

—1905—

ADVANCE CATALOG

The Thomas “Flyer”
Touring Cars

MANUFACTURED BY

E. R. THOMAS MOTOR CO.

BUFFALO, N. Y., U. S. A.

PRINCIPAL AGENCIES

where catalogs, reliable information and thorough demonstrations
may be obtained :

C. A. COEY & CO., 5311 Cottage Grove Ave., Chicago

C. S. HENSHAW, 288 Columbus Ave., Boston

H. S. HOUPPT, 48th Street and Broadway, New York City

WESTERN MOTOR CAR CO., Los Angeles, San Francisco, Cal.

J. J. BARCLAY, 907 Nicollet Ave., Minneapolis, Minn.

C. G. NORTON CO., Milwaukee, Wis.

CALVIN T. PAXON, Transportation Bldg., World's Fair, St. Louis

E. R. THOMAS MOTOR CO., the manufacturers

BUFFALO, N. Y., U. S. A.

6TH ANNUAL ANNOUNCEMENT.

These are the days of facts instead of fancies.

The undoubted automobile success of the season of 1904 was the regular stock Thomas "Flyer." In the entire year not a single defect of workmanship or design of any vital part has developed, thanks to the reserve strength in every part. Agents, owners, and repairmen concede that the Thomas cost less for repair and gave less trouble in operation than was thought possible in any automobile. This fact is considered marvelous when it is remembered that the Thomas Flyer was a radical change of design in every detail from the cars previously manufactured. The E. R. Thomas Motor Co. made a perfect success of the three cylinder type which leading manufacturers pronounced impossible and which in other hands proved a signal failure.

Our 1904 record is probably unequalled in the history of automobiles. Not a single inherent defect of material, workmanship or design has developed. The transmission gear proved itself the most quiet and perfect yet devised. The chain oiling system in motor and transmission proved a grand success, and the SAFETY DEVICE to prevent cars from backing down hills is highly prized by our customers and saved several serious accidents. In fact, the mechanism of the Thomas is conceded by disinterested mechanical experts to be the nearest approach to automobile perfection, and A SEASON'S HARD USE IN ALL PARTS OF THE UNITED STATES HAS PROVED IT.

A reserve of structural strength, a reserve of power, extra large bearing surfaces, workmanship to the closest limit of gauge and the most rigid inspections and tests, best material, regardless of cost, were responsible for the most happy results of the season of 1904.

That our efforts were appreciated is attested by the fact that every car made was sold—many orders were refused—and with the exception of a demonstrating car—NOT A SECOND HAND THOMAS "FLYER" WAS ADVERTISED FOR SALE THE ENTIRE SEASON.

We now invite your attention to our 1905 Flyer, which we shall produce with 30, 40 and 60 H. P.; 3, 4 and 6 cylinder motors. These we honestly believe by reason of their beautiful and original lines, their improved and simplified mechanism, their power and efficiency, WILL RANK EASILY AS THE WORLD'S GREATEST MOTOR CARS.

We thank you heartily for favors accorded us in the past and trust to merit a long continuance of these cordial relations.

Yours truly,

E. R. THOMAS MOTOR COMPANY,

Oct. 1, 1904.

BUFFALO, N. Y.

1905 Thomas Flyer - Thomas Flyer Touring Cars 1905

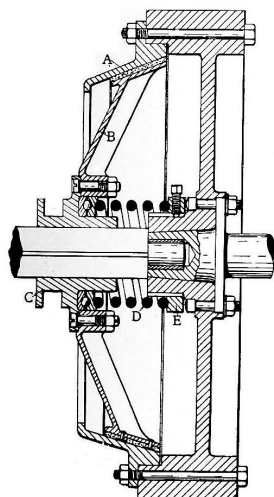


MODELS 24 AND 25—THOMAS "FLYER" TOURING CAR. 3 or 4 Cylinder 30 or 40 H. P. Price, \$2,750 and \$3,000.

BRIEF SPECIFICATIONS

1905 THOMAS "FLYER" TOURING CAR.

Manufactured by E. R. Thomas Motor Co., Buffalo, N. Y.



