

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE.

ASCOT,

J/MW.

BERKS.

Tri:17:Nov:22.

Dear Captain Crossley Meates,

Many thanks for yours of yesterday, together with enclosures for the U.S. Consul.

Sorry to hear of your mishap in the fog. Your powerful Delage brakes I should imagine may have been a factor, however, it is a good thing your insurance covers you.

Perhaps you would be kind enough to look up for me The Report of the Electric Commission. It is a book I lent you some time back. I think you will find it in your Book-case.

The Models for the American Trip are now nearing completion. I have cut down the Aerofoils used on the previous Model to bring them in for the Fuselage Model.

I have not yet come to a conclusion as to the best method of handling the proposed American Option, and in this connection perhaps you would be so kind as to draft something which you think would meet the case. If you did this I may say I am drafting another and we could then compare both drafts before I depart.

It is just possible, however, that should the Americans seize on to the idea, that time might be the essence of the Contract. In that case perhaps you would be so kind as to instruct three firms to ship direct to New York those parts which will be ready, namely:-

1. The Fuselage. This could be taken to Waddon, packed and shipped direct to New York by them. from Waddon.
2. Rolls-Royce Engine. This could be packed and despatched direct from Derby to New York.
3. 4-bladed Left Hand Tractor Propeller, 5' 6" diameter or possibly 6' 0" diameter, to be packed and shipped

Captain B. Crossley Meates. -2-

Fri:17:Nov:22.

direct to New York by the Lang Propeller Co., from Weybridge.

In that case the entire Under-carriage would be manufactured in the United States, and this work can be proceeding in America at the same time as the aforesaid items were being delivered from England.

Best wishes,

Yours sincerely,

Edmund E. Johnson

MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM

Captain B. Crossley Meates,
Larklands,

REFERENCE.

J/MW.

ASCOT,

BERKS.

Wed:22:Nov ;22.

Dear Captain Crossley Meates,

I have just returned from a 4 days Motor trip, having put up at Hitchin, Huddersfield, Sheffield, and Stratford-on-Avon. The Car has been going splendidly. Have not had a single mishap on this trip, not even a puncture.

Frank Smith & Co., (Elland) Ltd., have given me the right to dispose of their United States Patent for automobiles for the sum of £31,500..

As indicated in my letter to you of the 17th inst., I now send you for perusal the proposed Draft American Agreement. Perhaps after you have had an opportunity of digesting same you could fix up an appointment, as in addition to this there are some other matters I should like to discuss with you.

Yours sincerely,

Edmond E. Johnson
~~Edmond E. Johnson~~



Draft American agreement.

(DRAFT)

A N A G R E E M E N T made B E T W E E N EDMOND E. J.
of Maescourt Maidenhead Berks England (hereinafter called
Patentee") of the one part and

(hereinafter called "the Syndicate") of the other part
WHEREAS the patentee is the inventor of the Johnson High
Speed Mono-Railway which is the subject of letters patent
No. _____ of the United States of America. AND WHEREAS

the Syndicate has agreed to pay for the demonstration in the
United States of America of the said invention in manner
hereinafter appearing at the expense of the Syndicate and to
use their best endeavours to cause the same to be adopted and
to do such other acts and things as are hereinafter mentioned
on the terms hereincontained NOW it is hereby agreed as follows
between the parties hereto

1. The Syndicate shall at its own expense in all things
import into the United States of America and demonstrate
the working of a car provided with a 75/100 Horse Power Rolls-
Royce engine to be procured from the Patentee the said Car to
be according to the attached specification.

2. The order for the said car together with a deposit
of \$ _____ on account of the cost thereof shall be lodged
with the Patentee within _____ days from the date of this
Agreement

3. The Patentee will cause the said car to be delivered at
New York as soon as practicable and the Syndicate will pay

the Patentee the balance of the cost of the supply and delivery not exceeding the sum of \$ _____ in the whole, within _____ days after arrival in New York.

4. The Syndicate will at its own expense cause to be provided erected and equipped or will arrange for the exclusive use for the demonstration of the car of a Twin Rail Track 4' 8 $\frac{1}{2}$ " gauge with a central Mono-Rail with a distance of not less than _____ miles within _____ miles of New

York. The track to be provided finished and equipped fit and ready for the use of the demonstration car within _____ months after the arrival of the car in New York.

5. The Syndicate will at its own expense use its best endeavours to demonstrate the Car satisfactorily and to commend its adoption in all desirable quarters.

6. The necessary labour fuel oil and other supplies for operating the car and advertisements and notices to be provided by and at the expense of the Syndicate who shall cause the car to be insured for \$10000 against risks of fire burglary Larceny and all other insurable risks and the Car shall be collected and redelivered at New York at the completion of the demonstrations by and at the cost of the Syndicate, unless the option hereinafter mentioned is exercised.

7. Upon the arrival of the said Car in New York the Syndicate will use its best endeavours to form a Company to acquire the patent rights either exclusively or otherwise in the various states of the Republic and the Syndicate shall be deemed to have License for the period of _____ from the date of its arrival in the Un-

the ~~share~~ purposes of demonstration only but not profit.

of work Syndicate shall have an Option to be exercised by notice in writing to be given to the Patentee at his address or last known address in the United States of America within ~~one~~ months from the date hereof to acquire an exclusive non-assignable License to work the said invention in the United States of America to be granted to any approved Corporation or Company formed to work the same upon the terms following:--

(a) The Patentee to receive a royalty of £ per annum per car used for the duration of the Patent in the U.S.A.

(B) The Patentee to receive one third of the cash and of the shares allotted and of all other consideration whatsoever payable for the rights conferred under this Option and a like proportion of the shares of all subsidiary Companies to be formed by the Parent corporation with the Patentees consent for working the said invention.

(c) All Licenses to work the said Patent shall be conditional upon the same patent being duly renewed from time to time at the cost of the licenses and worked to the utmost capacity of the Licensee and in default of compliance with this clause all licenses affected shall be revocable at the option of the patentee.

9. The Patentee shall have the right to nominate a member of the Board of the parent and of any subsidiary Corporation as aforesaid including the right for the patentee to nominate himself.

10. Upon the expiry of the option hereby granted and in the event of the same not being exercised the said Demonstration Car shall become and remain the sole property of the Patentee.

shall be repaid out of the net proceeds from the development of the invention in any part of the world next after the repayment provided for in Clause 6.

10. Each of the parties hereto shall contribute his further inventions which may be adaptable to the High Speed Mono Rail and which may have been invented during the continuance of this Agreement such further inventions to be subject to the provisions of Clause 5.

11. This Agreement shall not imply any partnership between the parties hereto.

12. This Agreement shall last during the continuance of the longest of the 3 letters patent above mentioned, or any extension thereof.

13. Arbitration Clause.

Phone: MAIDENHEAD, 297.

MEMORANDUM.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

Captain B. Crossley Meates,
Larklands,
ASCOT,

REFERENCE.	
J/MW.	BERKS.
Fri:24:Nov:22.	

I have not yet ordered the Propeller from The Lang Propeller Ltd., I should like to make it 6' 0" diameter if possible but will not order same until I see you.

Dear Captain Crossley Meates,

I hope you received my letter to you dated the 22nd instant, together with the proposed Draft American Syndicate Agreement.

I should like if possible to see you this weekend, either at your address or here if you can fix up an appointment. There are several points I should like to discuss with you in this agreement. For instance in Clause 2, I propose that the deposit should be divisible as between you and me upon the signing of the agreement, or within a few days thereof, and the same remarks apply to Clause 3.

In Clause 8 I propose stipulating for a cash payment of \$ 35,000 and this payment would become due upon completion of the demonstrations, should the Syndicate exercise their Option.

I now enclose you a rough Draft of proposed agreement as between ourselves, but this of course requires a number of modifications, which will need some careful discussion, but I may tell you that until you see the figures, you will hardly appreciate the purport of same.

Clauses 8 and 9 have been cut out, because they are incorrectly drawn and will have to be modified.

Hoping to see you shortly. Perhaps you could phone me in the morning.

Yours sincerely,

Edmond E. Johnson

P.S. I enclose 2nd Edition Supplement, which has just come to hand from the printers.



2nd Edition Supplement.
DRAFT OF PROPOSED AGREEMENT.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE.

J/MW.

ASCOT,

BERKS.

Wed:29:Nov:22.

Dear Captain Crossley Meates,

A set back occurs this morning in a passage contained in a letter received from Messrs Rolls-Royce, Ltd., Derby, reading as follows:-

"We would warn you that some difficulty may arise if you send this engine to U.S.A. owing to the possibility of infringing of American Patents. These engines, as you know, were built for War purposes and not for export to America".

I have referred the matter to Waterson for his advice, and am in the meantime holding up further instructions to Rolls-Royce.

I have advised Mr. Algernon Bicknell that we will call upon him between 2 and 3 o'clock on Wednesday next, (December 6th).

Yours sincerely,

Edmond E. Johnson

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE. ASCOT,
J/MW. BERKS.

Fri:1:Dec:22.

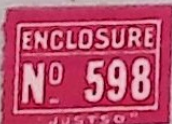
Dear Captain Crossley Meates,

In reference to the trouble which has arisen in regard to the proposed exportation to the United States of the Rolls-Royce "HAWK" Engine, I have this day received a letter from Waterson, an extract of which reads as follows:-

"With regard to the importation in the United States of the Rolls Royce Engines, the Rolls Royce Company must have much more to tell you as the point must have been raised every time a car fitted with Rolls Royce Engines is taken to the States. It would be quite useless approaching American Motor Engine Makers, as obviously they would discourage the importation, but American Patent Agents would probably advise you how you would stand, and your own Patent Agents would no doubt put you on the proper line of enquiry. We can foresee that difficulty would arise if you were relegated to using an American Engine with which your demonstration might not be familiar. Our advise is to grapple with the difficulty by finding out first from the Rolls-Royce Co., exactly what difficulties they have encountered and how they have got over them and who has assisted them to do so in the United States, but if there is any uncertainty about it, it would tremendously increase your expenses if you have to fight to get the English Engine admitted. You had better cancel your order or make it provisional on satisfactory assurances that the engine can be admitted to the States. If an English Engine is not available, would Captain Crossley-Meates operate a Car fitted with an American Engine?"

You will observe from the above that the matter has become somewhat involved, and it might be better to make a clean cut and incorporate an American Engine. We shall be in a better position to judge when we hear from Rolls-Royce.

I enclose Post-card received from A.L. Bicknell. It appears to me the old boy is half mad. You can, I believe,



Post-card received from A.L. Bicknell, dated the 30th ultimo.

Captain B. Crossley Meates. -2-

Fri:1:Dec:22.

gain all the information you require in 5 minutes instead of wasting 5 hours with him, and whether you will survive this ordeal is a matter upon which I have my doubts, but as the poor old chap is blind I suppose we shall have to make allowances.

Kind regards,

Yours sincerely,

Edmund G. Husson

MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,
ASCOT,

REFERENCE.

J/MW.

BERKS.

