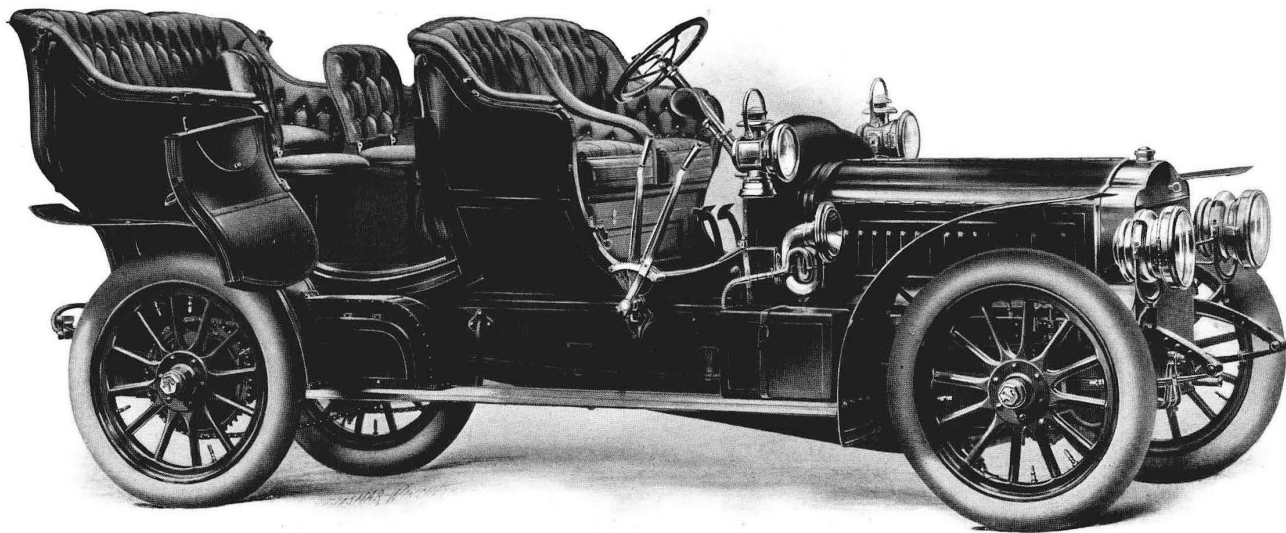




ADVANCE CATALOGUE



50 H.P. TOURING CAR—Price, \$3,500 f.o.b. Buffalo

The car that satisfies every requirement for efficiency, speed, hill climbing, comfort and artistic beauty. Seats seven, facing forward. Fitted with extension tops, canopy tops or Victoria tops, and racing bodies, as may be desired. Price according to design and quality. We are the largest manufacturers of fifty horse-power cars in the world, and build nothing else, as the power is ideal. We built and sold four hundred large touring cars in 1905, and can furnish testimonials from the leading bankers and business men throughout the United States.

Thomas Facts



THE features given herewith constitute the Thomas, the greatest touring car in the world, regardless of origin or price, for absolutely no car combines so many elements of safety, efficiency and comfort.

The great speed of from six to sixty miles per hour without rock or jar.

The hill-climbing qualities on high speed without vibration or motor overload.

The freedom from skidding and the remarkably smooth, quiet and lively operation, from very slow to the highest speed, on high gear, never changing.

These superiorities are in turn due to the great flexibility of the motor, a perfect clutch, double rigidity and simplicity of design and construction.

An extra number of the most expensive anti-friction bearings, positive lubricating features, scientific chain alignment, accuracy of construction and a perfect balance throughout the entire car; all of these features being reinforced by the safety device to prevent backing down hill, the anti-stripping device, the dust-proof body, seating five or seven, with revolving seats, luggage, tool and tire boxes, coat racks and luxurious upholstery.

These many exclusive and expensive features have been incorporated for the sole purpose of wresting supremacy from foreign cars, an achievement that brings its own glory and reward, and one that will be appreciated by every loyal and true American.

