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BALLARAT

BRILL TRUCKS

THE J. G. BRILL COMPANY
PHILADELPHIA, PA.

AMERICAN CAR COMPANY
ST. LOUIS, MO.

G. C. KUHLMAN CAR COMPANY
CLEVELAND, OHIO.

WASON MANUFACTURING CO.
SPRINGFIELD, MASS.

COMPAGNIE J. G. BRILL
PARIS, FRANCE

CITY AND INTERURBAN TRUCKS

THE J. G. BRILL COMPANY

MAIN OFFICE
PHILADELPHIA, U.S.A.
CABLE ADDRESS: "*BRILL*," PHILADELPHIA

LONDON OFFICE: 110 CANNON STREET, E. C.
CABLE ADDRESS: "*AXLES*," LONDON

AMERICAN CAR COMPANY, St. Louis, Mo.
G. C. KUHLMAN CAR COMPANY, Cleveland, Ohio
WASON MANUFACTURING CO., Springfield, Mass.
CIE. J. G. BRILL, 49 Rue des Mathurins, PARIS
CABLE ADDRESS: "*BOGIBRIL*"

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THROUGH the larger part of the horse car era, through the short period of cable operation and through the quarter of a century of electric traction, Brill trucks (in the horse car times known as running gear) have been built. No break in the continuity of truck development by this concern for over forty years—development sometimes called radical because of being in advance of actual demand. Never has there been hasty endeavor to catch up with the march of progress; always has there been a record of results achieved before the need arrived.

The Brill perfected running gear was a large factor in gaining a world-wide horse car business, and this, together with experience in building all kinds of steam passenger and freight trucks of that period, led up to the invention and the making of the principal types of trucks used in cable car operation. Having this foundation of experience and having acquired large manufacturing facilities, the coming of electric traction found the Brill company ready with the basic principles of truck design formulated and developed to an extent that cleared the way for the tremendous growth of electric railways in the early years of its history. It was this company that discovered the essential principle of the electric motor truck—the independent truck frame—and built the first independent frame trucks; it was first in making the journal yokes integral parts of the frame; first in using plate springs to counteract the oscillation of four-wheel cars mounted on coil springs; when larger car bodies were needed than could be successfully borne on four wheels, the company was ready with the "maximum traction" truck which it originated and which for many years had no rival in the double-truck field.

One of the greatest developments was the solid forging of the truck frames, which took many years to work out to a practical commercial basis, and to this day the magnitude of the proposition —involving the making of the largest intricate forgings known in any steel industry—has discouraged any other builder from entering into it, although it is well known that the solid forged frames are responsible to a large extent for the superiority of the Brill trucks and to the overwhelming majority of these trucks in use throughout the domestic and foreign fields.

The solid forged frame is inseparably connected with the name "Brill" because of the origin of the principle, the development of the process, and because no other trucks have side frames in which the pedestals and extensions are integral parts of the forging. For twenty years most of the Brill trucks have been built with solid forged side frames, although a few types of trucks are made with cast steel frames when desired.

It is plain that with a frame of the strength and simple form of the solid forged, there is nothing to prevent the springs from being placed exactly where they will give the smoothest riding qualities and most stability; also the section of metal gives wide surfaces and the necessary thickness to make the transoms and end frame connections rigid and powerful to a maximum degree.

The Brill "Half-Ball" Brake Hanger (patented), a standard part of the equipment of all Brill trucks for the past four years, is the only self-adjusting-for-wear and noiseless hanger that has proved entirely successful.

Every one of the trucks shown in this catalogue is an established type, having secured its place among Brill standard trucks through many years of use under the widest range of conditions applying to its field. Aside from the standard trucks are a variety of types for special classes of service, but which, having a more or less limited application, are not included. Trailer trucks are being built in increasingly large numbers and are usually of special design in each case. The catalogue is therefore made to cover only the adopted standards of Brill motor trucks, with variations of dimensions given for different load capacities. By introducing charts with names of parts, reference to any part of the truck can be made in correspondence without danger of misunderstanding. These charts are not intended to serve as guides for ordering spare parts, a complete order guide being furnished for that purpose.