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# The Thomas Flyer



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 Owners and Dealers*

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NO. 1

## Our Factory

EVERY year we have expanded. The original little plant 80 x 100 feet on the corner of Elm and Broadway has been supplanted by the immense factory on Niagara Street near Ferry. It has grown year by year, and is still growing. Another immense addition is about to be built this year.

As the factory increased in dimensions and facilities it also matured in spirit. The organization was perfected and became more effective, centralizing its efforts on the one real purpose, "The production of the finest car possible," a spirit of unanimity pervading the immense plant that is remarkable.

In preparation for our immense manufacturing activities necessitated by the fact that the contemplated output had to be increased by almost a third, we have broken ground and let contracts for an immense addition to Buffalo Plant No. "1," and are utilizing Plant No. "3" for the construction of Taxicabs only.

The new addition, which is already under construction, is of cement, and of saw tooth roof construction, and will be 250 feet long by 100 feet deep, and will be used to house the inspection department, tool stock-room and small parts assembly. The factory office will also be located in this building.

Passing by our plant one is not impressed with its great size, and wonders where all the Thomas Flyers are built. A long ivy-covered building is all that

meets the eye. This is used for the general offices, and commands entrance to the factory buildings, which extend along the Niagara River.

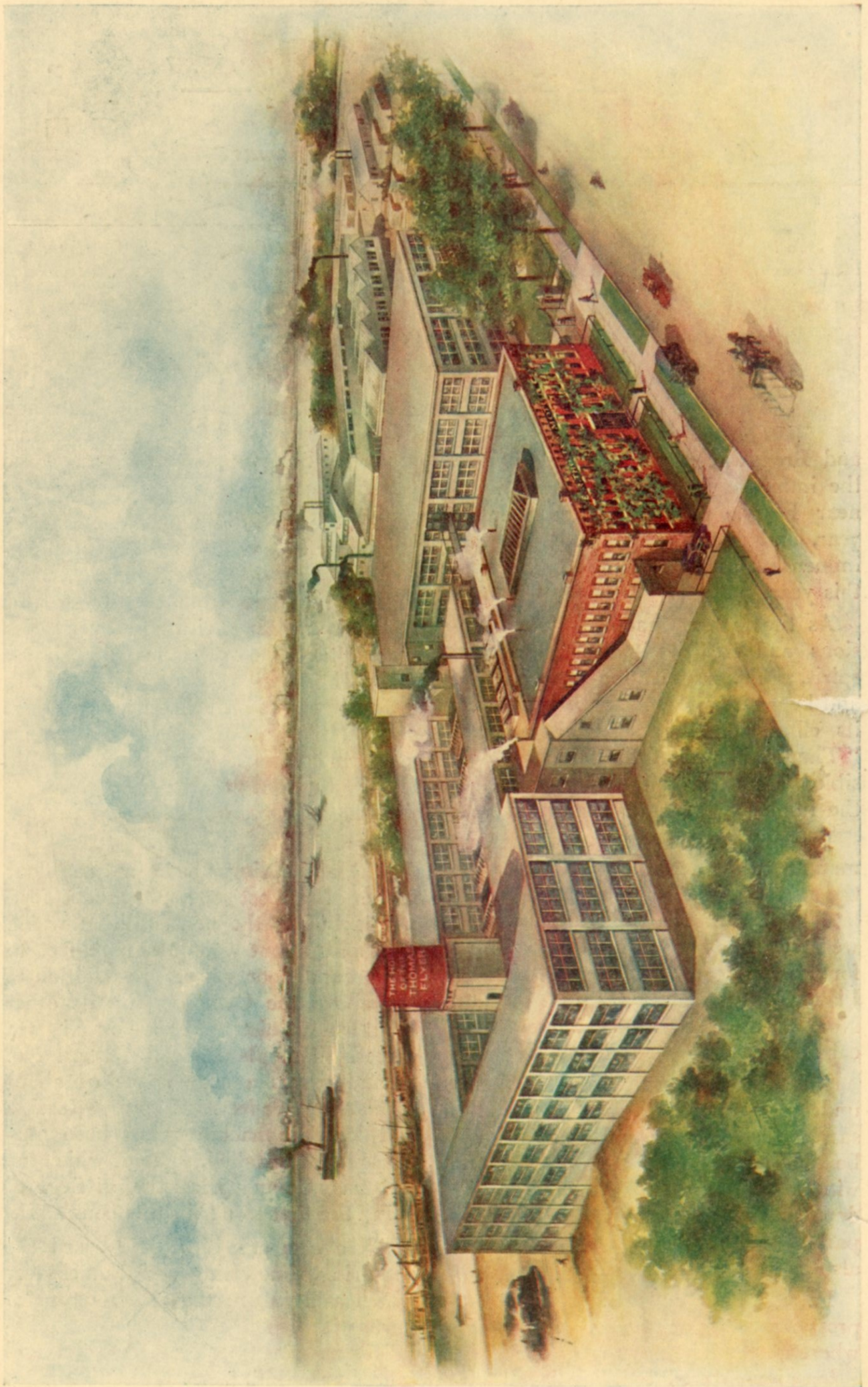
From the roof of the building on Niagara Street, dating back to 1902, a panorama of vast concrete buildings unfolds itself to the eye. These buildings are hidden from the street, and cover several acres, rising to four stories in height. Some contain machine shops, others body assembling and finishing departments, model, chassis assembling, and all the various departments which go to make up a great plant, capable of turning out twenty-five complete machines every working day in the year.

These buildings have a total floor space of almost 600,000 square feet, not including the new addition which will add about 75,000 square feet to the present floor space. In addition to the above, the Company has its other plant a short distance above on Niagara Street. This plant is called Plant No. 3, and covers a floor space of about 115,000 square feet. Much new foreign and domestic machinery has been purchased and installed, some of which the Thomas Company has the privilege of being the first to use in this country.

All efforts are directed toward the acquiring of new and special machinery which will insure the manufacture of parts with absolute accuracy and reliability, and insure standardization and interchangeability.

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THE HOME OF THE THOMAS FLYER

**Dealers' Convention  
July 26-28**

**W**ELL! We had our convention, and such a time. Our good old town began to feel the effect of the incoming Thomas Flyer dealers about a week before the convention started. The boys began to arrive in bunches of two or three and proceeded to capture the Iroquois Hotel, which had been chosen as Convention Headquarters.

It was the most harmonious and successful convention of the kind that the writer has ever attended, a spirit of good fellowship prevailing throughout



WINTERS, BOURNE, BRASSEY AND DOC HART



HALLIDAY GETTING CONFIDENTIAL WITH HARRINGTON

charge to take care of during their stay in Buffalo.

A most original and complete program was provided for the visitors. Luncheon was served at the factory Monday at 1:30, the intervening time until the convention convened at 3:30 being taken up with demonstrations of the various models and inspection of the factory.

The first session was opened by Mr. E. L. Thomas who immediately turned the meeting over to his father, Mr. E. R. Thomas, who took this occasion to

the proceedings which was remarkable.

Arrangements for the reception and care of the visiting dealers throughout their stay in the city, were made by the committee in charge, and were exceptionally successful, not the slightest hitch occurring.

Early Monday morning automobiles were sent to meet all incoming trains; the arriving dealers being taken to the Iroquois Hotel for the purpose of registering, and at 10:30 were taken to the factory in special trolley cars. The visitors were then taken in charge by guides who had each been allotted a party of five, whom it was his special



ENEMIES OF LONG STANDING RECONCILED



THE THOMAS FLYER



THOMAS FLYER DEALERS AND OFFICERS OF E. R. THOMAS MOTOR CO. IN FRONT OF OFFICE BUILDING



SID BLACK WANTED HIS PICTURE TAKEN

announce the fact that E. L. Thomas had been appointed general manager, and that Walter Van Deusen had gone up the ladder and now sat near the top rung as commercial manager. Whereat there was much joy among those present.

The meeting was then thrown open to the dealers for suggestions and com-



E. L. THOMAS MAKING TIME

plaints. Ways and means of handling the output to the best advantage for the coming year were discussed at length and a comprehensive schedule adopted. The convention adjourned about 5 p. m. and automobiles were crowded with the dealers who were then taken to the Lafayette Hotel and served with a beefsteak dinner which was livened up by songs and parodies; a pianist and vocalist assisted by a stringed orchestra furnishing the music. Good digestion was aided by spicy remarks by some of our misguided brothers whose halos were not on straight. Immediately after the dinner the visitors were taken to Shea's Theatre where a very creditable bill was rendered.

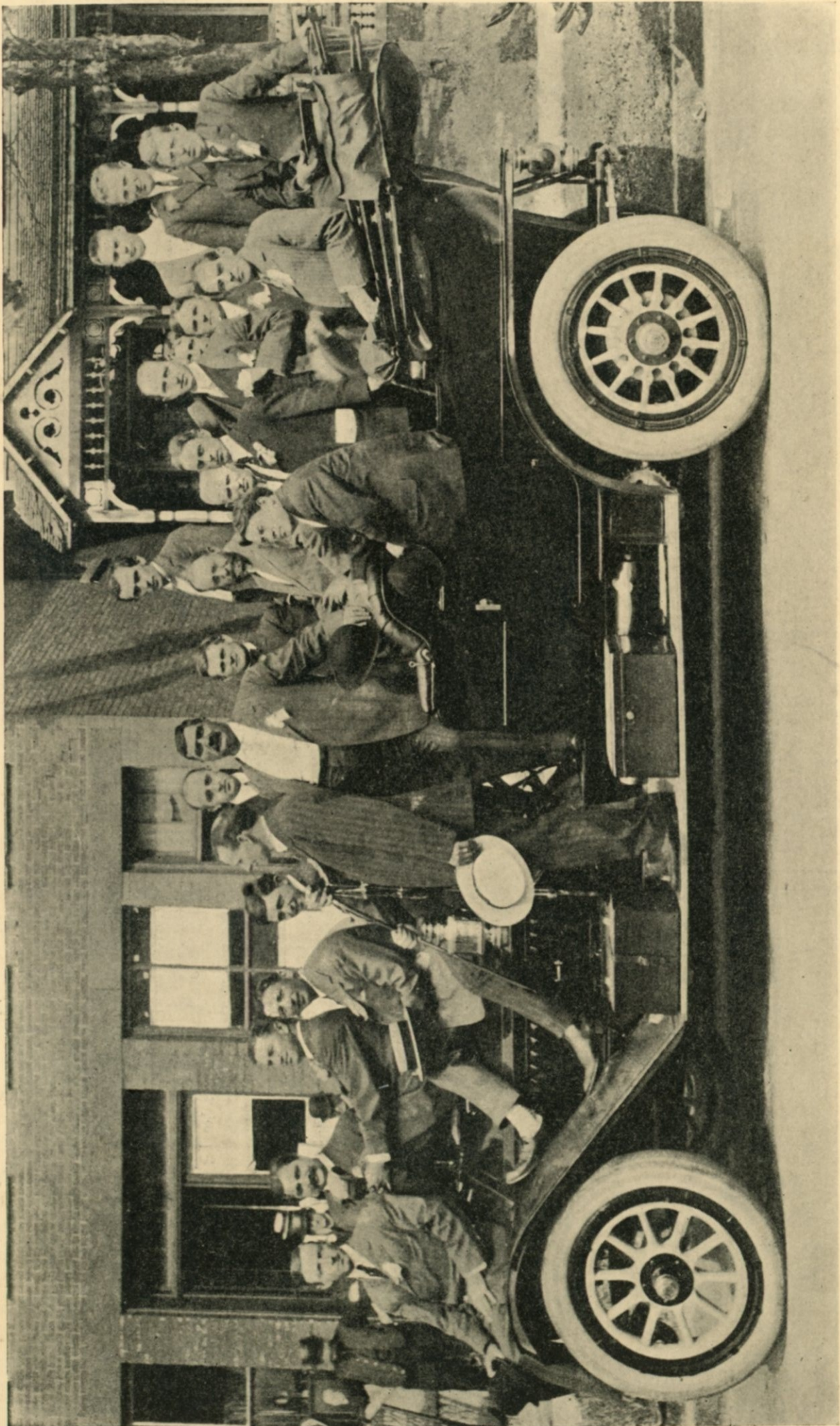


YUSSUF KIDDING A NEWSBOY

Tuesday morning was taken up with demonstrations, inspection of the factory and business meetings. At 1:30 luncheon was served at the Iroquois Hotel. On leaving the hotel at 3 p. m. a unique demonstration was arranged for the dealers, with themselves as prospects. The big 6-70 was loaded with 22 men whose average weight was 170 pounds. The 4-60 was loaded with 16 men whose average weight was 165; the two machines were started and thrown into high gear and proceeded over a five mile course which included several stiff grades, and wound up at the factory without once having to shift gears. Such a convincing demonstration speaks well for this year's product and needs no comments.

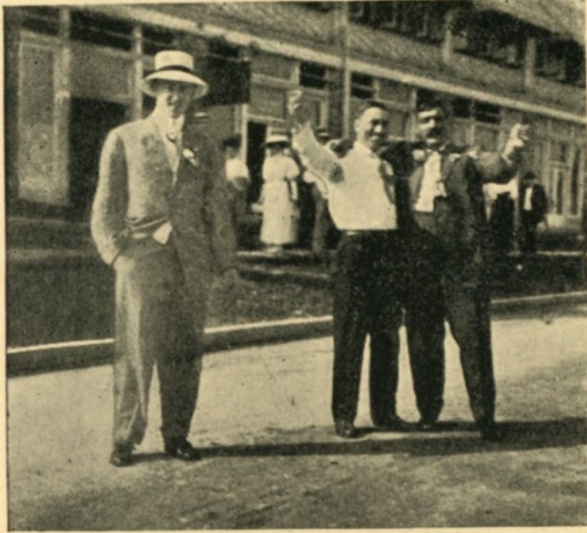


THE THOMAS FLYER



A CONVINCING DEMONSTRATION OF THE K 6-70 H. P. FOR THE DEALERS

The convention convened at 4 p. m. and was addressed by E. R. Thomas, E. L. Thomas, H. G. McComb, Chief Engineer, C. B. Buxton, Superintendent, and F. P. Nehrbas, the factory manager. The talks were on the selling and the mechanical features of this year's cars.



GRAMMER, WINTERS AND SMITH

At 8:30 that evening the visitors attended a banquet at the Buffalo Club. There was much singing and jollity, the music being furnished by a stringed orchestra.

Wednesday was the wind-up; the morning being taken up with business and signing of contracts. At 12:30 special trolley cars were boarded and the convention adjourned to the Clifton Hotel on the Canadian side at Niagara Falls, where luncheon was served on the veranda. This was followed up by a trip over the Gorge Route, and the return to Buffalo marked the closing of the convention.

### Yip - I - Addy - I - Ay!

Yip-I-Addy-I-Ay-I-Ay!  
 Yip-I-Addy-I-Ay!  
 Thomas merit showed on the trip  
 That won the world's championship,  
 Yip-I-Addy-I-Ay-I-Ay!  
 And leaders of all we will stay,  
 Sing of joy, sing of bliss!  
 Make a noise over this!  
 Yip-I-Addy-I-Ay!

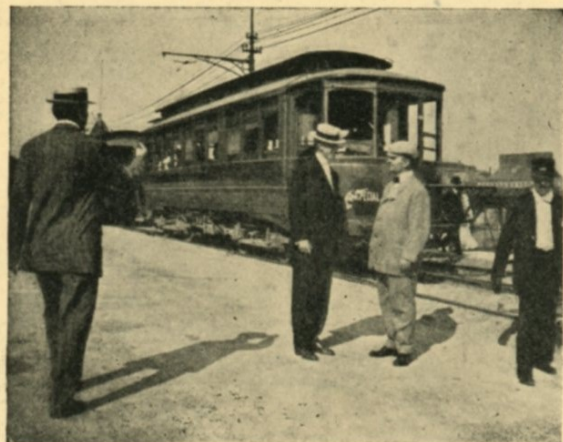
## Convention Address by E. R. Thomas, July 26

**W**R. E. L. THOMAS, acting as chairman, called the meeting to order, and made a short speech, explaining to the dealers and local representatives the purpose of the convention, and then introduced Mr. E. R. Thomas, president of the Company, as the "Welcoming" speaker of the day.



E. L. THOMAS,  
 GENERAL MANAGER  
 AND VICE-PRESIDENT

Mr. E. L. Thomas said in part, as follows:  
 "Gentlemen: In opening this, the First Annual Convention of Dealers of the E. R. Thomas Motor Company, we have selected this meeting here today merely for two purposes: First, to have Mr. E. R. Thomas give a history of the Company; and second, to give each and every dealer and agent here an opportunity to register complaints against any department, suggest means for the correction of existing causes for complaint—or anything that will naturally cement relations between the Company and dealer, and prove for the improvement and betterment of our production.  
 "We do not propose to answer these complaints or suggestions this afternoon,



W. A. RYAN AND N. S. WEAR OF TOPEKA



THOMAS FLYER DEALERS AND OFFICIALS OF E. R. THOMAS MOTOR CO. ON VERANDA OF CLIFTON HOTEL,  
NIAGARA FALLS, CANADIAN SIDE



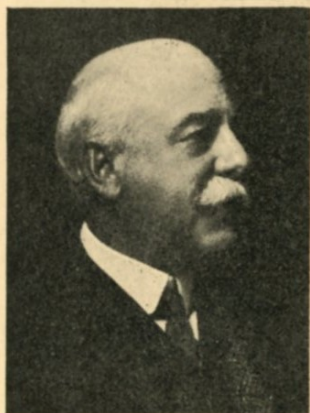
but we want to get them today in order to give the heads of the different departments an opportunity to endeavor to answer them before you leave the convention.

You probably all know my father."