THOMAS "FLYER" CLUTCH.
Note Method of Adjusting Spring.

BODY DESIGN. The 1903 and 1904 Thomas "Flyer" Touring Car bodies were greatly admired and we have scores of testimonials to this effect.

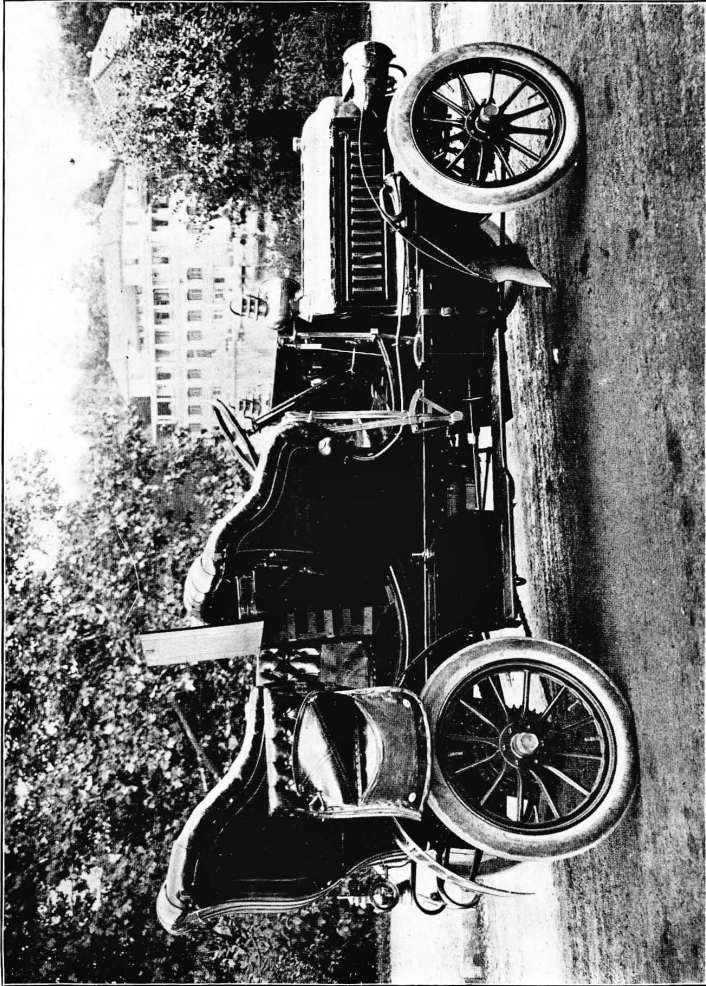
The 1904-05 body is the exclusive design of Mr. E. R. Thomas, who has applied for a patent. It is pronounced by competent judges to be without an equal in the matter of artistic lines, comfort and convenience.

Special attention has been given to designing the curves of the upholstery to fit the form and make it comfortable for long touring. Seats are wide and backs high. **ENTRANCE** is made from either side, enabling one to enter or leave the car at the curb.

TONNEAU SEATS ARE ABSOLUTELY DUST PROOF. It is a remarkable feature of this new car that the usual cloud of dust instead of rolling in over the backs of the seats on the passengers, filling clothing, hair and eyes, is deflected down and back, so that in a ride of one hundred miles over dusty roads the occupants of the rear seats have no more dust to show for their ride than those in the front ones. This feature will be greatly appreciated by automobilists of experience.

There is now under construction a Side Entrance Limousine Body which will attract the "Automobile World" by its beauty, convenience, and many unique features.

1905 Thomas Flyer - Thomas Flyer Touring Cars 1905



MODELS 24 AND 25—1905 THOMAS "FLYER" TOURING CAR. Lockers, Pockets, Racks, Baggage Room.

BAGGAGE ROOM, LOCKERS, POCKETS, ETC.

A **BAGGAGE ROOM** is located in Tonneau back of the forward seats in which can be placed two suit cases, or it can be arranged in any desired way with drawers, shelves, lockers, etc. This space is closed in by a panel door with lock. It measures in the clear 27 inches wide by 25 inches high by $6\frac{1}{2}$ inches deep, or 4,388 cubic inches.

