

The T & M is called the "Continuous Service Engine" because it *drives along steadily* at all kinds of work, light or heavy, and in all countries under all conditions regardless of weather, climate or altitude. Its merit and success has won for it the above title.

Ternaat & Monahan Company have been constructing high-grade gas, gasoline and kerosene engines for over 19 years, the founders and present managers of the firm being pioneers in the business. They have grown from a *two man shop* to a modern factory—employing from 150 to 200 men, every one of whom has been carefully taught as to what constitutes a good engine, and trained to build them. The building of good engines and treating each user as though he were the only customer is the whole secret of our success.

The average engine user prefers to buy of his home dealer, to whose warehouse he can go and inspect the engine. For this reason the T & M policy has always been and will continue to be to sell through *dealers*. Users in this country find this plan more satisfactory than buying from a distant factory, who do not have representatives, as they thereby not only avoid inconvenience and delay, but they know also that they can get advice and assistance, if needed, from the dealer who is known to them, or procure repairs without delay.

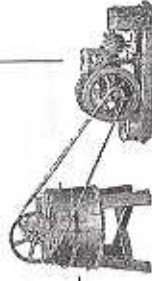
Our world wide campaign of advertising brings many inquiries from users. These are all referred to the agent in whose district they originate, thus giving the purchaser all the conveniences of personal contact.



Our aim is to give the *best value* for the money paid, which we believe we are doing.

We put these engines through our factory in large lots. Every piece is fitted in its own jig and with special tools, operated by men who make only that one part, thus becoming highly efficient and reducing cost of production to the lowest limit, to which we add only a small profit on each engine. The *result is high value at moderate cost.*

The reputation of T & M engines has been built on quality; nothing fancy or useless, but just plain, simple and substantial construction throughout, having such features as large wearing surfaces, carefully ground parts and the best material we can get for the purpose, which proves up in every day running our claim as to superiority and high value.



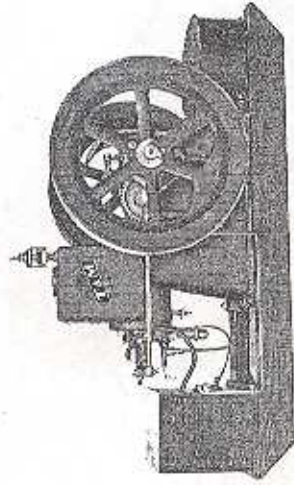


Fig. 500

1 H. P. T & M  
Hopper Cooled  
Engine

Quality High  
Prices Low

## Specifications

Cylinder: Cast solid with base.  
 Speed: 500 revolutions per minute normal.  
 Net weight: 200 lbs. Gross weight packed for Export: 300 lbs.  
 Cubic measurement packed for Export: 12 cubic feet.  
 Flywheel: 15 inches diameter.  
 Weight of each flywheel: 40 lbs.  
 Crank shaft: 1 1/2 inches diameter.  
 Bearings: Best copper hardened babbitt.  
 Piston: Special iron, 3 snap rings and oil grooves.  
 Connecting rod: Semi-steel, babbitted.  
 Ignition: Jump spark, cuts out with governor.  
 Valves: In cylinder head. Gears: All machine cut.  
 Governor: Hit and miss, adjustable.  
 Floor space: 22x36 inches. Height: 22 inches.  
 Pulley: 4x4 inches, straight face.  
 Fuel Tank capacity: 1 gallon. Hopper capacity: 3/4 gallon.  
 Color: T & M green.  
 Equipment: Includes muffler, fuel tank, batteries, coil, switch, skids, spark plug, oil and grease cups, wrenches, oil can and complete instructions for operating.

Parts not Included, but Supplied Extra when Ordered

Friction clutch, magneto, kerosene and illuminating gas attachment, compression plates for different altitudes. FOR PRICES SEE PRICE LIST.

Omaha, Nebr., March 4, 1913.

About two months ago I purchased from your company a T & M gasoline engine, and am taking this opportunity of thanking you for persuading me to purchase this engine. It is a wonderfully good pulling engine, and its simplicity of construction makes it possible for anybody to handle it. There is no doubt in my mind but that it is the best engine on the market for the money today, and I can and will highly recommend the T & M gasoline engine to anybody who wants a good and substantial pulling engine.  
 Again thanking you for your kindness, and assuring you of any future business, beg to remain,  
 Yours respectfully, M. C. HANSEN, R. F. D., Florence, Nebr.

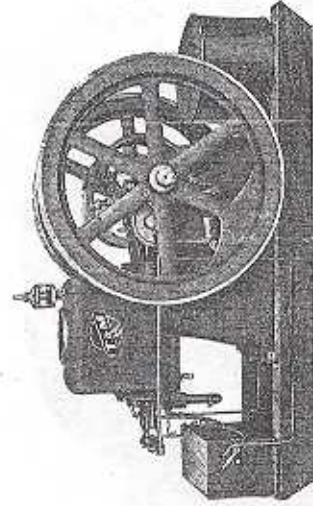


Fig. 501

1 1/2 H. P. T & M  
Hopper Cooled  
Engine

Quality High  
Prices Low

## Specifications

Cylinder: Cast solid with base.  
 Speed: 500 revolutions per minute normal.  
 Net weight: 235 lbs. Gross weight packed for Export: 340 lbs.  
 Cubic measurement packed for Export: 13 cubic feet.  
 Flywheel: 15 inches diameter.  
 Weight of each flywheel: 45 lbs.  
 Crank shaft: 1 1/2 inches diameter.  
 Bearings: Best copper hardened babbitt.  
 Piston: 3 snap rings and oil grooves.  
 Connecting rod: Semi-steel, babbitted.  
 Ignition: Jump spark, cuts out with governor.  
 Valves: In cylinder head. Gears: All machine cut.  
 Governor: Hit and miss type, adjustable.  
 Floor space: 22x40 inches. Height: 24 inches.  
 Pulley: 4x4 inches, straight face.  
 Fuel Tank capacity: 1 gallon. Hopper capacity: 1 gallon.  
 Color: T & M green.  
 Equipment: Includes fuel tank, muffler, batteries, coil, wire, switch, skids, spark plug, oil and grease cups, wrenches, oil can, and complete instructions for operating.

Parts not Included, but Supplied Extra when Ordered

Friction clutch, magneto, kerosene and gas attachments, compression plates for different altitudes. FOR PRICES SEE PRICE LIST.

To Whom It May Concern:—This is to show that I handle and sell the T & M gasoline engine, and I find by experience that this is as good, if not a little bit the best and simplest engine I ever sold at any price.  
 F. W. ANDERSON.