Mr. E. R. Thomas responded in part as follows :

"Gentlemen: You all know we appointed a new general manager on July 22d, and on the morning of the 23d I received the following letter—not a request, but a command:

"You will be expected on Monday next, at 3 o'clock, to address our agents, giving them a welcome address, and at the same time a narrative of the business, present and future—what you



E. R. THOMAS  
PRESIDENT

have had to go through with to reach the eminence you have; what your losses have been financially in correcting mechanical mistakes of the past, and concluding with a summary of the value of the 'THOMAS' name today.'

"I can give you a welcome alright, gentlemen—I am glad to see you here—I wish I could be with you every moment during the entire convention. It is a mistake to say that this is the first annual convention, for we had a convention during the season of 1900 or 1901—we had Mr. Coey, Mr. Henshaw, and one or two others; I think we had one afternoon then, about three or four of our entire list of agents—we still hold a few of them in these days.

I am very glad to see you all here, we appreciate the interest and courtesy shown by you in being here—we believe that it is better for all of us, and if you have any complaints to make, they are welcome. We are trying to build a first-class car in every respect, and we feel that our interests are yours, and



RUBBERNECKING

that yours are ours. We find that we have always put ourselves in that position, and we are going to try harder than ever before to maintain an even better organization in the future. We are 100% better qualified to make a good car than ever before, and I believe that the future of this company is going to be very much brighter than it ever was before.

It would take too long to burden you with a narrative of the business, present and future. In my opinion gentlemen, the surfaces of the automobile business have never been scratched. I believe that to be thoroughly true. Because of the changing demands of the business, it costs a lot of money to keep up with the times, and necessitates many changes. We have been accused of changing a little too much when we saw anything good, but if you do not progress, the first thing you know you will be a back number; and I think that some of our competitors who have not progressed, will reach that same



ENTERING THE CLIFTON HOTEL,  
CANADIAN SIDE, NIAGARA FALLS

conclusion. We admit that we have made our mistakes—a great many of them—and we have probably spent more money to build a good car than any other manufacturer in the business—and in building up an organization such as would benefit not only ourselves, but those who handle and purchase our product. I really feel as though we have such an organization.

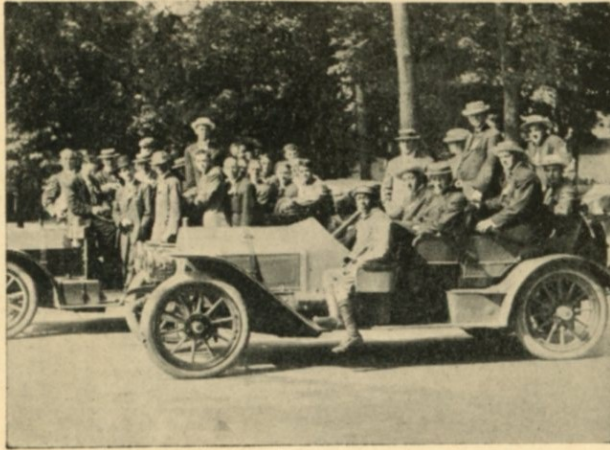
I have been asked to tell you what I



WALTER H. VAN DEUSEN, COMMERCIAL MANAGER

have had to go through with to reach the position attained, and what our losses have been in correcting the mechanical mistakes of the past. Gentlemen, this is no mourners' meeting. I do not want to make you cry—

I think you would have tears for us—for no man knows what the automobile manufacturers have had to go through in the experimental days. And I tell you they have just cause, now, to be



A GOOD DEMONSTRATION

proud, when you consider what they have gone through during the past years. I do not think there is any use of telling of our losses financially and I do not like to dwell on the value of the name THOMAS today; but I believe though

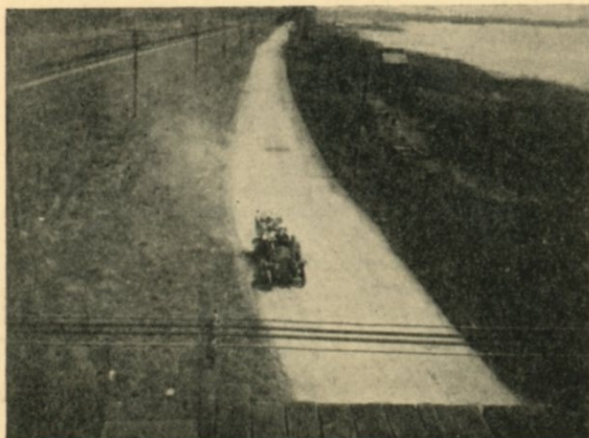
that we have far more success in store for the future than we have had in the past.

I believe that we have a reputation second to none, I believe that we are going to turn out a car second to none, that will be recognized on its own merits, and on its performances to be the best of its kind—and I think it is.



J. M. EDSALL  
TREASURER

We want you to feel free to give and state your criticisms, and suggestions. We take criticism—I take it in my own office—from the advertising man for instance—we have our quarrels here all the time, but when we get through these little differences are settled and go to assist us in producing that which is best. I thank you very much.”



CONDE IN HIS YELLOW FLYER BEATING IT FOR THE FALLS



THE SPECIALS TO NIAGARA FALLS

## Descriptive Talk on the 1910 Model "M" Car

Given at the Convention of Thomas Agents, on Tuesday, July 27th, 1909, by Mr. H. G. McComb, Chief Engineer for the Thomas Company.

**M**Y talk is about the Model "M," our 1910 car: We started to design this car a long time ago, and if you look



H. G. McComb  
ENGINEER

over this chassis I believe that you will agree with us that our time has been well spent. Let us consider first the power plant, and transmission elements. We naturally start with:

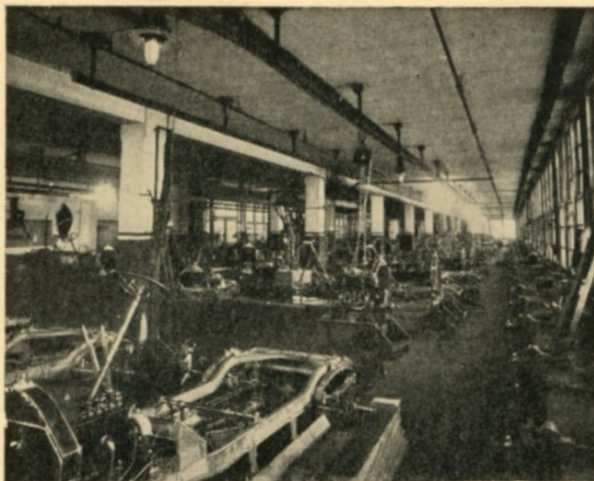
### The Motor

If you examine the motor critically you must be convinced that it represents the very best of modern practice. We have taken advantage of the latest foreign design in relation to



PART OF THE DRAUGHTING ROOM

large valves, and ample water jacketing. The valves have a clear gas passage of  $2\frac{1}{8}$  inches in diameter, and the valve seats are completely water jacketed, so that there will be no troubles through overheating, even when the car is run for a long period at top speed. We have provided very ample bearings on the crank shaft,



CHASSIS ASSEMBLING SHOP

and on the connecting rod "big ends." The total projected area of the crank shaft bearings is 52.6 square inches, which is 30% more than on any engine which we have built heretofore. We have taken considerable care to reduce the noise of the motor, since, in 1910 a car must be quiet if it is to sell at a good price. We are using herring-bone cam shaft gears, which are quiet, but expensive. We have not gone to the fibre gear, although fibre gears give quiet action, but, unfortunately they absorb oil, and after short service become noisy through swelling, or throw undue load on the cam shaft bearings.

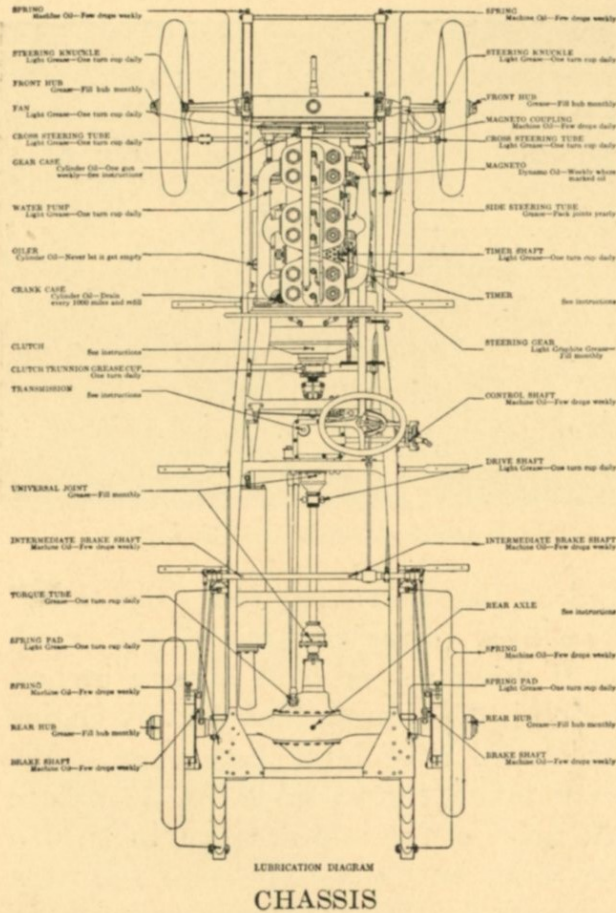
The bore of the "M" engine, as you all know, is  $4\frac{1}{4}$  inches, with a stroke of  $5\frac{1}{2}$  inches. The A. L. A. M. rating of this six cylinder motor is 43.8 horse power. You will note that the stroke is very long as compared with the bore. We are giving you an engine



SMALL PARTS ASSEMBLING DEPARTMENT

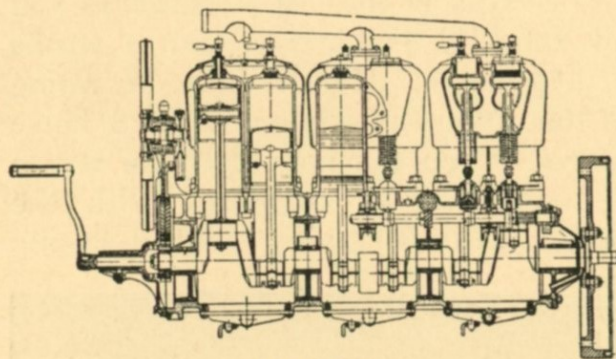


# THE THOMAS FLYER



LUBRICATION DIAGRAM  
CHASSIS

with the new "long stroke." The advantage of the long stroke motor is that it does not have to run so fast to deliver its horse power. You will find an example, and a comparison with a short stroke motor, on page 8 of the new booklet, "Engineering Information on the New Thomas Flyers."



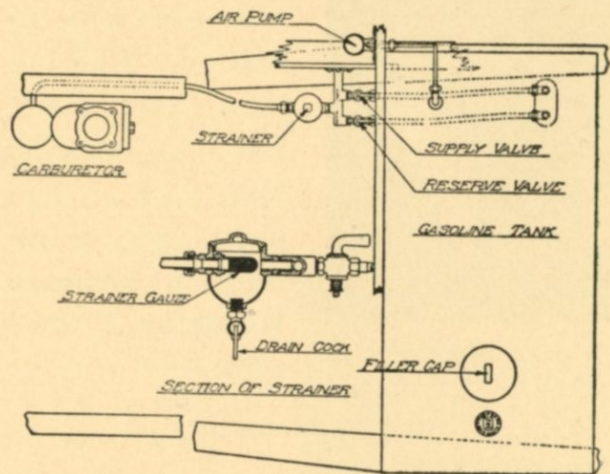
MOTOR

Considering now the various power transmission elements, we next come to the

## Clutch

This is the old, patented, Thomas three disc clutch, which is found so satisfactory on every Thomas car, and which was used on the "Round the World Car" as well. We have improved this clutch in detail design by

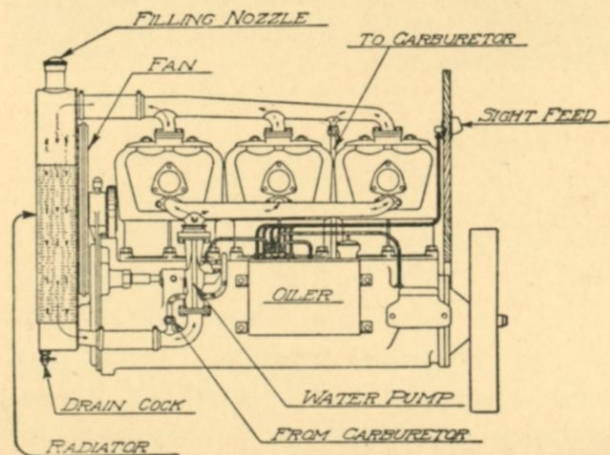
carrying the clutch disc on two imported ball bearings. We have also completely enclosed it so that it may be run in oil. It is not at all necessary to run the clutch in oil, however, since the cork inserts used make engagement gradual, and any small particles of metal caused by wear, enter the soft corks and are thus kept from doing harm to the friction surfaces. As another improvement on the clutch we have "cranked" the cross tube, and



GASOLINE SYSTEM

so have given greater leverage to the pedal, which makes less foot pressure necessary for operation.

We started, as a basic principle of our design, with the well founded belief that every driving element of an automobile should be flexibly connected with the other elements. In keeping with this, we use two (not one) universal joints between the clutch and the transmission. The importance of this feature cannot be overestimated, for, in driving a car over rough roads everything is thrown out of line, and any

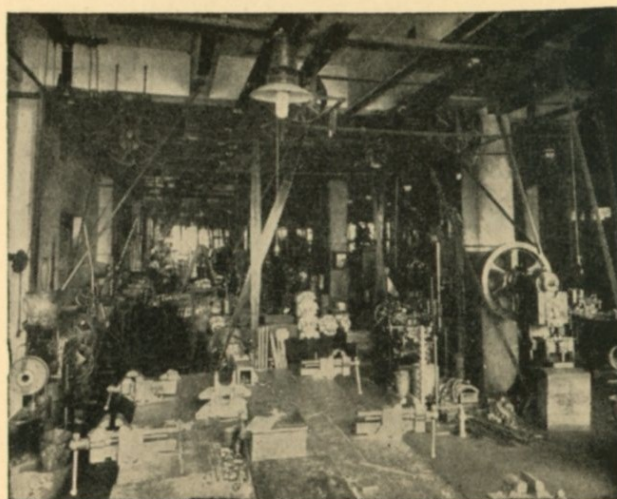


COOLING SYSTEM

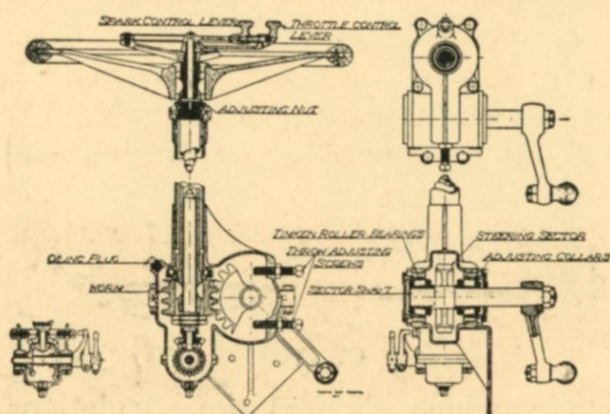


revolutions. It is needless to say that we used the "others." The transmission gears are made of 3½% nickle steel. Economy of space in our design enabled us to make the transmission very short. We have, one might say, the new "long stroke" engine, and the new "short transmission." Short shafts are more rigid than long ones. Between the centers of the transmission countershaft bearings the distance is only 8⅞ inches.

Next along the "power line" we reach the Cardan shaft, or the Universal



ONE OF THE MACHINE SHOPS

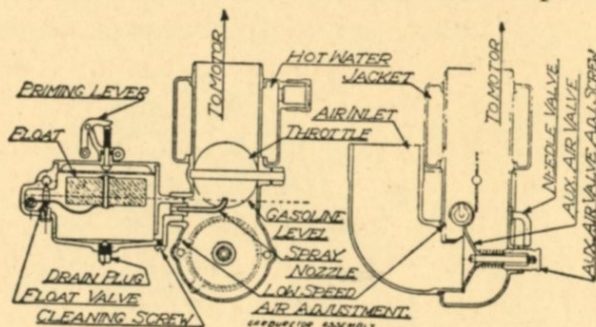


STEERING

shaft. This shaft is supplied with the reliable "Spicer" joints, which this year, we believe for the first time, are furnished with hardened and ground steel bushings. The excellence of these universal joints is probably known to all of you. They are, of course, dust tight, and oil tight. You will notice that we have taken care of the sliding joint of the universal shaft in a very careful way, by the use of two grease cups. Many transmission and bevel pinion shaft bearings are broken through the stick-

ing of the sliding square of the Cardan shaft, but few realize that a tremendous toggle action occurs if the shaft is not free to slide as the rear axle moves up and down.

Next down the line we have the Timken rear axle. We have succeeded in obtaining the 1910 type, with all of its improvements. Our brakes on this car are very large. We have 420 square inches of braking surface. Both brakes are lined with woven asbestos composi-



CARBURETOR

tion, and both the service and emergency brakes are directly on the rear wheels.

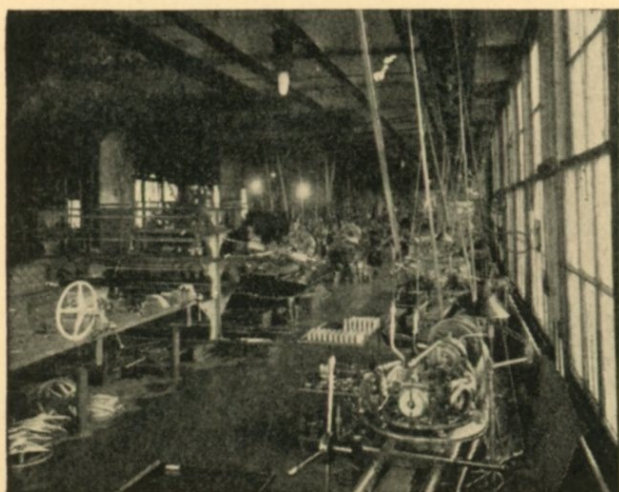
We will now consider the other elements in the car without taking them in any particular order.