Tues:5:Dec:22.

Dear Captain Crossley Meates,

I enclose you copy of a letter received this day from Messrs Rolls-Royce, Ltd., Derby, which reveals the fact that the infringement of the U.S. Patent appears to be confined to the Carburetter.

In the event of our failing to obtain the necessary permission to use the Rolls-Royce Carburetter, then the only alternative would be to purchase an American Carburetter on the spot.

I also enclose copy of letter from A.M. & Wm. Clark but of course I will not do anything in either this or Rolls-Royce matter until I have seen you.

I have received a letter from Messrs Chas. G. Bradshaw & Waterson which I enclose, and this can likewise be dealt with when next we meet.

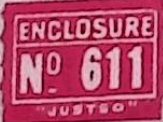
I have asked Mr. Bicknell to write you direct confirming the appointment for Saturday next if convenient to him, and if you hear from him perhaps you will be so kind as to let me know. His house is about 20 or 30 doors from Maida Vale Station on the Bakerloo Tube.

Kind regards,

Yours sincerely,

Edmond E. Johnson.

P.S. When you get an opportunity I should like you to run through the Mono-Railway Accounts when Miss Welch is here, as the figures stated in the proposed agreement will need verification.



1. Copy of letter from Rolls-Royce, Ltd., dated the 4th inst.
2. Copy of letter from A.M. & Wm. Clark, dated the 4th inst.
3. Letter from Chas. G. Bradshaw & Waterson dated the 29th ulto.

1
ST INDIA DOCK RD POPLAR, E. 14.
BUCKHURST HILL, ESSEX, AND
BLACKHEATH, KENT.

G. BRADSHAW & WATERSON,

CHAS. G. BRADSHAW.
H. G. WATERSON.

SOLICITORS,
COMMISSIONERS FOR OATHS
AND
OATHS AND ACKNOWLEDGMENTS
BRITISH COLUMBIA.

TELEPHONE NO. { CITY OFFICE, CLERKENWELL 1375.
POPLAR D^O EASTERN 782.

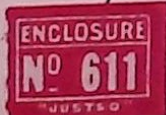
REPLY TO

Royal London House,
16, Finsbury Square,
London, 29th Nov. 1922.
E.C. 2.

Dear Sir

Re mono Rail

✓ Herewith one copy of the agreement with
Capt^{rs} Crossley Meates. We have also sent a copy to him.
If you both find them in order these copies can do for
signature. Each of you should sign both of them & they
should both then be sent to us for stamping within 14 days
of date. There are two points that have not been provided
for, which occur to us. One is the extent to which each of
you is bound to the other to devote any time whatever to
push the business. Are you going to leave it to self-interest
to dictate that when things begin to pay you will each of
you find it more & more worth while to devote your time
to it? At the present time Capt^{rs} Crossley Meates could,
apart from his trip to America, let you do all the work &
he for the rest of the time of the agreement would be able to



follow any profession he liked & draw $\frac{2}{3}$ of the profit
you could provide that when the net actual returns
reached a certain figure each of you might be called on to
devote his whole time to the furtherance of the interests of
the system, or you could leave it to self-interest to dictate
the amount of time to be devoted to the mono Rail. The
other point is ^{the} contingency of the death of either of you.
For instance, if Captain Meates were now to die, would he
expect his representatives to receive his 40 per cent or would
he expect ~~only~~ ^{only} for them to receive the sum already intended
to be paid him (& which is being put down for the expenses
of his American trip?) In the event of your death all
all legal rights in the Patent would belong to your Executors,
& under the agreement the Estate would draw your 60 per cent
of the profits. Your arrangement with Captain Meates is so
far in the nature of a partnership that you might well
arrange things on similar lines. If Captain Crossley-
Meates died soon & the matter were dealt with like a
partnership, the capital of the concern would be valued &
his representatives would be paid his share, or you could
give the widow a small annuity out of the profits, but as
understand there would be no need for this. In the
event of your own death, you will probably not consider

EAST INDIA DOCK R^o POPLAR, E. 14.
BUCKHURST HILL, ESSEX, AND
BLACKHEATH, KENT.

CHAS G. BRADSHAW & WATERSON,

CHAS G. BRADSHAW,
H. G. WATERSON.

SOLICITORS,
COMMISSIONERS FOR OATHS
AND
OATHS AND ACKNOWLEDGMENTS
BRITISH COLUMBIA.

TELEPHONE N^o 1 { CITY OFFICE, CLERKENWELL 1375.
POPLAR D^o EASTERN 782.

REPLY TO

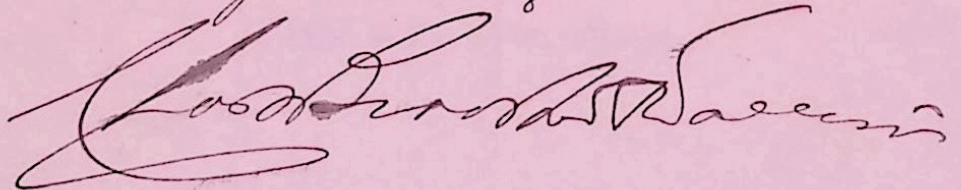
Royal London House,
16, Finsbury Square,
London.
E.C. 2.

2

that the payment out of your share would be justified, but that your estate should continue to have your 60 percent interest in the annual profits for so long as the agreement would have lasted, but Captain Meates might if devoting his whole time to the management ^{after surrendering your} expect a larger share than 40 percent. You may, however, simply deal with the matter on the lines of Captain Meates taking all the profits to which he becomes entitled during his life & that upon his death, subject to the payment of anything then actually due, his interest would cease. Perhaps you will consider these points & confer with Captain Meates & let us know your wishes.

The other agreement we will let you have as soon as possible.

Yours truly



E. C. Johnson Esq.
maes court

maidenhead

Berks.

(C O P Y)

A.M. & Wm. Clark,

British, Foreign & Colonial Patent
Agents,
53 & 54, Chancery Lane,
LONDON. W.C.2.

E.E. Johnson, Esq.,
Maescourt,
Maidenhead, BERKS.

Dear Sir,

We are in receipt of your letter of the 2nd inst. contents of which we note. Generally speaking it is advisable that the specification and claims filed in Canada should follow those allowed in the United States if possible, as the allowance of a United States application generally facilitates the acceptance of an application in Canada. An application for Letters Patent in Canada must be filed within twelve months of the sealing of the British Patent. British Patent No. 177274 was sealed on your application No. 36531/20 on the 15th June last, consequently an application for Letters Patent in Canada must be made before the 15th June next. We anticipate that the cost of an application for Letters Patent in Canada would be £34 on application and £7 on allowance. As, however, we would follow the United States application we would be prepared to reduce our charge from £34 to £30, and shall be glad to hear your wishes.

With regard to the filing of an application for Letters Patent in Germany, we have to point out that it is now too late to do so as your British Specification No. 177274 has been published, so that priority under the terms of the International Convention would be require to antedate such publication, whilst since an application under the International Convention must be filed within twelve months from the date of application in the first country, and your British application was filed on the 30th December 1920 the German application claiming priority should have been filed about a year ago.

We are, dear Sir,

Yours faithfully,

(sgd) A.M. & Wm. Clark.

(C O P Y)

Rolls-Royce, Ltd.,

DERBY.

December 4th, 1922.

D/BP6/CW.

Edmond E. Johnson, Esq.,
Maescourt,
MAIDENHEAD. BERKS.

Dear Sir,

We thank you for your letters of the 29th ulto., and 1st inst. J/MW, in regard to the 6 cylinder "Hawk" engine which you intend sending to the United States.

In view of the remarks contained in the third paragraph of your letter, namely, that the engine is only going to U.S.A. under temporary admission, we should not anticipate that any difficulty is likely to arise, but we do not know.

Concerning the remarks of your Solicitors, these do not affect the situation in any way, as the cars which we export to U.S.A. are entirely of a different design to the aeroplane engines.

We also wish to make it quite clear that we have never exported a "Hawk" type engine to U.S.A. so that we are not in a position to advise you of what difficulties may arise.

The information given in our letter of September 27th on this subject, was simply to keep you advised of the position so that should you take the engine to U.S.A. you would be in a position to meet any difficulties which may arise. We would state, without prejudice, that the only point of which we know which might arise, would be due to the compensating passages in the carburetter.

Yours faithfully,

For and on Behalf of
ROLLS ROYCE LIMITED,
(sgd) John DeLooze
Secretary.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE.

ASCOT,

J/MW.

BERKS.

Mon:18:Dec:22.

Dear Captain Crossley Meates,

I enclose you copy of letter received from Bradshaw & Waterson this morning, together with a copy of Heads of Syndicate Agreement with final suggested additions typewritten in red.

You will note Waterson's remarks regarding Codicil to Will, but this point can be gone into when next I see you.

I should be glad if you could arrange to come over here either on Thursday or Friday next to go through the Accounts etc., as Miss Welch is most anxious to get away for the holidays on Saturday. I have to go to Town either on Thursday or Friday next, so if you could let me know whether either of these days would be convenient to you or not, I would be greatly obliged.

Williams called here yesterday, saying that he was spending his Christmas Holidays in Wales, but would keep himself open for Saturday afternoon the 30th instant, for an interview with you, or if that is inconvenient he will keep Sunday open the 31st instant, providing we could confirm the appointment beforehand.

Yours sincerely,

Edmond E. Johnson

P.S. I have received our Agreement from Waterson which I will execute on hearing from you that everything is in order.



1. Copy of letter from Bradshaw & Waterson dated the 16th instant.
2. Copy of Heads of Syndicate Agreement.
3. Expenses Sheet (To end of November.)

(C O P Y)

Chas. G. Bradshaw & Waterson,
Royal London House,
16, Finsbury Square,
LONDON. E.C.2.

16th Decr. 1922.

HGW/IAH.

Dear Sir,

J.C.M. Mono Railway.

We have your letter of yesterday. It will not be possible for you to extend the Agreement by a Will or Codicil. You will appreciate that a Will or Codicil can only give away the rights under the Agreement and cannot extend those rights but only transfer them as they exist. If you want to extend the Agreement it can be done by endorsing a Supplementary Agreement on the occasion of further patents being obtained. If the system proves a well paying proposition during your joint lives you can then make what further arrangements are desired and perhaps enter into a full partnership.

We return the Syndicate Agreement having noted ^X your amendments and we have suggested some additions in blue *black* ink. Please advise Captain Crossley Meates as to these amendments.

Yours truly,

(sgd) Chas. G. Bradshaw & Waterson.

Edmond E. Johnson Esq.,
Maescourt,
Maidenhead, Berks.

^X

Final additions typewritten in Red.



Encl^o.

AND AT

85, EAST INDIA DOCK RD POPLAR, E. 14.
BUCKHURST HILL, ESSEX AND
BLACKHEATH, KENT.

CHAS G. BRADSHAW & WATERSON,

CHAS G. BRADSHAW.
H. G. WATERSON.

