

*The Latest Application of Steam as  
a Motive Power for the Automobile*

## THE GEARLESS STEAMER

*Two Power Units, Steam Generator  
Under Hood Motor Bolted to Rear  
Housing Where it Belongs.*

**NO GEARS  
NO CLUTCHES**

*Power Derived From Kerosene or  
Distillates*



THE GEARLESS WATER TUBE BOILER

1921-23

## The Gearless Steamer



**PITTSBURGH'S  
SUPERIOR  
MOTOR CAR**

**GEARLESS MOTOR  
CORPORATION**

117 FLAVEL STREET  
PITTSBURGH, PA.

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# THE NEW GEARLESS

**“THE more you know about a Steam Car the better you will like the Gearless Steamer.”**

That is the way an old steam car driver expressed himself to us after a demonstration, and the purpose of this folder is to briefly describe the car that brought forth this remark, and do it in such a way that whether you have ever driven a steam car or not, you will understand as he did, that it marks a long step in advance of anything of the kind previously attempted.

The cuts (all “taken from life”) give a good impression of the appearance of the car and some of its details—it looks so much like any other recent design of automobile that the average observer would not recognize it as the distinctly different car that it is.

As soon as it starts in motion the difference is strikingly apparent.

There is no noise, no vibration and no hesitation. As soon as the operating lever is moved by the operator the car starts and with a steady acceleration increases its speed 20—40—60 miles per hour, slows down to a crawl or stands for hours “ready to serve” at the will and pleasure of the driver.

And this is why: The steam used as its motive power is generated in a specially designed safety type of generator (technically known as a water tube boiler) built along new but conservative lines, by the burning of kerosene or oils of similar nature in a simple atomizing burner especially developed with regard to economy and reliability.

The operating pressure (600 lbs.) is maintained automatically so that the steam is always available, once the pilot light is started. The water necessary to make the steam is fed in the right proportion to the needs of the generator (by automatically controlled pumps) from the water tank carried under the car.

The operator is not burdened with the task of feeding the water to the generator but only has to see that there is sufficient water in the tank to draw from.

The power is applied directly to the rear axle by a pair of simple steam engines (built as a unit), each doing its work of driving one of the rear wheels, in-



## SPECIFIC

- WHEEL BASE—130 inches.
- FRAME—Pressed steel—5½" Deep.
- FUEL—Kerosene or Distillates.
- MOTOR—Four Cylinder Steam 3x6 Variable Cut-off Horsepower—65 (full stroke).
- STEAM GENERATOR—Water Tube. Gearless Special Steel Safety Type—Built in sectional interchangeable units.
- BURNER—Vaporizing type with improved Gasifier.
- CONDENSER—Tubular Radiator—Ample Capacity equipped with pressure relief valve.
- PUMPS—Outside packed. Hydraulic Type. Mechanically driven from motor. Auxiliary Pump—Duplex Steam (optional). Water Pumps—Double Capacity.
- REAR AXLE—Gearless Special Type ¼ Floating eliminating Differential and all driving gears by direct connection to the motor.



# STEAMER

## SUPERIOR CAR



### IFICATIONS

**BRAKES**—Internal—expanding. External—contracting.  
16" Diameter. 2 $\frac{1}{4}$ " Wide.

**ROAD CLEARANCE**—11 $\frac{1}{4}$ ".

**TANKS**—Capacity: Fuel, 20 gal.; Water, 25 gal.; Oil,  
2 gal.

**LUBRICATION**—Forced Feed and Splash Sight Feed on  
Dash.

**WHEELS**—Wood Artillery Type.

**STEERING WHEEL**—16 inch gemmer.

**LIGHTING SYSTEM**—Electric 6 volt Gray & Davis Unit  
with Storage Battery.

**LAMPS**—10 inch with dimmers.

**FINISH**—Standard, Blue-Black. Special—in colors to  
order. Finish—nickel.

**TIRES**—33x4 Straight Side Cords.

**SPRINGS**—Semi-elliptic. Front 2x36. Rear 2x52.

dependently of the other, thus eliminating the differential gear and in fact all gears heretofore considered so necessary in the construction of an automobile.

The spent steam issuing from the engine is not allowed to escape into the atmosphere, to remain behind as a mark of distinction, but is led to the condenser (radiator), there turned to water, and delivered to the tank to be used over again as feed water for the generator.

The effect of condensing the steam is three fold: It permits the car to make long non-stop runs, it stops the trail of vapor that would otherwise follow the car, and it reduces the effect on the generator of foreign substances in the water (scale) to an almost negligible and perfectly harmless minimum, the generator being designed to handle the small deposits which are inevitably present.

The car is equipped with electric lights and horn, the supply being maintained by a standard electric generator-storage battery system.

The performance of the Gearless is unique. Hills are ascended and descended without any other effort on the part of the operator than the movement of the throttle lever. Reversing and "hooking up" are controlled by a hand lever within easy reach. The usual foot and emergency brakes are found in their accustomed places.