UNDER TONNEAU SEAT and accessible by lifting cushions, in a space measuring in the clear 36 inches long by 10 inches wide by 12 inches deep. 4,752 cubic inches.

A **TOOL AND TIRE BOX** with two compartments is provided under the tonneau floor. First next to the floor is the tire box, measuring $33\frac{1}{2}$ inches long by $31\frac{1}{2}$ inches wide by $3\frac{1}{2}$ inches deep, accommodating nicely a 32 x 4-inch tire and room for extra inner tubes, repair kit and tools, cubic inches 3,693.

UNDER THE TIRE BOX is another compartment $21\frac{1}{2}$ inches long by $12\frac{1}{2}$ inches deep by $4\frac{3}{8}$ inches high. Ample room for long pump and oiler, large tools, waste, etc. Cubic inches 2,205.

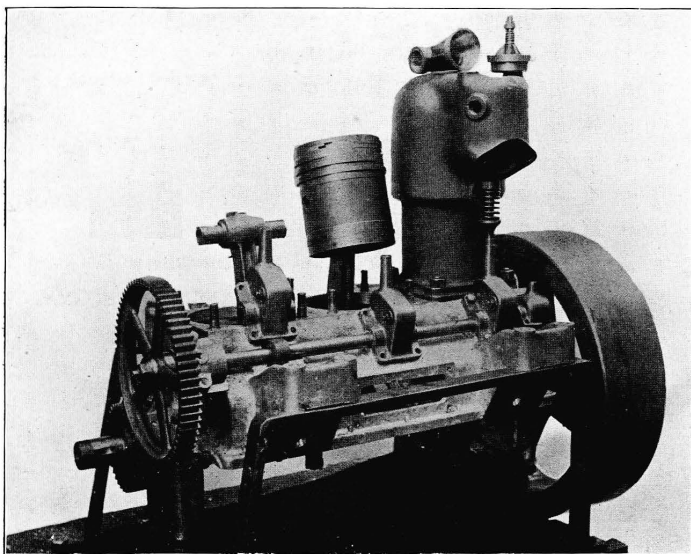
Contents of these boxes are secured by locker door, hinging to drop down out of the way when opened.

ON TOP OF THE BAGGAGE ROOM is a rack $2\frac{1}{4}$ inches high, 4 feet long and 3 inches wide in its widest place. In this can be placed canes, umbrellas, light wraps, etc.

IN EITHER DOOR in the upholstery is a pocket covered securely by flaps. Measures 8 inches high by 14 inches long by 2 inches deep, or 224 cubic inches each, 488 in both.

DASH BOARD LOCKERS on the left is for tools and is equipped with loops, etc., to accommodate and fasten oil can, screw drivers, pliers, wire cutters, wrenches, etc. The one on the right side is equipped with pocket and shelves for spare parts, inlet valves, spark plugs, wires, connections, etc. Both have locks. Measurements 15 inches high, 6 inches wide, and 4 inches deep, 360 cubic inches each.

1905 Thomas Flyer - Thomas Flyer Touring Cars 1905



MODEL 24—THOMAS "FLYER" MOTOR. Note Perfect Accessibility.

The four-cylinder motor is precisely the same design with one additional cylinder.

All told we provide in this car storage room to the enormous amount of 15,858 cubic inches, or more than 9 cubic feet, and that too without in any way encroaching in the space necessary for comfort, thus making the 1905 Thomas Flyer Touring Car a touring car "par excellence." With this amount of locker room UNSIGHTLY SIDE BASKETS are not needed, and tires and other parts are enclosed out of sight.

In addition to the artistic beauty and the many conveniences above described the mechanical features have been given the closest attention for many months past.

The 1905 Motors are three, four and six cylinders, developing approximately 30, 40 and 60 H. P. respectively.

In designing the 1905 model, especial attention was given to accessibility and making the wearing parts large and strong. Each cylinder is cast separately, so that any cylinder, valve, piston or other part can be replaced or adjusted without interfering with other parts.