SOLICITORS,
COMMISSIONERS FOR OATHS
AND
OATHS AND ACKNOWLEDGMENTS
BRITISH COLUMBIA.

HGW/IGC.

TELEPHONE NOS { CITY OFFICE, CLERKENWELL 1375.
POPLAR DO EASTERN 782.

REPLY TO

*Royal London House,
16, Finsbury Square.*

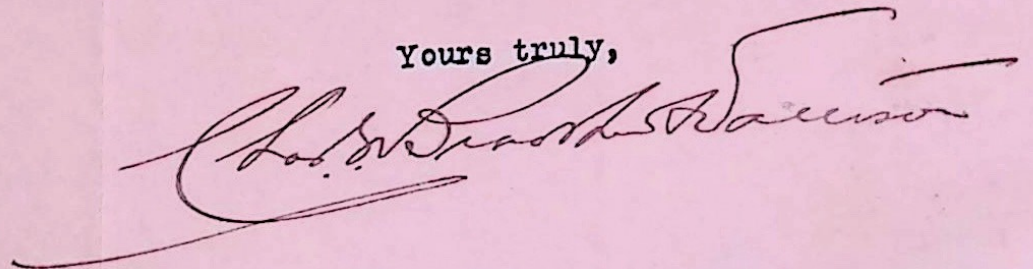
London, 18th Dec, 1922.

E.C. 2.

Dear sir

Mr. Johnson suggested that you and he might make Wills in
some way extending the Agreements between you in relation to the
Mono-Railway but we have pointed out to him that you cannot
by your Wills extend the Agreements; you can only pass over by
your Wills the benefit of those Agreements. If it is intended to
extend the operation of your Agreements, it can of course be done
by a fresh Agreement or an extension of the present one, as to
which there would be no difficulty in effecting what is necessary.
It is impossible to say what the cost of a Will may be, it depends
to a great extent on the length of it, but a short and simple
Will is not an expensive business. *£2.2.0 or £3.3.0*

Yours truly,



Capt. Crossley Meates,
The Larklands,
ASCOT.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,
ASCOLT,
BERKS.
Wed:20:Déc:22.

Dear Captain Crossley Meates,

I am in receipt of your letter of the 18th instant, Dealing with Syndicate Agreement, Enclosure No. 648 sent you on the 18th instant, will now replace Enclosure No. 641 sent you on the 15th instant. This copy of course you can retain.

Respecting your remarks in regard to protection or guarding the Model Car, the value of same has already been provided for against all risks in the \$10,000 Policy which includes the risks of Fire, Burglary, Larceny and all other insurable risks, so that the loss of the Car would be recoverable, at the same time no mention is made of protection or guarding, therefore, I quite agree it would be an additional safe-guard to have it inserted in the Agreement.

Many thanks for Autocar Report of the Sanders Pressure Turbine, which will receive my careful attention.

I would point out that my negotiations with Bricknell have come to a sudden end, owing to his failure to supply me with the numbers of his American and Canadian Patents, I having told him that unless he furnished me with this information, I should decline to proceed with the matter.

I may say, however, that I can see no reason why an Internal Combustion Rotary Engine should not be made one quarter the size of Bricknell's and at the same time giving four times the output; fortunately this is a matter for the future, and need not worry us now.

I am going to Town to-morrow, so Friday will suit very well. Come as early as you can; Lunch at 1 p.m.

So sorry to hear your Wife is in the Doctors hands. I hope she will have a speedy recovery.

I have executed my copy of Agreement, and forwarded it to Waterson this day.

Captain Crossley Meates

-2-

Wed: 20: Dec: 22.

Dealing with your letter of the 19th instant, I think the interests of both of us will be served in the existing agreement, in as much as Clause 12 provides for our future holdings in Syndicates or Companies which may be formed. At death these holdings will automatically pass to our representatives, in the same proportions as prior to death, however, I fully agree if the point is not absolutely clear, it can and should be made clear at a future date.

Regarding Williams I presume you understand the suggested appointment was for Saturday week, not next Saturday. I should have liked you to have a discussion with him before my departure to America, because there are some interesting minor points he raises other than the Pennant question, which of course he is wrong on.

I have this day received a letter of introduction to Mr. E.T. Stotesbury of Philadelphia, a Partner of Pierpont Morgan. Stotesbury controls the Florida Railways.

I propose leaving on the s.s. "PITTSBURGH" on January 6th next, which calls at Halifax, Nova Scotia on the way to New York.

~~Clark has sent me the Documents in connection with the Canadian Patent for execution.~~

Hoping to see you on Friday, when Miss Welch will have all Documents and Papers ready for you.

Yours sincerely,

Edmund E. Johnson

P.S. The Models are now very nearly completed, and I shall be glad to know if you would be so kind as to drive the Martini back for me here, should Messrs Whitlock & Rowe of Taplow not have completed same prior to my departure.

LATER

Since writing the above I note by your telephone message that you will call to-morrow Thursday instead of Friday.

Enclo.

AND AT

85, EAST INDIA DOCK RD POPLAR, E. 14.
BUCKHURST HILL, ESSEX AND
BLACKHEATH, KENT.

CHAS G. BRADSHAW & WATERSON,

CHAS G. BRADSHAW.
H. G. WATERSON.

SOLICITORS.
COMMISSIONERS FOR OATHS
AND
OATHS AND ACKNOWLEDGMENTS
BRITISH COLUMBIA.

HGW/IGC.

TELEPHONE N^o { CITY OFFICE, CLERKENWELL 1375.
POPLAR D^o EASTERN 782.

REPLY TO

*Royal London House,
16, Finsbury Square.*

London, 20th Dec, 1922.
E.C. 2.

Dear sir,

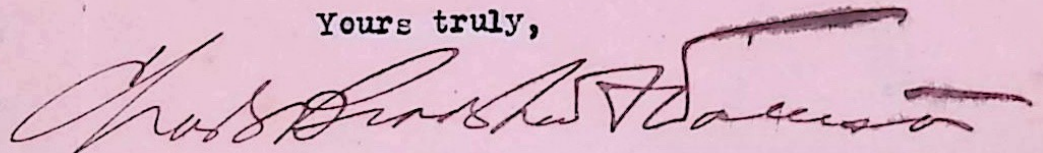
J. C. M. - Re Mono-Rail.

We thank you for your letter of the 18th inst, returning Agreement signed, also the first engrossment made before the Agreement was extended as settled at our last interview.

We are waiting to get back from Mr. Johnson his copy signed, and as soon as we have them both, we will send each of you your respective copies.

With regard to the heads of Agreement to be made in America Mr. Johnson has made some slight amendments, and we have made one or two suggested additions, and have asked Mr. Johnson to advise you of the details, which no doubt he will do, if not already done.

Yours truly,



Capt. B. Crossley Meates,
Larklands,
ASCOT.
BERKS.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,
ASCOOT,

REFERENCE.

J/MW.

BERKS.

Sat:23:Dec:22.

Dear Captain Crossley Meates,

The United States Official Patent No. 1,437,183 has just arrived and I enclose you a copy of same, together with a copy of British Patent No. 177,274.

Clark writes as follows:-

"We have the pleasure to send herewith the above Letters Patent of which please acknowledge receipt. We would call your attention to the Conditions of Grant endorsed on the envelope.

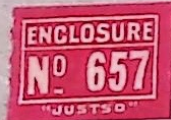
The Patent grants the exclusive right to make, use and vend the invention "throughout the United States and the Territories thereof" which includes Alaska, Hawaii and the Panama Canal Zone but does not extend to Porto Rico, or to the Philippine Islands. The Patent may, however, be made to extend to these Possessions by taking steps to register the grant. If you would like this done kindly let us know and we will advise you of the cost.

Please note that all goods manufactured or sold in the United States in accordance with this Patent must be marked "Patented - 1437183/1922".

Yours sincerely,

Edmond E. Johnson

P.S. Let me know when you can see me again after Christmas.



1. American Patent No. 1437183.
2. English Patent No. 177,274.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE.

J/MW.

ASCOT,

BERKS.

Thur:28:Dec:22.

Dear Captain Crossley Meates,

Saturday or Sunday next will probably be the last chance of seeing Williams prior to my departure, so that perhaps you could fit in an appointment some time this next week-end either here, at Windsor or at your place.

Apart from this there is still a further matter to be settled arising out of the American Patent with Clark.

In case you wish to communicate with Sanders, and have not retained his address, it is as follows:-

Captain J.M. Sanders.
Woodside House,
Canford Park,
Westbury-on-Trym, BRISTOL.

My passage on the "PITTSBURG" is now definitely booked, and I am due to sail from Southampton on Saturday week January 6th.

I think of having some business cards printed on arrival at New York, unless you think I ought to take some with me.

There is also the question of leaving letters of authority to enable you to act in my absence should the occasion arise with:-

1. Rolls-Royce, Ltd.,
2. Aircraft Disposal Co., Ltd.,
3. Lang Propellers, Ltd.,
4. Whitlock & Rowe.

Another point to be decided is whether it would be advisable to open an independent banking account in joint names, to enable you to pay any expenses in connection with

Captain Crossley Meates.

-2-

Thur:28:Dec:22.

the Mono-Railway during my absence, such for example as Rolls-Royce, account which amounts to approximately £18. 9. 5.

I suggest therefore placing the sum of £50 in the name of the J.C.M. MONO-RAILWAY in the London Joint City & Midland Bank, Maidenhead, giving you power to draw upon same to enable you to meet incidental expenses in connection with the Mono-Railway. I can of course augment the aforesaid sum of £50 if and when the Syndicate agreement is signed.

To enable this to be done it will probably be necessary for you to call with me during banking hours at the Maidenhead branch of the Bank, in order to give your signature and any other formalities which may be required.

With kind regards,

Yours sincerely,

Edmond G. Johnson

P.S. If you want to dispose of your property why not try
Messrs Toplis & Harding,
28, Old Jewry,
London. E.C.2.

Major Burroughs in that firm is a friend of Captain
Burleigh-Bruhl.

Phone: MAIDENHEAD, 297.

MEMORANDUM.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

Captain B. Crossley Meates,
Larklands,

REFERENCE. ASCOT,
J/MW. BERKS.

Fri:29:Dec:22.

Dear Captain Crossley Meates,

I enclose you proposed letter of authority as to drawing of cheques on the suggested joint account. If you will sign same as indicated, it will save a visit from you to the bank.

Yours sincerely,

Edmond E. Johnson

P.S. Rolls-Royce write to-day to say that the "HAWK" Engine crank shaft centre will be 2.400" below the bearer centres, therefore probably by increasing the diameter of the Wheels to say 30", a 6' 6" diameter Propeller can be used instead of a 5' 6" diameter Propeller as originally proposed.



Proposed letter of authority.

Phone: MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAJESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

REFERENCE.

ASCOT,

J/MW.

BERKS.

Thur:4: Jan:23.

Dear Captain Crossley Meates,

I have had a number of criticisms on our System and one of the first questions invariably raised is how many passengers the Car will accomodate, and the reply 100 to 150 is met by some such remark as this:-

"Oh! but that will not compete with trains carrying 3 to 4 times the number of passengers".