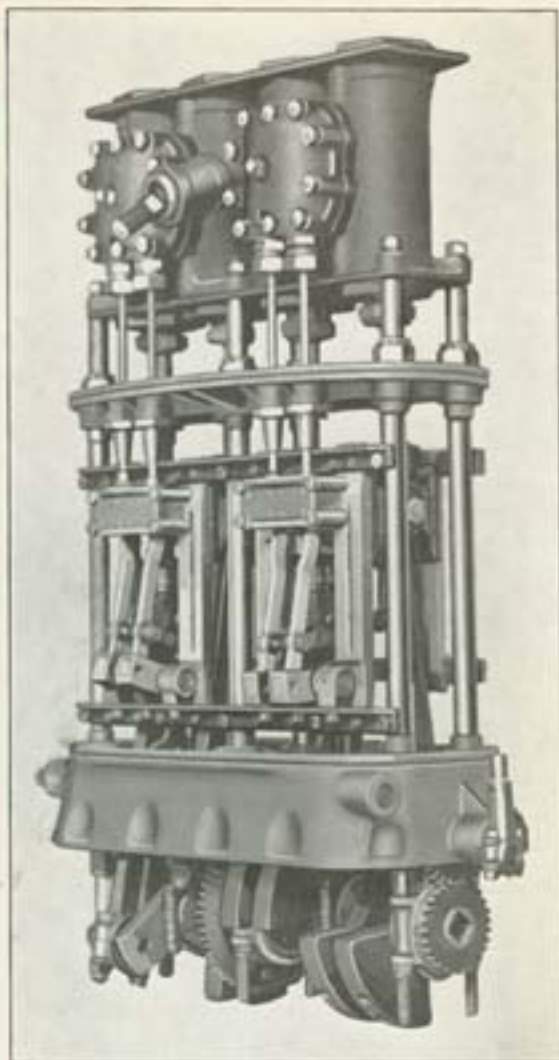
Absolute perfection has never been obtained by mechanical devices—even the old clock runs down now and then and the best of present-day automobiles has its life in miles of usage. There is nothing delicate or lacking in durability about the Gearless and this is especially true of the boiler which has been run dry without showing injurious effects or giving the driver any other inconvenience than the filling of the water tank and pumping up, in payment for this negligence.

The mileage per gallon of fuel is quite comparable with the average gas car of equal weight and price.

Cold weather will not effect the Gearless as quickly as the water cooled gas car and with a little special preparation added to a very little extra care on the part of the driver, it can be made practically "freeze proof."

The motor runs in a bath of oil which takes care of all external lubrication. The internal lubrication is by a force feed controlled by a sight glass on the dash.

Technically the Specifications of the Gearless are as follows:



## The Gearless Special Motor

Four Cylinder Steam 3x6 Variable Cut-off,  
Horsepower—65 (full stroke)

## Steam the Inevitable Motive Power

**S**TEAM is the oldest of motive powers. Almost four thousand years ago it was employed in certain primitive capacities. Since the discovery of the principle of the Steam Engine it has completely dominated the industrial world—more particularly the transportation world. Inevitably, Steam must drive the Automobiles and Motor Trucks of the world, because it holds every advantage and not one disadvantage.

In the first place, the Steam Engine generates tremendously more power and speed than the gasoline engine. In the early Gordon Bennett races all honors were invariably swept away by steam-driven cars. So monotonous did the performance become that when finally the Vanderbilt races were instituted, Steam Cars were eliminated, many of the leading manufacturers of gasoline cars in the country immediately thereafter began the national advertising campaign of these manufacturers which ever since have held the attention of the public to the gasoline car.

In Europe, where the possibilities of the Motor Vehicle have been more fully developed than they have here, and where the development of the several types of cars has been free and untrammelled, the Steam Car greatly predominates. Undoubtedly the same will be true in America before many years. The Automobile is no longer a thing of sport or mere amusement. It has become an object of strict utility. The glamour of its advertising is beginning to wane. People are purchasing their Cars and Trucks with a view only to performance, and on this basis Steam forever must win—as it always has won in every contest between Steam and gasoline throughout the engineering world.

# FEARLESS STEAMER



## SPECIFICATIONS

**WHEEL BASE**—130 inches.

**FRAME**—Pressed steel— $5\frac{1}{2}$ " Deep.

**FUEL**—Kerosene or Distillates.

**MOTOR**—Four Cylinder Steam 3x6 Variable Cut-off  
Horsepower—65 (full stroke).

**STEAM GENERATOR**—Water Tube. Gearless Special  
Steel Safety Type—Built in sectional interchangeable  
units.

**BURNER**—Vaporizing type with improved Gasifier.

**CONDENSER**—Tubular Radiator—Ample Capacity  
equipped with pressure relief valve.

**PUMPS**—Outside packed. Hydraulic Type. Mechanically  
driven from motor. Auxiliary Pump—Duplex  
Steam (optional). Water Pumps—Double Capacity.

**REAR AXLE**—Gearless Special Type  $\frac{3}{4}$  Floating eliminating  
Differential and all driving gears by direct  
connection to the motor.

**BRAKES**—Internal—expanding. External—contracting.  
16" Diameter.  $2\frac{1}{2}$ " Wide.

**ROAD CLEARANCE**— $11\frac{1}{4}$ ".

**TANKS**—Capacity: Fuel, 20 gal.; Water, 25 gal.; Oil,  
2 gal.

**LUBRICATION**—Forced Feed and Splash Sight Feed on  
Dash.

**WHEELS**—Wood Artillery Type.

**STEERING WHEEL**—16 inch gemmer.

**LIGHTING SYSTEM**—Electric 6 volt Gray & Davis Unit  
with Storage Battery.

**LAMPS**—10 inch with dimmers.

**FINISH**—Standard, Blue-Black. Special—in colors to  
order. Finish—nickel.

**TIRES**—33x4 Straight Side Cords.

**SPRINGS**—Semi-elliptic. Front 2x36. Rear 2x52.