

This Journal has doubled in size from 12 pages to 24 pages with a 15¢ price increase from 35¢ to 50¢. We plan on all future issues being this new, enlarged size.

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AN OPEN LETTER
TO COLLEGE PROFESSORS
OF MOLECULAR THERMODYNAMICS

(This letter was sent to Yale, Harvard, Oxford,
etc., by Editor Irvin R. Barrows)

It has been written that one should assume an entropy reversal type of perpetual motion machine cannot be achieved because there is no evidence that entropy reversal has ever occurred in nature or been accomplished by man.

If an entropy reversal machine were made, refrigeration would be a natural result, and conversely, if any closed system of the same constant temperature should have some part become colder than any other part without any energy being introduced to the system, one would assume that entropy reversal had taken place. In the opinion of the editor of the Perpetual Motion Journal, such refrigeration does occur on a very minute scale during the time oil is climbing up a lamp wick.

For oil to go up a wick means that the oil gains altitude, which is an increase in potential kinetic energy. This increase in potential kinetic energy is very small and the amount of heat equal to this increase in kinetic energy is almost infinitesimal.

From Einstein's prediction of a slight shift in star light came the power of the atom and from this prediction of a slight cooling of oil as it climbs a wick will come forth power for a new age.

In this editor's opinion, there are two aspects of entropy reversal involved in oil going up the wick of a lamp before the lamp is lit.

1. Some energy source must be present for a drop of oil to increase its kinetic energy potential by climbing a lamp wick. This energy is the speed of the molecules of oil which are bouncing around in random fashion. These mole-

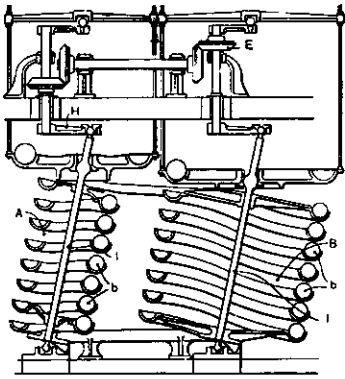


FIG. 4

Another ingenious method of raising the balls is to allow them, as they fall off the wheel, to "roll down an inclined plane or spout, enter a tall square or tube filled with quicksilver or some fluid, and, from their lightness, rise to the surface, to be lifted out by lifters (driven by the motor) and then rolled down another inclined plane or spout, and reload the wheel."

Another common form in which gravity is utilized is that in which weights on a wheel are free to move toward the periphery on the descending side of the wheel, and toward the center on the ascending side, the descending weights, by their leverage, tending to produce rotation.

In some cases the weights are pivoted on bell-crank levers *D*, as shown in Fig. 3. As the wheel rotates, the short arm of each lever engages a fixed guide *G* which turns the lever on its pivot and brings the weighted end on to one of the stops *I* within the periphery of the wheel. A brake strap *K* may be tightened upon the wheel rim by a screw *L* when it is required to stop the wheel. In other cases, weights in the form of rollers or balls are placed in peculiarly shaped grooves in the side of a wheel, the weights being supposed to roll toward the periphery on the

descending side, and toward the center on the ascending side.

Another peculiar form is shown in Fig. 4. Two spiral tracks *A* and *B* of different diameters are arranged about axes *I* which are pivoted at their lower ends, and at their upper ends are connected to cranks *H*. Bevel gearing *E* connects the cranks so that the motion stated to be given to the track *A* as heavy balls *b* roll down it, is transmitted to the track *B* to raise the balls again. The balls roll from one track to the other along horizontal troughs. The large balls near the top of each track act as fly-wheels.

An arrangement for producing a perpetual oscillating motion is shown in Fig. 5, the various parts being here shown in one extreme position. A central oscillating bridge *D* carries a ball *X* which is capable of rolling on the bridge, and is connected by a telescopic tube *G* to the axis of two wheels *M*. These wheels are connected to a pair of balls *N* which run on a curved track *I*. When the ball *X* rolls to the position shown in dotted lines, the balls *N* roll up the track *I*, and the bridge *D* descends on the right; the balls *N* then roll back, bring back the ball *X*, and cause the bridge to descend on the left. A repetition of these movements keeps the bridge oscillating.