It occurs to me that the Americans might adopt a similar attitude, in which case I might suggest that several Vehicles could, if desired, be coupled together to form a train, the ends of the vehicles to telescope one into the other.

The speed of course would not be quite so great, although with Track wheel drive to every Mono-Rail wheel in the train, with the addition of Props fore and aft, high speeds should still be attainable. The aerofoils throughout the train would be automatic and if the ends telescoped the whole train might operate more or less as one unit.

Another point arising out of this idea, is that both fore and aft Vehicles could be used, if so desired, exclusively as Locos, which have this advantage, that if anything should go wrong with one or other of the Locos, same could be unhitched and replaced without disturbing anybody in the passenger vehicles. I enclose a rough Tracing illustrating the idea.

There is one other point I would like to ask you, Mr. Garthside called here last night, stating that if a vehicle running under Propeller drive were followed by a wind of 50 M.P.H. then the Propeller would be ineffective until a speed of over 50 M.P.H. had been attained. Do you agree with this view?

I should like to say Goodbye to your Wife, so will, with your permission give you a call tonight, or failing that perhaps you and Mrs. Meates would dine with us tonight.

With kind regards,

Yours sincerely,

Edmond E. Johnson

Envoi de M _____

Fri: 4: Jan: 23.

Correspondance

Adresse

Dear Capt^t,

We have had a fine
time here. Have visited many
palaces & seen most of the Paris
sights. Eva & Eric are with us &
we had made all arrangements to
return tomorrow; but my visit with Claudie

Envoi de M _____

Corr...pondance

Adresse

to Francis Lawe this evening has changed
our programme, he having fixed Sunday
afternoon to show us his Mono-railway.
His vehicle he informs me is constructed of
"Duralumin" & carries 100 passengers.
Hope to return on Monday.

Yrs L.L.

I hope Mr. Messer received ~~it~~

²⁵
Francis Lawe is an old
man of 80, & very well.



HOTEL de LONDRES et MILAN
8, Rue Saint-Hyacinthe (près le Marché Saint-Honoré), PARIS
Schwab & Richard — Paris



HOTEL de LONDRES et MILAN
Rue Saint-Hyacinthe (près le Marché Saint-Honoré), PARIS

Schwab & Richard — Paris

COPY.

LARKLANDS,
ASCOT,
BERKS.

JCM/1.

15-1-23.

Dear Miss Welch,

Many thanks for your note of the 12th 'Inst'
& it's enclosure No678.

With regard to the letter D/BP/N11/MH dated 9-1-23, from
Rolls Royce; I do not propose to take any action in the
matter until I receive notification that the engine is ready
for despatch. In the mean time I should be much obliged if
you would include a copy of Mr Johnson's letter to Rolls
Royce dated 3rd Inst', in my review of next week's correspond-
ence.

Re single copy of Patent Sales Contract of Industrial
Promotion Exchange Inc'. I am returning this to you herewith
for filing as it is possible that Mr Johnson may require
same if he decides to reopen negotiations with this firm.

Yours faithfully

B. C. H.

Mr. Edmund E. Johnson

RAILWAY
AVE., (APT. 1)

J.C.M. MONO-RAILWAY,
MAIDENHEAD,
ENGLAND.

MR. EDMOND E. JOHNSON

NEW YORK CITY

The Models are
all well set up
at this address
now all ready
for inspection

NEW YORK CITY Sun: 11: Feb: 23.

Dear Capt. Crossley Meates,

got fixed up at the above address.

I have just

upon The American Society of Mechanical Engineers (about 10 days ago) who gave me some very good introductions & by advice from them I have not

I made a call

made the proposed Florida trip.

Before taking up these introductions I called upon your friend Capt. H. Barber who advised me to delay my proposed calls, until I had made myself acquainted with the cost per Mile for constructing the Track.

The Bethlehem

Steel Co. suggest a 20 lb Rail & the

When I shall succeed in
organizing movement, but
never's I should finally agree

obtaining the suggested royalties named
perhaps you would give me an idea as to
to accept.

Carnegie Steel Co are also going into the matter at the present time.

With kind regards

Once armed with this information I propose availing myself of the American Society of Engineers introductions to:- Sir Wm Wiseman, + M. Winburg &c.

Mr. Walter of Brich, Wheeler + Walter has revised the "Syndicate Agreement" I enclose a copy of this Document, + think you will

observe a number of improvements.

What do you think of the figures suggested for sub-clauses 4, 5 + 8 pages 5 + 6.

Sub-clauses 4 + 5 would work out as follows:-

<u>Minimum</u>	
25 Pairs of Aerofoils per Annum	
@ \$2000 per pair	\$ 50,000
100 Miles of Track per Annum	
@ \$100 per Mile	\$ 10,000
<hr/>	
Minimum Total (as Sub-clause 8)	\$ 60,000

Please let me know any alterations you may have to suggest in the enclosed Agreement

Yours sincerely

Edmund. G Johnson

J. C. M. MONO - RAILWAY
764 WEST END AVE., (APT. 1)

MR. EDMOND E. JOHNSON

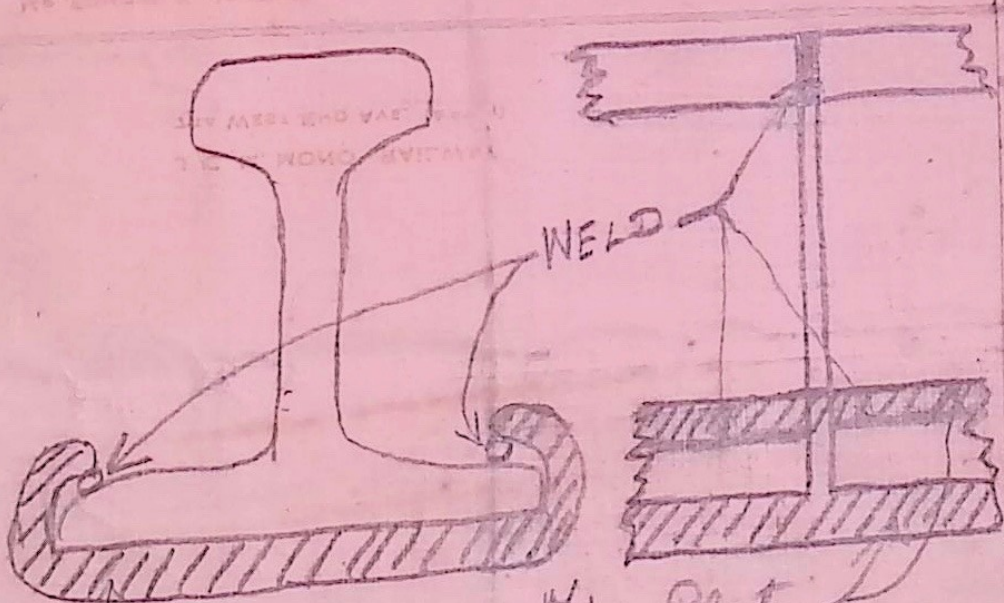
NEW YORK CITY

Thurs: 22: Feb: 23

Dear Capt. Crossley-Meates,

I am sending you by this mail the Rail Welding & Bonding Co's Catalogue as this suggests one method for dealing with the Mono-Rail while retaining the Pilot wheels.

The Bethlehem Steel Co. suggest the following method.



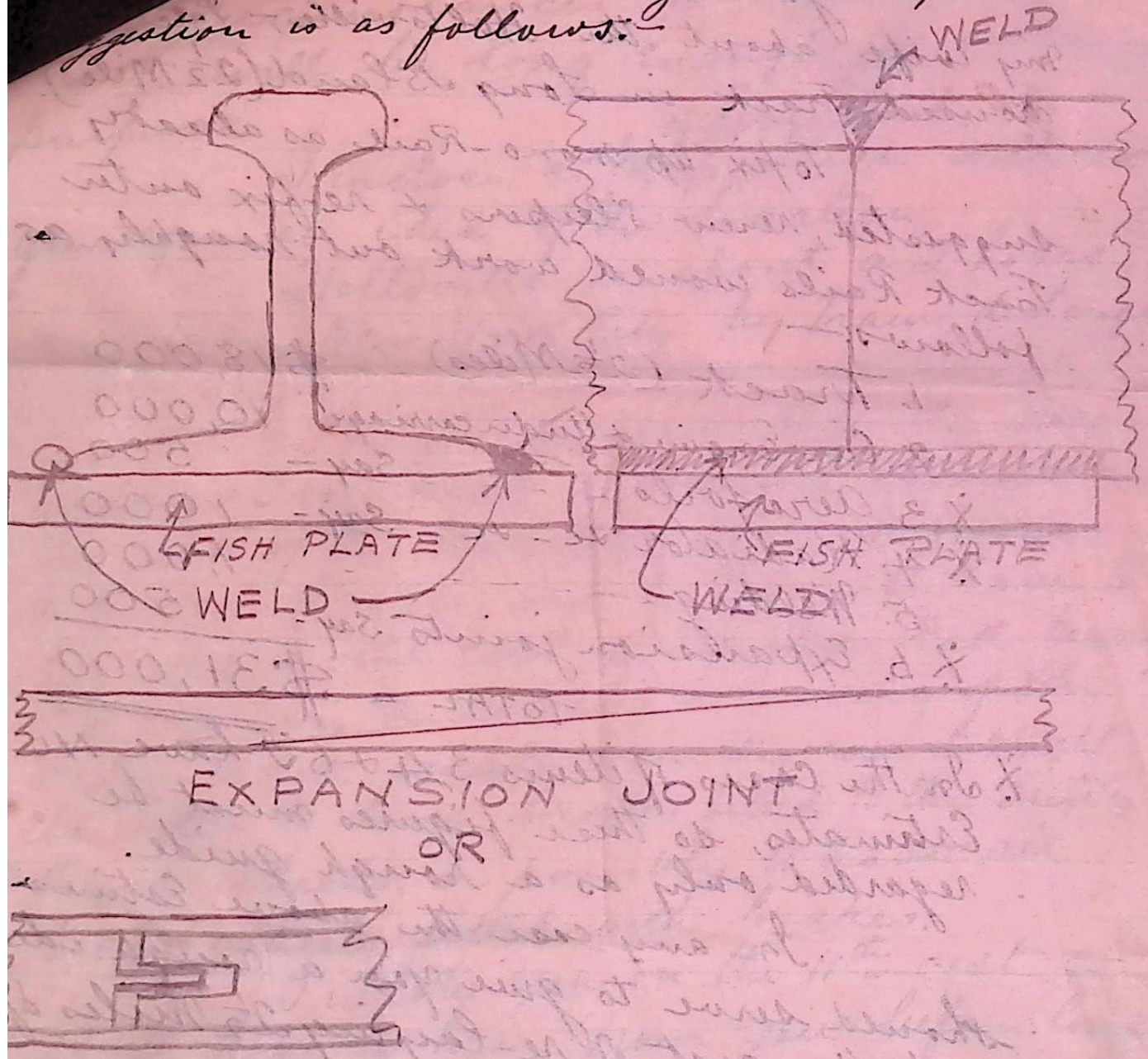
Substitute for Fish Plate

By this method all Fish Plate bolts are abolished, but it means expansion joints every few hundred yards, or less.