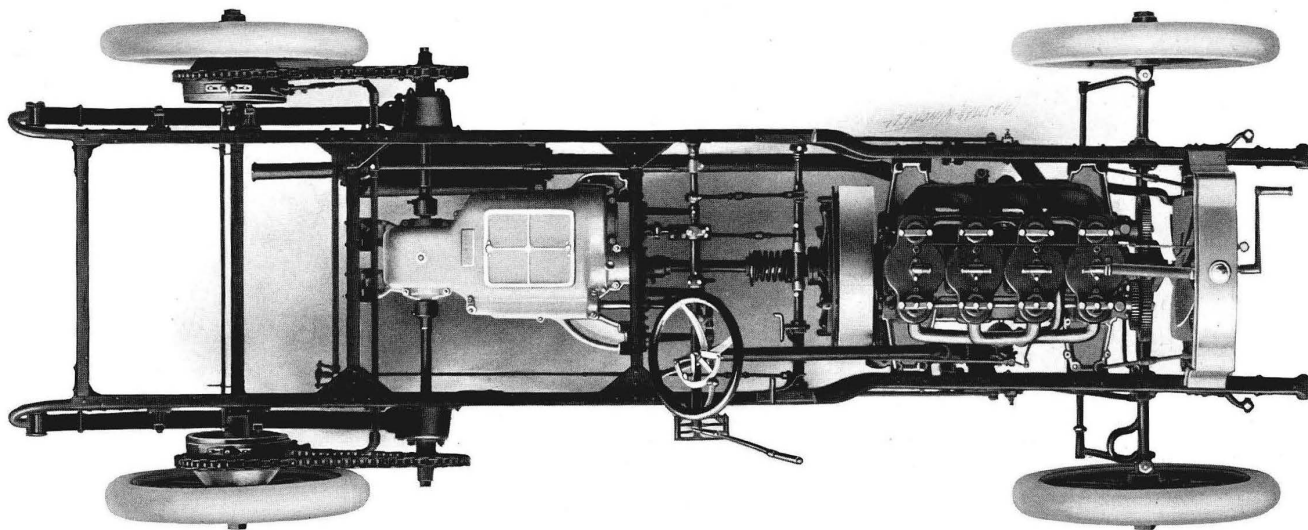
The E. R. Thomas Motor Company manufacture fifty horse-power cars exclusively, the ideal power, and are very much the largest manufacturers in the world in this class, with all the perfection of construction and economies the largest experience implies.

A new concrete, steel-reinforced fireproof factory has just been completed, equipped with the most modern machinery for accurate and economical construction, making every steel part, with a capacity of 1,000 fifty horse-power cars per annum.

Our efforts to construct a car of extraordinary merit at a fair price has created a demand so large that plans are now being laid to build additional factories, increasing the annual output to 1,500 cars.

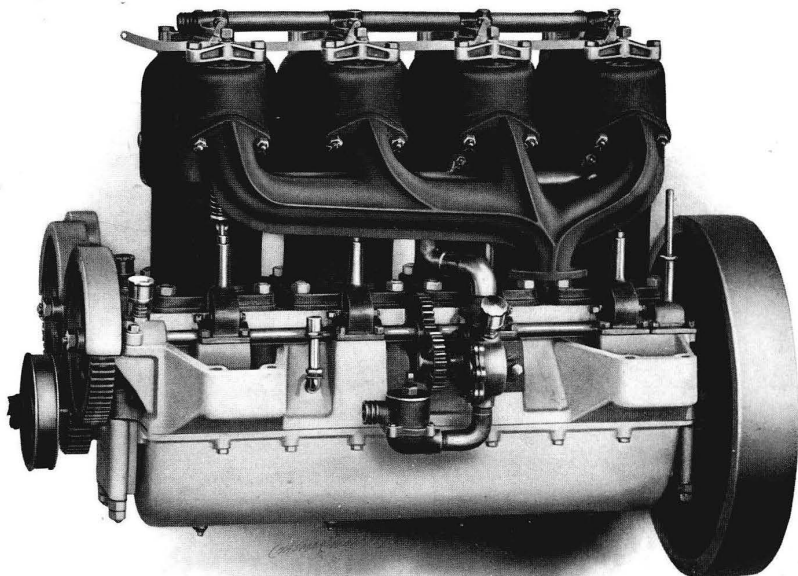
E. R. THOMAS MOTOR COMPANY

BUFFALO, N. Y.