The buoyant motor, in which use is made of objects rising in liquids, has various forms. According to

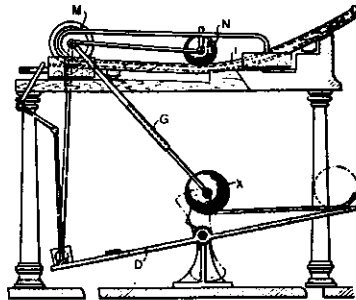


FIG. 5

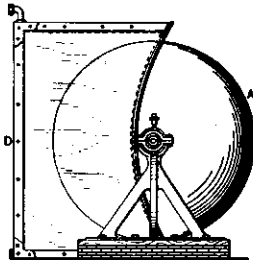


FIG. 6

one, a wheel with floats on its periphery, or a sphere or cylinder *A*. Fig. 6 is mounted so that one-half of it is in a tank *D* of water while the other half is outside the tank, or in a vacuum chamber. The upward pressure of the water on the part immersed in it produces rotation. If there is any difficulty about a fluid-tight joint where the wheel passes from the tank to the atmosphere, the whole wheel may be immersed in the water, the buckets or floats on the ascending half being

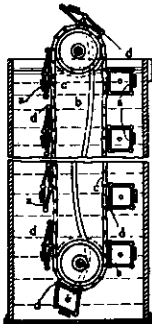


FIG. 7

extended or made buoyant, while those on the descending half are closed.

An example of this is shown in Fig. 7. The floats *a* on the endless chain *c* are made with hinged frames, and are loaded so as to collapse when descending. The stops *d* prevent

them from collapsing when ascending. The floats may be connected in pairs by hose pipes *b* so that air may pass from one float to another.

An ingenious arrangement is shown in Fig. 8. A belt *c* has projecting blades *f*, and runs around the drums *d* in a reservoir of water. A number of floats are arranged to fall down a tube *o* and enter the spaces between the blades, the floats being guided by means of trunnions *m* sliding on guides *n*, and kept in their places by a second belt *h* driven from the shaft *c*. At the top, the floats

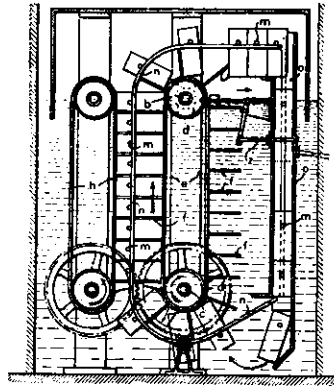


FIG. 8

move along a horizontal guide and drop into the tube *o*, falling upon a slide valve *s* which is actuated by a cam on the shaft *b* to allow the floats to fall through one by one. An air pump forces air into the tube below the valve each time the valve closes, thus forcing the lowest float out of the bottom of the tube.

Fig. 9 shows a very similar device, in which the weights or floats *A* descend in air on the right of the belt *C* and carry the belt with them. At the bottom they pass between rollers *G* into a tank *E* of water, and rise to the tilting table *L* to be again fed to the wheel *B* and belt *C*. The guides *J* and *D* keep the floats in position.

The arrangement shown in Fig. 10

PERPETUAL MOTION MACHINES

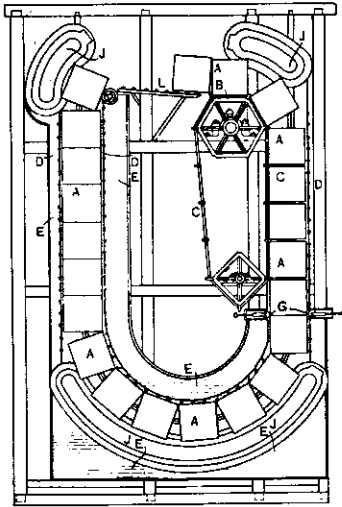


FIG. 9

is extremely ingenious. This consists of a drum *A* mounted on an axis *O* and provided with a ring of recesses *a* fitted with cylindrical plugs *b*. The drum is placed in a trough of mer-

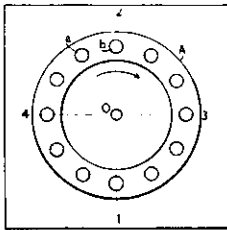


FIG. 10

cury. Means are provided to project the plugs on the side 3 and to withdraw them on the side 4, the plugs being flush with the sides of the wheel in the positions 1 and 2. The difference in pressure on the sides of the wheel is claimed to produce rotation.