... or his opinion.
well to make a long story short Mr. Brackenridge asked

The Rail Welding & Bonding Co's

suggestion is as follows:



Welding by the above method could cost from \$3 to \$4 per joint, & time would be about 90 joints per Mile.

What do you think of the idea or can you suggest anything better?

Perhaps you would like to consult Todd of Hurst, I can assure you I shall + have with the owner or his opinion.

to phone Mr. John Hopes of Holtsville to go and see the Railroad in the Pine Forest

I shall be glad to hear if the circumstances you think the track will be long enough for our purpose.

I enclose a map of Long Island which will give you an idea of the location.

Holtsville is about a 2 hours run from New York City by Train, distance 54 miles.

I might mention that the Hay Foundry & Iron Works of Newark estimate the cost of the Undercarriage at from \$800 to \$1000; but to this will have to be added the cost of Brakes, Ball-bearings & if necessary the raising & lowering of the outer track wheels & in this case it might be better to have brakes fitted to the outer track wheels, or possibly to have all track wheels fitted with brakes.

I wrote you on the 11th inst so shall hope to hear from you before long.

With kind regards to yourself & Mrs. Meates, hoping Roy is quite fit again

Yours sincerely

Edmond. G. Johnson

Capt B. Crossley-Meates
Larklands
Ascot

Fri: 23: Feb: 23 Am also sending
Catalogue just received from
Electric Welding Co of America

Extract from Mr. Johnson's letter to Mrs. Johnson.

Thur:22:Feb:23.

I am pleased to be able to tell you that I have made a certain amount of progress with the J.C.M. Mono-Railway this week.

In my letter to you last week I think I told you that Captain Barber (a friend of Captain Crossley-Meates) advised me not to put the proposition before the Financiers until I had got complete costs for everything in connection not only with the Demonstration Car, but also with the entire cost of laying the Track.

Although it has involved some delay, I think that was sound advice and I have taken it.

~~On Monday last I went to see one~~ Chester F. Gailor of the Rail-Welding & Bonding Co., and a very curious thing happened, he said he could not give me a price for the Welding I required unless and until I could name exactly where the Track would be required, there upon I passed the remark that if I knew of a disused Track which I could have the use of I could give him my answer.

Well would you believe it I gave Mr. Gailor my answer only a few hours later on that same Monday afternoon.

It came about in this way. Mr. Gailor said he knew of a disused Track, the private property of the Suffolk Traction Co., between Patchogue and Holtsville and advised me to go and see Mr. J.C. Brackenridge, the Consulting Engineer to the Company.

I may tell you it was not long before I could have been found in the private office of Mr. J.C. Brackenridge, a very dry old stick, but never the less a real good old sport. He told me the Track in question was in a very quiet place and ran from Holtsville in Long Island through a Pine Forest, so that if we get shot out of the Demonstration Car we would have some nice soft Pines to fall on. That sounded like a good start.

ough/ He next proceeded to say that Holtsville was about 54 miles from New York City, that there was about $2\frac{1}{2}$ miles of Track running the Forest and another mile or so running alongside a road at the Patchogue end.

I thought the Track was rather short, and on hearing that remark from me he began to get keen, by saying if I got good Brakes fitted to the Mono-Rail wheels it should meet the case.

At the point Mr. Brackenridge called in a Dr. Cramer from the outer office and shortly afterwards his head Clerk, and at least 2 hours discussion ensued when all kinds of details were gone into.

During this period one or two callers were got rid of very quickly, and to me it seemed that the whole office had gone mad on the J.C.M. Mono-Railway, for before I had finished the whole place was simply littered with Maps, Drawings Books and Papers which Mr. Brackenridge had ordered his Clerk to turn up for my benefit.

Well to make a long story short Mr. Brackenridge asked me to phone Mr. John Hopes of Holtsville to make an appointment to go and see the Railroad in the Pine Forest at 6 p.m. He said that if I liked it I could have the use of it for 6 months.

That was not a bad afternoons work considering I had
ained nothing of the kind.

Well on Tuesday I went to Holtsville and was met at the
Train by Mr. Hopes who took me to see the Track and after about
an hour with him I bid him farewell and started on a tramp through
the Snow right along the track from Holtsville to Patchogue. To
tell you what a quiet place in which the Track lies I did not
pass a single soul during the $2\frac{1}{2}$ mile walk through that Pine
Forest.

As I proceeded I saw in places young Pines starting to
grow in the Track, a slight curve occurs about $\frac{1}{4}$ of a Mile from my
starting point and thence the Track is in a fairly straight line.
In the middle of the Forest there are 2 uninhabited Bungalows.
Up to that point the snow was falling but it cleared up as I
proceeded.

As I was nearing the end of the Forest I came across the
underworks of one of the old Cars, the wheels of which were still
upon the track. I attempted to push it but it was all rusted up,
consequently it would not budge.

After that I was soon out of the beautiful Pine Forest and
proceeded along the high road to Patchogue, when I had lunch and
took the train back to Pennsylvania Station New York City and
that finished Tuesdays job.

Yesterday Wednesday proved another eventful day. I
again called on Mr. Brackenridge who gave me an Estimate for
fixing the Mono-Rail.

By the time I had obtained this it was just on closing
time 5 o'clock p.m., and as luck had it we both left the Office
together. We walked along Broadway together when all of a
sudden he asked me would I like to go to the Motor Boat Exhibition
with him, of course I said I should only be too pleased, and so
we went by Subway to the Grand Central Station. We arrived at the
Exhibition at about 5.30 p.m. to find it would not be opened till
7 p.m.

A brother of Mr. Brackenridge then turned up and I was
introduced to him, thereupon I was invited to join the two of
them to Dinner at the "Belmont" one of the finest Hotels in New
York City. After that we went to the Exhibition, and there we
were met by Mr. Brackenridge's Son to whom I was introduced.

Before the evening was out we all became very friendly.
Mr. B. was very interested to hear all about my Caravan. He
told me all about his Yacht. It must be a fairly big one by the
number of Cabins he has in it. He also runs a very fine
American Motor Car.

Before I left Mr. B.'s office I should mention that he
passed a remark that I would soon be wanting to tap him for some
money for the Mono-Rail Venture. I told him that this was not
the case and it was not for this purpose that I had come to see him.

He says he can't make me out, because I am the first
man that has ever come to him with such a proposition without
asking for money, and the curious thing is that a number of other
Mono-Rail Inventors have been to him in years gone by, for he has
shown me their Pamphlets, amongst others Behr who built the Lartique
Railway at Ballybunion.

Mr. B. mentioned to me at the Exhibition that he lived
at Kew Gardens, Long Island. I have since learned that it is only
Millionairs live in that spot, so putting two and two together I
think he must have some cash, moreover, now I come to think of it he
said he was the largest Shareholder in the Suffolk Traction Co.,
holding Shares to the value of \$50,000 and to look at him you would 'nt
think he was worth one cent. Finally I have fixed up for Mr.
Brackenridge Junr. and Dr. Cramer to come and see my Model at
this address on Monday afternoon.

J. C. M. MONO - RAILWAY
764 WEST END AVE., (APT. 1)

ENCLOSURE
No 690
"JUSTSO"

MR. EDMOND E. JOHNSON

NEW YORK CITY

REFERENCE.

ASCOOT,

BERKS.

/MW.

BERKS.

Fri:23:Feb:23

Dear Sir, Regarding the Estimate from Messrs Whitlock & Rowe dated January 15th, Mr. Johnson wishes me to inform you that he leaves this matter entirely in your hands.

Perhaps you would let me know what you have done in regard to the Rolls-Royce matter, as Mr. Johnson wishes to be posted with any news regarding the Mono-Rail.

We have not received any letters in regard to the Mono-Rail this week.

Yours faithfully,
E. M. Welch.

ENCLOSURE
No 690
"JUSTSO"

Letter Heading giving Mr. Johnson's new address.

Capt B. Crossley Meates } Wed: 28 Feb

Shall be glad to have your views re enclosed from Penna Brake Beam Co The Rails are for "Holtoville" if this proposition goes through. Best wishes Yrs in haste B. C. J.

764 W.E.A. Apt #1
N.Y.C.

Tues: 27: Feb: 23.

Beair Co

Danville. Pa.

Dear Sirs/ I have to thank you for your letter of yesterdays date.

I am forwarding the sketches you so kindly sent to my friends in England who will give some further consideration.

Could you tell me where I can get a full size section book for my own reference here, as unfortunately I left my copy in England.

It is proposed to retain 70lb Rail No. 237 for the outer tracks.

It is either the 60 lb Rail No. 209 or the Shipbuilding Section Bulb T Rail sketch No. 105 which is proposed to be used for the Mono-Rail.

The latter lends itself better; but the bulb head is small, it may however answer for the Demonstration Vehicle which only weighs 2 Tons or under, at the same time 100 HP is provided & we are out for 100 M.P.H or more.

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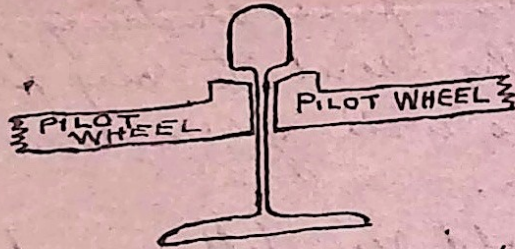
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I may say that the risk of de-railment with a small bulb head is much greater than it would be with a larger one, & for that reason I may have to fall back on Section 2, though had the head been rounded at the top like the Bull Section it would have better met the case. Thus:—



The Pilot wheels lock the vehicle to the Rails & take care of "bounding" at high speeds.

If you can offer any suggestions I shall be only too pleased.

Yrs fflly

PENNSY

Trussed and

Mr. Edmond E. Johnson
c/o J. C. M. Monro
764 West End Ave.
New York City
Dear Sir




PENNSYLVANIA BRAKE BEAM CO.

MANUFACTURERS OF

Trussed and Solid Type Brake Beams

DANVILLE, PA. February 26, 1923.

Mr. Edmond E. Johnson,
c/o J. C. M. Mono-Railway,
764 West End Avenue,
New York City, N. Y.

Dear Sir:

Acknowledging your kind favor of February 24th and in accordance with your expressed wish we are attaching herewith full sized cross section 60# rail No. 209, also 70# rail No. 237. Regarding the Shipbuilding Section Bulb T Rail wish to advise that we are also sending you full sized cross section of this bulb shape that we have rolls for.