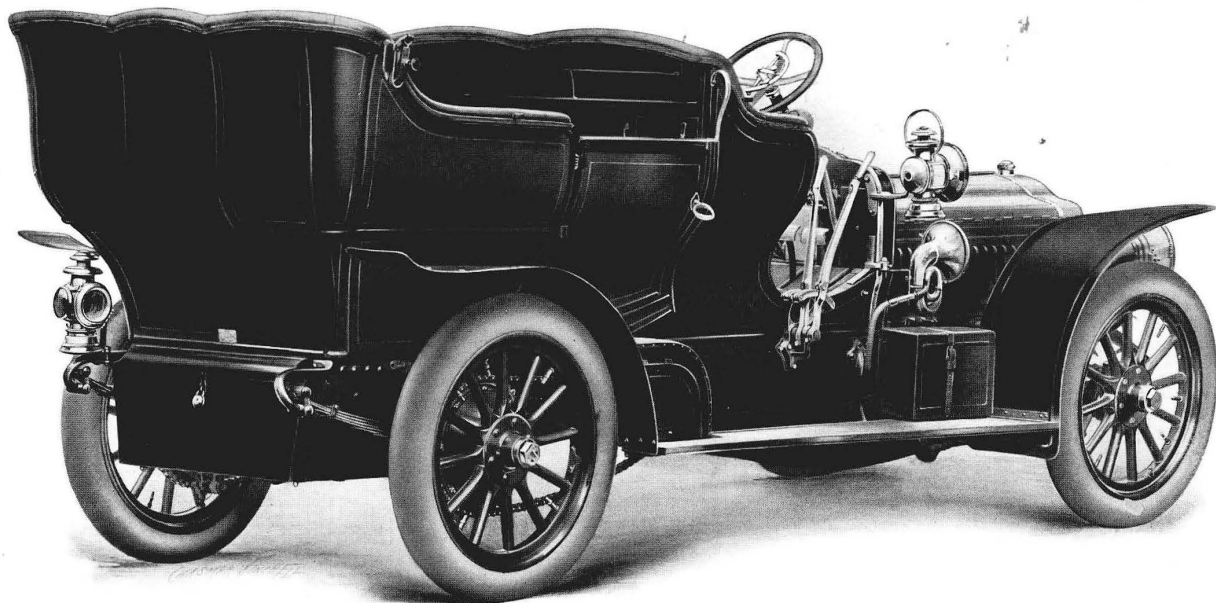
CHASSIS

Especially note the strong, rigid frame, reinforced at the bends and trussed underneath, wide gusset plates and very heavy aluminum crank case and transmission case, doubly bolted to the frame, all of which in conjunction with large shafts, bearings, gears, forged I-beam axles, form one strong unit of unusual rigidity and strength.