Compressed air has been resorted

to in various ways as a means of solving the problem of perpetual motion. In the year 1801, an inventor applied for a patent on compressing air into a receiver, then conveying the compressed air to a bucket wheel or to a piston, and the motor thus driven to compress more air into the reservoir for keeping up the motion.

A device for obtaining an inexhaustible supply of compressed air to drive a motor is shown in Fig. 11. The pipe *Qq* leads to the compressed air reservoir, and its upper end is slightly enlarged to a conical section. A cone *g* supported in a chamber *O* projects into the pipe *Qq*. Air under pressure is admitted to the chamber *O*, and, rushing into the pipe *Qq*, "will cause air from the outer atmosphere to be drawn in at the open ends of the pipe *Qq*; this is caused by the compressed air, in passing from the vessel *O*, rushing against the curved surface of the cone *g*. The centrifugal force of the air thus produced passes at right angles to the surface of the cone, and this causes the air to pass into the conical open end of the pipe *Qq* at an increased velocity to that at which it left the vessel *O*; the compressed air will consequently carry in air from the outer atmosphere, and thus will be supplied the air which is constantly passing off to work the engines."

To be continued

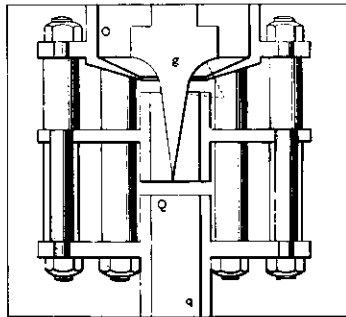
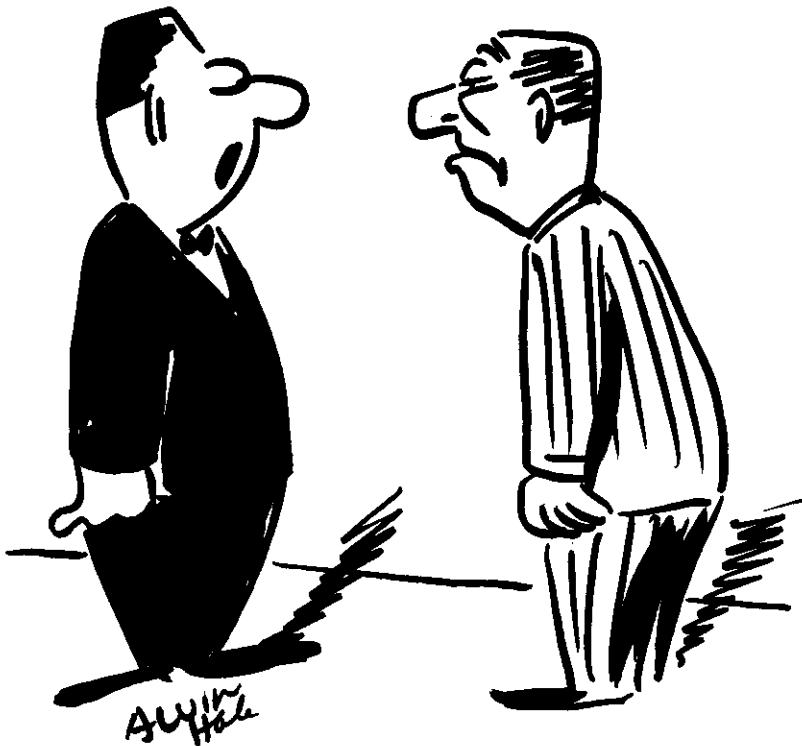


FIG. 11

STOP THE PRESS - LATE NEWS FLASH!

For the first time in United States history, a large popular magazine has published in black, white and four colors, two full pages of current perpetual motion ideas along with the inventors' names and the cities in which they live. Be sure to see pages 142 and 143 of Esquire Magazine, December, 1967.



"JONES, HOW ABOUT GETTING SOME PERPETUAL MOTION ABOUT YOUR-SELF?"

FATE MAGAZINE

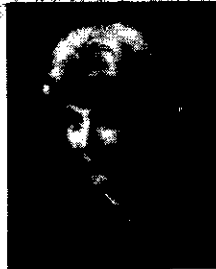
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Perpetual Motion Journal

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MARY MARGARET FULLER

• In the hullabaloo over the Loch Ness monster, the Abominable Snowman and many undifferentiated sea serpents, one first-class monster has been overlooked. Ivan T. Sanderson reports on "Three-Toes" dubbing it "most likely to succeed."