#### The Front Axle

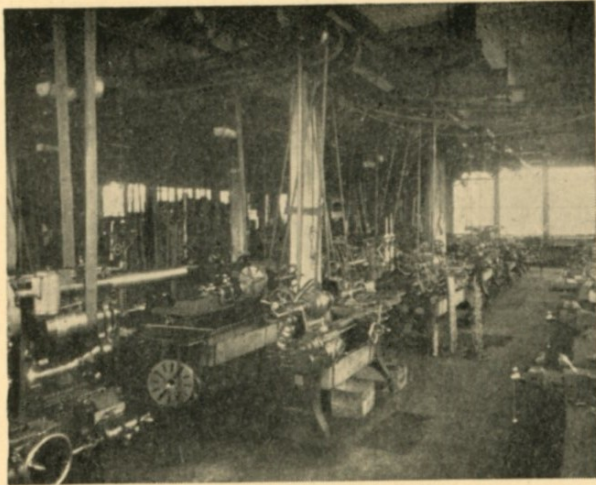
This is an I section axle, Timken bearings, with nickel steel in both axle and steering arms.

#### The Frame

This is of an alloy steel, and is of deep cross section for the sake of rigidity. A spring pocket (patent applied for) carries the upper section of the ¾ elliptic rear spring.

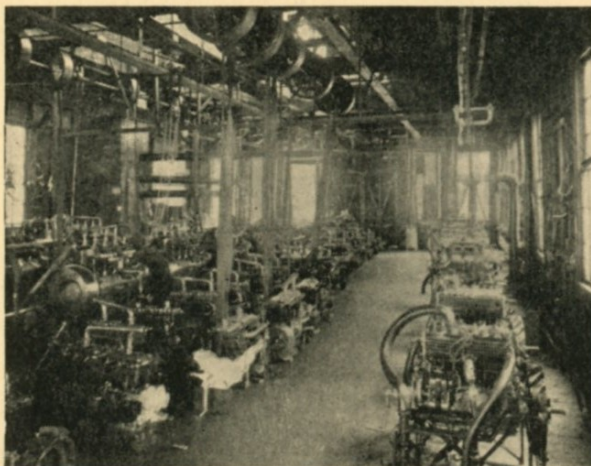


SCREW MACHINE SHOP



TOOL MAKING SHOP

In this car we have tried to get the details right, and we believe that we have succeeded. It is the details today that your experienced automobile customer notices, and rightly so, for they almost invariably mark the difference between a good car and a poor one. Take, for example, the matter of fenders. I do not believe that any of the other manufacturers spend half as much time or half as much trouble on fenders as we do, but when we get them done they are right. There is complete protection from mud. Also please examine the dust pan. We are, on the Model "M," using a new type of dust pan oil drain, and have applied for a patent on it. You all know how disagreeable it is to remove the screw plug usually found, and to have the oily mixture run down your sleeve. Our dust pan drain valve is practically an old suction intake valve, in principle, except that it is provided with a cupped washer at the top of the



MOTOR TEST

valve stem. By taking a stick, and pushing down on this valve the oil drains out, and you have not even had to soil your hands. We have just as carefully gone into our wiring. We are using aluminum housings to protect the wires, and are carrying the wires inside on fibre insulators. This is a good electrical job. We believe that the National Board of Fire Underwriters would pass on it favorably. You will notice, we trust, the wiring on other cars. We have continued the use of the Atwater-Kent spark generator, only this year it is in another form. Mr. Atwater Kent calls this new form the "Unisparker." It is carried under the hood, instead of on the dashboard. The coil is still



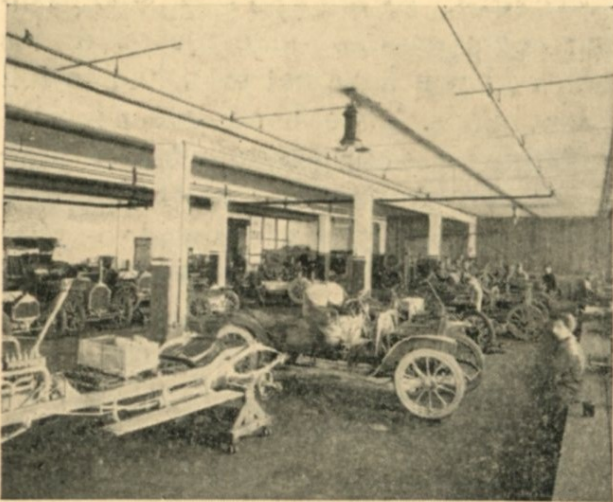
SERVICE DEPARTMENT

carried on the dashboard, however. By special arrangement the switches for both the Atwater-Kent and the DR6 Bosch magneto have been placed on the coil box. The manifolds used, you will notice, are of copper, instead of brass. This incurred increased expense, but assists in giving "class" to the car.

You have probably noticed the large size of the gas manifolds. These form a very modern feature. Many of you have perhaps not thought of the speed at which the gas passes through the cylinder. The gas has to travel about  $\frac{3}{4}$  of a mile a minute. In designing a cup racing yacht great trouble is taken to get such a form of hull as will pass through the water with least resistance.



# THE THOMAS FLYER



ROAD TEST DEPARTMENT

We have gotten smooth lines in all of our gas passages, both in manifolds and in cylinders.

In examining the cooling system you will see that the manifolds are large, and that no steam pockets can be formed. We continue the use of the Fedders radiator. We have, however, changed its mounting. It is now carried on universal joints, so that no distortion of the frame can cause it to spring a leak. The ball joints are so designed as to take care of twisting action, or of the springing apart of the frame. Just back of the radiator is an aluminum fan, of efficient type. The fan is driven by a V section belt, of chrome tanned leather, not affected by water or oil. An adjustment of  $1\frac{1}{2}$  inches is provided by means of an eccentric bushing. A centrifugal pump is used.

Please do not fail to note the beautiful little ball and socket joints we have used



FINAL ASSEMBLING DEPARTMENT

to connect the minor control rods with the carburetor, spark timer, etc. On this small article we spent some three weeks in design alone. We could have designed some kind of a joint in three hours. This new joint is adjustable to  $\frac{1}{360}$  of an inch. This infinite attention to detail can hardly fail to attract the attention of the prospective purchaser. Men who sell things, are always interested in comparisons. You will probably be interested to know, for example the comparative roadability of the "M" and the "F." The total weight of the Model "F" (the big four) with seven passengers when divided by the A. L. A. M. rating of the motor gives us 94.2 pounds per horse power. The



ENAMELING ROOM

Model "M," with five passengers, considered likewise, gives us 94.7 pounds per A. L. A. M. horse power. This shows us that the "M" in its class is of the same power as the "F" in its class.

The relation of the radiator size to engine size is also interesting. The radiator on the "F" has 131.2 square feet of cooling surface directly in contact with water. The "M" has 126.4 square feet. This, you will note from the figures shown here on the blackboard, gives the "F"  $2\frac{1}{2}$  square feet of radiator per horse power, and the "M" 2.9 square feet. A 16% increase to insure absolute freedom from overheating.

A word as to our Engineering Laboratory. In the past year we have done



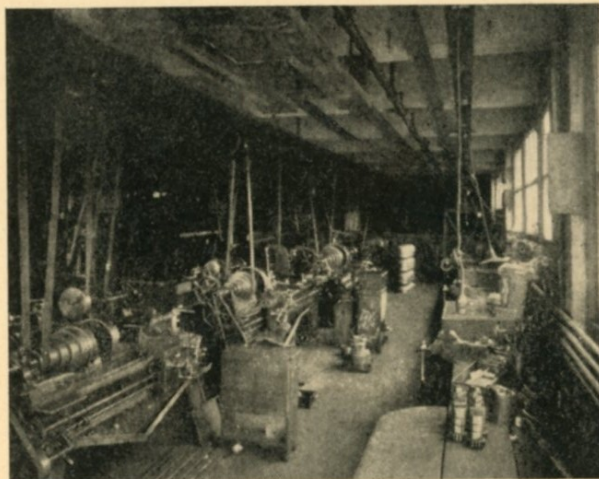
a great deal of interesting laboratory work. Our first move was to purchase an electric dynamometer, which most of you have seen in operation. On page 16 of the "Engineering Information on the New Thomas Flyers" you will see the engine horse power curve which is gotten by its use. The excellent horse power records shown, which you will note are better at every point than the A. L. A. M. rating are the direct results of the large gas passages. In the laboratory we have spent weeks in making the engine quiet. We found many interesting and instructive results, and have done everything practicable to reduce engine noise. In the location of sounds we were greatly assisted through



PATTERN SHOP

facts which can be used for "talking points." You will find many of them. As your acquaintance with the "M" car grows, your respect is bound to grow, for *we have made a good car.*

NOTE—This is not an exact verbatim report of Mr. McComb's talk, since he spoke without notes, but has been arranged from the stenographer's notes.



PART OF MACHINE SHOP

the use of the phonendoscope. I had heard of the stethoscope being used for some sound work, and on writing Chas. Pilling & Son, a surgical instrument firm at 24th and Arch Sts., Philadelphia, found that I could get something very much better for laboratory use, and the phonendoscope has certainly been valuable in our work.

Within the past year we have established a laboratory for testing, both physically and chemically, all of the material which enters important parts of the Thomas car. We know what we are buying, and the steel maker knows that we know it, and so sends inferior material elsewhere.

Both in this little talk, and in the engineering booklet we have given you

## Founder's Week Race

HERE will be two Thomas Flyers entered in the Philadelphia Founder's Week Race in the early part of October. One will be driven by Louis Bergdoll, Thomas dealer in Philadelphia and one of the best known amateur drivers in the country. The other will be driven by Willie Haupt, than whom there is no better or more daring driver in the world. Both will drive six cylinder seventy horse power stock cars.



ONE OF THE PAINT SHOPS

## Convention Address on Body Building

By A. A. Woodruff

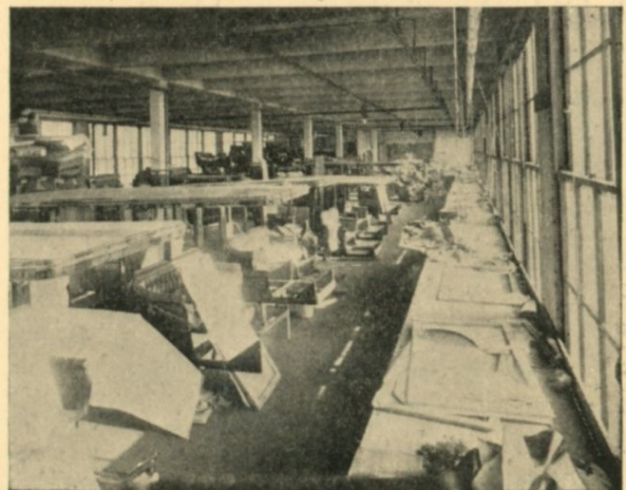
ALL bodies designed for chassis constructed by the E. R. Thomas Motor Company, are designed by our own body department under the consultation of the engineering department. Heretofore, it has been the custom of motor car manufacturers to design a car that would run and perform all the duties that were required of a motor car as far as engine and transmission work was concerned, irrespective of the possibility of designing a body to be put on such a motor car that would add to the grace, lines and the appearance of the entire product. The body design which resulted from former methods was crude and certainly not a thing of beauty. After three years of such results, the automobile manufacturer realized that the coach builder was an important factor in the production of a high class automobile. Hence, we have taken the stand that the Coach Building and Designing Department is as essential to our product as any other one department. As stated before, our body designing is done in connection with the manufacturing of the chassis and its frame, which has enabled us to produce the product that we have today. As example, the chassis frame of our town car is designed according to the instructions of the Coach Building Department. Not alone do we take just the designed or outlined appearance of the body, but our Coach Department, which is under the supervision of a practical man, makes the entire working draft, showing the methods the body is to be constructed under, thus assuring us of a high grade quality.



A. A. WOODRUFF  
FOREMAN BODY  
CONSTRUCTION

The Body Department is entirely under our supervision, and in constructing the framework of the body, nothing but the best quality of No. 1 ash is used. The panel work is all in sixteen gauge half hard aluminum, using what is termed a one piece back construction on touring, and a two piece construction on limousine work. All aluminum is hand hammered, and wherever possible all moldings are rolled in the sheet metal. On the limousine work of two piece construction, the upper panels are shaped to a framework, the framework thus attached to the wooden frame of the body. This is the latest construction that is known in automobile body building, and one that is not frequently used, as it is considerably more expensive than any other method. When one remembers that in order to produce a back panel on one of our limousine bodies, a flat sheet of aluminum, fourteen feet long and forty inches wide, has to be cut and hammered into shape to produce the back effect that our limousine does, some slight conception of the skill of the mechanic producing such a panel is displayed.

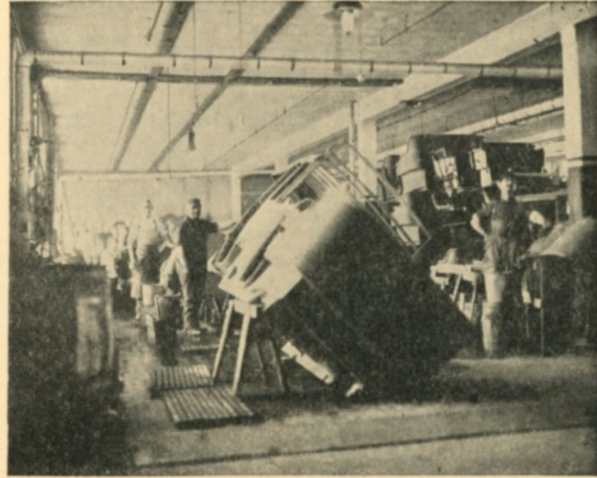
After the framework is covered with the sheet of aluminum, and all moldings and attachments are put on, all window lights fitted, etc., the body is subject to a rigid inspection. After passing same it is turned over to the Paint Shop. The wood surface is given a coat of the wood filler to prevent moisture, and the metal



UPHOLSTERING DEPARTMENT



parts a coat of metal primer. A great many errors have been made in the painting of aluminum bodies, due to the composition of the metal primer, and we have known of some paint shops using a metal primer which caused the aluminum to disintegrate, and hence the complaint has sometimes been made that the aluminum was not a satisfactory metal product for metal bodies. After the wood and metal have received their priming coats, the wood is puttied up and given a coat of lead. Following this, both the metal and wood parts are given seven coats of rough stuff, allowing twenty-four hours time between each of the first six coats, and seventy-two hours after the seventh coat. To this is added what is termed a guide coat to guide the rough stuff rubbers in rubbing out the rough stuff. The rough stuff being rubbed out, and the body thoroughly dried, it is "cleaned up" with fine sand paper, etc., and is ready for color. A ground or "backing coat" is first put on the body, and then a coat of the "flat" color and then a coat of color and varnish is given. This is allowed to dry forty-eight hours, is rubbed out with fine pumice stone and water, and a coat of rubbing varnish is applied. This is allowed to dry two days, and is then rubbed out in the same process. A second coat of rubbing varnish is then applied, allowed to dry three days and then rubbed out. A third coat is then applied and allowed to dry four days. As soon as this third

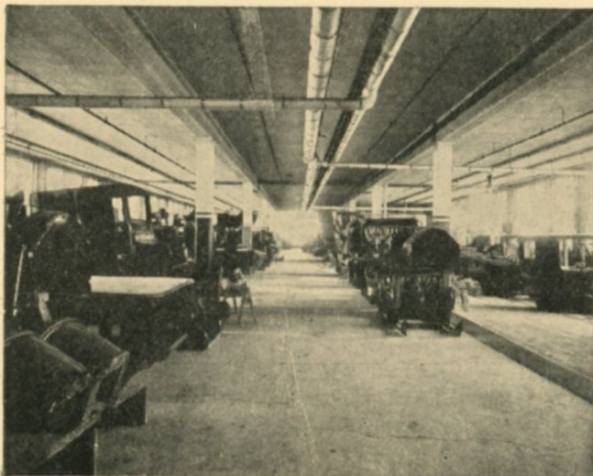


PAINT ROOM—RUBBING DECK

coat is dry enough to allow the body to be handled, the body is taken to the Upholstering Department where it is upholstered. In our Upholstering Department, we use nothing but the best obtainable materials. All our leather is the best hand buffed steer hides. The hair is the best gray drawings. The cushion springs are of the best spiral construction. The details of upholstering a touring or open car are very small compared with that of a limousine body, but in all closed work, the coach builder is called upon to show exceptional executive ability in securing all details and supplies which are used in an absolutely high grade limousine body. As an example, a body trimmed in one of our standard imported cloths necessitates the following operations:

The cloth is manufactured and secured in one of the European mills, and is of a special wool dye. This product comes from one factory. From another factory he secures his laces. We use nothing but imported laces, due to the fact that all American lace manufacturers' looms are fitted to use twenty needles to the inch, whereas, the French looms are fitted to use as high as twenty-four to twenty-six needles to the inch, hence they have the facilities to weave a much finer lace than the American weaver, to say nothing of the fact of the quality of the dye.