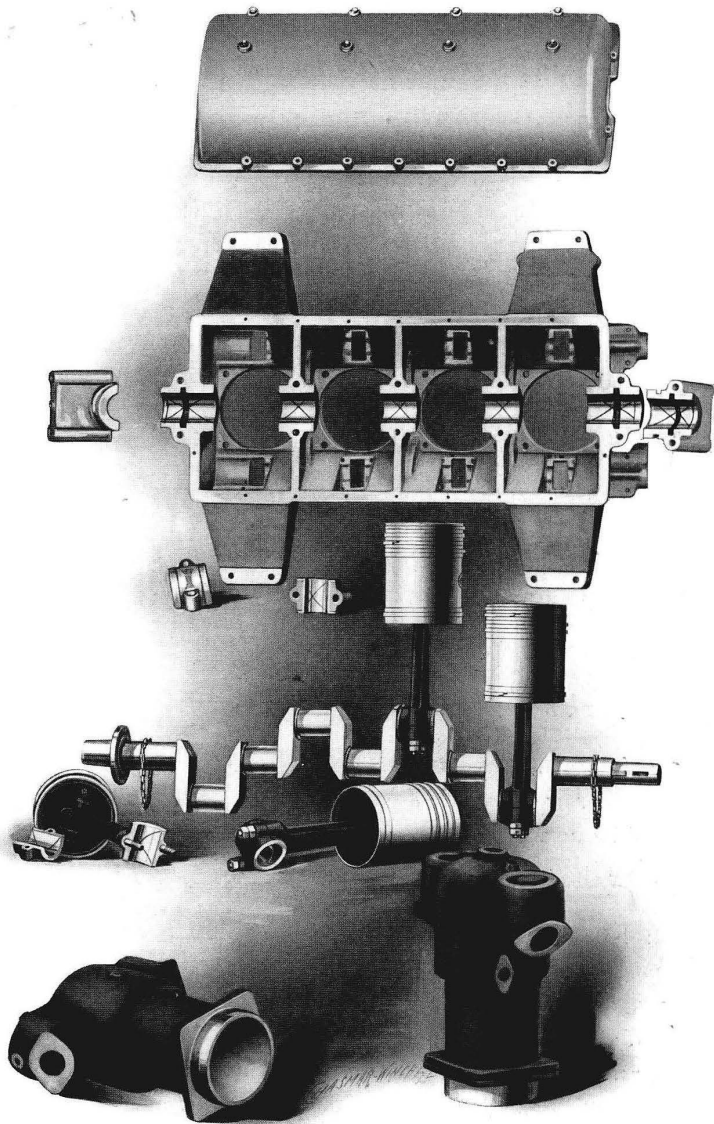
MOTOR

Fifty horse-power. Four separate cylinders, $5\frac{1}{2} \times 5\frac{1}{2}$. Connecting rods are nickel steel drop forgings, bushed with bronze at wrist pin. All bearings are very large, with openings inside and out to insure lubrication. For three years special white bearing metal has been used which gives absolutely no trouble. The crank shaft is forged nickel steel and is flanged and tapped for flywheel. It is ground to a finish all over, and runs in five extra large bearings, most motors having only three. Crank shaft bearings are lubricated by chain oilers running through oil wells with ample oil capacity for 750 miles. Both inlet and exhaust valves, located on opposite sides, are mechanically operated; the valve chambers are large and are quickly removable. The cylinders, pistons and rings are ground true; oil pit is removable without disturbing bearings. The crank case is doubly bolted to the main frame.



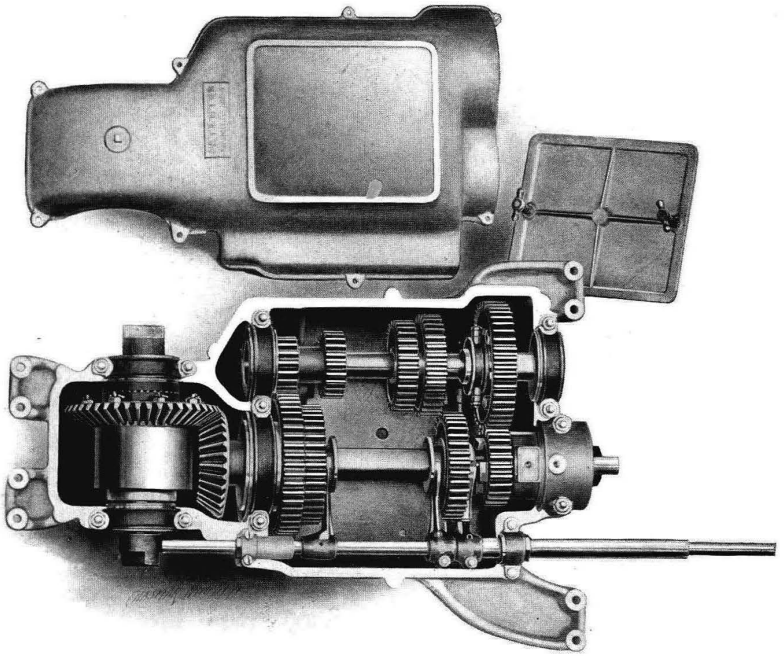
50 H.P. TOURING CAR—Three-quarter Rear View. Price, \$3,500 f.o.b. Buffalo

The Thomas dust-proof body is patented. The curves of the side and rear form perfect lines of beauty, and completely eliminate dust suction which in other cars makes touring so uncomfortable.



Motor Parts

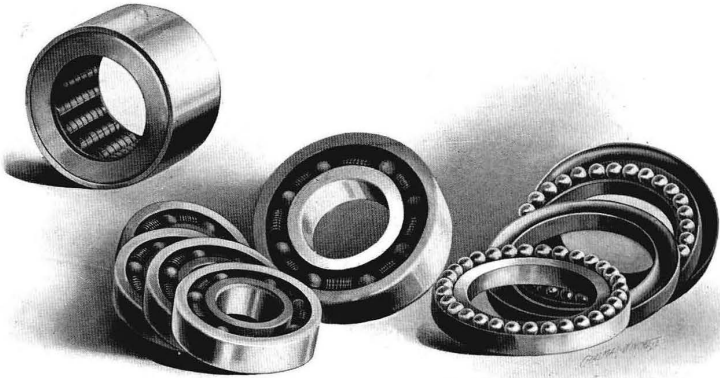
Note the five extra large crank shaft bearings and chain oilers on shaft ends. Other cars usually have only three bearings and no chain oilers. Also note double bolted extra heavy aluminum castings.