• Unknown to our Western world is an ages-old method of learning life's secrets. In India and in China they believe their futures and pasts — and yours — are written on palm leaves.

• Edward Buller, long-time student of mysticism, writes of values that have accrued in his life since he learned how to use psychic ability. He shares with us the hard-won secrets of reaping "the psychic dividend".

• Ohio newspaper man relates saga of Arlington H. Mallery's discovery, 20 years ago, of Leif Ericson's Vinland. This engineer and navigator who turned archaeologist after retiring from U.S. Army at end of WW II followed three ancient Icelandic maps.

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THE HENDERSHOT MOTOR RIDDLE

By Gaston Burridge

Yes, Lester Hendershot is still alive. Here is a searching re-examination of his mysterious motor.

For 30 years the Hendershot motor has been a subject for controversy. Information and misinformation has built a legend around it, has encrusted a hollow bubble with irridescent splendor. Separating truth from hearsay is nearly impossible. We will attempt to present the facts and you must solve the riddle.

On Tuesday, February 28, 1928, the United States was startled by newspaper headlines heralding a novel invention perfected by Lester J. Hendershot. From New York to Seattle "The Hendershot Motor," a fuelless engine, was front page news. This device claimed to generate usable electricity by "cutting the earth's magnetic lines of force" as a commercial electric generator cuts the lines of magnetic force set up within its own coils. Ten days later the story burned itself out in an item, dated March 9, 1928, that told of Lester Hendershot's convalescing in a Washington, D.C., hospital after suffering a 2000-volt shock from his device. This shock came, it was reported from his patent attorney's office, when Hendershot was demonstrating his device to interested capital.

In a recent letter Mr. George Swetnam, long associated with The Pittsburgh Press and considered by some to be an authority on early Hendershot matters, writes, "The story died suddenly, behind a curtain of red faces. It was a lunacy test, not any 2000-volt shock, that took Hendershot to a hospital. He wasn't a nut, but because of the desire to escape publicity he wasn't prosecuted."

Mr. Swetnam doesn't say who desired to avoid publicity. We could assume it was Hendershot and perhaps it was--perhaps not.

Lester Jennings Hendershot is still alive. This may be a surprise to many. The legends have reported him dead, killed, hiding in fear for his life, hounded by secret agents both foreign and domestic, sought by capital wishing to purchase his device for enormous sums of money. Myths, all!

Hendershot is 58 years old, of medium height and rather rotund. His hair, what there is of it, is white and makes his dark brown eyes, which are alert and keen, stand out prominently. Hendershot has a way of glancing up at one, sideways and fleetingly, which indicates his deep distrust of those he does not know well. When he smiles his face lights up with warmth and good fellowship, but he does not smile often. He is a man haunted by trouble. Whether this trouble is of his own making we will leave for your observation.

Hendershot lives in a small California town with his family in an average neighborhood, in an average home which he has rebuilt himself. He has a good job with one of the best concerns in the world--the U. S. Government--and he seems to like it.

Information gleaned from those who know him, together with opinions of those who know of him, makes it appear Lester Hendershot has not been a business man. This may explain why nothing big has come of his device during the last 30 years.

The Hendershot motor is not a motor at all. If it is to be called anything but a device or an apparatus it should be termed a "generator," for it is reported to manufacture an electric current. The electricity which it makes will motivate an electric motor, will light an electric light or heat an electric iron, but it does not produce usable motion within itself.

The Hendershot device is not patented. As it stands today, there is considerable question as to whether it could be patented.

Because the device is not patented, and because it may be patentable sometime in the future,

no detailed description of the apparatus will be given here. However, a cursory description will not be out of order.

The Hendershot device consists of some basket-woven, flat coils of wire. There is a relationship between the distance these coils are placed apart, the number of turns wound on them and the size of the wire. There are some stainless steel rings about three inches in diameter. There are some pieces of stick carbon, some lengths of "Alnico," or equivalent, permanent magnets. Proper amounts of all these produce the current, according to Hendershot. What else--and surely, there is considerable else--may be hidden from view, is anyone's guess.

"Can you build your apparatus in different sizes or capacities?" we asked Mr. Hendershot.

"That has been one of my troubles," he answered. "I'm not an engineer and I don't know how to figure these things beforehand. Sometimes, I wind on too many turns of wire. Then, the thing won't work. If I don't get on enough wire, the job soon burns out--sometimes in a few minutes, other times in a few hours. If all these materials are not in the proper portions the thing won't work at all. My biggest trouble though, is having them burn out. They never seem to last very long."

