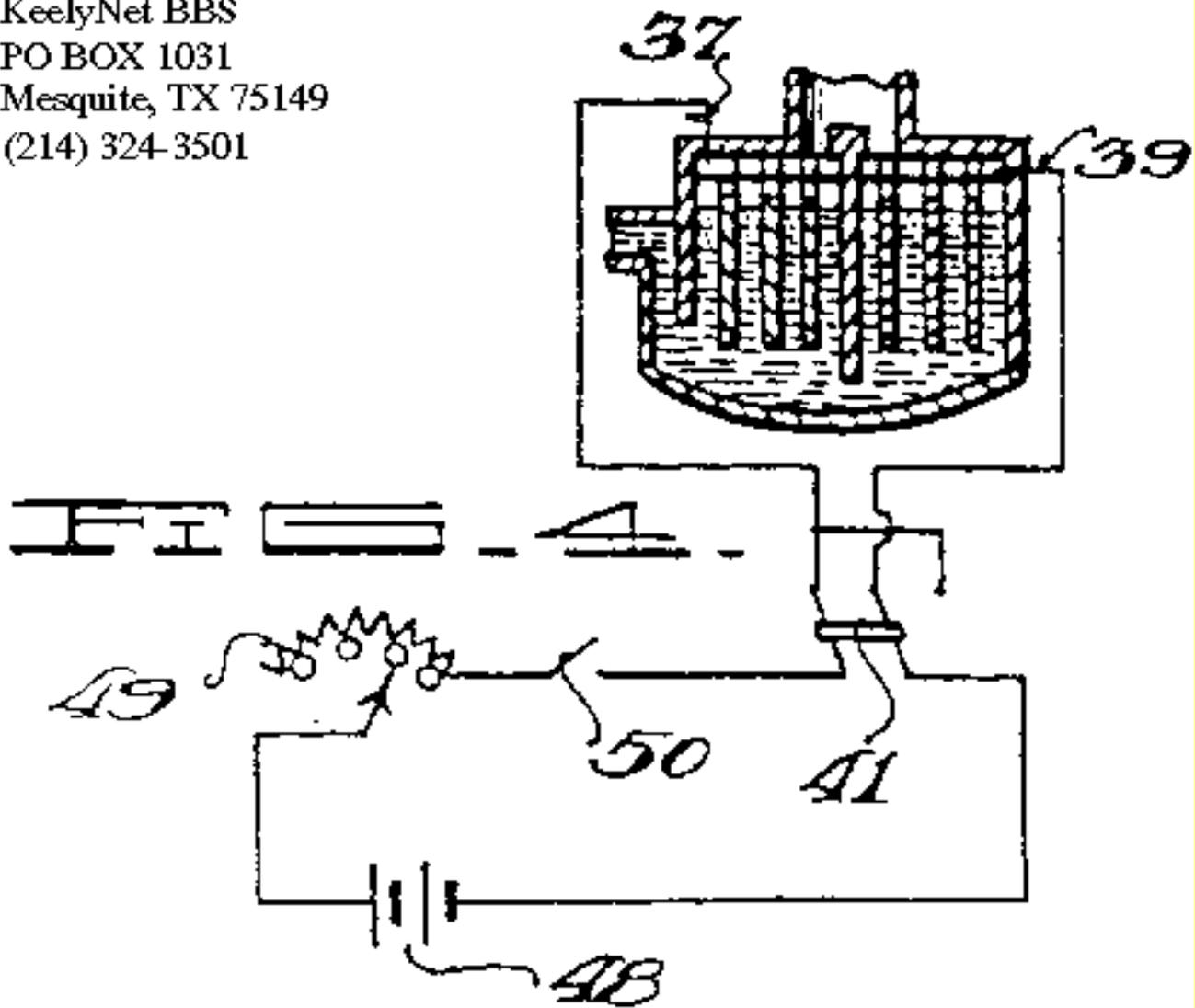


Figure 4 is a wiring diagram for the modified form of carburetor shown in Figure 2.