Transmission



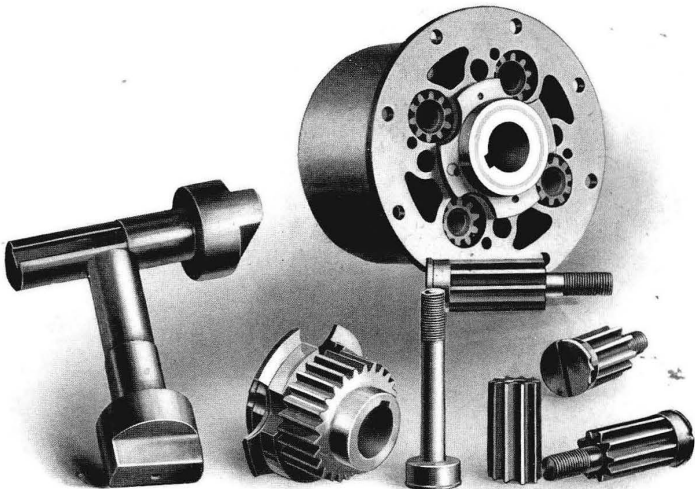
Forward end of transmission showing roller bearings on main shaft and Hess-Bright bearings on auxiliary shaft. Other cars usually have plain bearings on main shaft.