Here is another mystery. According to the stories appearing in the Detroit newspapers in 1928, Lester Hendershot was taken to Selfridge Field near Detroit, by a Mr. D. Barr Peat, an associate of Hendershot's who first saw a small model of the device in Hendershot's home in West Elizabeth, Pa., and felt it was worth exploiting. Major Thomas G. Lamphier was then Commandant of Selfridge Field. Lamphier was interested in experimenting with the "motor" but never claimed any sponsorship of it, nor any understanding of its principles. Lamphier never gave the device his blessing in any way, he says.

The Detroit papers reported Peat and Hendershot had come to Selfridge Field with a model of the Hendershot device and demonstrated it to Major Lamphier and others there. Reports stated

these demonstrations were interesting enough so that Lamphier permitted one model to be built at the Field from materials obtainable there. Supposedly, it was built by some of the field's technical men, Hendershot furnishing the necessary data.

Soon after the story of the device broke in the Detroit papers, and was picked up by all the National wire services, a Dr. F. W. Hochstetter, reportedly the director of a research laboratory in Pittsburgh, sent the following telegram to Major Lamphier and others in Detroit. "Before committing yourselves to any statement in reference to the Hendershot motor, please communicate with the undersigned or W. C. Trees of this city, as we have had some negotiations with this man on what appears, from newspaper reports, to have been the same thing he is now seeking to promote and which proved worthless."

In the newspaper story relative to this telegram, Hendershot is directly quoted as saying, "I didn't build the motor that was demonstrated at Detroit. That motor was built by the Army men under orders from Major Lamphier and under my direction. I didn't even so much as wind the motor--they built it--and it works. That's my answer to all critics--my motor works!"

Mr. Hendershot still stands by that statement today.

After considerable difficulty, we recently located Thomas G. Lamphier. He is now a Colonel and retired. He recalled the Hendershot episode. He readily and definitely stated there was no motor or device ever built at Selfridge Field during Hendershot's and Peat's time at the Field: Lamphier told us the only model ever at the Field was one which Hendershot brought to the Field, and that one was reported to have been found a fake by a reputable University laboratory.

Our search of newspaper stories, printed at the time of the controversy, contains no clear mention of these specific points. Hence, if there ever were two motors there is no way now to distinguish between them.

When we told Hendershot what Colonel Lamphier had written us, Hendershot replied he could not understand it at all, because a motor had been built at the Field by the Army men, just as the papers had reported at the time.

We attempted to locate Dr. Hochstetter only to learn he was killed in a train wreck about 10 years ago and that his widow and son had left Pittsburgh.

To a direct question from us, Hendershot replied he did not remember having met or heard of a J. C. Trees!

Among the more prominent professional engineers in Detroit who witnessed one or more demonstrations of Hendershot's device were William B. Stout, then president of the Stout Air Service Inc., and developer of the three-motored, all metal air craft built by the Ford Motor Co. in those days. William M. Mayo, chief engineer of the Ford Motor Co., also witnessed a demonstration.

Colonel Charles A. Lindbergh was a Selfridge Field guest several times while Hendershot was there. Lindbergh is reported to have seen several demonstrations of the Hendershot apparatus. While he may have been interested in it, Lindbergh was not a sponsor of the device in any way and he will not answer questions regarding it today.

Newspapers in 1928 carried a comment by the great electrical inventor, Dr. Nikola Tesla, that if any device could derive its power from the source reportedly given by Hendershot, i.e.: cutting the earth's magnetic lines of force, that power would have to be measured in "mouse power"!

Tesla himself was the inventor of many almost fantastic electrical devices. He had carried on, in Colorado, some six years of intense experimentation with both earth and atmospheric electricity and his comments must carry considerable weight.

However, it is quite possible Hendershot was, and is, incorrect as to the source of his device's power. If Hendershot's device keeps

burning out, as he says, one may conclude that either the power of mice has grown lately or Hendershot taps another source of power, or he learned how to create a greater differential between node and anode. There are those who believe the "total force" lies all about us and it is only the creation of a differential in position or location, to make the force seem to "flow."

Dr. Michael Pupin, then professor of Electro-mechanics at Columbia University, on hearing about the Hendershot motor remarked, "If it were possible, I believe such a machine would have been invented years ago."