In selecting the laces and the cloth there must be perfect harmony. This same routine has to be applied to not



PAINT ROOM

□ THE THOMAS FLYER □

only cloth and lace, but silk curtains, tassel holders, carpet, luggage carriers, hat racks and morocco leather, hardly two articles coming from the same manufacturer, and one can readily see that



F. P. NEHRBAS  
FACTORY MANAGER

it is no easy matter to get perfect harmony in all color schemes. In preparing our trimmings for the 1910 season last March, we selected ten different cloths from an assortment of the best product of the foreign cloth manufacturers, and have been

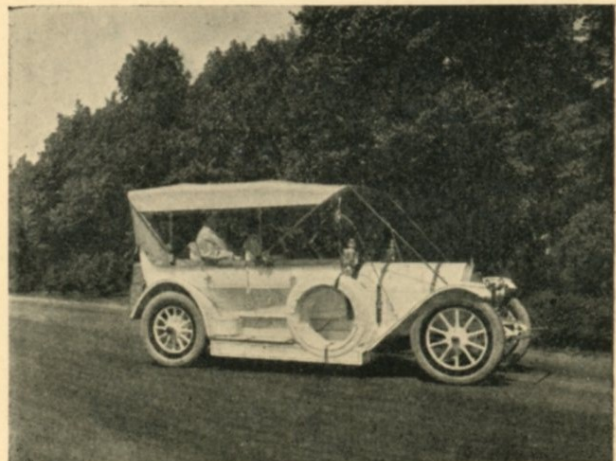
working constantly getting our trimmings to match these selections, and our importations are just beginning to arrive. This has consumed practically six months' time. One can readily understand that when we have to deviate to some special cloth or some special line of trimming other than our standard line, it is impractical to expect the harmony, richness of color or quality of goods that we can supply with our standard line which has taken us six months to complete.

In trimming our limousines, we are particular to pay strict attention to those details which constitute the difference between factory and custom work. The class of labor employed in trimming closed carriages is of the highest quality. Toilet cases containing all the latest novelties, and gentlemen's ash tray are furnished, electric cigar lighter, electric annunciator, electric dome lights, ventilators, etc., all add to the luxury and comfort.

After every detail known to coach construction is taken care of in the Upholstering Shop, the body is then taken back to the Paint Shop, rubbed out of its last coat of rubbing varnish, with pumice stone and water, and is taken into the final Finishing Room, where the last coat of finishing varnish

is applied. This is a very exacting operation in the Paint Shop and one that requires a great amount of skill, due to the fact of having no moldings in the back panels to form a breaking point in flowing the varnish; the finisher is compelled to cover practically fourteen feet of surface in one sweep or hide his "laps." A high degree of skill is displayed by the mechanic who is able to get on a real heavy coat of varnish, and yet not show any runs or laps. The experienced coach builder would far rather see a body finished with an extremely heavy coat of finishing varnish, and see a slight perceptible run in the varnish than to see a very thin coat which is "skinned on." The finishing varnish not only gives luster of the paint, but is a protection to the under coats, and preserves the body.

After the body is finished, it is run into the "Dark Room." There are two reasons for this. One is that varnish dries with a higher luster in darkness than in light, and secondly, flies and insects are less apt to be astir in a dark room than in a light room. The body is allowed to remain in the dark room seventy-two hours. It is then brought out ready for the final mounting on the chassis. The time required varies according to the size of the car



SPECIAL 6-70

and type of body, but under favorable conditions, we are able to mount completely a limousine body in four days. This includes all fittings, such as lamps, glass front, wheel guards, tires, etc.

Following closely the process of painting and upholstering, and figuring the time that is required to produce a first class body, when delivery dates are cut down, so that we are not able to proceed with our routine as described, it means either a slighting of the operations, or leaving some operations out, which naturally is to the detriment of the finish of the product. The specialties that are out of the ordinary cause just as much inconvenience in the final assembly as the specialties in the Upholstering Department. Any criticisms offered by the public are solicited by the Body Department, and it is the earnest desire of the Body Department to produce a line of coach work which is absolutely superior to anything on the market, and your co-operation to this end will materially aid us.

### The New Town Car

ONE of the most beautiful and striking cars that we have ever turned out is our new Town Car, a picture of which is here shown. It must be seen for its beauty to be appreciated. The lower body is of light blue and the upper part is black with light blue running gear. The motor is a 4-28 H. P. The car seats five inside and two outside. The interior is richly upholstered in gray worsted.

The Town Car will be built as a Landalet and as a Limousine. For detailed specifications see catalogue.



INTERIOR MODEL "R" TOWN CAR—28 H. P.

### Talking Points of the Model "M"

F. L. FAUROTE spoke on advertising for 1910 and emphasized the value of the remarkable talking points of the new Model "M."



F. L. FAUROTE  
ADV. MGR.

#### Every Stroke of this Engine Saves you Money

For in the new 1910 Model "M" of the Thomas Flyer, you get the highest type of the "long stroke" engine—a type that not only enormously increases the efficiency of your car, but *saves you money at every stroke.*

#### What the Long Stroke is

The "long stroke" is an engineer's term, which almost explains itself. Ordinarily the cylinder bore and the length of the piston stroke are practically equal. In the long stroke motor, the piston stroke is longer.

Thus in Model "M" engine, the cylinder bore is 4¼ inches, while the piston stroke is 5½ inches. The advantages are almost self-evident.

Engineers have long known that the short stroke—or "square" engine loses much of its power through the exhaust valve.

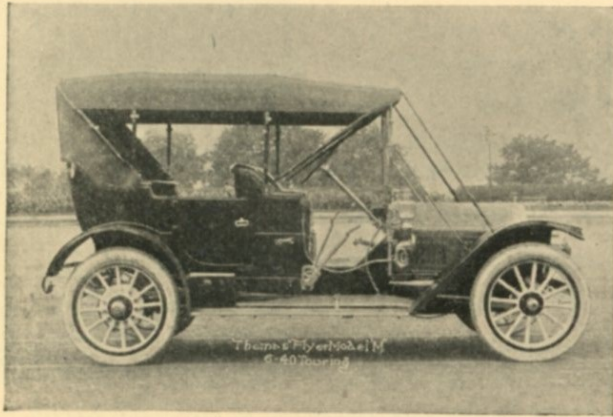
For more than two years our experts have experimented on the "long stroke"—studying its problems, testing its possibilities—comparing the ideas of Europe's greatest automobile designers with theirs.

Now we have succeeded. We have built a "long stroke" engine for our new Model "M" that embodies not only the results of our years of costly experiments, but all that the most famous engineers have learned.

Abroad the "long stroke" is the most sensational development of the year.

England's celebrated "four-inch" race so conclusively proved its supremacy, that all Europe is astir over its possibilities.

Its general adoption by all the high-grade foreign cars marks a revolution



MODEL "M" 6-40 H. P. TOURING

in engine designing. The "long stroke" motor represents the first radical improvement made in automobile engines since the vogue of the automobile began.

#### Gets the Utmost Power

The extra length of the piston stroke in our Model "M" engine gets the fullest advantage of the explosion—gets the utmost power from the gasoline.

Yet that isn't all. The long stroke engine involves a longer connecting rod, a longer throw of the crank shaft, a bigger, heavier fly wheel. So you get a longer leverage. And that means extra power, and a more smoothly running engine.

#### The Same Power with Fewer Strokes

Another advantage: the long stroke engine doesn't have to revolve so fast to deliver its power. Thus to travel at thirty miles an hour, the Model "M" engine must turn only 840 times a minute.

To make the same speed a motor with a four inch piston stroke must revolve 1155 times a minute—the difference of 315 revolutions a minute, or more than 37% faster.

#### Less Wear—Less Repairs

But more than that each revolution of the engine means four sudden stops, or reversals in directions.

That means four tremendous jolts on the piston pin. Four jars on the crank shaft—four jars on the entire engine—on all the sensitive machinery.

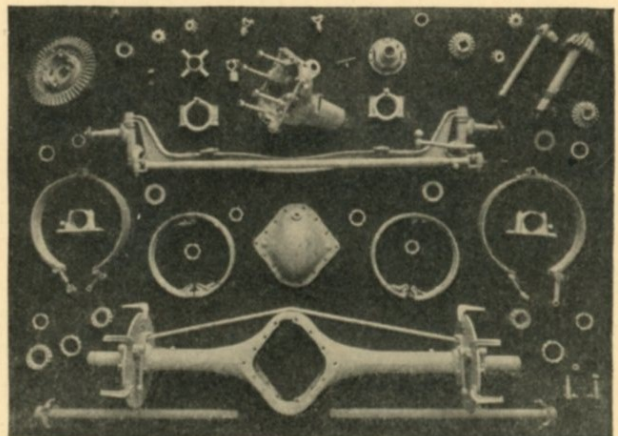
You can see for yourself what 315 extra strokes per minute for the "square" engine means. You can see for yourself what a tremendous saving the fewer strokes of our new Model "M" engine involves—the saving in repairs—in the life of the engine—the freedom from vibration. Hence, a longer life for the car.

#### What our Tests Proved

Yet see what the tests in our Engineering Laboratory show.

For the piston to travel 1000 feet a minute our Model "M" engine must revolve 1090 times a minute. At this speed, it actually develops 50 H. P.—as proved by the most sensitive scientific testing apparatus—an electric dynamometer.

A short stroke engine to develop 43.8 H. P.—its A. L. A. M. rating, must make 1500 revolutions a minute—410 more than we need to develop 50 H. P., and 590 more than we need to produce the same power. For to deliver



FRONT AND REAR AXLE ASSEMBLY

43.8 H. P. our engine turns only 910 times a minute.

#### Do you See what this Long Stroke Means?

These are the facts developed by our searching laboratory tests.

You can see for yourself which is the more powerful engine. Which entails the less repair cost, less jolts and jars, less consumption of gasoline.

You can see which has the longer life—which will cost you less both in the beginning and the end.

**Only 98 Pounds per H. P.**

At the A. L. A. M. rating of 43.8 H. P., our Model "M" weighs only 98 pounds per horse power, when carrying *five passengers, with full equipment, gasoline and oil.*

And at its maximum of 64 H. P. the weight is only 67.9 pounds per horse power.

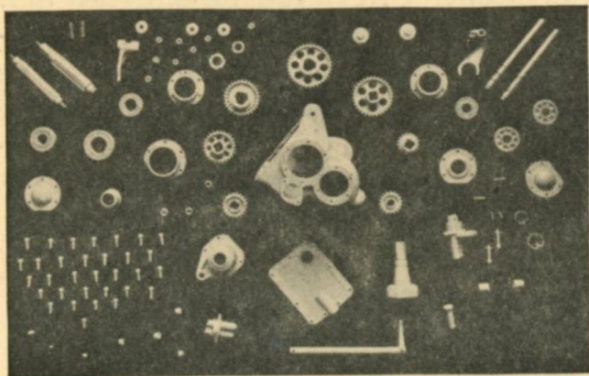
Think what this means when it comes to hill climbing. Think of the saving it means in tires and gasoline.

**Tremendous Reserve Power**

But besides that, it means more power—reserve power—speed. And while you may not like to drive fast, you like to know it's there if you need it.

Every Model "M" must make 55 miles an hour before it can leave the factory, but if occasion demands, it can readily make over 60 miles an hour.

A stock 6-40 Model "M" ran on the high gear for 41 minutes without a stop, in which time it covered 3 miles. This you will notice is at a speed of about 4 miles an hour. This same car without changing the carburetor or adjustment or gears, attained a speed of 57 miles an hour.



TRANSMISSION ASSEMBLY

The option of a long stroke is costly, for it necessitated the designing of new and costly tools—new machinery.

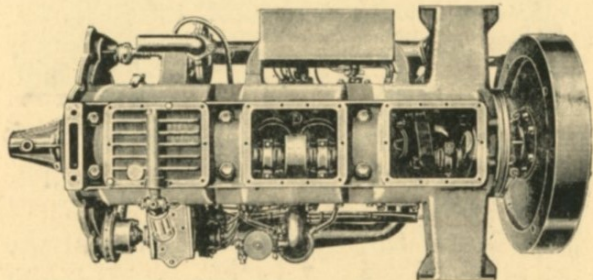
Yet the cost is well repaid. For you get a more efficient car—a more economical car—a more powerful, silent, smoothly running car.

**Other most Useful Improvements**

But the long stroke motor is only one instance of the pains we have taken to make our new Model "M" supreme in its class.

**Large, Smooth Gas Passages**

Thus, we have made the valves exactly half the diameter of the cylinder.



MODEL "M"—BOTTOM VIEW OF MOTOR

Ordinarily, they are much smaller.

But you can realize the importance of large, smooth passages and large valves, when you know that the gas passes into the cylinders at the rate of  $\frac{3}{4}$  of a mile a minute. The slightest hindrance means a serious and costly loss of power.

**Completely Water-Jacketed Valves**

Then, we completely water jacketed the valves, seats, stems and all, to prevent the slightest deformation.

While in the case of the cylinders, we so re-arrange the water jackets that the most water circulates where the cylinders are hottest. This adds to the engine's efficiency.

**Unusually Liberal Bearings**

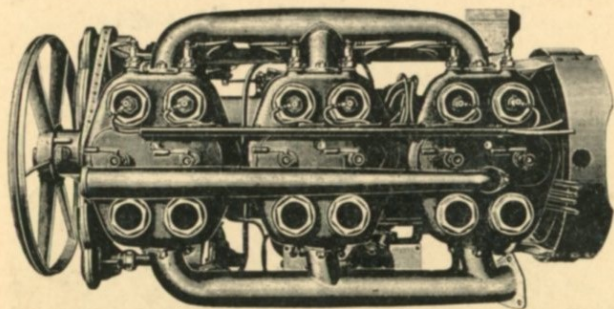
To increase the safety of the car, we enlarged the bearings 30% more than on any other machine we ever built.

And this in spite of the fact that not one engine bearing adjustment had to be made on the famous New York to Paris car, during the entire twenty thousand miles over the most terrible roads on earth. So, with the other bearings.

**Silent and Smoothly Running**

Realizing the pleasures of driving a smoothly running, silent car, we sought every means to reduce the vibration.

In our laboratories, we carefully tested the new Model "M" engine with a delicate, surgical instrument called the phonendoscope, which showed exactly what caused the noise.



MODEL "M"—TOP VIEW OF MOTOR

We found that the introduction of the long stroke engine does away with much of the noise, much of the unpleasant vibration of the cylinders.

Fiber inserts in the valve plungers, and the reduction of the valve stem clearance by over 50% add greatly to the silence.

Another factor in securing silence that must not be overlooked is the uniformity of compression in the cylinders.

Ordinarily, the compression spaces are unequal. To insure uniformity is costly. Yet in our Model "M" engine the spaces in each cylinder are equal. That means uniform explosions—an engine free from vibration.

#### The Transmission

The transmission is unquestionably the most carefully designed on the market. Short, rigid shafts— $8\frac{7}{16}$  inches between centers—insure strength. And the whole transmission weighs but 82 pounds.

#### Clutch

The patented Thomas three-disc clutch has been found to give excellent results in the past and is therefore used on the 1910 product. The model "M" clutch, however, marks a step in advance over anything that has gone before. The clutch disc is carried on two imported annular ball bearings so that a scarcity of lubricant will not cause dragging.

#### Completely Equipped

And so in every detail. No other car at the price of \$3500.00 offers you so many amazing features.

A specially made top of silk mohair—folding glass front—high grade speedometer—a complete set of shock absorbers—two acetylene gas headlights—two oil side lamps—tail lamps—robe rail—horn—Prestolite gas tank. \$400 worth of equipment free.

This represents more than \$400 worth of equipment that must be put on most other cars at the buyer's expense.

When you buy a Model "M," you need'nt spend another cent. For the car is most completely equipped with the highest grade extras.

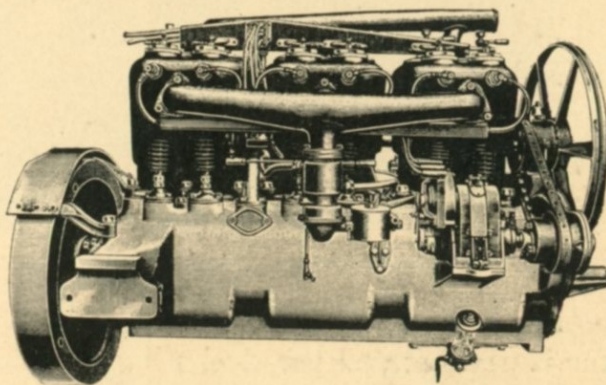
Our new Model "M" is the embodiment of all that is good in automobiles.

It represents not only the results of our own costly experiments, but the best practice of Europe's greatest automobile designers as well.

#### A Car to be Proud of

It is truly a car for a man of taste to take pride in. Note the exclusive lines, the striking beauty, the graceful style in the illustration above.

On the road, in the city, at the club, at the theatre, wherever you may be, in the Model "M" you have a car that compares most favorably with the highest priced cars made—a car that in its own power-class is beyond compare.



MODEL "M"—INLET SIDE OF MOTOR

The "M" is the first truly high grade car ever placed on the American market at a reasonable price.



And not alone in looks, but in strength, power, speed, reserve power, flexibility, silence and efficiency.

**The Utmost in Endurance**

In endurance, no car of any other make can compare with our Model "M."

For we buy only the best grade of raw materials. We pay the highest prices. In our chemical and physical laboratory, the materials are thoroughly tested.

And the expert mechanics who build our Model "M" cars are the same men who built the famous "Round the World Car"—the endurance marvel of the automobile world.

