

THE ONLY AUTOMOBILE SUITABLE FOR FAMILY USE.

# New Buffalo Tonneau, Model 16

1903 MODEL



LIST, \$1,000

**Equipped with Every Modern Feature**

Quiet for City Use.

Speedy and Strong for Touring.

A MACHINE NEEDED BY EVERY AGENT.

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Buffalo Automobile and Auto-Bi Co., 1190-1200 Niagara St., Buffalo, N. Y.



# New Buffalo Tonneau, No. 16

**I**T IS strange but true that automobile makers have heretofore catered exclusively to two distinct extremes:—One a carriage without a horse design—short coupled, light powered, lightly constructed, one narrow seat, no space for luggage and extras, and entirely unsuited in power, equipment and design for family use or touring;—The other a huge affair, involving large expenditures of money and trouble for cost, care and operation, entirely too ponderous for city use, and unsuitable in design and appearance for the quiet dignity of a family vehicle.

The new Buffalo Tonneau, Model No. 16, is distinctively American, though retaining the popular features of foreign design. Noise, flash and ponderosity have been entirely eliminated, and a machine of strong and simple elegance has been substituted.

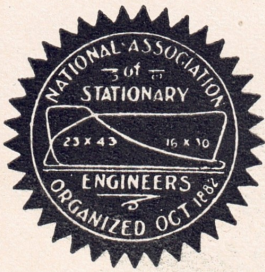
The motor is made by the E. R. Thomas Motor Co., widely celebrated for having accomplished world's records for speed, that have never been equalled by French or American motors of less than double the rated power. It is the most powerful motor of its area made in America, entirely due to scientific and accurate construction. If "Simplicity is perfection" Thomas motors are so far the nearest approach, for to quote an experienced agent, "there is less to get out of order than any automobile made."

The Buffalo Tonneau glides along quietly without apparent or noisy effort, and easily threads its way in crowded streets without creating general havoc and dismay, so common with gaudy and noisy vehicles. It speeds 25 miles per hour and will climb any accessible grade.

The Buffalo Tonneau is standard tread, has the long wheel base, four full elliptic springs, which renders it unusually flexible and comfortable, the better realized on rough roads. It has the stylish tonneau and wide roomy upholstered seats for four, of graceful curves and design; and is beautifully finished in deep wine color, with gold and black trimmings. The large luggage box in front is a necessity much appreciated by tourists. Weight 1,000 pounds, tires 3"x28", which affords more resiliency than heavy cars. It has the angle iron frame for strength, spark and throttle control, mud guards, lamps, heavy tubular steel wheels, radiating coils, very quiet muffler, with cut out, and in fact every feature included on cars costing from \$2,000 up.



## Eminent Authority.



Buffalo May 9<sup>th</sup> 1902

Mr. E. R. Thomas  
President Thomas Motor Works

Dear Sir:  
After making a very thorough examination of your Gasoline motor, and saw the great care taken in its manufacture I must say that mechanically, it is, in my opinion the most perfect machine on the market to day, and deserves the success the public will accord it, when they are better acquainted with the machine.

with best wishes  
I am, yours truly

Jos. N. Gregory  
Chief Engineer  
S. J. Co.



One of Many.

PHONE 442 COLUMBUS.

Sidney B. Bowman Automobile Co.  
52 West 43rd St. Phone 400-38th St.



AUTOMOBILE REPAIR  
AND STORAGE STATION  
~~160 WEST 56TH ST.~~

52 West 43rd St.

*Sidney B. Bowman Cycle Company,*  
945 8TH AVE. COR. 56TH ST.

Buffalo Automobiles

CLEVELAND BICYCLES

INTERNATIONAL TIRES

MOTOR BICYCLES \* EDISON PHONOGRAPHS

New York, 7/3/02

Messrs. Buffalo Automobile and Auto. Co.  
Gentlemen,

We wish to advise you of the success we are having here with the Buffalo, so that you can make the necessary preparations to fill orders; we are very enthusiastic over the machine and are going to quite some expense for advertising etc, and want to be sure that the result of our efforts will not be the cancellation of orders on account of just being able to get machines. We consider the Buffalo to be the finest machine on the



market at anywhere near the price, and would  
give the preference to machines that sell  
from \$1500<sup>00</sup> to \$1800<sup>00</sup> were the price the  
same; it runs smoothly and evenly, climbs  
all the hills in Central Park and our  
Riverside Drive with very little diminution  
of speed, while its appearance excites a  
great deal of admiration; there can be no  
doubt that if this machine is properly pushed  
the results will be a large business and hope  
that you will make preparations for same.