The crank shaft bearings measure as follows:

Flywheel side 4 inches by 2 inches.

Opposite side $3\frac{1}{8}$ inches by 2 inches.

Center bearings $2\frac{1}{4}$ inches by 2 inches.

Crank throws each $2\frac{1}{4}$ inches by 2 inches.

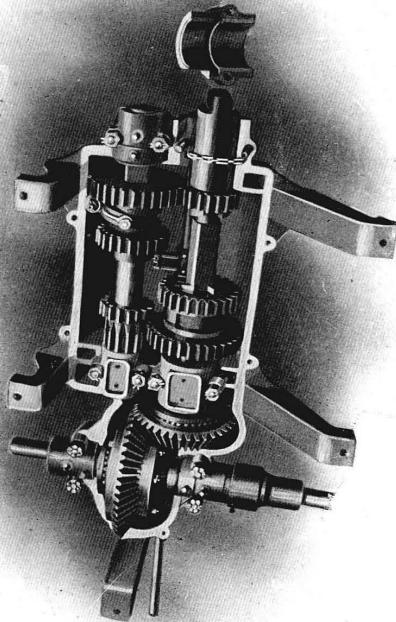
Wrist pins $1\frac{7}{8}$ inch by $2\frac{3}{8}$ inches.

ALL VALVE POPPETS are forged from high grade nickel steel, all bearing boxes of superior white bronze, which insures smooth running and long life.

All parts perfectly interchangeable. Crank axle and flywheel can be removed without taking motor from frame. Oiling is by splash and chain system, which proved so efficient the past season. An improved positive force sight feed system for cylinders is located in dash.

THE TRANSMISSION is of the sliding gear type, three forward speeds and direct on the high without any gear inmesh, thus saving 10% in power and reducing the noise to a minimum.

IMPOSSIBLE TO STRIP GEARS. No shifting of the gears is possible without first throwing out the clutch by means of the foot lever,



THOMAS TRANSMISSION. Note Chain Oilers, Ball Thrusts.

No gears inmesh on high speed.

which operation unlocks them. When the speed lever has been moved a trifle the **CLUTCH IS LOCKED OUT** (cannot engage) **TILL THE GEARS ARE INMESH ACROSS THEIR FACE**, even though the foot is removed from the lever.

All transmission gears and inside bearings run in an oil bath, and the four outside journals are equipped with very efficient chain oilers, thus insuring at all times ample lubrication in this important part. One full supply of oil is good for nearly 1,000 miles on the road. See page 10.

MOTOR AND TRANSMISSION are carried on a substantial cut channel steel frame, which has during the past season proven itself exceptionally well adapted to severe work.

SINGLE CYLINDER VIBRATING COIL. Our Commutator (Patent applied for) allows us to use a single coil. The advantage of but one vibrator to adjust is valuable, as it ensures the same quality of spark to each motor, hence even, powerful running.

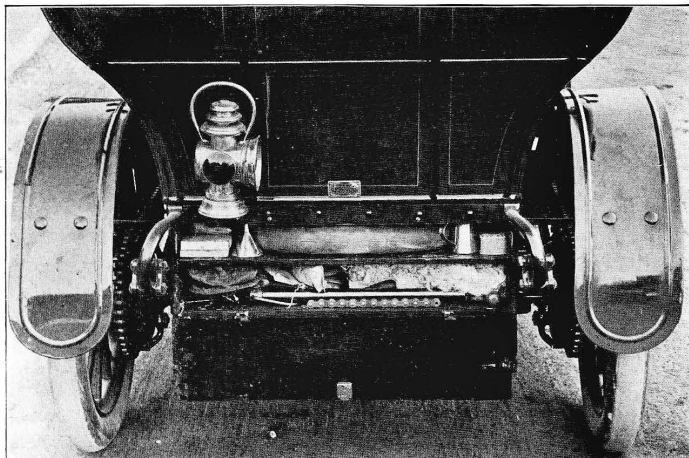
THE THOMAS DASH BOARD (Patent applied for) of rolled steel, housing the single vibrator coil, commutator, mechanical force feed oilers, and having on either corner lockers for tools, and spare parts, is not duplicated on any other car in the market. **A BRASS DRIP PAN IN BOTTOM KEEPS FRONT MAT CLEAN AND NEAT.**

THE SAFETY DEVICE in brake drums of rear wheels to prevent backing down on steep hills will again be a feature; all Thomas car owners speak in the highest praise of its merits. By its use the car cannot back on the steepest hill.