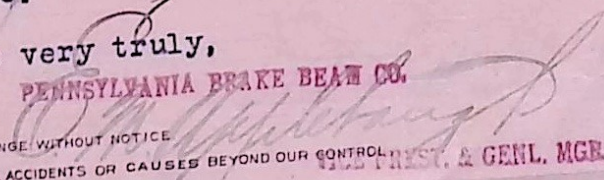
Regarding the special section rail that you will require and of which you mention may necessitate new rolls wish to suggest that if you will send us a detailed sketch showing the cross section of this particular rail we may have some rolls on hand that can be turned to suit your requirements and eliminate the cost and delay in procuring new rolls. In the event the bulb section that we have rolls for does not meet your requirements so far as dimensions are concerned we would appreciate your giving us also a sketch of this section which likewise may be provided for by making use of rolls we have on hand.

We shall be very glad to have you keep in mind the fact that we will do our utmost to take care of your requirements for rolled steel within the scope of our mills and upon occasion of the writer's next visit to New York he will make it a point to call upon you, or in the event Mr. Ferrier, our operating Vice President, is in your vicinity he likewise will be glad to meet you.

In the meantime we would thank you to advise us on the various sections in question so as we can check up our rolls and be able to discuss the matter with you more intelligently.

We are very glad you had the privilege of meeting Mr. William P. Horn last Friday and appreciate his advising you of our willingness and ability to take care of your needs. If you happen to be in the vicinity of Danville drop in and see us, advising as much in advance of your coming as possible.

Yours very truly,



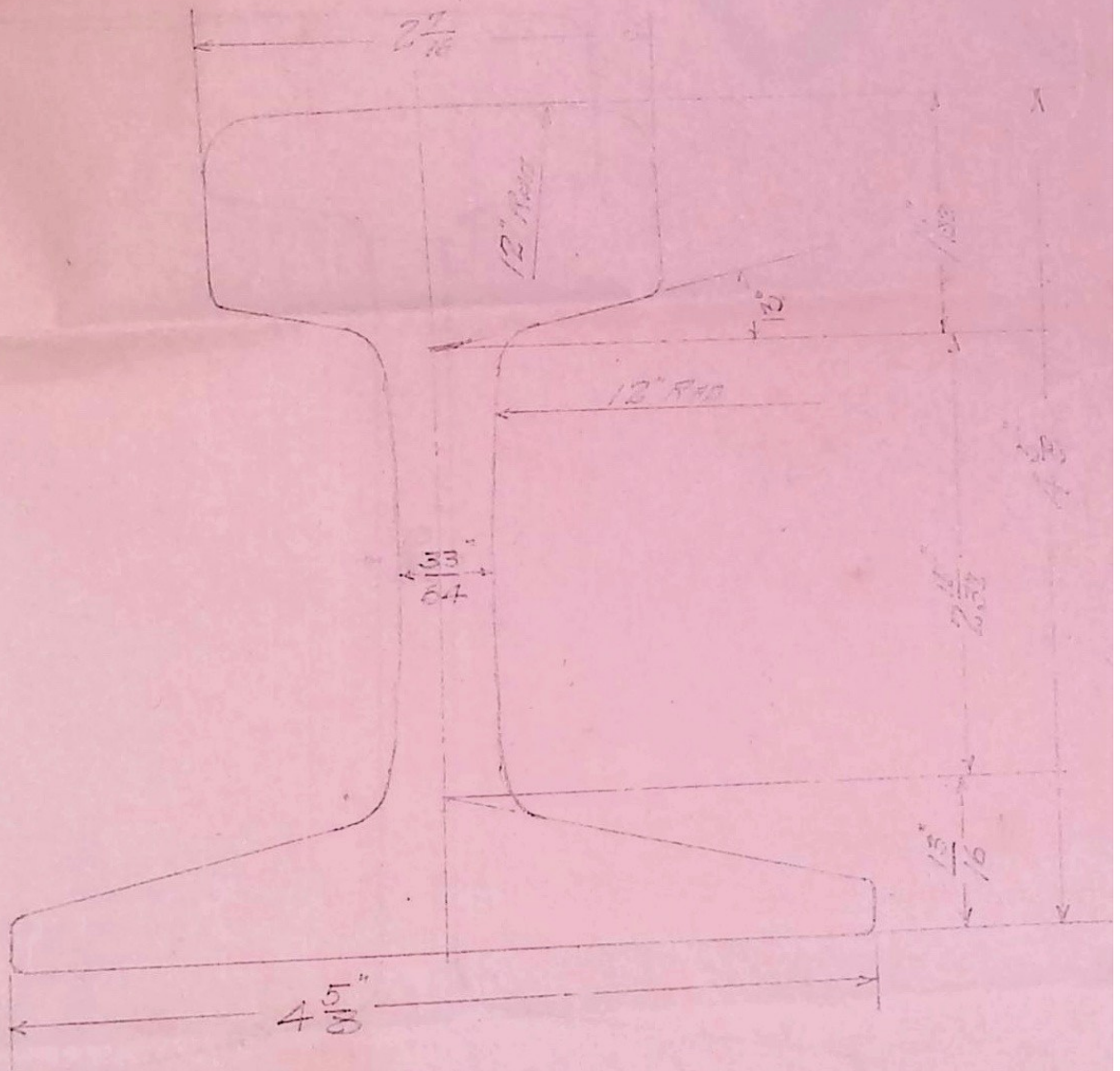
PENNSYLVANIA BRAKE BEAM CO.

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

ALL AGREEMENTS ARE CONTINGENT UPON FIRES, STRIKES, ACCIDENTS OR CAUSES BEYOND OUR CONTROL

E. M. APPLEBAUGH, VICE-PRES. & GENL. MGR.

SECTION N^o. 237
70 LB RAIL.



FULL SIZE

— SECTION OF 70^{lb} RAIL —

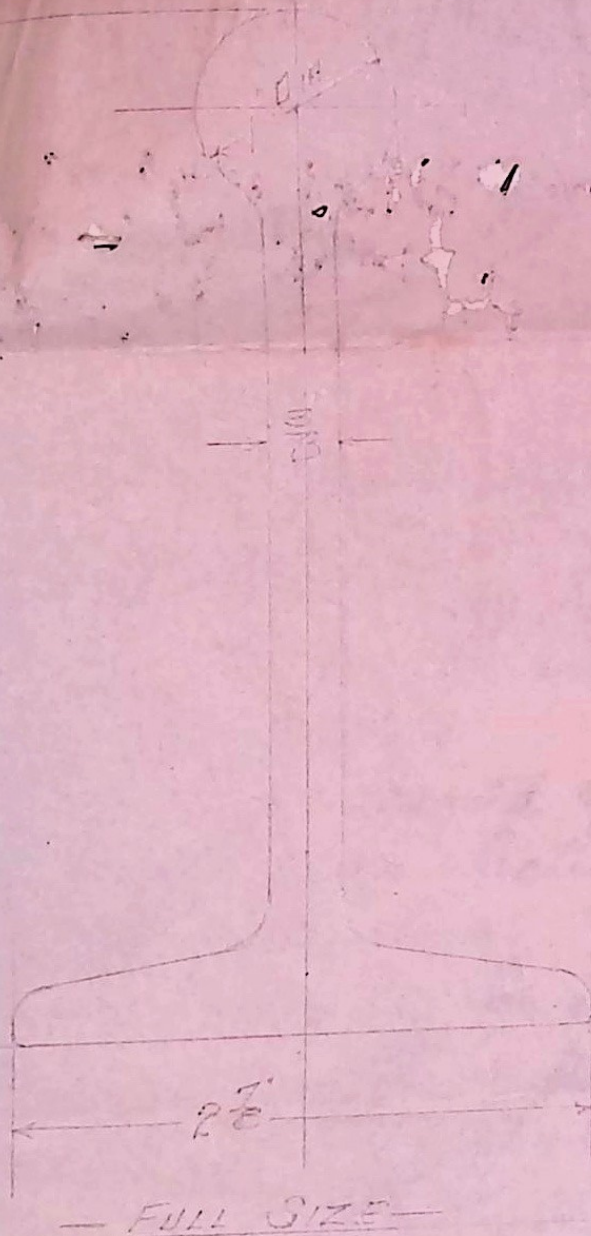
— PENN BRAKE BEAM © —

— DANVILLE - PENNA —

— FEB 26 - 23 —

— SKETCH N^o 157 —

SHIPBUILDING SECTION
BULB T RAIL.



— FULL SIZE —

— SKETCH SHOWING SECTION OF 5 1/4" DEEP BEAM —

— PENN BRAKE BEAM © —

— PITTSBURGH PENN —

— FEB-26-23 —

— SKETCH N°156 —

Phone MAIDENHEAD, 297.

EDMOND E. JOHNSON,
MAESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Larklands,

ASCOT,

REFERENCE.

J/MW.

BERKS.

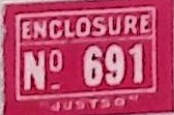
Thur: 1: Mar: 23.

Dear Sir, I enclose herewith a copy of letter received from
Mr. Johnson dated February 17th.

I also enclose copy of letter I am sending to A.M.
& Wm. Clark, and will forward you a copy of their reply as
soon as I receive same.

Yours faithfully,

M. Welch.



Copy of Mr. Johnson's letter dated the 17th ultimo.
Copy of letter to A.M. & Wm. Clark dated the 1st instant.

(C O P Y)

J.C.M. MONO-RAILWAY,
764 West End Ave., (Apt.1)
New York City.

Sat:17:Feb:23.

Dear Miss Welch,

I am only just beginning to get straight here so will now attempt to deal with your Reports.

Report No.1. Fri:5:Jan:23.
ROLLS-ROYCE, LTD., This matter is entirely in the hands of Captain B. Crossley Meates so do nothing except upon his instructions.

J. SHERWOOD TODD. All in order. Tick off.

AIRCRAFT DISPOSAL CO. LTD., Tick off.

A.M. & Wm. CLARK. Tick off letter dated Jan. 4th.

A.M. & Wm. CLARK. Letter dated Dec. 21st. Write Clark acknowledging his letter dated Dec. 21st and ask them to state what it would cost to extend the Patent to Porto Rico, or to the Phillipine Islands also ask if there is any time limit as I am informed that this can be done at any time if so desired during the duration of the Patent.

Send me a Copy of the letter you write and a copy of Clark's reply, also send Capt B. Crossley Meates copies of both letters, and a copy of this letter.

Report No.2. Fri:12:Jan:23.
J.M. Sanders. Captain B. Crossley Meates I think intends going further into this matter, in which case you can reply upon his dictation.

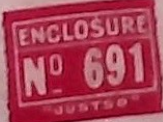
HOFFMAN MANUFACTURING CO. LTD. This letter can be ticked off as I am now in communication with "The Norma Co., of America", Hoffman's Representatives here.

INDUSTRIAL PROMOTION EXCHANGE. I have decided not to place the J.C. proposition with this firm; but may ask them to try and dispose of the Smith Shock Absorber Patent, in fact I have written Smith for further particulars.

THAMES VALLEY TRACTION CO. LTD. Tick off.

ROLLS-ROYCE. LTD. letter dated Jan.9th, 23. What does Capt.B. Crossley Meates think about the "bench test" quoted at \$100. Is there no way of making a cheaper test than this. In any case I think I had better increase the cost of the Demonstration Car to cover this; but I would not suggest giving Rolls-Royce the order unless and until the Syndicate Agreement is signed.