We will shortly double with you our initial  
order for thirty-five cars, and unless very  
much mistaken, dispose of from 250 to 300  
of them in the course of the year.

Yours truly  
Sidney B. Bowman  
Pres.  
Sidney B. Bowman Automobile Co.



# HANDSOME TRIBUTE TO E. R. THOMAS

## BICYCLING WORLD PAYS IT TO THE ENTERPRISING BUFFALO MOTOR MANUFACTURER —HIS PLANT.

The Bicycling World, in its issue of May 8th, pays handsome tribute to E. R. Thomas of Buffalo, awarding to him the credit of having been the first American manufacturer to exercise the foresight to enter into the manufacture of light and powerful gasoline motors on an extensive scale. It credits to him the characteristic energy in having carefully studied actual conditions and turning them to good account. Of the ten factories making automobiles in Buffalo, the E. R. Thomas Motor Company is at the head.

This company enjoys the distinction of having been the first to build a motor bicycle, and last year it claims to have made more gasoline motors for automobiles than all other manufacturers combined. It builds motors for many large manufacturers throughout the country, and has found it necessary to increase its facilities in order

to meet the increasing demand for its products by the construction of a new plant in Niagara Street, near Ferry, where employment is given to 200 men now, with 300 to be added to the force during the present season.

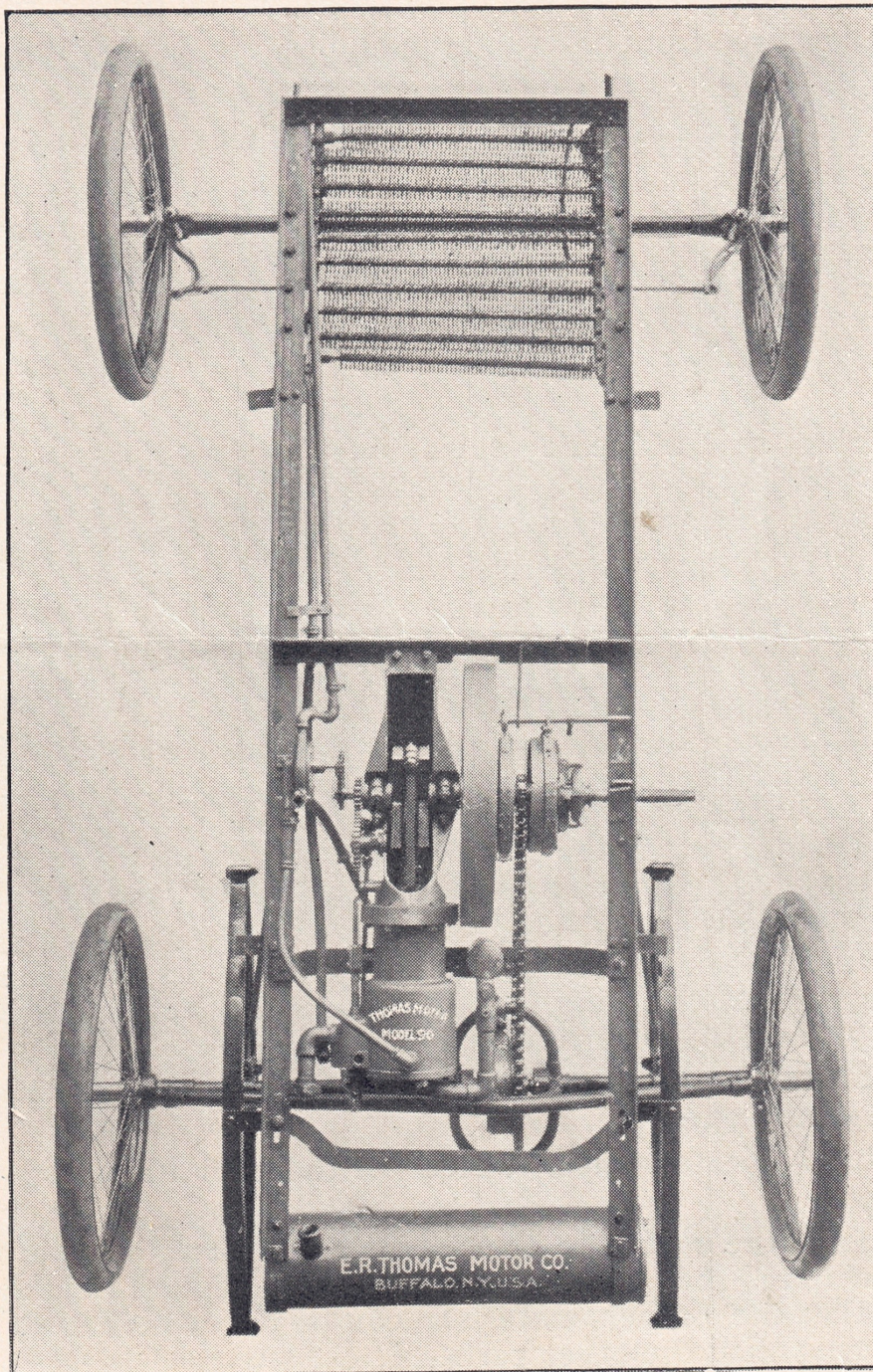
Mr. Thomas, who is president and manager of the company, formerly manufactured the Cleveland bicycle, and in that capacity had one of the finest plants in the world. At the present rate of increase it is difficult to surmise what will be the magnitude of the business he will control in the future. Demand for automobiles is increasing fast and Mr. Thomas will keep abreast it the times. When it is considered that at the late automobile show in England one house booked orders for \$1,250,000 worth of machines, it goes without saying that the future for builders looks bright.