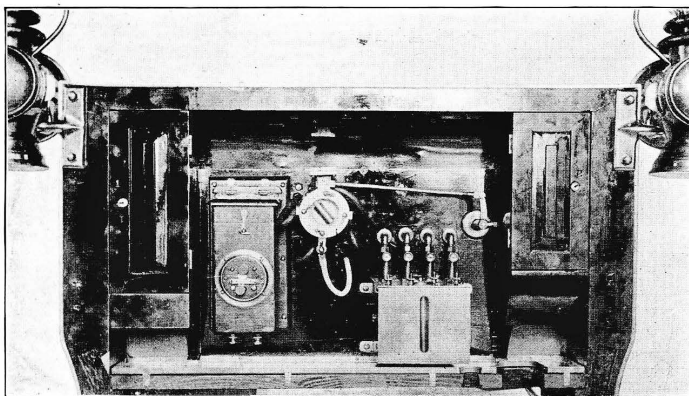
SPEED—with its load of five people, on suitable roads, the three and four-cylinder cars will run easily and smoothly from four to forty-five miles per hour, while the six-cylinder model will satisfy the most critical and exacting. If you take dust, it's your chauffeur's fault.

THE HILL CLIMBING powers of the Thomas "Flyer" are known to be unexcelled. In the mountains of New England, Pennsylvania and California, in the sand, mud and hills of New York, Michigan, Illinois and Missouri, they have never disappointed their makers or owners. We have yet to hear of a "Flyer" being towed home or up hill.

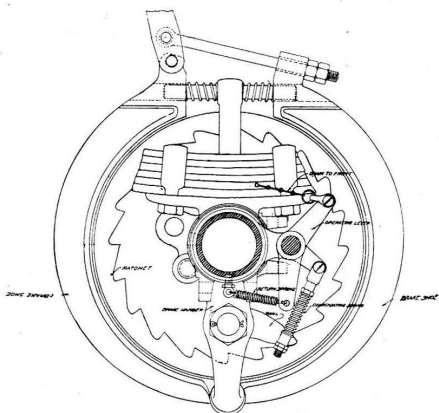
1905 Thomas Flyer - Thomas Flyer Touring Cars 1905



1905 THOMAS "FLYER." Rear Double Deck Locker.



1905 THOMAS "FLYER." Rolled Steel Dash. See Description, page 11.



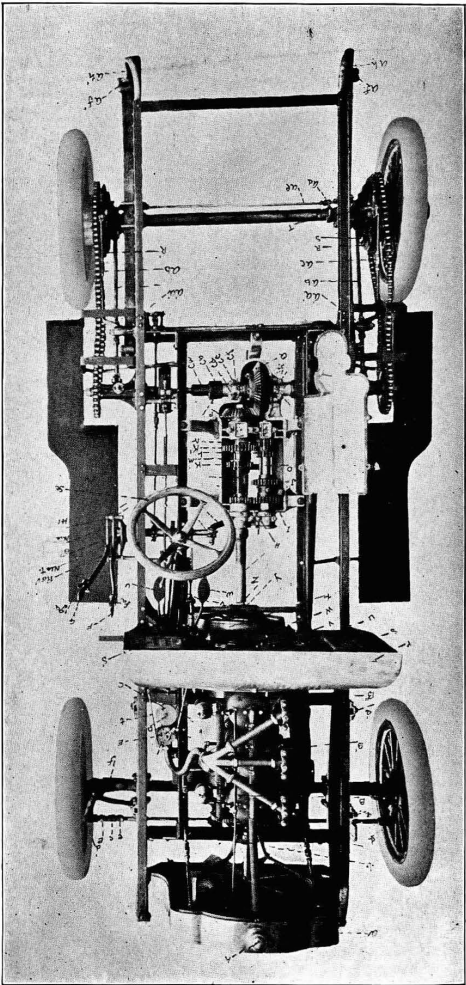
Safety Device Prevents Backing Down On Hills Used Only On Thomas "Flyer."