One of the claims made concerning the Hendershot device as used in Detroit, was that "it contained pencil carbon batteries." Hendershot said at the time, and still maintains, he felt sure he was being spied upon while there and that he deliberately inserted the pencil batteries in the device before it went to the laboratory for testing, "to throw the investigators off and cause what havoc they might." This seems strange reasoning.

Mr. George Swetnam indicates that a model torn down at a Pittsburgh laboratory (Hochstetters?) very cleverly used the innocent-looking screws which appeared to hold the device to its wooden base, for binding posts! These carried outside current into the device.

The Detroit Free Press carried a story, date-lined Pittsburgh, to the effect that Dr. Hochstetter's attorney, Mr. E. H. Wicks, displayed to newsmen there a contract said to have been signed by Hendershot and an associate, (Peat?) which covered the sale of an earlier model of the Hendershot device to J. C. Trees and W. L. Benedum. The amount mentioned in the contract was \$150,000, of which Wicks claimed, \$25,000 had already been paid to Hendershot and his co-worker.

In answering a direct verbal question from us regarding this matter, Hendershot only laughed, and shook his head negatively. Asked if he ever knew W. L. Benedum or J. C. Trees,

he denied categorically knowing either. However, both Hendershot and his attorney, Mr. Everett E. Demler, refused to answer in writing any of a list of 50 questions we submitted to Mr. Hendershot covering men and circumstances having to do with early history of the Hendershot device.

Whether Lester Hendershot ever perfects his device or not he is part of history. Charles Fort squeezed Hendershot in for about two and a half pages in Chapter 32, of Wild Talents. In Flying Saucers Uncensored, by Harold T. Wilkins, a 1955 publication, Hendershot gets two more pages! I asked Hendershot if he had seen what Fort wrote about him and he replied, "Yes, I heard I was in there, so I drove into Santa Ana's library and read that part of the book."

Hendershot did not hesitate to tell us he did not know what made his device operate. He followed the remark quickly with another, saying that "those scientists who had seen the apparatus in operation did not know how it worked either!" He did not name the scientists.

One rumor Hendershot did not deny was that his original idea for his device first came to him in a dream, and that he has worked it into as much perfection as he has, through "cut and try" methods.

Early in 1953, there appeared in FATE, a small advertisement. It read, "Hendershot Motor Revealed. Build it. Plans and Technical Data \$2.50. Utility Engines," and gave an address. Evidently, from what we have learned since, the response to this advertisement was considerable. However, something happened, for soon the Utility Engine people were not accepting mail any more; those connected with it had become as afraid of a letter as of the smallpox. After considerable time, "gum shoeing" and help from several sources, a set of the plans and instructions fell into our hands. Not long afterward, we met Mr. Hendershot for the first time. Naturally, an early question to him was, "Mr. Hendershot, what about the Utility Engine deal? Is that your motor?"

His reply was immediate and unequivocal. "No," he said, "It is not my motor. I don't know where they got their information, but it is not my motor. In fact, as soon as I heard about it, I looked into the matter, and told the Postal Authorities the Utility Engine people were using my name without my consent, and their product was not my motor. I guess the Government stopped them, for I haven't heard anything more of it lately. I expect they made thousands of dollars while they were going, but it wasn't my motor."

Ordinarily, this information would have ended our interest in this phase of the matter, but fate decreed otherwise. We ran across an acquaintance of Hendershot's and our conversation drifted to the Utility Engine matter. We mentioned Hendershot had told us it was not his machine. Hendershot's acquaintance said, "That is likely so, but one evening when Lester was feeling pretty good, he dropped the remark that while the plans were not of his device, 'They were pretty damn close!'"

We took these Utility Engine plans and specifications to two competent electronics men and asked them for an opinion. In both cases we were told, "If a device were built in accordance with these plans it might run, if close enough to a powerful radio station. All specifications are definitely within radio broadcasting bands as far as we can determine. We find nothing original existing in the circuit or in the arrangements of components."

Does the Hendershot device, or some similar apparatus have any basis for existence? Our research indicates it might have. First, we must ask if the earth is a vast dynamo which produces its own "magnetic field effect constantly," or if it possesses only a specified amount of "permanent magnetism"? Most scientists, who have studied the earth's composition and action, conclude it must have a liquid iron core--or perhaps a nickle-iron core "pasty" in consistency--surrounded by a thick shell of solid rock. Since it appears only solid iron or loadstone of reasonably

cool temperature can hold permanent magnetic forces, it seems impossible the earth can be a permanent magnet. Yet, it controls the compass which proves magnetism exists.