**I Wish I Had a Car**

(I wish I had a Girl)

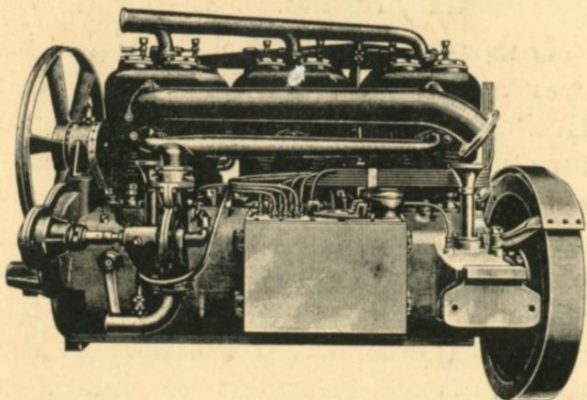
THE'RE days every fellow has a sweetheart

Seems that every girlie has a beau,  
Gee, I'd be glad if I only had  
Some one to tell me "I love you so"  
I'd like to do some kissin' and some huggin'  
Some croonin' and some spoonin' too, for  
fair.

But no matter how I strive, folks don't  
know that I'm alive  
If I only had an auto I'd be there.

Chorus.

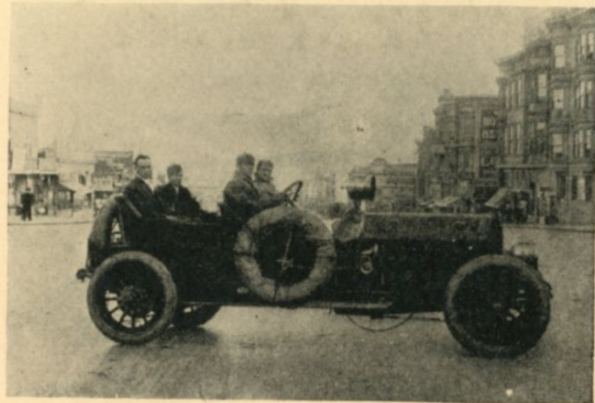
I wish that I had a car  
Then I know I'd get a gal  
One said she'd make a fuss over me  
And she would be my dear old pal  
If I would get a GOOD machine  
She would edge up to me and be my  
queenie queen  
Said "Go buy a Thomas Flyer."  
Gee, I wish I had that car.



MODEL "M"—EXHAUST SIDE OF MOTOR

**Frisco to Los Angeles**

**S**PATTERED with mud, and with bent steering knuckle as mute evidence of the close call which the occupants of the car had during the swift record run, the big 6-70 Thomas Flyabout, which smashed the San Francisco-Los Angeles automobile record Sunday, May 23, is the center of interest and the talk of the Pacific coast.



THE CAR

Fifty-four attempts have been made to smash the automobile road record between the two big cities in the last two years, and only a few have been successful. Cars have met with disaster, have been wrecked when near the end of the struggle, or have had to give up when the race was only fairly begun, many of the daring adventurers barely escaping from sudden death. Since the record was broken by Brassey six other attempts have been made to smash his record, all failing to approach within touching distance of his time.

Rene A. Brassey started twice to smash the record. On Saturday morning, May 22, he got as far as the San Juan grade, and because his tires were too large for safety, and ease in making turns, he was forced to return. He replaced the tires on the machine for those of a narrower tread and started again Sunday.

The car left Market and Guerrero Streets, San Francisco, at 4 a. m., and arrived at the *Times* office, Los Angeles, at 8:45 p. m. The elapsed time between the two cities was 16 hours and 45 minutes. The former record, held by



HUBER AND BRASSEY

Fernando Nelson and his White Steamer, was 17 hours and 17 minutes. The actual running time of the Thomas was 15 hours and 55 minutes. The drivers were Harvey Herrick, Elmer W. Huber and R. A. Brassey. K. L. Simpson, of the Associated Press, and Charles Cerillo, representing Diamond tires, were also in the car.

The race through the darkness of the early morning was like a scene from the infernal regions. The white glare of the big headlights, and the occasional electric light, when the car started on its spectacular run, threw a ghastly color over the landscape, and a greenish pallor on the faces of the occupants of the car. The driver, crouching behind his steering wheel, goaded his roaring machine to still more frightful effort.

The crew appeared to be relentless devils astride a black, fiery-eyed monster from another world, snorting and bellowing under the lash as it was driven on by the puny furies that bestrode it. It was only with the dawn that the Thomas evolved from the flying monster of the night.

Dashing over the road at a fearful clip, the car began chopping records to

pieces after leaving San Jose, which was reached in 1 hour and 15 minutes. It ran to Gilroy, eighty-two miles from Market and Guerrero Streets, San Francisco, in 1 hour and 45 minutes.

Tearing over the San Juan grade, the big Thomas flew over the roads to Jolon, and into Paso Robles, which was reached at 10:02 o'clock. The distance is 218 miles. The Thomas established a second record of 6 hours and 2 minutes to the town. Gasoline and oil were taken on board and the car shot away for San Luis Obispo, which was reached in less than an hour. The Thomas rolled up in front of the Hart House, Santa Maria, at 11:55 o'clock, 1 hour and 20 minutes ahead of a fifteen hour schedule laid out at the start. Gasoline and oil were again taken.

The daring autoists kept on, believing the record could be clipped by more than two hours. The fast car, the fastest that has ever tried for the record, made good at the fifteen-hour clip to within twenty miles of Santa Barbara, when an accident cost forty-five minutes. From Gaviota to Santa Barbara the road was wretched. The run stretched parallel to the coast, and sand dunes and the tide water had cut in from the sea, and the spring freshets had carved gullies in the path of the car. Tearing off the miles at a dangerous clip, the big car suddenly pushed two wheels into the treacherous sand and jumped a twelve-foot ditch, and was blocked with a terrific jolt by another pile of gravel. A cross rod on the steering gear was badly buckled and forty-five minutes were lost in making the necessary repairs.

Huber was at the wheel. He shut his eyes and grimly clutched the wheel. Hesitation would have caused the car to turn turtle. But Huber, by his remarkable nerve, steadied the plunging monster, and the damage amounted to a buckled steering rod. Brassey, who was in the front seat, jumped off the car into the road, but the men in the tonneau were powerless to jump, so swiftly was the danger met and passed.

□ THE THOMAS FLYER □

Huber was slightly bruised in being thrown against the steering wheel when the accident occurred, and was later attended by a physician at a Turkish bath establishment. His injuries were not serious. All four men were exhausted by the strain of the breakneck ride, and the big car was covered from nose to tonneau with a coating of mud and dust.

Four miles out of Santa Barbara, Sheriff Nat Stewart, of Santa Barbara, arrested the flyers for traveling a measured mile in less than two minutes. Brassey had been expecting some trouble at this point and had bail money and everything ready, and as all formalities were previously arranged, only fifty-five minutes were lost.

Brassey gave the Sheriff \$100, that official, according to Brassey, refusing to recognize the Automobile Club card which Brassey carried, the autoist was forced to put up the \$100 cash bail. Brassey was arrested and taken to the justice court and was then released to appear later. He continued the record run. More gasoline and oil were taken on at the Channel City.

Santa Barbara was reached at 2:55 o'clock with the fifteen-hour schedule knocked into a cocked hat. The Thomas was driven at a fearful clip after leaving the town. Marshall Russell, of Ventura, met the record-breaking autoists and gave them the right to drive above the speed limit. They were treated courteously at Ventura.

From Ventura south the Thomas found the roads bad and the going wretched. The machine had to slow down but once on the mountain grades owing to the sharp turns and the extreme length of the carriage. No trouble was experienced with the motor on the entire trip. The six cylinder engine hummed in perfect rhythm the whole distance, the steep grades being all taken on the high gear. Behind the steering wheel, when the car arrived, was Harvey Herrick, who had been picked up at Paso Robles, relieving Elmer Huber,

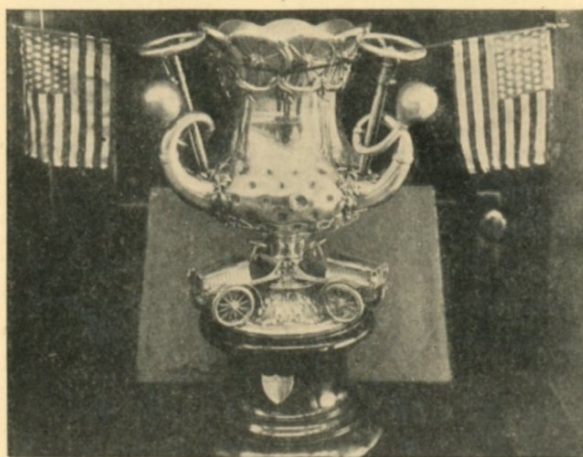
who took the car and its occupants on the first portion of the run.

Until the next attempt, this run will hold the record for speed. Hour after hour, through the day until the finish before the *Times* office in Los Angeles, to make up the time lost in Santa Barbara, the demoniacal fury of the run increased. Every consideration but that of the car was thrown to the winds, the terrific power of the giant machine being drawn on to the utmost, and the sharpest turns of the road taken at full speed.

But one change of tire was necessary, a front casing being torn when the car scraped a fence north of Santa Barbara. Diamond mountain tread tires were used, Marsh rims being put on before the start. Gasoline and oil were supplied on the road.

The record is the most coveted road mark for which local autoists strive. The White Steamer, which held the former mark, made the run in 17 hours and 17 minutes. The Columbia, which held the gasoline car record, made the run in 18 hours and 13 minutes.

Mr. Dodd of the Randall-Dodd Company, with a stock 6-70 horse power flyabout, similar to the one driven by Huber in his record run from San Francisco to Los Angeles, broke the intercity record between Salt Lake City and Ogden, Utah by 15 minutes, following which performance the car was driven against time on a half mile track, breaking the five mile track record by a wide margin. The performance of these



THE CUP

great stock cars is without a parallel in automobile construction, and is only equalled by the performance of the great 4-60, which won the New York-Paris Race.



BANQUET IN HONOR OF THE EVENT

These cars were ordinary stock cars, such as any purchaser would receive when buying, and were not prepared in any way, excepting by the removal of the mud guards and tops.

### Auto Equals Performance of Railroad Locomotive

THE following table gives some idea of the remarkable character of the run made to Los Angeles, May 23, in a seventy horse power, six cylinder Thomas Flyer automobile. The time made, compared with the fastest Southern Pacific coast line train, is slower by one hour, but it must be remembered that the railroad train travels over smooth rails as against the rough highway, and over easy grades as against grades that would be impossible for a loaded train at any speed. In the case of the automobile, the rate of speed is frequently tempered by the congested condition of other travel along the road, while a railroad train has an exclusive right of way. In this run there was a loss of one hour and forty-five minutes through unusual delays. This indicates that in a very short time an auto will demonstrate its ability to start at San Francisco at evens with the coaster and beat it to the southern metropolis.

### Auto on Highway vs. Locomotive on Rails

	THOMAS FLYER	S. P. COASTER
Distance.....	475 miles	475 miles
Elapsed time.....	16 h. 45 m.	15 h. 45 m.
Miles per hour (including stops)....	28.35	30.15
Average time per mile	2 m. 07 sec.	1 m. 59 sec.

### Mike Irwin in his 6-40 Thomas Flyer Makes a Rough Trip

MIKE IRWIN tells an interesting story of a trip he made to Baton Rouge last week. His trip up was a very pleasant one, but the return trip was anything but pleasant.

He left Baton Rouge on the return trip to New Orleans Monday afternoon. He had fine going until he came to Garyville, when the heavy storm of Monday night came up. He decided to stay in Garyville over night, and start for New Orleans early next morning, much to his sorrow, for when he got out the roads were practically impassable.

“Just imagine the predicament I was in when I looked out Tuesday morning after the storm, and saw the condition of the roads, knee deep in mud and water,” said Mr. Irwin after reaching New Orleans. “There I was with seven heavyweights on my hands all desirous of reaching New Orleans as quickly as possible. We first thought of taking a train to New Orleans, but after second thought we crawled into my Thomas Flyer 6-40, and we were soon on our way.

“Talk about your trip from New York to Paris, made by the Thomas Flyer last year, well we had one of our own between Garyville and New Orleans which would equal the roads through the darkest part of Siberia. Even the hills were not lacking, because we had to climb the levee two or three times to get by mud holes that would engulf the Lusitania.

“The New York-to-Paris need never be ashamed of its little brother, the ‘Six-Forty’.”

Mr. Irwin was so pleased with the manner in which his car stood the strenuous test that he has decided to make a trip to Chicago.—*New Orleans Item.*

## From California to Maine in a Thomas Flyer

Buffalo, Aug. 10, 1909.

**A** R. THOMAS MOTOR CO.,  
Buffalo, N. Y.  
Gentlemen:

Early in the year we decided to take a trip overland from California to Maine.



LEAVING OAKLAND, CAL., MAY 20, 1909

I had never driven a car and knew nothing about one, and couldn't tell one car from another. The point with us was, what car shall we purchase for this long trip? The New York-Paris race decided me. A Thomas Flyer was the car we wanted. We called on E. P. Brinegar, the Thomas dealer in San Francisco, and got a demonstration which resulted in the purchase of a Thomas 4-60, a duplicate of the famous New York-Paris car.

Our party consisted of Col. C. A. Littlefield and wife, and two sons, B. T. and R. W. Littlefield.

May 20th we left Oakland, Cal., for Hartland, Maine. We took the coast road to Los Angeles, passing through Agua Caliente, San Jose and Santa Barbara, covering the same ground that Rene Brassey's big 6-70 Thomas Flyer covered when he broke the record from San Francisco to Los Angeles. From Los Angeles we went to Pasadena and San Bernardino, Redlands to Banning, there entering the great California Desert and traveled over the sand with nothing

to mark the way but a few land marks that were mighty few and far between, to Palm Springs.

The desert stretched away before us, vast, silent and untamed, at that moment a thing of gold and flame, touched, far in the distance, by great cloud shadows that sent one's gaze from the fierce plain to the wide blue over-head, with not a cloud in sight.

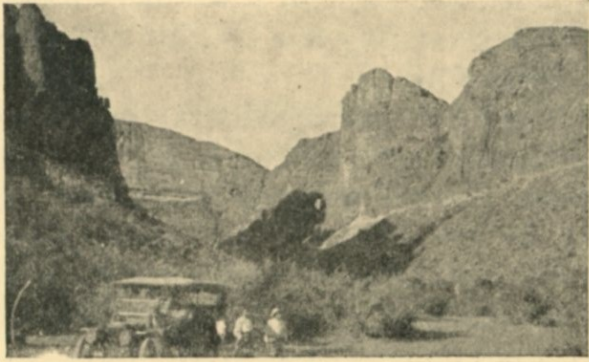
Seven miles beyond Palm Springs we ran into a bed of quicksand, into which the machine sunk about eighteen inches or more, causing us the toughest work of the entire trip for about three hours to get it out again. From there we went to Indio and Mecca, then to Yuma, Ariz., arriving there with the sun 125 degrees in the shade. Between Banning, Cal., and Yuma, Ariz., the road, if such a desert road could be called a road, mostly sand, had marked its course over the boundless plain by a bleaching skull here and there, which stuck up through the sand, reminding one of the unfortunate cattle that had perished for want of water. The heat varying anywhere from 100 to 125 in the shade, had no effect on the car or tires.

From Yuma we went north to the North Star mine. The road between



ROOSEVELT DAM, NEAR  
PHOENIX, ARIZONA

these two points was quite rough and sandy, and if such was possible, worse than what we had encountered heretofore. Five miles from Deep Wells, Ariz., we met a White Steamer with seven passengers, Mayor Shaunessey of Yuma, and Mr. Mayhew, the man who discovered the North Star mine, and a party of friends. The car had broken



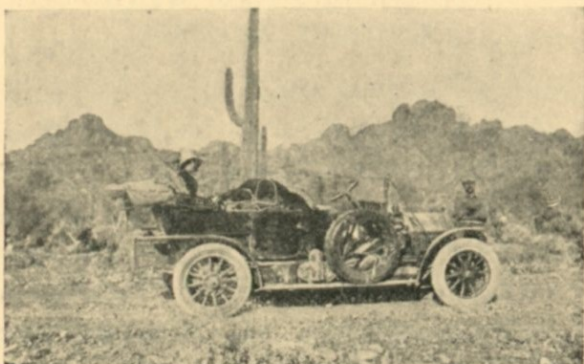
FISH CREEK HILL NEAR PHOENIX, ARIZONA. ABOUT 40 MILES OF GRADE VARYING FROM 15% TO 26%

down, and as they were unable to proceed, we pulled them into Deep Wells, our car at the time weighing 5850 pounds, with luggage, a barrel of gasoline and a barrel of water.

From Deep Wells we proceeded down the Gila Valley to Harqua Hala, thence on to Phoenix, passing through Polacca, then to Buckeye. From there we crossed fifteen miles of lava beds, which consisted of sharp stones; the Diamond tires standing it very well. From Phoenix we took what is called the Globe Road to the Roosevelt Dam, crossing the Gila River at Tempe.

Arizona has the distinction of possessing the most difficult road to build in the world. This road was built by the government, and is a perfect automobile boulevard from Phoenix to the Roosevelt Dam, a distance of 80 miles. The cost was \$360,000.

Forty miles of this road is built through the mountains, and is carved from the solid rock. No obstacle seemed too great to be overcome by the resolute, undaunted engineer of this



ON THE ROAD BETWEEN YUMA AND NORTH STAR MINE

wonderful highway. Difficult and hazardous is pictured at every turn; nevertheless, the road is built broad and comfortable, with many safe turnouts. At one point to the ground the canyon would have added fifteen miles to the road. The engineer, being sure that the result could be achieved, blasted a perfectly safe road down and into the side of the steep cliff.

The scenic beauty of this thoroughfare is grand beyond description. An artistic bridge is crossed 60 feet above Fish Creek; then one ascends into canyons to climb out again, with huge shaped rocks towering above them. At some points the mountain top is blasted off. Then one passes through



MAYOR SHAUNESSEY OF YUMA, ARIZONA AND PARTY 45 MILES FROM YUMA

great cuts, and over a road-bed built up from below with masonry. At every step of this road one realizes the difficult task that was worked out so successfully.