Report No.3. Fri:19:Jan:23.
WHITLOCK & ROWE. Quotations for Curtain for Caravan. If Capt. B. Crossley Meates approves of the Method suggested the estimate for
P.T.O.



(C O P Y)

Messrs A.M. & Wm. Clark,

British, Foreign & Colonial Patent
Agents,

53 & 54, Chancery Lane,

MW.

LONDON. W.C..2.

Thur:1:Mar:23.

U.S. Patent No. 1437183. - Stabilizing moving bodies.

Dear Sirs,

I acknowledge receipt of your letter dated December 21st, 1922, and shall be glad if you will kindly state what it would cost to extend the Patent to Porto Rico or to the Phillipine Islands.

Will you also kindly say if there is a time limit, as Mr. Johnson is informed that this can be done at any time if so desired during the duration of the Patent.

Yours faithfully,

(sgd) M. Welch.

.....
Secretary

J.C.M.3.

Larklands

Ancot

Berks

15-4-23.

Dear Miss Welch,

Herewith your cheque to E. Woodhouse for 25/-
signed as requisite, also copy of my letter to Messrs Rolls-
Royce for your files.

I consider the engine case reconditioned by Teddy is now
quite serviceable for the transport of the engine to you from
Derby by rail.

I should like to know when the engine is sent off from Derby
but I shall of course be unable to see it arrive, however if
you will sign for it UNEXAMINED, I will inspect it soon after
it arrives.

Before you send off the case be sure you paint, "FROM" with
your address, also the words, "AERO ENGINE AT COMPANIES RISK".
These latter words should be covered by a stick on label bearing
Rolls Royce's address followed by ~~XATXEDRANLES RISKX~~ "returned
empty".

Yours faithfully

B. C. M.

Thur:12:April:23.

Making Case for "HAWK" Engine serviceable.

Messers Limited (Timber).....7/6.
Labour (including nails).....17/6

£1. 5. 0.

I enclose herewith cheque value £1. 5. 0. for labour and Material, payable to E. Woodhouse. Teddy bought and paid for the wood himself, and I hold receipt for 7/6 for same.

Will you kindly sign and return this Cheque, together with the Cheque I sent you on the 5th instant, by return of post, as I shall require some Petty Cash to enable me to despatch the Case to Derby.

Messrs Whitlock & Rowe have sent in their account, and I enclose you a copy of same as promised. The original account has been sent to Mr. Johnson.

Yours faithfully,

M. Welch.



1. Report No. 9 to Thur:12:April:23.
2. Copy of Messrs Whitlock & Rowe's account, together with copy of Estimates.
3. Account for E. Woodhouse.
4. Cheque value £1. 5. 0.

HEAD, 297.

AND E. JOHNSON,
AESCOURT,
MAIDENHEAD,
BERKS.

MEMORANDUM.

Captain B. Crossley Meates,
Barklands,

ASCOT

REFERENCE.

MW.

BERKS.

Thur:12:April:23.

Dear Sir,

Enclosed herewith Report No. 9. You will see by Rolls-Royce letter of the 6th instant, that they are awaiting instructions regarding the packing and despatching of the engine. Teddy was working here all day yesterday and has finished the case this morning, so same is now ready for despatch.

I shall be glad to know if you wish me to send this case direct to Derby, as suggested by you on the 30th ultimo, or whether you will be able to inspect same before it is despatched.

I enclose herewith Cheque value £1. 5. 0. for Labour and Material, payable to E. Woodhouse. Teddy bought and paid for the wood himself, and I hold receipt for 7/6 for same.

Will you kindly sign and return this Cheque, together with the Cheque I sent you on the 5th instant, by return of post, as I shall require some Petty Cash to enable me to despatch the Case to Derby.

Messrs Whitlock & Rowe have sent in their account, and I enclose you a copy of same as promised. The original account has been sent to Mr. Johnson.

Yours faithfully,

M. Welch.



1. Report No. 9 to Thur:12:April:23.
2. Copy of Messrs Whitlock & Rowe's account, together with copy of Estimates.
3. account for E. Woodhouse.
4. Cheque value £1. 5. 0.

No. 9 to THUR;12:APRIL:23.

(C O P Y)

Rolls-Royce, Ltd.,
DERBY.

6th April, 1923.

D/BP/N15/EM.

B.E. Johnson, Esq.,
Maescourt,
Maidenhead, Berks.

Dear Sir,

We thank you for your letter of the 4th inst., also your remittance of £18. 9. 5., kindly find attached our official receipt for this amount.

Regarding the despatch of your engine, we shall be glad to know what arrangement you wish us to make. Do you intend to collect the engine yourself or would you like us to put same on rail, carriage forward?

Thanking you in anticipation.

We are,

Yours faithfully,
For and on Behalf of
ROLLS ROYCE LIMITED.

(sgd) p.p. John De Looze.
SECRETARY.



(C O P Y)

WHITLOCK & ROWE,

Bath Road,

TAPLOW.

APRIL, 1923.

March 30.

To Caravan

Alteration painting and etc., as per estimate given Dec. 2/22.....	£33. 10. 0.
Estimate given for Curtains Jam 15/23....	7. 0. 0.
Extra making and fitting up a new double spare wheel, Carrier and new bottom in seat.....	1. 12. 0.
2 Gall Petrol.....	4. 0.
	<hr/>
	£42. 6. 0.

Regarding the wind screen, this to be made as stated 2' 0" high, the upper 6" of same to be made to open outwards, and the position of all windows to be fixed definitely by me after you have got the body of the caravan in position upon the Martini chassis.

The portion above wind screen to be built up to match existing wood-work, all for the sum of £27. 15. 0. plus painting as follows. 1 Coat of Grey paint, 2 coats of Royal Blue Paint. and 2 coats of Varnish on all body work; the Chassis to receive 3 coats of Paint and 1 Coat of Varnish. The roof to have 1 Coat of White Paint and 1 Coat of White Enamel, for the sum of £5. 15. 0 making a total for the job of £33. 10. 0. delivery within 28 days.

The Drivers seat to be provided by me, but legs and fixing to be done by you.

Yours faithfully,
(sgd) Edmond E. Johnson.

(C O P Y)

Messrs Whitlock & Rowe,
Bath Road,
Taplow, Bucks.

J/MW.
Sat:2:Dec:22.

Dear Sirs, I accept your Estimate dated the 27th ultimo, subject to the centre portion of the wind screen being made in 2 sections to my approval, and the Glass to be extended on either side of same in front to a height of 2' 0" and for a distance of 3' 0" on either side to a height of 2' 0".

The amount of projection to be definitely fixed by me when the body is in position upon the chassis at your address.

Two Longitudinal Members and Five Cross members painted yellow and lined black to be removed from the under side of the caravan and these members together with the foot-boards to remain my property, and to be returned to me by you.

A well (if necessary) to be sunk in the floor to both existing size and present level of foot boards on Martini Chassis, and these boards in the well to be removable provided with lifting rings or other approved fittings, so as to provide accessibility to the gear box.

Regarding the wind screen, this to be made as above stated 2' 0" high, the upper 6" of same to be made to open outwards, and the position of all windows to be fixed definitely by me after you have set the body of the caravan in position upon the Martini chassis.

The portion above wind screen to be built up to match existing wood-work, all for the sum of £27. 15. 0. plus painting as follows. 1 Coat of Grey paint, 2 coats of Royal Blue Paint. and 2 coats of Varnish on all body work; the Chassis to receive 3 coats of Paint and 1 Coat of Varnish. The roof to have 1 Coat of White Paint and 1 Coat of White Enamel, for the sum of £5. 15. 0 making a total for the job of £33. 10. 0. delivery within 28 days.

The Drivers seat to be provided by me, but legs and fixing to be done by you.

Yours faithfully,
(sgd) Edmond E. Johnson.

(C O P Y)

Whitlock & Rowe,
Bath Road,
TAPLOW.

November 27th, 1922.

For altering and fixing on Chassis Caravan Body.
Cutting away and making the 2 front projecting panels.
Cutting out front of Body, fitting and fixing same to
scuttle dash.

Cutting hole in floor for Gear and Brake levers.

Cutting 2 holes in floor and making 2 arches for
rear wheels.

the necessary oak cross bars on chassis to carry body.

Taking out front glass frame.

Making a double wind screen fitted with plate glass,
movable top half in mahogany frame, brass fittings.

2 fixed front glasses and 2 pieces of plate glasses in
sides of body.

Fixing the Body to chassis with the necessary bolts.

Painting the alterations outside Lead Colour and inside
White. and completed for the sum of.....

£27. 15. 0



EDMOND E JOHNSON
MAIDENHEAD
ENGLAND

J. C. M. MONO-RAILWAY
764 WEST END AVENUE
NEW YORK CITY

NEAR 87TH STREET
PHONE:
RIVERSIDE 9737

Sun: 15: Ap: 23

Dear Capt. Crossley-Meates,

I enclose particulars of the latest in Brakes which I think should answer for the Demonstration Car. This outfit only costs \$125.00.

Tomorrow I start on a trip round the Country, Philadelphia, Danville, Wilmerding, Pa., Buffalo & possibly Detroit if I can gain an introduction to Ford.

I have not yet fixed up a Syndicate Agreement, but if you feel like a holiday trip at any time I can put you up, as I have an extra large Room with Bath room adjoining & there would be plenty of room for the two of us. I have furnished the Show myself, so everything is exactly what is required for the job. I have a Maid in every morning to clean up & give me my breakfast so everything is O.K.

America is like a New World as so many things are far in advance of England.