COMPLICATIONS. The 1905 Flyer is remarkably free from complications of all sorts, so that it is not necessary at all for owners who delight in driving and caring for their cars to forego that pleasure.

BEARINGS. The Transportation and Garage Companies tell us that the Thomas Flyer has been of all the cars passing through their hands the easiest to handle. The reason for this is that all wheel and countershaft bearings are carefully built on the adjustable dust proof roller

plan. We use "High Service" steel balls and tempered ball races to take up the end thrust of the bevel gears in transmission. All bearing boxes in motor crank shaft and transmission are of "Superior White Bronze," a metal which keeps cool, wears smooth and has less tendency to cut when dry than any other metal. **THIS METAL IS EXPENSIVE, BUT QUALITY AND NOT PRICE ALWAYS DECIDES WHAT MATERIAL TO BUY FOR THE THOMAS.**

OPERATION AND CONTROL. Spark advance lever directly under steering-wheel. A foot throttle governs the amount of gas going into the motor, is instantly set and released by the foot, and is automatically closed when either brake is applied, thus preventing the motor running "wild."



CHASSIS MODEL 24—THOMAS "FLYER," TOURING CAR.

MODEL 25

1905 THOMAS "FLYER" TOURING CAR.

Special Features Briefly Stated.

- MOTOR**—40 H. P., four cylinder.
TRANSMISSION—Sliding Gear, 3 forward, 1 reverse speed.
FRAME—Channel steel.
SPEED—4 to 60 miles per hour.
WHEEL BASE—104 inches.
GAUGE—56½ inches.
BEARINGS—Dust proof roller throughout on 4 axles and 2 sprocket bearings, adjustable.
WHEELS—Wood, artillery, 34 inches.
TIRES—Standard American makes, 34 x 4 inches.
SPROCKETS—19 to 30 tooth, interchangeable.
BRAKES—Foot brake, also emergency on both rear wheels.
STEERING DEVICE—Improved worm and sector. Adjustable for wear.
GEAR LOCK—Impossible to shift gears till clutch is thrown out.
TRANSMISSION OF POWER—Double chain, pulling between the outside and inside roller bearings.
FOOT THROTTLE—Will stay where it is put, but is released instantly by applying either brake.
ONE LEVER—Puts on both emergency brakes, releases clutch, closes throttle.
SWITCH, COMMUTATOR—And mechanical sight feed oiler in the dash board.
CARBURETTOR—Improved float feed.
RADIATOR—Whitlock improved, cellular.
UNIVERSAL JOINTS—Are placed between motor and transmission and on either side of countershaft.
AXLES—Extra heavy forgings and reinforced seamless steel tube.
SAFETY DEVICE—Prevents car backing on steepest hills.
SPRINGS—Highest quality, long and flexible.
GASOLINE CARRIED—19 gallons.
WATER CARRIED—3½ gallons.
CANOPY TOPS—With curtains and glass front supplied as an extra.
CAPE TOPS—Also supplied.
LIMOUSINES—With side doors built to order.
PRICES—Regular tonneau \$3,000.00
DELIVERIES—Will commence at once, and with greatly increased facilities orders will be filled promptly throughout the season.

OTHER MODELS



Model 24—Thomas “Flyer”

3-cylinder motor.

30 H. P.

98-inch wheel base.

30" x 4" wheels.

Body in size, design and finish same as Model 25.

Price, \$2,750.00.

We are now shipping this model.



Model 28—Thomas “Flyer”

6 cylinders.

60 H. P.

116" wheel base.

Full illustrated descriptive matter ready November 1st.

Deliveries commence January 1, 1905.

E. R. THOMAS MOTOR CO.

BUFFALO, N. Y.