From Globe we proceeded to Bowie, passing through Tombstone, Thatcher, and Safford, entering New Mexico at Stein; from there to Lordsburg and Demming. The road was fair and very sandy but very bad into Afton. We were unable to proceed from Afton to El Paso, owing to heavy sands, so we had to go north to San Miguel, thence to Lamasa. It was our intention to follow the Southern Pacific road to New Orleans, but the sand was so heavy that it was impossible for a car to make the trip, so we went north to Alamogordo, New Mexico, thence to Tularosa, then to Mescalero,

and from there through the Apache Indian Reservation to Roswell; the road through the reservation being very good, but the road between El Paso and Tularosa, and beyond the reservation to Roswell, was exceptionally rough, and trying to the machine and passengers. From Roswell we proceeded to Carlsbad, N. Mex., and from there following the automobile road to Midland, Texas. This automobile road consisted of just two wheel marks through the sand, and is used by the Midland and Seminole Automobile Company's stage line.

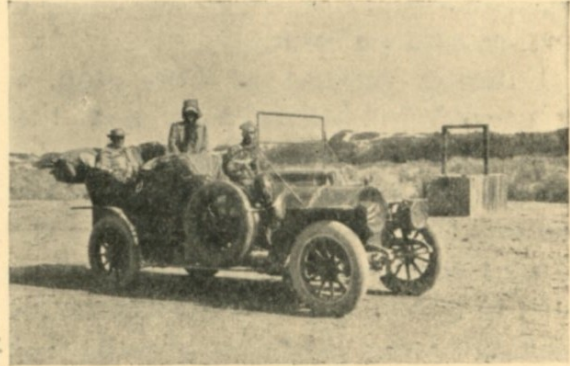
From Midland, Tex., we proceeded to Big Spring, intending to go to Fort Worth, but owing to the heavy rains and



MECCA, CAL., 125 DEGREES IN SHADE

bad roads, which were like swamps, we decided to go north to Amarillo, which is up through the pan-handle district, a distance of 240 miles. The roads being exceptionally good, we made good time.

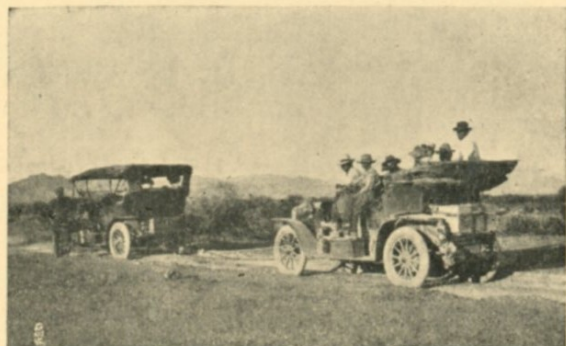
Between Gail and Tahoka we met a Buick car owned by Dr. Jackson and his brother of Dallas, Tex., which had broken down, and towed them in twelve miles to Tahoka. From there we crossed into Oklahoma at Texarkana, crossing the northern part to Liberal, Kansas, thence on to MacPherson, passing through Dodge City, Garfield and Lyons; from there we proceeded to Manhattan; passing through Lindsborg, Salina, Abilene and Fort Riley. At Manhattan we were entertained with stories of the New York-Paris car which passed through this town on its way to Seattle from New York, when it acted



DRY WELL BETWEEN PALM SPRING AND INDIO, CAL.

as pathfinder in the trans-continental race. The roads through this section of the country were very good, and it was possible to make time.

From Manhattan we proceeded to Topeka, where we were royally entertained by N. S. Wear, the Thomas Flyer dealer, and from Topeka we drove over fair roads to Kansas City, Mo. From Kansas City, Mo., we proceeded to Marshall intending to cross the Missouri River at Glasgow, but owing to the overflow of the river, we were unable to get within three miles of the crossing, so we were compelled to go thirty miles south to Sedalia, then sixty miles east to Jefferson City, where we were finally able to cross the Missouri River, going thence in a northeasterly direction to Hannibal; at which point we crossed the Mississippi into Illinois. The roads through Missouri were in a very bad condition, making automobiling very slow through that state. We then followed the Mississippi up to Quincy, Ill., then to Springfield, visiting Lincoln's old home and drove to Decatur



TOWING WHITE STEAMER WITH SEVEN PASSENGERS FIVE MILES INTO DEEP WELLS, ARIZONA

and Dansville; the roads improving the further east we went.

Entering Indiana at Covington, we proceeded to Indianapolis and there took the International Pike Road to Richmond, Ind., thence through Dayton and Springfield to Columbus, Ohio. From Columbus we followed the regular road to Akron and Cleveland, and there took the Lake Shore Road to Buffalo. Throughout the whole trip the car worked splendidly, never failing to respond under any condition; the only adjustment made, being to the carburetor, while we were at the Apache Indian Reservation at Mescalero, N. Mex., and I wish to say that wherever we encountered the agents of the Thomas Motor Co., we were treated with every courtesy.

We shall probably remain at Rockland, Maine, until next spring and start back west some time in April. This is my father's first visit home since the war, and he intends to make it a long one.

Yours very truly,  
C. A. LITTLEFIELD.

### How About This?



THOMAS 6-70

The above cut shows a six-cylinder Thomas Flyer with 23 people, making the ascent of the famous Fillmore Street grade, San Francisco. This is a 34% grade, and electric cars are taken up and down by cable. Calvin C. Eib, sales manager of the Pioneer Automobile Company, is at the wheel.

## Here and There

### Going Up

IT is with pleasure that we announce the appointment of Mr. Arthur W. Haile as City Sales Manager, vice C. T. Paxson, who will have charge of the Chicago branch. Mr. Haile is well known to all Buffalonians, and has been connected with the Company for the past three years, in the capacity of Assistant City Sales Manager.



A. W. HAILE, CITY SALES MANAGER

Friends and patrons of the Company will no doubt be pleased to learn that one so well known as Mr. Haile has been appointed to fill the vacant office, instead of a stranger, as he will fulfill any and all obligations entered into by Mr. Paxson.

He is a young man with a big record as a salesman behind him, and a bright and promising outlook for the future, which will undoubtedly develop into a big proposition with the expansion of the Company, which has been phenomenal in recent years.

### The Baseball Club

SURE! We have a ball team and a dandy one at that.

At a meeting recently held, it was decided to use the funds which were derived from the annual picnic towards the support and maintenance of an athletic association, for which the following officers were elected:

- F. P. Nehrbas—President
- G. A. Thomas—Vice-President
- Carl Buck—Secretary
- George Ault—Treasurer

It was the special aim of the Committee to have a baseball team which would be a credit to the name of the Thomas Flyer.





THE BASEBALL TEAM

W. B. Grammer was chosen to lead such an organization, and he reports that they have at the present time one of the fastest teams in western New York, which is considered remarkable, considering the fact that the "Thomas Flyers" have only been organized some three weeks. They have met and defeated some of the very strongest teams, and have a number of games scheduled for the rest of the season, including a series of games to be played with the strong Pierce-Arrows' Organization.

The team from our New York branch have challenged the Factory Nine, and it is the desire of those interested that these two teams may get together a little later in the season.

The Athletic Association, of course, is not only for baseball, but was organized to promote athletic games of all kinds, such as running, wrestling, football, etc., and before many months we will have an organization that every one will be proud of.

George Krause, Assistant Manager of the ball team, announces the following line-up for the team:

Roche, catcher; Sheehan, third base; Robinson, short stop; Murray, second base; Grammer, First base; Hass right field; Ellis, Center field; Chilrick, left field; Winter, pitcher; Britweizer, pitcher; Tanner, utility fielder.

The bunch looks good to us and we hope that it will eventually head the amateur list.

### In Massachusetts

**S**OME "phony" laws are passed,  
 In Massachusetts,  
 Auto dealers are harassed,  
 In Massachusetts,  
 When they sell a car to run,  
 The State gets half the mon,  
 And they think that ain't no fun,  
 In Massachusetts.

But the Thomas dealers are quite wise,  
 In Massachusetts,  
 And it occasioned no surprise,  
 In Massachusetts,  
 When they soon found out a way,  
 To make their auto biz pay,  
 Now they do it every day,  
 In Massachusetts.

To the man who wants a car,  
 In Massachusetts,  
 They wouldn't sell it for a crowbar  
 In Massachusetts.  
 But—they'll give you, if you please,  
 A nice ninety-nine year lease,  
 And in that way they keep the peace,  
 In Massachusetts.

*With apologies to Iver Johnson Sporting Goods Company.*

The above stunt was sent in by Charlie Henshaw of our Boston branch.

### A. W. Greiner

**T**HE old time racing drivers are gradually being replaced by the younger element who are forging to the front and displaying a quality of nerve and coolness that has never been equaled. An example in point was furnished a short time



ALGONQUIN HILL CLIMB

ago by Arthur W. Greiner of Chicago. Greiner drove his big six cylinder Thomas runabout in the Chicago Motor Club's Annual Hill Climb at Algonquin, defeating all stock cars on both hills, including two Knox cars, one of which was the Giant Knox which won the Giants Despair Hill Climb near Wilkes-Barre, two Stearns, a Locomobile, two Cobe Trophy Stoddard-Daytons and the big six National which won the Fort George Hill Climb in New York City.

He also won the Amateur Championship, defeating his nearest competitor in the \$4,000 class and over, by 8½ seconds. This was his first experience driving a big car in a hill climb, and is a fore-runner of what can be expected of him in future events. His coolness and daring were remarkable, and are factors which are indispensable to the aspiring driver, and will either make or break him.

The car which he drove was the only simon pure stock car entered, and was the one driven by George Salzman at Savannah, Ga., when he made his great world's record of 180 miles in 182 minutes and 25 seconds. It also came in third in the 24 hour race covering 1148 miles and acted as runner up in last year's Algonquin Hill Climb.

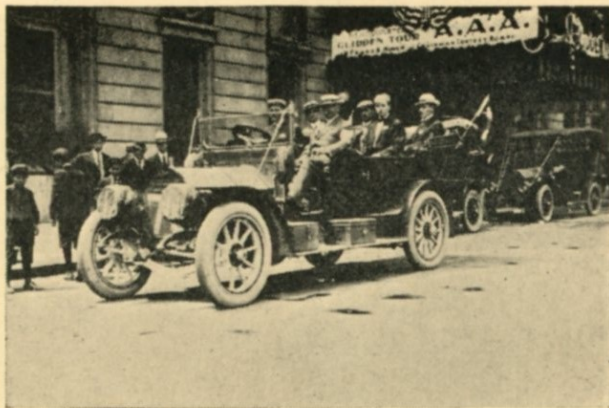
### In the Glidden Tour

**A** 4-60 Thomas Flyer No. 74 in the Glidden Tour was used as Press Car by the publishers of "Automobile"



GEORGE SCHUSTER

and "Motor Age" and attracted a great deal of attention. This was in a great measure due to the fact that the famous George Schuster, who drove the Thomas Flyer, a duplicate of the



GEORGE SCHUSTER AND PARTY

above car, in its successful race around the world, against the foreigners, winning by the wide margin of twenty-six days, was the driver.

Mr. Schuster and his car at the start of the tour attracted more attention than all other cars put together. He was so well known and had so many friends along the road that his progress was a constant ovation.

Schuster's pleasant, though gruff greeting was extended to everybody, whether he knew them or not. He was always ready with an instant quip or jest, and a reminiscence of his famous race around the world. He is the same as ever. His great success not having inflated or enlarged his bump of self-esteem; if anything he is more modest and retiring than in the old days before he became famous. The car itself came through the grind without a mishap of any kind and acted in the capacity of good samaritan in many instances, pulling some of the contestants out of bad ditches wherein they had gotten mired, its great power coming to the rescue every time.

### Officers' Outing and Clam Bake

**W**E had our outing up the river, and it certainly was a Jim Dandy. Saturday, August the 21st, dawned clear and ideal, neither too warm nor too cool, whereat we all rejoiced. At 12.30 we all piled into a special trolley and were hustled to the foot of Amherst Street, and boarded the Steamer Ruth, to which a large barge was attached.



OFFICERS ATTENDING E. R. THOMAS MOTOR CO. OUTING AND CLAM BAKE

A standing lunch of many good things was served while the steamer proceeded up the river on its voyage of discovery. Meanwhile the factory orchestra, assisted by the united vocal efforts of almost a hundred men, tried to make itself heard in the next county. A landing was finally effected at Edgewater, on Grand Island, which was taken possession of instantly. Ball games, bowling and various other pastimes were indulged in, the outing winding up with the serving of a genuine Coney Island Clam Bake, consisting of clams, chicken and sweet potatoes, lobster and sweet corn, topped off with watermelon. The return to Buffalo was against the current of the Niagara River, and required three hours for the steamer to accomplish the twelve miles to the dock.

The outing was one of the most successful that we have ever had, and was thoroughly enjoyed by every one who attended, there being not the slightest warring incident of any kind.



WORSE THAN NO ROAD AT ALL

### Ocean to Ocean Tour on a Joke

**F**ROM San Francisco to New York and back to the starting point was the trip as originally undertaken by H. A. Taussig, H. E. Diggles and T. J. Kelly of San Francisco who say that their only object was to break all joy records and keep the car in condition for more trips of a similar character.

It was all brought on by banter. The car, a \$5,000.00 Thomas 60, was

purchased for the trip because the driver, R. Sherman, especially engaged for the trip, was more familiar with that make, and recommended it as a car that would make good under any old conditions.

Taussig is the head of the firm of Louis Taussig & Co., wholesale liquor dealers, Diggles and Kelly are his associates. A short time previous to the start Taussig invited his partner to join him on an automobile trip to New York. The proposition was accepted as a joke, and Diggles continued "jollyng" Taussig upon the beauty and smooth work of the car he did not own. Taussig let the matter stand as a joke, until he invited both his partner and Mrs. Diggles to lunch.

"Your husband is coming to New York with me in my automobile," said Taussig to the lady. "You don't object do you?"

Mrs. Diggles laughed at the good jest and consented.

"I have your wife's consent; you can't back out now," said Taussig to Diggles. The next morning he had hired Sherman as a chauffer, and commissioned him to purchase any car that might seem suitable for the long trip. The other two were notified to get into readiness for the start. They selected the southern route because snow was still heavy over the northern highway, and they expected to have no trouble at all in crossing the desert. The journey to last about three months.

The party left San Francisco June 3d and followed the coast line through Santa Barbara, Ventura to Los Angeles, crossing the Sierra mountains into Nevada and passed through Goldfield, Tonopah, Ogden, Laramie, Cheyenne, Kansas City, Omaha, St. Louis, Chicago, Detroit to Buffalo and to New York City.

Mr. Taussig and his party stopped in Buffalo for three days and while there changed his mind about going back to Frisco from New York City, and concluded to cross the pond and tour Europe for a couple of months returning to the United States and crossing to Frisco some time in October. Mr. Taussig



TAUSSIG AT TONOPAH, NEVADA

was very much elated with his great success in the Thomas Flyer, the car coming through its long trip without any repairs whatsoever. He also stated that in every instance the car had extricated itself from every difficulty without any outside assistance and under its own power. The machine was a fully equipped car having top, etc., and about a thousand pounds of excess baggage, the total weight being about fifty-nine hundredweight.

### New Branches

**A**T our convention of Thomas Flyer dealers recently held in Buffalo, it was whispered around that Charles S. Henshaw was to open and manage a Boston branch house for Thomas Flyer automobiles. This is now a fact, the new arrangement having gone into effect August 1st, and it is the intention of the Thomas Company and Mr. Henshaw to eventually have one of the finest automobile branches in the east.

For the present, the headquarters are located at 288 Columbus Avenue, from which location Mr. Henshaw handled Thomas cars previously—very successfully for a number of years, but arrangements for new and substantial headquarters are being carried along with all possible haste, and permanent headquarters will be announced at an early date.

Few of the automobile owners stop to consider the people to whom they are indebted when they have the pleasure

of motoring in the twentieth century automobile. Possibly the manufacturer is remembered, but who gives a thought to the local representative? There are few connected with an automobile concern who have more responsibility thrust upon their shoulders than the dealer, and C. S. Henshaw has been actively engaged in the automobile business in such a capacity since 1896. In those days it was a difficult matter to purchase a spark plug or coil and it was absolutely necessary to test all gasoline by a hydrometer, so uncertain was it in quality. Mr. Henshaw first started handling motors for bicycles and tricycles and joined the Thomas ranks in 1900, representing that line exclusively up to 1907, and is now starting on his seventh year as a Thomas man. Speaking of this announcement from Buffalo regarding the Thomas Boston branch, Mr. Henshaw, the newly appointed manager, enthusiastically says:

“During my many years of service with the Thomas Company I have never been able to get cars enough to fill the demand, and in the past have often advertised in various papers offering substantial premiums for deliveries of Thomas machines. Now the Thomas Company by employing from 1200 to 1500 men and with one of the most perfect factory organizations in the world, I believe will come nearer than ever in filling the demand. In the early 90’s I sold Thomas motor vehicles to



NEW YORK BRANCH  
BROADWAY AT 63d STREET

many who purchased in order to gain their first experience and they are now rated as among the largest dealers in the country, so absolutely the Thomas Company was among the first to offer the public a practical motor machine."



CALVIN T. PAXSON

Coincident with the opening of the Boston branch is the announcement of the opening of a Chicago branch. It was found after years of experience with dealers as middlemen in the district controlled by Chicago, that the only way to properly care for Thomas Flyer owners in the way of service, was to deal directly with them through branch house. Hence the establishment of the Chicago branch with temporary headquarters at 1323 Michigan Ave., until the new building which is to be the permanent home of the Thomas Flyer is completed. The new branch is in charge of Calvin T. Paxson as manager, who has represented the Thomas Company in Buffalo as city sales manager since its inception. Mr. Paxson is very well and favorably known to the buying public; his experience being much along the same lines as Mr. Henshaw. Starting as a bicycle expert, he gradually worked into the automobile game and started with E. R. Thomas in 1902, when the company's plant covered a ground space of about 80 x 100 feet and employed 14 men who turned out two or three automobiles the first year.