Dr. Edward C. Bullard of the National Physical Laboratory in London, has presented a theory. He suggests the earth is a vast generator which keeps itself continually charged. Dr. Bullard believes the earth's core is radioactive. This radioactivity generates heat and produces motion through it in the form of convection currents. His theory seems to fit better than any other observed phenomena of the earth's magnetic field. Thus, we begin to see that a device like Hendershot's might have a basis--even though in "mouse-power."

The January, 1950, issue of FATE carried an earlier story of the Hendershot motor, written by Mr. F. D. Fleming. Mr. Fleming, now in the San Francisco Bay area, is in seclusion developing a device which is claimed to follow the Hendershot generator in design. On the east coast, Captain John Stelling burns the midnight oil developing an apparatus he says follows a similar line. Mr. Hendershot himself continues his own experiments, evidently quite unperturbed by the knowledge of these other men's searches for his "pot of gold."

Will anything ever come of the Hendershot apparatus?

If predictions are not out of place here, we would like to guess that, probably Hendershot's device will die with him. It will join other, similar enigmas whose trails are lost, or grow so dim as to be untrackable.

But who knows how fate will play her cards?

A LETTER FROM MR. GASTON BURRIDGE
AUTHOR OF "THE HENDERSHOT MOTOR RIDDLE,"
IN THIS ISSUE AND "MAGNETIC PERPETUAL MOTION"
WHICH WILL APPEAR IN VOL. 1, NO. 4, OF
THE PERPETUAL MOTION JOURNAL

Enclosed is the short article on Magnetic Perpetual Motion. It gives some patent numbers and it also indicates where other information on possible magnetically operated machines might be had.

There are many things which are of a "perpetual" nature which are not really perpetual at all. One of these has to do with the use of the "tides" of the Oceans as a power source. When I lived in California, I met a man who had received a patent on a device using the tides as a power base. Unfortunately, he died soon after the patent was issued and as far as I know never got to do anything practical with the patent.

Sun energy is an interesting energy source of a "perpetual" nature but because the earth turns on its axis the energy "flow" is intermittent. However, a satellite gathering device in orbit with proper Laser sending attachment might work out well as a power source.

Nutrinos may well provide a power source--IF we can learn a way to catch them and milk them of their energy--which, for their size, is tremendous. Their quantity is huge too, about a hundred fill an ordinary match-box size all the time--and they probably travel at the speed of light! So there are lots of 'em. But catching the little devils is something else again. Maybe, someday.

I hope all goes well with you and your several projects. Best luck with them all.

Sincerely,

/s/ Gaston Burrige

BIBLIOGRAPHY OF PERPETUAL MOTION ARTICLES

The greater the number of stars preceding an article, the more we recommend that you read it.

- ***18. Scientific American, Vol. 217, No. 5, Nov. 1967, pp. 103-110. "Maxwell's Demon," by W. Ehrenberg. 7-2/3 pages on entropy reversal perpetual motion. Several pictures and illustrations. 5,000 words including: "... it is an idea that should not be discarded lightly. ... immunity from the second law of thermodynamics ... economic consequences far greater than, say, nuclear power, and a few decades ago a nuclear power station would have been considered a project equally fantastic."

- *19. Perpetual Motion, electrons and atoms in crystals, by Alec T. Stewart, 1965 (Doubleday & Company, Inc.), 138 pp.

- *20. Perpetual Motion, History, Explanation and Prophecy Illustrated, by Percy Verance (pseudonym), 1916 (20th Century Enlightenment Specialty Co.), 357 pp. Review of all the ideas which have not worked.

- 21. Science Monthly, Vol. 22, Feb. 1926, "Perpetual Motion in the Twentieth Century," by P. R. Heyl.

- 22. Mentor, Vol. 17, 49-52, June 1929. "Perennial Quest for Perpetual Motion," by J. W. Harrington.

- 23. Science Digest, Vol. 61, No. 6, June 1967, pp. 17-21 and 24. "Will we freeze ourselves into the future?" Discusses attempts to give man perpetual life instead of death.

- 24. Fate, March 1956. "DeLands Seven Wires Fight Frost," by Gaston Burridge.