Buffalo Courier, May 25, 1902.



# Buffalo Automobile and Auto-Bi Co.

1190-1200 NIAGARA STREET, BUFFALO, NEW YORK



ENGINE AND FRAME, MODEL NO. 17.



# THE MOTOR.

The cylinder and valve chamber are cast integral both being surrounded by a water jacket. This construction permits the cores to be properly balanced and supported in the mold, giving free vent for gases, which gives a perfect cylinder and valve chamber, free from blow and sand holes, etc., a very important feature in gas engines.

The cylinder is of such form that it can be finished with a high degree of accuracy, and in case of any ultimate wear can easily be rebored, scraped, etc., without disturbing other parts of the engine, which insures its life for many years. The crank case or base is cast in one piece to which the cylinder is bolted; the case is open on top, exposing to plain view cranks, connecting rod, piston, etc., which, in case of repairs, is a great advantage, permitting easier access to the working parts of the engine.

The lid covering the crank case is removed by loosening a thumb screw, permitting the lid or cover to be lifted free from the engine.

The journals are placed at an angle of 45 degrees, and receive the force of the explosion and the weight of the fly wheel, etc., with practically no weight on the journal caps; bearings are large in diameter, wide, and lined with bearing metal.

## VALVE MECHANISM

Is operated by one cam and two rods; the exhaust direct; the inlet through a bell crank and rod. The arrangement is very simple and absolutely positive in operation; the exhaust lift is operated by a crank and cam, causing the exhaust valve to open during part of the compression stroke of the engine, allowing starting very easy. The ignition is jump spark. The spark controller is very simple, and is operated by a cam.

The inlet valve can be removed by loosening two nuts, and the valve can be lifted from the engine, exposing at the same time the exhaust valve, which can be quickly taken off for grinding, etc.

The cylinder head can be removed by taking off five nuts, without disturbing any other part of the engine.

The spark plug is located where it receives the cool incoming gases, and is not easily fouled.

The fastenings of the engine to the frame are by two holes in the base and two in a boss which is cast to the cylinder. The general construction of the engine is such that the proper materials can be put where they are required without interfering with the other parts.

The engine is low speed, has very few moving parts; is exceedingly simple, thoroughly practicable and reliable.