THE CROSSLAND STEAM CAR

"The Pulse of the Universe"

CROSSLAND PFAFF ENGINEERING LABORATORIES

CHICAGO. ILLINOIS

INTRODUCTORY.

Put yourself in my place. Here I was, a man who had grown up with the Automobile business; lined up with one of the largest motor concerns in America, whose product I pioneered, doing very well. But I was not satisfied. I had the desire to expand, to grow. I wanted to grow and increase the size of my activities, from local application to Universal. I wanted the fighting feeling of quality and quantity growth combined—I wanted the feeling of having accomplished a purpose for the benefit of mankind and therefore devoted my spare time to the study of Steam and its application to the Automobile realizing there was a long felt want for this new power, whose superiority was manifest in every conceivable test with the Internal Combustion Engine. Steam was indeed not new to me, I had sidetracked it for this power—the Internal Combustion Engine. After realizing the many faults of the gasoline motor, I returned to the problem of Steam for the Automobile.

How many times did I picture to myself an ideal Steam Car! This is what I wanted: a new power, a new Automobile a big Luxurious Motor Car of distinctive design possessing a new grace of line, when viewed from any angle. A car supreme for smooth running in which every expectation would be realized, scientifically engineered throughout, combining reserve power and speed with unusual lightness, eliminating complication, making simplicity of operation a predominant factor.

An organization built on a progressive, vital, new motor-value idea; solid, modern business men associates; a healthy democratic method of capitalization; full freedom to work out my own ideas in my own way with such an organization.

My desire has been: Something so big, whose magnitude was unlimited, where I could hurtle every ounce of my energy, every atom of my brain power, every second of my time into it and make the world know it is big: Now I have my chance with the CROSSLAND STEAM CAR, which is the creation of my brain.

I have at last accomplished this desire, both as to power and design.

H. Crossland Robb

CROSSLAND STEAM CAR.

LET us tell you a story that will, we believe, be the most interesting you have ever read. After you have finished, let us have your verdict.

Steam is without question, the ideal source of power for self-propelled vehicles. It is the most direct, the most flexible, the most potent of all power impulses; it is also the simplest and most easily controlled.

The CROSSLAND STEAM CAR utilizes to the fullest extent all these well known advantages of steam; at the same time greatly simplifies their application to motor vehicle requirements.

The power plant of the CROSSLAND STEAM CAR has only 29 moving parts, of which 16 are in the engine. Can you conceive the simplicity of it? Complication entirely removed. There is no clutch, no gear set, no complicated driving mechanism. Another thing of very vital importance is the fact that you have at all times stored up energy to be used in the emergency. In the event of crossing a railroad track it is utterly impossible to kill your engine as this stored up energy is ready to be used at all times. You can turn off your fuel and will have sufficient head of steam to run your car from 3 to 5 miles, and all the power is absolutely delivered to the rear wheels.

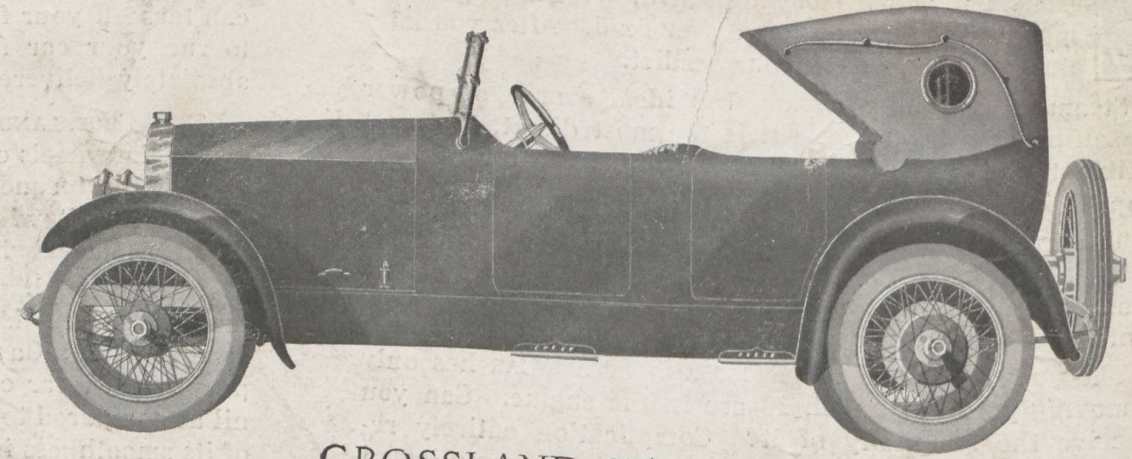
The CROSSLAND STEAM CAR will climb any hill upon which the wheels can find traction; and because of the evenness of the torque and the availability of all the power at low speeds, it will plow through sand or find traction in slippery places where other cars would be utterly helpless.