EDITORIAL PAGE

Is Perpetual Motion Possible?

If, anywhere, we could find a perpetual motion machine and hook up our machine to it, we would have perpetual motion. Such machines do exist, for all gas molecules are frictionless and are in perpetual motion and have been for millions of years. Our problem is how to transfer their perpetual motion to our machine.

In any endeavor, it is wise to research all the attempts made by men in the past to achieve some objective. My research indicates science is so sure perpetual motion is impossible that almost no attempt has ever been made to explore this possibility.¹ This seems incredible in view of the tremendous potential.

Mr. Maxwell, an early giant in molecular thermodynamics, became famous for "Maxwell's Demon Theory." In it, a small demon sat at a tiny sliding door which he quickly opened and shut in such a way that only fast molecules could pass in one direction and only slow molecules in the opposite direction. While modern college textbooks of thermodynamics concede that such a device would achieve perpetual motion, there is no evidence that either Mr. Maxwell or any other thermodynamist has ever considered various possibilities such as "The Curved Funnel Method" or the "Twin Tower Method."

This apparent failure to explore such avenues caused the founding of this Journal so that present and future generations would at least know what explorations had been made, even if they confirm the present pre-judged view that entropy reversal perpetual motion is impossible.

¹About 1890 an article written in French, but not translated into English, mentioned difficulties in getting power from gas molecules because of the small size of gas molecules and the larger size of the molecules making up the perpetual motion device.

TWIN TOWER PERPETUAL MOTION

Gas molecules are in perpetual motion and have been frictionlessly moving for millions of years. These gas molecules are a promising source of free energy through entropy reversal.

Basic concepts of the Twin Tower Method are:

1. Hot air will go up a tower, and cold air will go down a tower.
2. If the pressure is the same at the base of both a hot and cold tower, then this will cause a pressure differential at their tops.
3. Wherever there is a pressure differential, a turbine can be inserted which will cause any air doing work on the turbine to cool itself.
4. This will be true if there is a temperature difference, even though the temperatures in both towers may be below the freezing point of water.

TWIN TOWER PROPOSAL FOR FURNISHING A SELF- MAINTAINING COMPARATIVE VACUUM FOR THE EXTRACTION OF ENERGY FROM THE PERPETUAL MOTION OF GAS MOLECULES

1. Have two tall towers or vertical mine shafts next to each other and connect them at both top and bottom so an enclosed gas can flow from tower to tower but cannot leave the closed system.
2. Completely insulate each tower. At the top, between the towers, place a turbine so gas passing from tower to tower goes through the turbine.
3. Cool the gas in the right tower to hundreds of degrees below zero.
4. In the bottom of the left tower (as shown in diagram) place a heat exchange unit so water, by turning to ice, will give heat to the much colder gas entering at the bottom from the right tower. (Ice production or cooling is an unavoidable but beneficial by-product.)
5. If the towers are hundreds of feet high, and if the right tower is cooled to hundreds of

degrees below zero, and if there is a common air passage at their base--then the pressure at the base of each tower will be the same, but there will be a pressure difference between their tops.

6. If there is a pressure difference between the tops of the towers it can be used to drive a turbine.

7. Gas from the warmer left side, in going through the turbine, does work on the turbine and becomes cooler. This cooling helps maintain the comparative vacuum at the top of the colder right tower.

8. If the height of the towers is increased, the pressure difference at the top of the two towers will increase; causing the turbine to become more efficient and the gas going through the turbine to be cooled more than before.

9. It is my belief that at some height the towers will become so high that gas leaving the turbine will be as cold as the original temperature in the right tower and so the device will continue to operate and convert heat into power although the temperature of the water furnishing the heat may be near freezing.

10. By having the gas enter the turbine at dew point, a liquid will be formed in the turbine which will evaporate while falling down the colder tower and cool the gas being warmed by gravitational acceleration. This cooling helps maintain the comparative vacuum at the top of the right tower.

11. Each gas molecule leaving the turbine gains speed as gravity pulls it down. As soon as it hits anything, this additional vertical speed is converted to random directional bouncing instead of vertical bouncing, which would return it to the turbine exhaust. This also helps to maintain the comparative vacuum at the top of the right tower. ***

The next issue of the Journal will include 7 possible improvements of the "Twin Tower Entropy Reversal Concept."

TWIN TOWER ENTROPY REVERSAL PERPETUAL MOTION