## Useful tips for experimenters

The electrolyte mixture used in the Horvath patent is 25% potassium hydroxide with 75% of distilled water.

This is a good initial mix for the Garrett patent and if you choose to experiment with it, we recommend you stick with what works, i.e. the Garrett idea of battery acid (weak

**sulphuric acid) in a beginning mixture of 25% sulphuric acid with 75% water (should be lakewater based on the newspaper articles...(g)....).**

**So many people want to jump from base level to a flying saucer or free energy generator without proving the basic phenomenon. This causes a loss of confidence and a waste of money because the "improved" design did not work and abandonment of the project.**

**Other options include :**

- 1) Magnets - either alternating fields or preferably monopoles (i.e. north or south ONLY)**
- 2) An Ultraviolet source to help break down the water**
- 3) Injection of sound either as a "tickler" or at high amplitudes as in PUHA1 on KeelyNet, with a frequency of 600 cps**
- 4) Injection of sound as Keely recommends at one or all of the following: 620 - 630 - 12,000 - 42,800 cycles per second**
- 5) Textured surfaces for the electrodes to allow the more rapid release of the gases as they are formed, "oozing" off easier into large bubbles**
- 6) Large surface electrodes, convolutions, etc. for greater generation of gases (lead electrodes best)**
- 7) Heat is generated in the process, but the water bonds would be broken much easier and faster if the electrolyte chamber was heated**
- 8) DC with an AC signal at shock excitation amplitudes, the DC would keep the water excited, the AC would shock it at any of the above frequencies**

---

## **Caveats and safety warnings**

**Hydrogen is EXPLOSIVE!**

**Hydrogen is INVISIBLE WHEN IT IS BURNING!**

**Resonance of water molecules at high amplitudes could possibly EXPLODE the hydrogen/oxygen bond ([refer DANART1 on KeelyNet](#))!**

**In a chamber filled with water, this could be DISASTROUS, possibly leading to a chain reaction!! So take every possible precaution if you choose to experiment with sonics!!!**

---

**We here at Vanguard Sciences/KeelyNet and our Associates believe in and practice the free and open release of information relating to energy production, health and gravity control technologies.**

**Such information should not be monopolized, suppressed or otherwise restricted from benefitting the public at large.**

**If you choose to experiment with this device, we urge you to be extremely careful and would greatly appreciate your findings or comments. We will also report on what we find, perhaps with many minds and approaches, this can yet be a viable project.**

**Hybridizing of many techniques to achieve an end result is THE WAY!**

**Imagine, one simple process that can provide:**

- 1) heat - through the burning of hydrogen/oxygen**
- 2) power for local energy generation - the explosive energy to drive a piston to drive a shaft to drive a generator. That generator charges a battery network which feeds an inverter (converts DC to AC) to run your house**

- 3) motive power for transport power - explosive energy drives the piston to drive your vehicle
- 4) light - condoluminescence - hydrogen/oxygen exposed to phosphor coated surfaces for light generation
- 5) sound amplification - flame speakers where flame is electrostatically deflected at audio rates to produce sound, the hydrogen/oxygen mix is generated **LOCALLY** rather than using bottled gases such as propane, butane, etc.

**Are we so collectively stupid that we can't duplicate today what was done almost 60 years ago and improve on it? Please pass this around freely and reprint it if you want.**

---

**Additional sites/items of interest;**

**[Original Monoatomic Gas from Water Discoverer](#) - 12/10/97  
Yull Brown was NOT the first!!**

**[Professor Yull Brown](#)  
promoter of what is incorrectly called 'Brown's Gas'**

**[George Wiseman's Eagle R&D Page](#) - 07/19/97  
Excellent site for those who want to BUILD things that work! Wiseman has the right attitude, built it, test it, sell working plans to support MORE research. Support this guy, he is on target!!!  
In a recent communication, George says he has GREATLY IMPROVED the oxy/hyd welding machines sold by Yull**

**Brown, much smaller, and far greater gaseous output for the power applied.**

**[BlackLight Power Home](#) - Hydrogen power**

**[Off Grid Appliance power requirements](#) - 12/27/97**