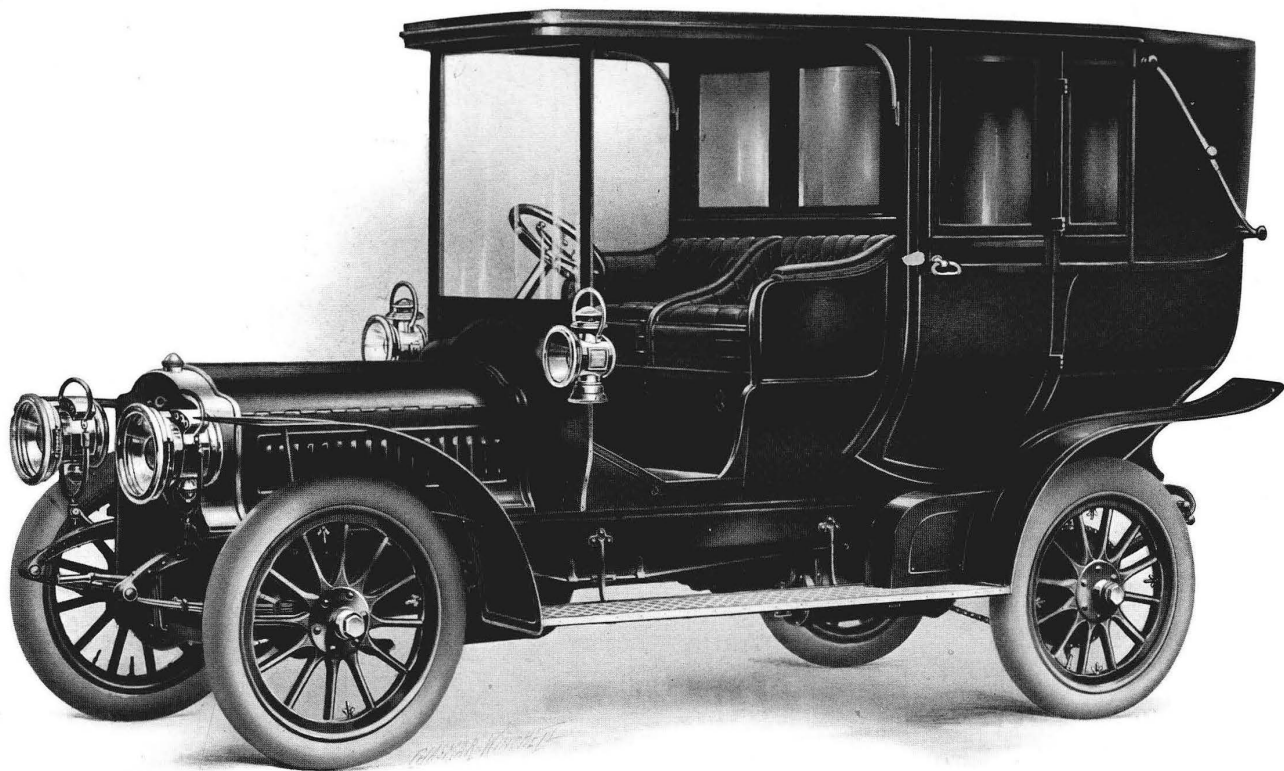
Transmission Bearings

TRANSMISSION—Patented

Sliding gear, selective type, noiseless, four speeds forward and reverse, direct drive on high speed without a gear enmesh. Has roller bearing on forward end of main transmission shaft, which is usually plain on all other cars; the other shafts and counter-shafts have seven Hess-Bright



Differential "Knocked Down"



50 H. P. LANDAULET—Price, \$4,600 f. o. b. Buffalo

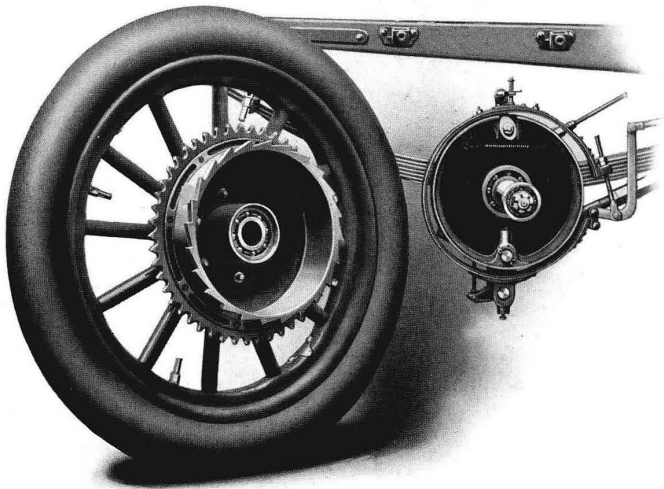
Seats two in front and five in rear compartments, two comfortable revolving seats being collapsible and detachable, and may be stored under the rear seat. Speaking tubes, electric lights, toilet sets, etc.; upholstered in leather or broadcloth.

bearings, the most perfect and expensive bearings made. Other cars are usually equipped with plain or cheap ball bearings. A simple automatic device renders it impossible to strip gears, as power cannot be applied until gears are in place. The same device completely locks the gears in place.

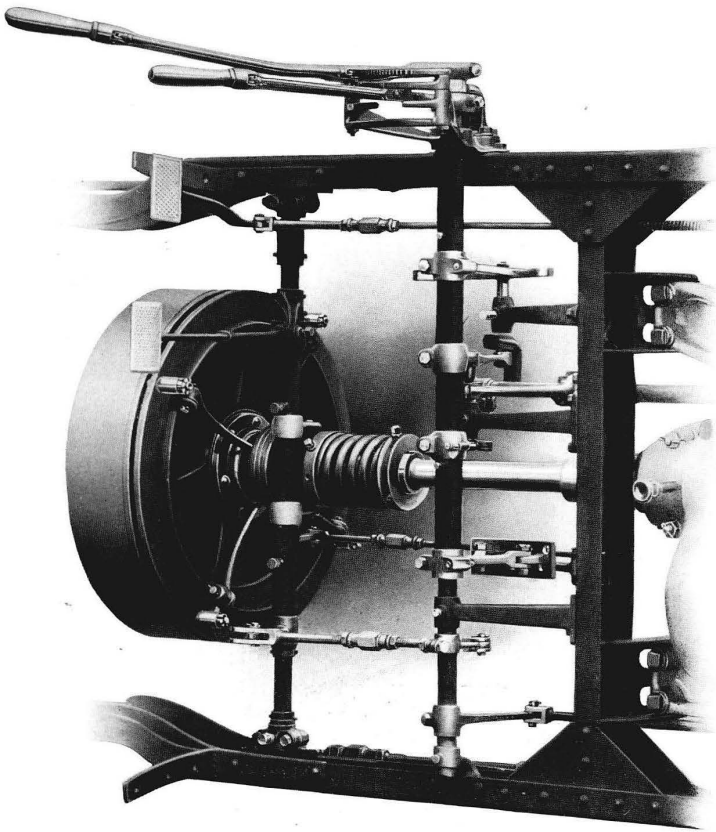
The clutch is released when changes of gear are made. Changes of speed may be made without passing through intermediate gears.