One of the biggest factors for the assurance of its immediate success is its economy. We use exclusively Kerosene for fuel; Gasoline is not necessary even for starting purposes. Wear of parts and wear on tires are practically nil as compared to internal combustion types due to the fact of its smoothness in operation and running thereby avoiding all vibration that is always constant in a throbbing gasoline motor. It means three to four times the life of the car, which is one of the most vital questions today in the merchandising of automobiles.

THE FAWN

(FIVE PASSENGER)

Perfection in design, and appointment is particularly noted in this model, which is distinctive to the smallest detail—Superior riding qualities in the Crossland are arrived at through absolute perfect balance and perfect distribution of weight. An added distinction is the new Streamline which is exclusive in the Crossland.



CROSSLAND STEAM CAR

Designed by Harry Crossland Pfaff.

QUESTIONS AND ANSWERS.

Q.—Is our fuel-lighter any better for the handling of Kerosene than the one that is used in competitive steam cars, or is it as good?

A.—One of the advantages in ours is that we do not have an electric current to ignite our fuel; we do not use a match, torch, nor spark. There is no renewal of spark plugs. We ignite our fuel chemically, which is absolutely positive. We atomize our fuel; then we ignite it instantly. After the fuel is ignited we produce steam enough to move the car in about half a minute. The reason we can do this in so short a time is, that we have adequate heating surface with water on one side of the tubes and products of combustion on the other side, combined with a perfect circulation in the boiler.

Q.—Is there any other type of boiler used in automobiles using a water circulation?

A.—No, not in a true sense. Some have circulation in the liquid itself, due to the difference in specific gravity, but this is retarded owing to counter-current in the mass of liquid. Others of the flash or semi-flash type have water coming in at one end and steam going out of the other.

Q.—What is the method of circulation in the flash type of boiler.

A.—Water comes in at one end of the tube and passes out at the other as steam. In the fire-tube boiler the circulation is simply in the liquid itself; down in some parts of the liquid and up in others according as some parts are hotter than others.

Q.—What about the semi-flash boiler?

A.—The semi-flash boiler has the same method of circulation as the flash type except that a water level is maintained in the tube.

Q.—What is the type of our boiler?

A.—Our boiler is a water tube boiler in every sense of the word. The water flows in a circuit through the tube, passing upward where the tubes are hottest and flowing downward in the colder tubes to fill the space left vacant by the rising water.

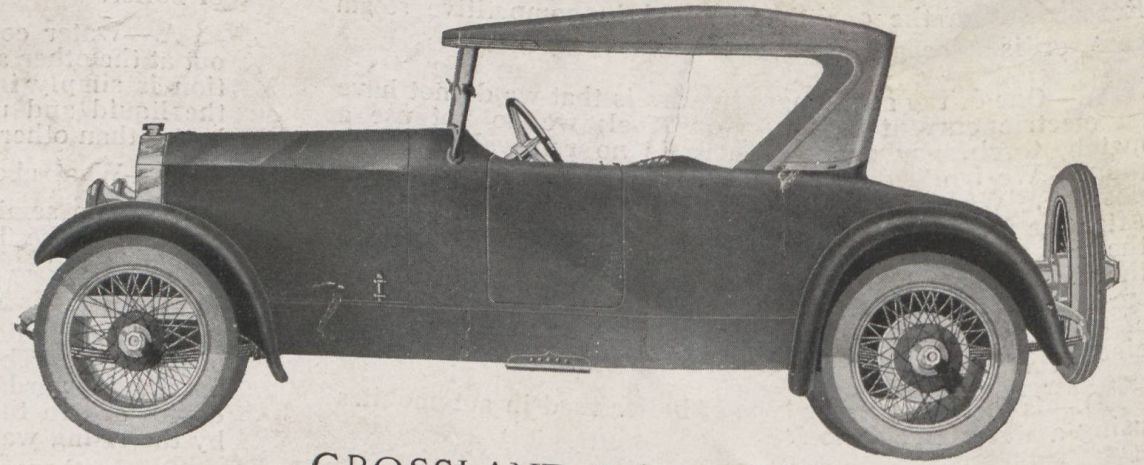
Q.—Is there any particular advantage in this type of boiler over the fire-tube?

A.—Yes, the flow of water is unobstructed by counter-current; that is, it is constantly in one direction and meets no opposing currents going in the opposite direction.

THE STAG.

(FOUR PASSENGER)

This model boasts of comfort, luxury, beauty and excellent appointment, which is the character of the Crossland product. Refinement in coach work; simplicity; built upon sound principles which have remained unchanged since the beginning of time—STEAM.



CROSSLAND STEAM CAR

Designed by Harry Crossland Pfaff.

THE STAG.

(Four Passenger)

This model boasts of comfort, luxury, beauty and excellent appointment, which is the character of the Crossland product. Refinement in coach work; simplicity; built upon sound principles which have remained unchanged since the beginning of time—STEAM.

CROSSLAND STEAM CAR

Designed by Harry Crossland Ltd.