### Autos for All Purposes

THE cut shown is a picture of a police patrol which was built for the city of Cincinnati, Ohio. It is a radical departure from our regular lines of construction and represents the best that money can buy.

This machine is furnished in dark blue with black points, and all metal

work with the exception of the black hand rail around the body of the machine is finished off in highly polished silver nickel. The regular side lights are eliminated and standard police hand lanterns substituted on the dash.

The machine is the most powerful strictly stock proposition that can be obtained and is equipped with a fourteen-inch searchlight which is bolted to the dash, there being also two powerful ten-inch headlights.

Along the running board on the control side there are two large boxes, joined together by an invisible joint. These boxes contain medicine kits and other necessary apparatus. The boxes on the running board on the opposite side contain extra repair parts, tool kits, jacks, etc., the prestolite tank also being on this side.

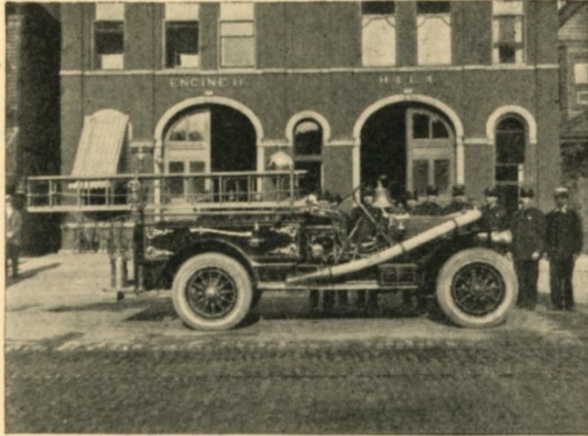
A part of the equipment consists of stretchers, crowbars, an axe, nets and all other apparatus indispensable to the complete equipment of a vehicle of this character.

The chassis is the regular stock six-cylinder, seventy horse power model and aside from the machines, built by us for the Webb Motor Fire Apparatus Co., of Vincennes, Ind., of which a picture is here shown, is the most powerful used in the public service anywhere in the world.

A short time ago a demonstration of the patrol and fire engine was given to the Buffalo authorities with the result that the City council recommended the purchase of machines of a similar character.

Those who rode in the automobile fire engine of the latest type when it





was tested by the Buffalo Fire Department were Chief McConnell, Asst. Chief Murphy, Commissioners Mache-mer and Persons, and A. C. Webb, Vice President and J. Napier Dyer, General Manager of the Webb Motor Fire Apparatus Co. and eight firemen.

The machine was run from fire headquarters to the pipe line at Washington and Broadway, where a stream of  $1\frac{1}{4}$  inches was thrown 200 feet under 235 pounds pressure. The engine is equipped to throw two streams 165 feet under 175 pounds pressure.

After the power test a speed test was made, Mr. Webb driving. The route was out Main Street to the Almshouse, and the return trip was made through the park to Delaware Avenue to Ferry St. and then in Main St. On the way out a stop was made at Engine House No. 16, and from there to the Almshouse, a distance of 3.6 miles was covered in  $7\frac{1}{2}$  minutes. This was a speed of about 35 miles an hour, but the machine has made the 18 per cent. grade at Ferry Street, at about 43 miles an hour, and is capable of being driven at 60 miles an hour. The apparatus is a combination fire engine and hose cart. It carries two ladders, 1,000 feet of hose and 6 to 10 firemen. Its motor is a six-cylinder 70 horse power engine and is capable of pumping 1,000 gallons of water a minute.

Similar machines are now in use in a score of smaller cities, and are manufactured complete at a cost of \$7500.00, which is about \$1500.00 less than is paid for the largest engines now in use.

The demonstration was so successful that resolutions were introduced into the council for the immediate purchase of six of these machines.

### Worcester, Mass., a Progressive City

**B**UFFALO was visited last week by a crowd of fire chiefs on their way home from the convention held at Grand Rapids, Mich., many of them stopping off to see the fire and police patrol wagons designed and built by us.

J. S. Harrington, our dealer, has sold a 4-60 chassis, equipped with a special body which will be used by the City of Worcester, Mass., as a fire insurance patrol.

Superintendent Hiram R. Williamson of the Worcester Protective Department, called at the factory, accompanied by Capt. Simpson of Woonsocket and Capt. Randolph of Lowell, Mass., both of whom signified their intention of recommending the purchase of similar motor fire apparatus for their cities.

### The Thomas Flyer

*By G. T. V.*

**M**AKES me kind 'o proud somehow  
 Just to own a Thomas Flyer  
 Ain't no other car I 'low  
 Quite so good as mine.  
 'Course there ain't no other car  
 Half so big or half so great,—  
 Can't nobody estimate  
 The power in the Thomas Flyer.

Good roads, bad roads, everywhere  
 Good for riding in the Flyer  
 Speed enough and some to spare.  
 It can travel anywhere.  
 Anything that earth will show  
 From New York to Jericho,  
 I can do it, don't you know,  
 With my Thomas Flyer.

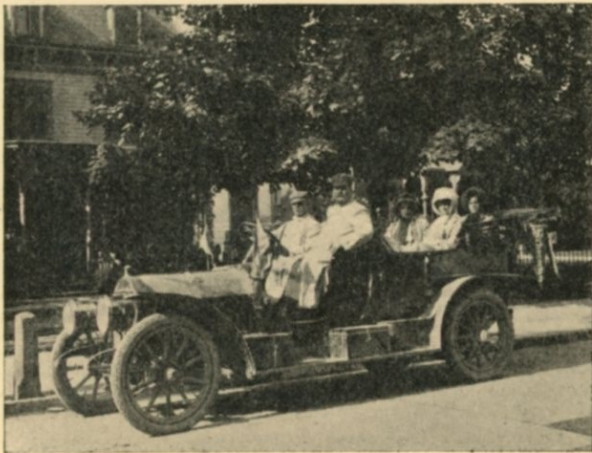
Ain't no other car in sight  
 But the Flyer in its class.  
 People sure to think you're right  
 When you own a Thomas Flyer  
 If your heart ain't satisfied—  
 Jump the Flyer for a ride.  
 You'll be on the safe side  
 When you own a Thomas Flyer.

Supreme Court, Judges' Chambers,  
Court House, Chambers Street, New York.

PEEKSKILL, N. Y., R. F. D. No. 1,  
August 23, 1909.

Mr. E. R. Thomas,  
care of E. R. Thomas Motor Co.,  
Buffalo, N. Y.

**D**EAR SIR:—You will perhaps remember me as the "Thomas owner" whom you congratulated on having the most finely decorated car in the parade which went to the dock to meet and greet the New York-Paris car on its arrival in New York last year.



JUDGE FORD AND PARTY

Mr. Haupt introduced us at that time. We toured to Buffalo and other western New York joints a year ago, and our car was photographed at your factory, which photograph was afterwards printed in "The Flyer."

I take the liberty of sending you under separate cover, another photograph of the same car, taken on our arrival at Peekskill (near which is our summer residence), after a similar trip this month.

The car here shown is a 4-60, 1908. Her name is "Phoebe," and I venture to assert that, in the 28,000 miles she has covered, she has gone through as much hard work as the New York-Paris car, yet she runs today quite as well as when she came from the factory. She has climbed mountains, ploughed through swamps, followed veritable cow trails among the hills and rocks of Westchester County, and, although we have never requested her to climb a

tree, I almost believe she would do even that, if it were necessary, in order to get us home safely and on time. In the words of a Thomas owner, whom I accidentally met this summer—a stranger to me—and who has a similar car: "We didn't never get stuck yet, nor we never took nobody's dust."

The photograph shows Mrs. Ford, my two daughters and myself. The driver is an old Thomas man, Roy Fisher, whose competent handling and intelligent care of the car has brought us through thus far without an accident, and kept the car in its present splendid condition.

With kindest regards, and congratulations upon your success in producing a thoroughly American car, which can hold its own with the best of foreign make, I remain,

Sincerely yours, JOHN FORD.

### And Still They Come

The great 6-70, our good old war horse has added another record to its long line of victories. A six cylinder, seventy horse power Thomas Flyer that had been in the rental service of the Pioneer Auto Co. for eighteen months, was entered in one of the biggest events ever pulled off in the West. The Golden West Race, a 300 mile track race at San Francisco. This car, after the terrific wear and tear incidental to a rental service proposition, like that to which any car would be subjected to in a city like San Francisco, which consists of all kinds and conditions of roads and grades, came in second in this great race.

Many good cars were entered, with some celebrated drivers, among whom was Harry Michener. The Thomas Flyer defeated a Stevens-Duryea, six cylinder, a four cylinder Stearns, a Packard and several others; Michener driving the Briar-Cliff racing Lozier, won the race. Al Schuler driving the Thomas Flyer took second place. That is going some for a car that has covered over 30,000 miles in eighteen months.



## Taxicabs are Moving all the Time

THE Thomas taxicab business is moving, and fast. The last seven months produced double the business of any previous period of the same length. Even July and August showed the same monthly average as did the expected better months of February, March and April.



33 MILES ON ONE GALLON OF GASOLINE

Every old customer has ordered new cabs; new customers, and big ones, have been found in New Orleans and St. Louis, and smaller ones in many other places, some of these customers being brought to us by Thomas dealers, so much so that the facilities of the factory have been taxed to the utmost, and production was doubled to meet the demand.

Every new customer of any size has tried to get options covering the expected needs of business for the coming year, but they have not been granted. We know only orders.

The reputation of the cab has grown with age; the amount of business is the best evidence of it, but the Manager of the Thomas Motor Cab Co. reports within the last three months inquiries from every section of the country. Business is now materializing as the result of correspondence with several of the most important points.

The increased reputation of the cab is merited, for every little improvement that actual service showed desirable has been made. The body now used is not only handsomer than that of any other cab, but far more serviceable. Unbiased experts pronounce it perfect.

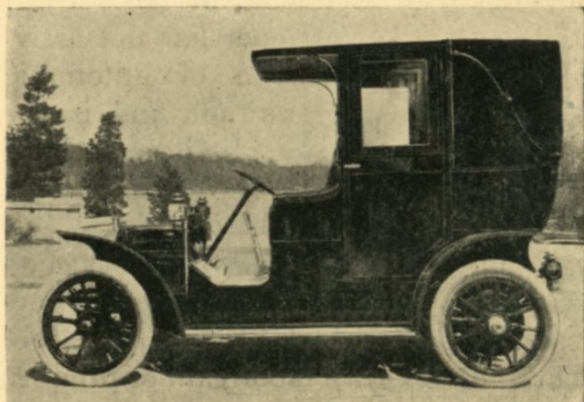
The engine never fails; the rear axle, once the point of some trouble, has been so worked up and increased in size and strength that it is now pronounced successful and reliable.

The strange feature of the taxicab business is that Thomas agents have neglected the opportunities of organizing local cab companies to use the Thomas Taxicab.

We can't afford to sell it on the same discounts as pleasure cars are sold, but we can show you how to make money by organizing a company. We have demonstrated the possibilities of profit by this method, and are willing to show you the way.

We are not hungry for business, but we are looking to the future. We have the standard taxicab of the country and intend to hold our position.

The constantly increasing business has proven this, and orders have piled up to such an extent, that factory No. 3, which was used for the purpose of building cabs only, was outgrown in the short space of three months, and half of the immense plant of the Century Telephone Co. was leased so that production could keep up with the demand.



THOMAS TAXICAB

## Eleven Consecutive Glidden Tours Rolled into One

Conditions a hundred times worse than the worse Glidden Tour.

Only one perfect score in the New York-Paris Race. The Thomas Flyer.

**E.** P. BRINEGAR, Thomas Flyer Dealer of San Francisco writes about his trip abroad.

New York, N. Y., Sept. 2, 1909.

My dear Mr. Thomas:



E. P. BRINEGAR

Yours of the 1st inst. came to hand this morning. I really don't know how to begin my letter regarding what I observed on my short trip to England and the Continent. As you are aware, this trip of mine was purely a business proposition. As soon as this was settled I took a trip about the country visiting some of the plants producing automobiles, both in England, France and Germany, and found as I had hoped and expected, that the American car builder was very far ahead of the foreigner in his production of a mechanically perfect automobile, one capable as a stock car of the greatest speed and a far greater endurance over any and all road conditions. The foreigner's lack of attention to detail would require a series of electro magnets attached to a foreign built car traveling over some of our roads to enable it, to recover lost parts, etc. The foreigner has not arrived as yet. The use of automatic machines is a long way off, and is the great reason for the absolute lack of standardization in 95% of the foreign built cars.

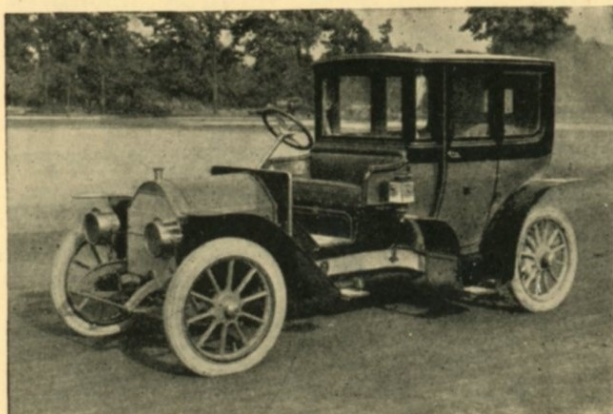
Admitting the presence of rather good material which reflects to a certain extent in the finished product, the fact that a lot of cheap labor cannot produce refinements in point of detail, which are the natural products of brain competition, as in America, and which cannot come from a swamp of labor, working however many hours per day. The difference as between American and foreign cars is not then so much a question of material, since we admit that they have a competent source of supply,

but in the absolute lack of refinement in lines, and in parts, showing just what we would expect from a swamp of labor, and just what you cannot get from automatic machines, which after all reflect the keenness of brain competition, which is at the bottom of ability in American cars.

It seems to me that the main reason for the purchase of foreign makes of cars by wealthy Americans, is due say 90% to the glamour attached to the label, "Made in Germany," "France" or "England" and 10% to a lack of knowledge as to the worth of the American product vice foreign made articles. I found that the new long stroke was the popular stunt, both in England and on the Continent, and that it was being developed and pushed to an extent that means a great future and is a convincing argument as to the general belief, as to its reliability and ability to do things.

Automobiles abroad have undergone precisely the same kind of development, but at a much slower rate of speed, which the American car has gone through at home. This process is still going on but at a much slower pace than formerly. Few elements of the pleasure automobile have survived the past few years unaltered. The motors have been quieted by attention to valve operating mechanism, to the carburetor and to the exhaust line. It has been given remarkable flexibility by improvements mostly in the carburetor and valve setting.

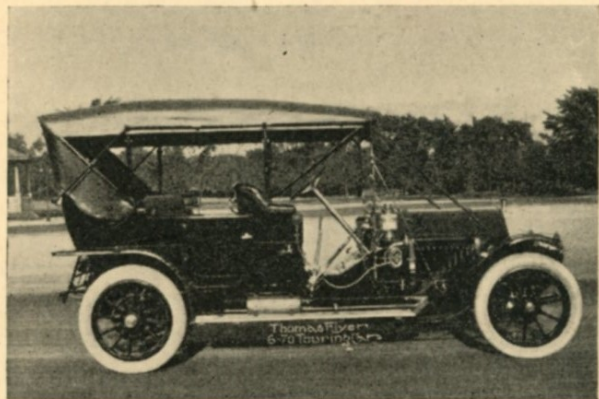
The magneto has become the standard as the most reliable source of ignition



THOMAS TOWN CAR

□ THE THOMAS FLYER □

current. Radiators have been strengthened and increased in cooling efficiency. Cylinder jacketing and lubrication have been taken care of in such a way that there is no longer a possibility of excuse for an overheated motor. In the transmitting system, the clutches have been greatly improved, and the newer disc types developed to great perfection.



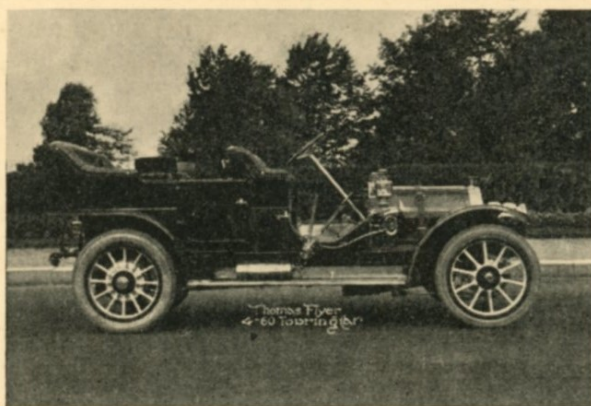
MODEL "K" 6-70 H. P. TOURING

The use of special materials, special tooth forms and the annular type of ball bearings has made a material improvement, reducing in size and silencing the gear boxes. The sliding gear form of transmission has practically eliminated all others, and the live rear axle with completely enclosed driving mechanism has become one of the most reliable units of the present day car. The use of the pressed steel frame is now universal from its numerous advantages, from the standpoint of strength, lightness and cheapness. The one piece drop forging of I section has replaced the old built up tube or hand-forged rectangular section for front axles. The springs, especially in the rear are made of much better material and have been flattened and lengthened with corresponding increase in comfort, especially when riding at high speed. The wheels, apart from the hubs and tires, have undergone but slight change. The adoption of drawn metal hubs, roller and ball bearings, together with detachable rims has modified this unit to a great extent.