All gears are of special drop forged steel of large diameter and unusually wide face, *i. e.*, $1\frac{1}{4}$ inch; gears are detachable. The differential has four sets of very wide faced spur gears; the shafts are very large. The aluminum gear case is oil proof, heavy, and is doubly bolted; is also provided with quick detachable hand-hole plate for inspection.

A rigid comparison with the highest priced foreign cars will positively disclose the fact that the Thomas transmission combines more features of reliability, durability and anti-friction, and is actually more expensive and perfect in design and construction, which is one of the strong proofs that the Thomas is superior to the foreign production.



Rear hub and brakes showing bearings, unusual width of braking surface, also ratchet and pawl of safety device.



Clutch in Operating Position. Foot Pedals and Levers

CLUTCH—Patents Pending

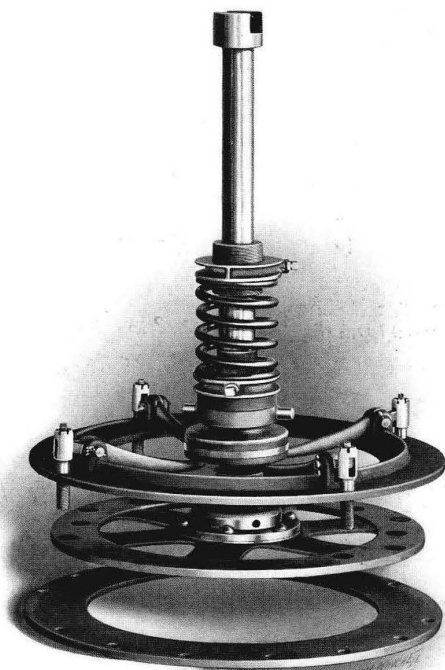
The Thomas clutch will not slip under any conditions and will not shake the car in starting.

There is no feature of a car that causes more annoyance and trouble than a slipping clutch, which usually occurs at the time most needed, on bad hills and roads when touring.

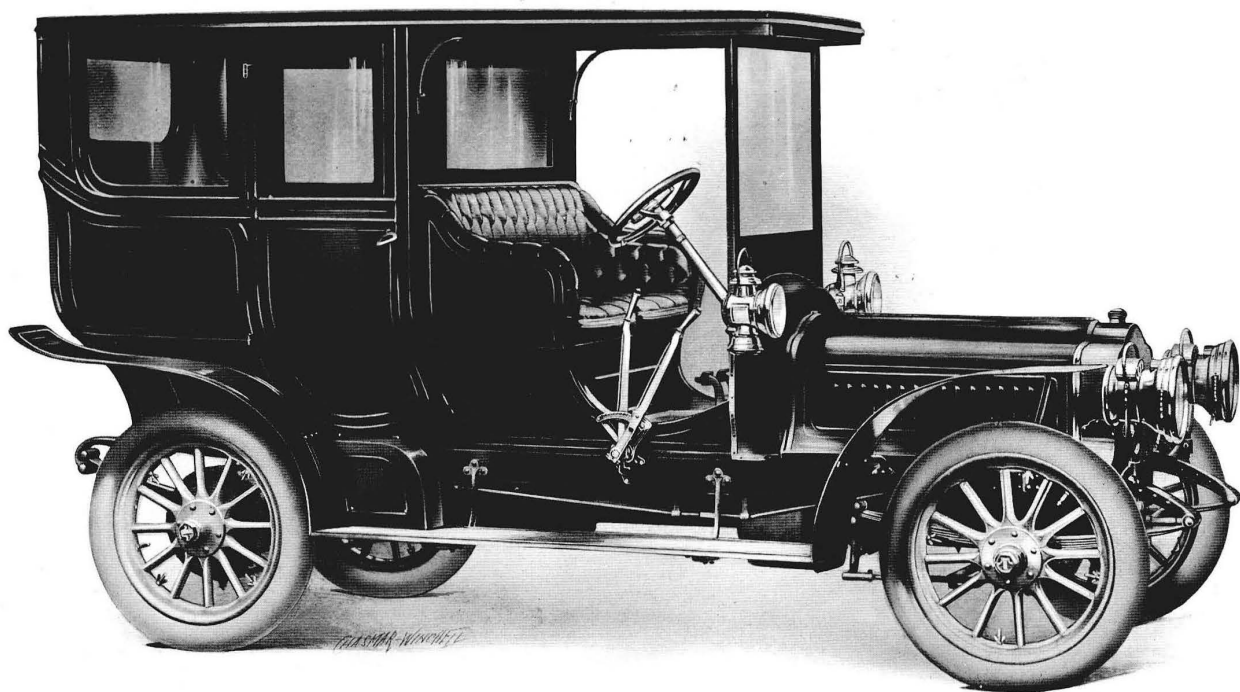
In the past, leather-faced cone clutches have been the general rule, but as the size of cars increased, that design proved inadequate, and leading automobile engineers for two years, on both sides of the world, have been endeavoring to solve the vexed problem—generally experimenting on the multiple disc or Heleshaw system.