My best wishes to your wife & your family. Yrs sincerely Edmond. E. Johnson

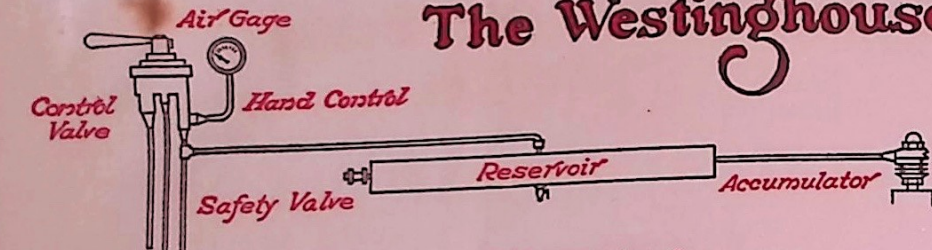
A Better Automotive Brake

WESTINGHOUSE AIR BRAKE CO. Automotive Division

⊗ General Office and Works, Wilmerding, Pa. ⊗
New York Washington Pittsburgh Chicago St. Louis San Francisco

Publication 9056-A
Printed in U. S. A.
January, 1923

The Westinghouse



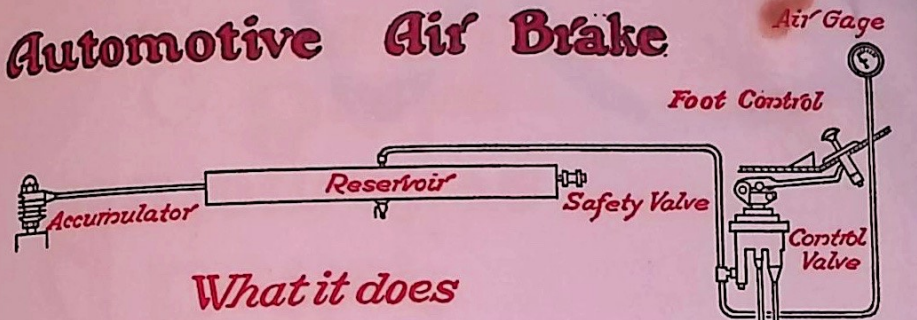
What it is

¶ The Westinghouse Automotive Air Brake is a power braking system suitable for all types of automotive vehicles—busses, trucks or private passenger cars. Its fundamental characteristic is, that, instead of the usual method of applying muscular force by the foot of the operator, the brakes are set by the force of compressed air acting in brake chambers connected to the brake rods, and controlled through either a hand-operated or a foot-operated valve. ¶ The usual foot brake and hand brake are both retained on the vehicle, however, and their operation is not in any way impaired by the installation of the air brake. The equipment is simple, consists of few parts, and is easily maintained. ¶ Pressure for operating the brake may be obtained from either one of two sources, depending upon the service in which the car is used; the **Engine** itself may furnish the pressure through an **Accumulator** (ball check valve) screwed into one of the cylinders, or a **Compressor**, driven from the power take-off of the transmission, may be used for this purpose. ¶ In addition, there is: a **Reservoir** in which the pressure is stored; a **Gage** to indicate the pressure available; a **Control Valve**, which directs and controls the brake pressure; and a **Brake Chamber**, or Chambers, (diaphragm type), connected to the usual brake rigging, in which the pressure is developed for applying the brakes. On heavier vehicles, employing large brake chambers, a **Quick Application and Release Valve** is used to hasten the brake action, because of the greater volume of air to be controlled.

Quick Application and Release Valve

Brake Chamber

Automotive Air Brake



What it does

¶ The Westinghouse Automotive Air Brake insures safe, flexible, and powerful control of even the heaviest car with no more muscular effort than is required to operate the gas throttle; **the air does all the work.** This eliminates irksome strain and fatigue (which induces careless driving) and gives the driver the same command of brakes as he has of the power. Moreover, a woman can have as complete control of a heavy car as the strongest man can have. ¶ It makes possible the quickest and smoothest stops, as it can be applied hard at first and graduated off to accommodate the pressure to suit the varying friction between the brake lining and the drum, which increases as the speed decreases. ¶ Furthermore the braking pressure is absolutely uniform on all wheels and can be regulated to a nicety to suit all sorts of road, grade, and load conditions. ¶ For commercial cars it makes possible greater average road speed, greater daily mileage, and consequently increased earnings, because of the ability it affords to make shorter stops, and the reduced physical exertion of the driver which enables him to stay on the job more continuously. Furthermore it makes practical the use of trucks and trailers in classes of service otherwise prohibitive, giving the driver complete control of the brakes on both vehicles and providing automatic operation of the trailer brakes in case of a break-in-two. ¶ It is not an expensive luxury, but an economic necessity under modern conditions of automotive transportation.

Brake Chamber

¶ The absolute necessity for some sort of brake on any moving vehicle is universally recognized, but the advantages to be realized from the use of a better brake are not often appreciated.



¶ The degree of safety in the operation of motor vehicles and the promptness of travel which can be maintained is very largely dependent upon the effectiveness of the brake control available.

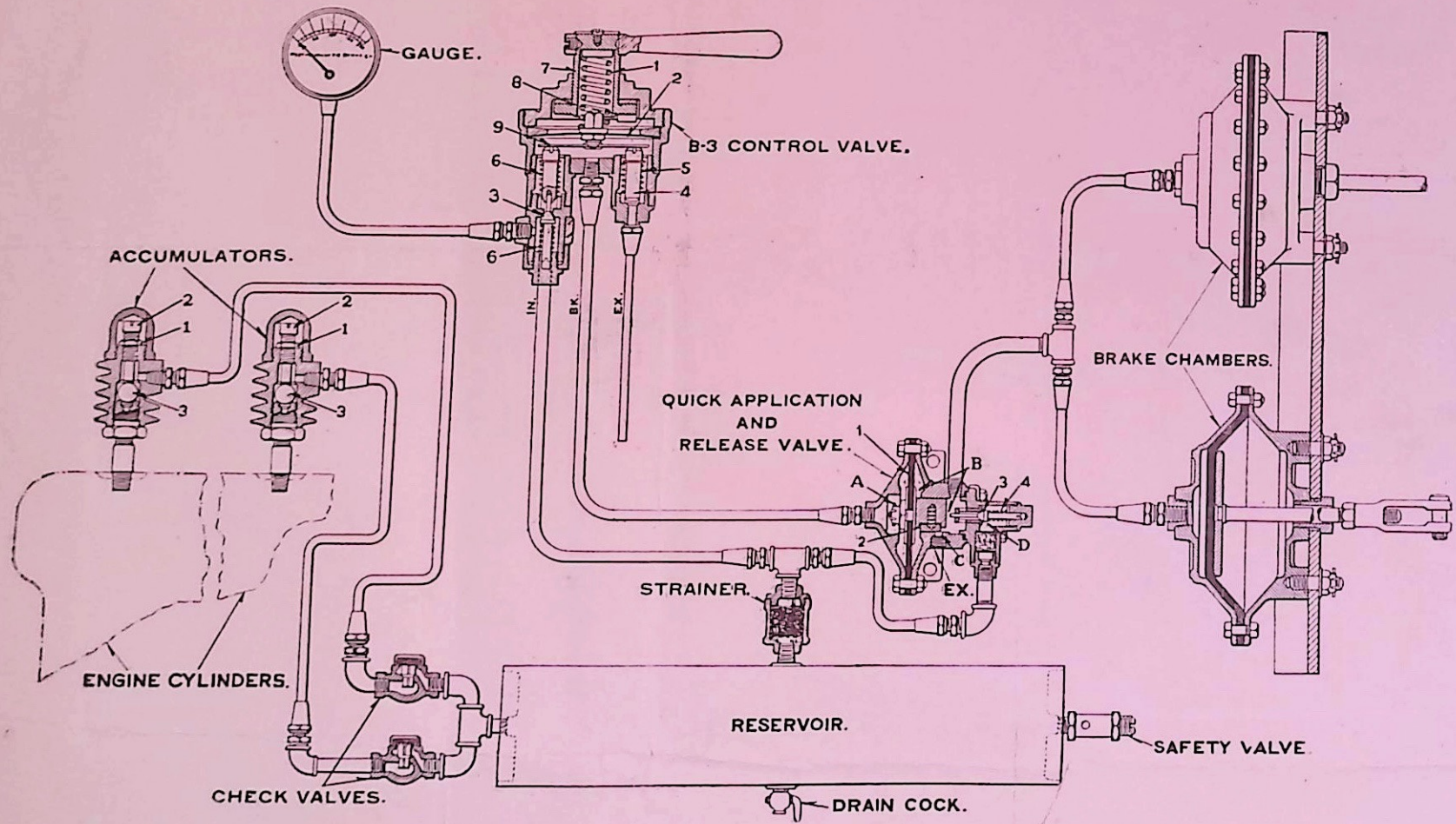


¶ Modern automobile transportation conditions, involving heavy cars, high operating speeds, and dense traffic, have brought an imperative demand for more effective control than that obtainable by the use of the ordinary foot-power brake.



¶ In recognition of this fact the Westinghouse Air Brake Company has produced for road vehicles an adaptation of the well known standard air brake as used throughout the world in steam and electric railway service, and has called it—

The Automotive Air Brake.



ROLLS-ROYCE, LTD.

DERBY.

TELEGRAMS:
"ROYCAR, DERBY."

TELEPHONES:
DERBY 1320 (6 LINES)
IN YOUR REPLY PLEASE
QUOTE

D/BP/N2/EM

16th April, 1923.

B. Crossley Meates Esq.,
Larklands,
Ascot,
Berks.

Dear Sir,

Re Hawk engine for E.E. Johnson Esq.,

We beg to acknowledge receipt of your letter of the 11th inst., which is having attention.

No doubt you are aware that Mr Johnson brought this engine to the Works personally and gave instructions for minor repairs to be carried out.

The estimate for these repairs did not of course include packing and despatching by rail, and we shall, therefore, have a further estimate to render in connection with these charges.

Regarding the last paragraph of your letter, whilst we have carried out the whole of the repairs requested by Mr Johnson, we are afraid that we cannot take any responsibility for the actual running of the engine, as we have no instructions to carry out any running tests.

We informed Mr Johnson some time ago that if these tests were necessary it would be a very expensive matter, as we have no tackle suitable for a Hawk engine and to provide same would mean an expense to Mr Johnson of approximately £100 (One Hundred Pounds)

We are satisfied ourselves with the work we have actually carried out, but for the running of the engine we cannot take any responsibility.

Assuring you of our attention at all times,

We are,

Yours faithfully,

FOR AND ON BEHALF OF

ROLLS-ROYCE, LIMITED

SECRETARY

Mr. John De Looze

Westinghouse Air Brake Company

Telegraphic Address, WILMERDING, PA.

Wilmerding, Pa.,

April 24, 1923.

Capt. B. Crossley-Meates,
Larklands
Ascot, Berks,
England

Dear Sir:

Mr. Edmund E. Johnson visited our factory last week and described to us the Mono-Rail system which you are contemplating, together with the details of the demonstration car which will be constructed in the United States. We have recommended our Automotive Air Brake for the control of this car and feel confident that this equipment will adequately meet the requirements imposed by these special operating conditions. Mr. Johnson informed us that you would drive the demonstration car when it is completed, and has suggested that we write you direct in regard to some of the brake details.

Leaflet No. 9056-A, which is attached to this letter, gives a general description of the Automotive Air Brake. You will note that either a hand control valve or a foot operated valve as desired may be used for the operation of the brakes. Mr. Johnson ~~the best arrangement~~ could use one foot for the speed acceleration pedal and the other foot for the operation of the brakes. This is, however, a matter of personal preference and we shall be pleased to have an expression of your wishes.

The question was also raised as to whether the Rolls-Royce engine, which you will use, has priming cup openings or any type of solid boss in the head, which may be drilled for the accumulator mounting.

The Westinghouse Brake & Saxby Signal Company, Ltd., 82 York Road, King's Cross, London, N-1, England, manufacture Automotive Air Brake Equipment similar to that which we have recommended for your Mono-Rail car and if you are particularly interested in the operation of this brake and wish to personally examine it, we know that the Westinghouse Brake & Saxby Signal Co. will be glad to furnish you with any information in their power.

Very truly yours

W. S. Bartholomew
Automotive Division.