Today we have at our command, methods and materials which were practically unknown and difficult to obtain

some few years ago. The enormous increase of the automobile business has enabled specialists in certain lines to develop and equip themselves in the most complete manner for handling certain classes of work. Pressed steel autogenously welded parts are easily obtainable at low prices, and steel makers are turning out special grades of steel, both here and abroad, for high class automobile work which some three or four years ago it would have been impossible to obtain at three times the price demanded. Thus it may be said that every portion of the automobile has been developed and considered from various points of view by men who have made this type of vehicle a study for years.

To my mind, comparatively speaking, there is nothing that can hold a candle to our American product in point of price, reliability and economy of use, dollar for dollar. I believe that in your light 6-40 Model "M" you have developed the coming American automobile, because from the tendency abroad the new long stroke is bound to become the leading feature of automobile engine construction, within a very short time, owing to its economy of gasoline consumption compared with amount of mileage obtained.



MODEL "F" 4-60 H. P. TOURING

I congratulate you on your being the leader with this type of motor. It is doubtful whether I will have a chance to stop off in Buffalo on my way West, however, I shall stop off at Chicago, and trust that I may have the opportunity of seeing you there at your new branch.

Yours very truly,

E. P. BRINEGAR.

## A Little Inside Information

THE price of a car may include items with no relation or bearing on the quality of the car itself. And these things will continue until buyers purchase with discrimination, and demand the best of cars at prices consistent with honest and good business principles. The Thomas Flyer is built



CASE HARDENING DEPARTMENT

on a merit basis. Full value and a great deal more for the money invested.

On Saturday, August 21st, a stock 6-40 Model "M" ran on the high gear for 41 minutes without a stop, in which time it covered three miles. This you will notice is at a speed of about 4 miles an hour. This same car without changing the carburetor adjustment or gears attained a speed of 57 miles an hour. Classy this. Yes!

Anybody can cut prices but it takes brains to make a better car.

There is no graft equal to old fashioned honesty.

We assume that the reader is more or less familiar with the general principles of the gasoline engine and its adaptation to motor car use. However, a few words along this line may not be out of place.

### Pointers

When a car leaves the factory it is properly adjusted to give the best results. These adjustments should not be changed except where it is absolutely necessary.

Remember that all parts of the car must be properly lubricated, if satisfactory results are to be obtained.

Do not start motor without first making sure that gear shift lever is in neutral position.

Do not throw in clutch when brake is on.

Look at the gasoline tank. It is annoying, to say the least, to find that the cause of a balky motor is an empty gasoline tank.

Keep tires well inflated and do not allow oil, grease or gasoline to get on them.

Do not let the car stand with engine running. Throw off the switch when standing for any length of time.

Always run with the spark well advanced as previously explained and control the car by the throttle rather than the spark. If compelled to run very slowly, retard the spark and close the throttle as much as possible. Do not make a practice of running with a retarded spark and an open throttle.

Always look at your gasoline shut-off valves when filling the gasoline tank, or some day you will run out of gasoline and find no reserve to draw from.

Do not speed the car up more than six or eight miles per hour for a long



ROUGH GRINDING

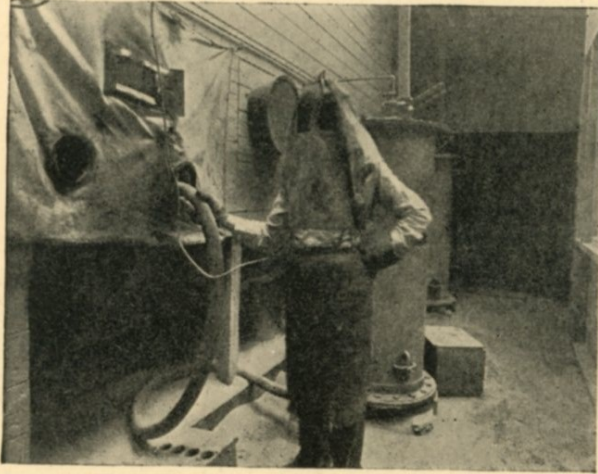
distance while running in the low gear. While the car can stand such treatment for a long time, still its useful life will be much longer if it is handled carefully.

Do not throw on the brakes suddenly except in cases of emergency.

□ THE THOMAS FLYER □

When car starts to skid on wet pavement or muddy road, throw out the clutch, and if necessary to use brakes apply them very gently. By proper attention to this rule, car may usually be kept headed in the desired direction on even the most slippery road.

Run slowly on wet asphalt. Slow down for corners and save your tires.



SAND BLASTING

See that car is always properly lubricated.

Do not run on less than six cylinders. It is not necessary, and besides, you have paid for them all. If one is suspected of not working, try to remedy it immediately. There is always a reason.

All joints in steering gear, steering connecting rods and front wheels should be kept properly adjusted, as it is injurious to the mechanism and dangerous to run with these parts poorly adjusted.

Remember that the car will not run forever without oil. It will run a long time, but greater satisfaction will be obtained if all parts are partly lubricated.

Keep the radiator filled or do not be surprised when the engine loses power and the cylinders begin to cut.

Do not use plugs longer than the standard A. L. A. M. plugs.

### Tires and Rims

The tires and rims used on "Thomas" motor cars are of standard manufacture and carry the manufacturer's guarantee. Any claims for repairs or replacements should be made direct to the manufacturers or through their branch

houses or agents. To insure long life, keep your tires properly inflated.

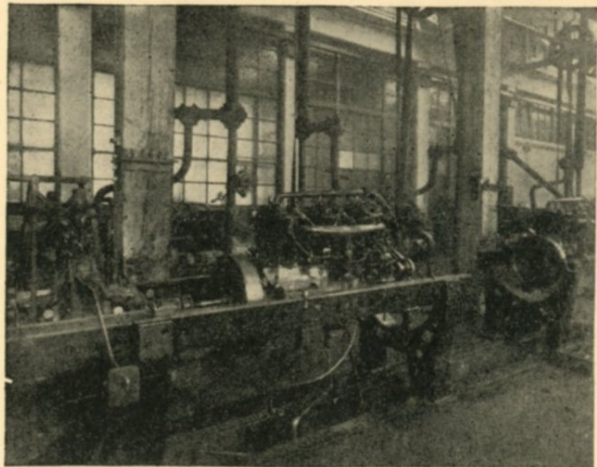
The following tables have been compiled by a well known tire concern, and represent about average practice:

SIZE TIRE IN.	POUND LOAD									
	200	300	400	500	600	700	800	900	1000	1100
3	45	55	65							
3½		50	60	70	80					
4				65	75	85	95	105		
4½					70	80	90	100	110	
5						75	85	95	105	115

SIZE TIRE	FRONT, REAR,	
	LBS. PRESSURE	LBS. PRESSURE
3 inch	50	60
3½ inch	60	70
4 inch	70	80
4½ inch	80	90
5 inch	100	110
6 inch	120	130

### Repairs and Repairing

If the car requires the attention of a repair man, where practical, it should be taken to a regularly appointed "Thomas" dealer, who will be more interested and in a better position to locate the trouble than any general repair shop. Treat your car as you would your watch and don't let anybody and everybody tamper with its mechanism.



BRAKE TEST

By following the above pointers you will prolong the life of the car and tires 50 per cent.

## Tells of Eastern Trip in a Thomas

**F. W. Foot of Red Wing Drives Car Long  
Distance with Scarcely any Trouble**

**F.** W. FOOT, wife and children arrived in Duluth, Thursday, from Buffalo, on the Tionesta. Mr. Foot left Red Wing, Minn., his home, July 7, in his Model F, 4-60 Thomas Flyer for an automobile trip to the east, accompanied by Price Wickersham, of St. Paul. Mr. Foot said to a representative of the News Tribune, relative to his trip: "I went from Red Wing to Rochester, Minn., then to Winona, La Crosse, Wis., Baraboo, Madison and Chicago. From Chicago I went to South Bend, Ind., Toledo, Ohio, Cleveland, Erie, Pa., and Buffalo. At Buffalo I inspected the factory of the E. R. Thomas Motor Co. and to my surprise I had absolutely no repairs to be made on my car. From Buffalo I went eastward to Waterville, N. Y., where Mr. Wickersham left me and I took my wife and two children on the car. They went with me to Utica, N. Y., Schenectady, Albany, down the Hudson to Poughkeepsie, Fishkill, across the Hudson to Newberg, down to Mack and across the Hudson to Tarrytown and then to New York City. We then toured Long Island.

"Starting back we went up from White Plains to the Berkshires, then to Pittsfield, Mass., and from there to Albany, then back to Buffalo via Syracuse and Rochester. We then took in Niagara Falls, again visiting the factory of the E. R. Thomas Motor Co., but had no repairs to be made. I intend to return to Red Wing in my car today or tomorrow accompanied by Oscar I. Olson of your city.

"There are quite a number of first class automobiles in the market," Mr. Foot continued, "but after traveling the distance I have, and in all kinds of weather and over all kinds of roads, I cannot say too much for the Thomas Flyer and I feel confident that no better motor car is made. During my stay in Duluth, I have put up at the Mutual Auto Co. garage and in no place that I have been have I received more courteous treatment. At no time on my trip was I obliged to stop by reason of any breakage or trouble of any kind with the automobile aside from tire difficulty and I had no trouble in this respect until after I had gone about 700 miles. Unfortunately, my speedometer broke on my return trip to New York, so that I am unable to give you the total mileage I traveled. At the time the speedometer broke, I had gone about 2,800 and since then I presume about 300." — *Duluth News Tribune, August 29.*

## Joy Riders will not Fare Well at Handsome New Garage which Brassey has Built

**J**OY riders will not get big motor cars from the handsome new Thomas Motor Car Company's garage at day or night, because of a system perfected by O. Z. Salling, the sales manager, which keeps an accurate check on the goings and comings of each machine.

The practice of chauffeurs who take machines from garages at night and with a tonneau filled with women drive to the various roadhouses, is ended as far as the Thomas garage is concerned. When the motor car enters the garage the exact time of arrival is stamped on a card. A second stamp is made when the car is taken out. These cards are mailed to the owners. The motorist knows just how many times his car has been out.

The Thomas garage has a frontage of 75 feet on Olive street and is 150 feet in depth. It is one of the handsomest places of its kind in Los Angeles. Rene Brassey has secured a ten years' lease on the property.

The ladies' parlor is one of the interesting features. Fitted with the latest furnishings, the cozy parlor is wonderfully complete. Even the electric curling iron has not been forgotten.

The showroom and offices are finished in hard wood. There is also a men's reception room and private offices for the salesmen and managers. The front showroom will never contain more than one or two cars.

The garage is light and well ventilated. It has a turn table in the center, and the driveway allows three cars to be driven in at the same time. There are individual lockers behind each car stall.

The finish of the large garage will appeal to the motorist who likes completeness. The Thomas garage is strictly down-to-date and there are accommodations for scores of machines.

## NOTICE

**D**EALERS and owners will confer a great favor if they will send us any accounts of stunts performed by Thomas Flyers that may come under their observation. If possible procure photos of the cars. Send direct to

PUBLICITY DEPARTMENT  
E. R. THOMAS MOTOR CO.  
BUFFALO, N. Y.

## Automobile Calendar

- SEPTEMBER 15—Start of Endurance Contest from Denver to Mexico City.
- September 17—Race for Light Cars on the Ostend Circuit, under the auspices of the Belgian Automobile Club.
- September 18—Automobile Track Race at Syracuse, N. Y., under auspices of Automobile Club of Syracuse.
- September 18—Decorated Automobile Parade at Denver, Colo., in connection with the second annual Colorado Inter-State Fair and Exposition.
- September 18—October 3—International Aeronautical Exposition at the Grand Palais, Paris.
- September 19—Road Race at Los Angeles, Cal.
- September 19—Semmering Hill-climb.
- September 21—Stock Car Sweepstakes on Long Island course, under direction of Motor Contest Association, W. J. Morgan, manager.
- September 21-23—Good Roads Convention of the American Automobile Association at Cleveland, Ohio.
- September 21-29—Frank A. Munsey reliability tour from Washington to Boston and return.
- September 24-25—Twenty-four hour race and short distance events, Indianapolis Motor Speedway.
- September 25—October 8—Aeronautical in connection with the Hudson-Fulton celebration, New York.
- September 30—Floral Automobile Parade, under direction of the Washington, D. C. Automobile Club.
- September 30—October 8—Exhibition of aeronautic motor engines at Paris.
- October 2-17—Aeronautical Salon in the Grand Palais, Paris, France.
- October 4—Dirigible balloon and aeroplane events, under the direction of the Aero Club of St. Louis.
- October 7—Second Annual Stock Chassis Race in Fairmount Park, Philadelphia, under the auspices of the Quaker City Motor Club.
- October 8-9—National automobile race, Indianapolis Motor Speedway.
- October 16-31—Automobile Show, to be held in City Park Armory, Dallas, Texas, in connection with the Texas State Fair.
- November 6-13—National Automobile Show in Auditorium Armory at Atlanta, Ga. Auspices of National Association of Automobile manufacturers. Samuel A. Miles and Alfred Reeves, managers, 7 East 42d Street, New York.
- December 29-30—Fourth Annual Mid-Winter Endurance Contest, under direction of the Quaker City Motor Club.
- December 31—January 7—New York City, Grand Central Palace; Tenth Inter-

- national Automobile Show. Under management of the American Motor Car Manufacturers' Association with the Importers' Automobile Salon and the Motor and Accessory Manufacturers. Alfred Reeves, general manager, 505 Fifth Avenue, New York City.
- January 8-15—Tenth Annual National Automobile Show in Madison Square Garden, New York, under the auspices of the Association of Licensed Automobile Manufacturers.
- February 5-12—Ninth Annual National Automobile Show in Chicago, under the auspices of the National Association of Automobile Manufacturers.

## Article Sent to Motor Age

Gambier, Ohio.

**EDITOR MOTOR AGE:**—Relative to the recent discussion concerning the mileage obtained per gallon of gasoline in six cylinder cars, the following statement may be of interest. The run was made with my "Thomas 6-40," having in view no economy test, but under ordinary touring conditions on good country roads, Aug. 30th and 31st of the present year.

The tank which has a capacity of 16 gallons and is 9 inches deep, was filled within about 1½ inches of the top when starting on the return trip west from Corry, Pa. A short detour was made at Erie, and after luncheon the car was driven to Cleveland, where the stop for the night was made. On resuming the journey in the morning the garage proposition of 20 cent gasoline was ignored when the tank showed a good supply, but at Ridgeville, 20.3 miles west of Cleveland, it was thought best to replenish the tank before starting on a trip toward the central part of the state. Much to my surprise the tank overflowed at 9½ gallons. Taking into consideration the fact that the tank was not full at the start, gives 8 gallons as a fair estimate of the quantity used. The trip mileage of the Warner instrument registered 171.2 miles, the few extra miles being obtained at the stop in Erie and by missing the road east of Painesville. Consequently a conservative estimate gives 21.3 miles a gallon.

The gasoline was the ordinary 15 cent, probably testing between 68 and 70. Six passengers were carried from Corry to Erie, and three passengers were carried from Erie throughout the remainder of the trip. In addition baggage in the way of a trunk on the trunk rack behind was also carried. The road from Corry to North East is moderately hilly, and from North East the well known Blue Book route was followed.

L. B. WALTON.

Some Class to This

Aug. 28, 1909.

**M**Y dear Salzman: Today has been a banner day for the Thomas car in the White Mountains.

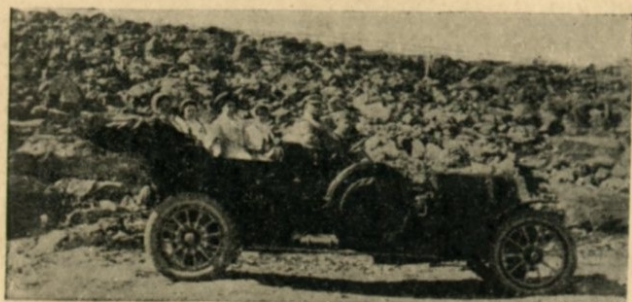


G. SALZMAN  
SERVICE DEPT

*I climbed Mount Washington today without a skip or hitch — the finest exhibition of power I ever saw. I had seven people and 250 pounds of luggage in the car, and we all rode up without the least trouble. It was a fine, clear day. The altitude is*

6,300 feet. I drove the car myself. Four train loads of excursionists cheered us on our arrival at the top, and experienced autoists thronged about us to witness the condition of the car, which was good in every way. It was "hot but healthy." I even drove up the "28 per cent." hill at the top, to the upper stable landing, a place *never reached by any automobile before.* My car was the largest car ever to reach the top of Mount Washington, altho many large cars had made the attempt.

The downward trip was simply a dream. My first speed holding the car with but little use for the foot brake. My emergency brake was not *touched all the way down,* except when I stopped



MR. NORTON AND PARTY DESCENDING MOUNT WASHINGTON



MR. NORTON AND PARTY ON CREST OF MOUNT WASHINGTON

for teams going up. Not a nut loosened and a careful examination of the car reveals not the slightest injury.

Naturally I feel very proud of my "Thomas" and many have congratulated me on the splendid showing of the car. It is eight (8) miles by road from the Glen House at the base of Mt. Washington to the Tip Top House at the top of the mountain. My average speed up was at the rate of 15 miles. My average speed down was 12 miles. I have covered over 1,000 miles since leaving home one week ago today, over the roughest of roads and on some of the best. I shall reach home, about 250 miles from here, Monday night. Hurrah for my Model "K."

Yours very truly, L. B. NORTON.



The New York to Paris Race

Not a test—merely a good try-out for the Thomas Flyer.

13,341 miles with few minor replacements and it was ready for another trip. Pathfinder New York to Seattle endurance contest, Alaska-Yukon-Pacific Exposition. 4,000 miles over winter roads. These are incontestable proofs of the superiority of the Thomas car.



GEO. T. VERREAULT  
PUBLICITY