After the most rigid and exhaustive tests of all kinds, traversing the worst hills and roads with extra heavy loads, the new Thomas clutch has never shown the least sign of slipping and always takes hold easily and smoothly when starting. A few drops of oil occasionally is the only attention required. We believe it is the one perfect clutch and is not susceptible of any improvement.

Foreign show reports also indicate that the use of leather-faced cone clutches have been discontinued on large cars.



The Three-disc Metallic Clutch



50 H. P. LIMOUSINE—Price, \$4,500 f. o. b. Buffalo

Seats two in front and five in the rear, two revolving seats being detachable and collapsible, and may be stored under the rear seat. The limousine is electrically lighted, has speaking tubes and toilet sets. It is luxuriously upholstered in leather or broadcloth.

Brief Specifications

- Motor** Four cylinder, 50 horse-power. Valves mechanically operated on opposite sides. Motors, $5\frac{1}{2} \times 5\frac{1}{2}$.
- Transmission** . . . Patented. Four speeds forward and reverse.
- Frame** Bright steel, cold pressed, reinforced and trussed, narrowed in front.
- Wheel Base** 118 inches. Tread, $5\frac{1}{2}$ inches.
- Speed** Six to sixty miles per hour.
- Tires** $34 \times 4\frac{1}{2}$. Any standard American make.
- Bearings** Fifteen Hess-Bright, one roller, three large ball thrust. More expensive bearings than are usually found on the highest price foreign cars.
- Clutch** Patents pending. Three-disc metallic. Will not slip under any conditions or shake the car in starting.
- Sprockets** Interchangeable; 28 to 40 tooth forward; 40 tooth rear.
- Drive** Double chain; scientific chain alignment; pulling between bearings.
- Steering Device** . Improved worm and sector; spark and throttle control through steering post.
- Carburetor** Improved float feed automatic; extra variable.
- Radiation** Ample; cellular system; very large gear pump.
- Axles** I-beam drop forged; huge yokes and steering knuckles.
- Springs** Highest quality flexible, 40×2 front and 44×2 rear.
- Safety Device** . . . Ratchet and pawl on both rear wheels; controlled from the seat to prevent car from backing down hill.
- Brakes** Two external, two internal; extra wide surfaces; foot brake controls the two internal and releases clutch; emergency lever operates four brakes, closes the throttle and releases clutch.
- Weight** About 3,100 pounds.
- Color** Standard, royal green.



Thomas Garage, S. E. Cor. Broadway and 63d St.

To be completed April, 1906. Harry S. Houpt, present address, 733 Seventh Avenue, Lessee and Agent

The garage, fronting 116 feet on Broadway and 148 feet on 63rd Street, will be four stories high and basement, and while there are many "largest garages in the world" the Thomas has actually more square feet of floor space than any other.

The building is owned by E. R. Thomas of Buffalo, and in connection with the new fireproof factory with a capacity of 1,000 fifty horse-power cars per annum—to be increased to 1,500 next year—is substantial proof of the commanding position of the E. R. Thomas Motor Co.

We are represented by dealers of prominence and reputation in all parts of the United States, Canada and other countries. We invite the most careful examination and ask the favor of a demonstration to substantiate our many assertions of superiority in practical use.