

THE J. G. BRILL COMPANY

PHILADELPHIA, PA.

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London Office: 110 Cannon St., E.C.

Cable Address: "Axles," London

G. C. Kuhlman Car Co.
CLEVELAND, OHIO

American Car Company
ST. LOUIS, MO.
Compagnie J. G. Brill

Wason Manfg. Company
SPRINGFIELD, MASS.

49 Rue des Mathurins, PARIS, FRANCE. Cable Address: "Bogibril," Paris

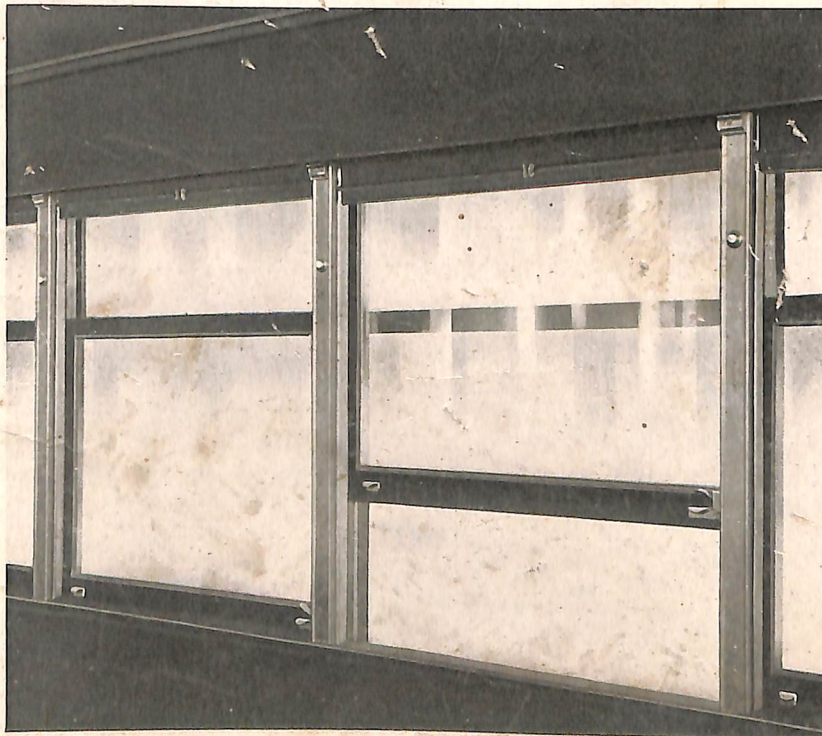


AGENCIES — Australasia—Noyes Brothers, Melbourne; Sidney, Dunedin, Brisbane, Perth — Argentine & Uruguay—C. S. Clarke & Co., Calle 25 de Mayo, No. 158, Buenos Aires — Belgium and Holland—C. Dubbelman, 48 Rue de Luxembourg, Brussels — Natal, Transvaal and Orange River Colony—Thomas Barlow & Sons, Durban, Natal — Italy—Giovanni Checchetti, Piazza Sicilia 1, Milan



THE BRILL RENITENT POST

UNTIL very recently in constructing the window system of a car built with steel upper framing it was customary to attach to the T-posts wooden runways for sashes and curtains and also the wooden pilaster.



This shows the Brill Renitent Post as it looks when applied to the typical city car window. The neat appearance of the post is readily discernible, its advantage in that direction over the ordinary wooden type of post being very great

This method of construction was early discovered to be not thoroughly efficient, due to the fact that the wood has a tendency to swell when subjected to dampness and moisture. This inefficiency of the window system was far

from being compatible with the entire practicability of steel car framing, the advantages of which over wooden construction never for a moment have been questioned by anyone interested in or connected with the electric railway field and the tremendous popularity of which, as evinced by the fact that it has been specified on such a very large number of recent orders, is but tangible proof of something already recognized as being true. Thus it is seen the demand of the field for a post that would not be affected



The illustration shows a window sash being removed from its Renitent Post casings by an ordinary workman, without the use of tools. The sash cannot be disturbed from its casing by the casual pressure exerted by a passenger raising or lowering it, but, on the other hand, to remove it does not require super-human strength or painful wrenching

ted by dampness was an entirely reasonable one. This demand early became so strong that the attention of The Brill Company was turned to an all-metal post. The result has been the Brill Renitent Post, a post which has in its favor the advantages of being water-tight, rattle-proof, interchangeable, safe against sudden dropping and of being easily removed from its runways without the use of tools.

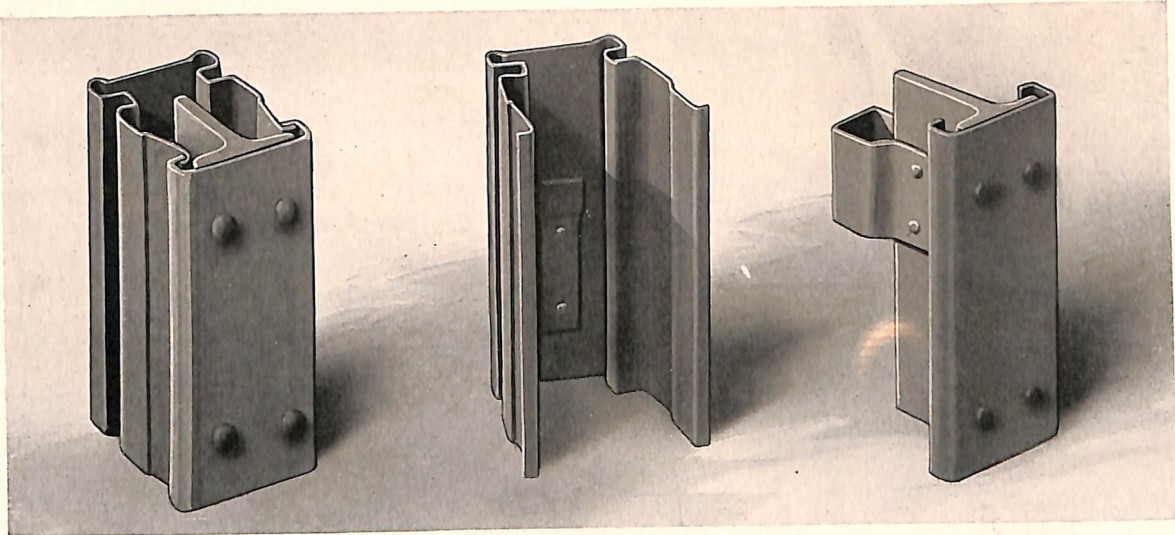
The post, which gets its name from its feature of "offering elastic resistance to pressure", consists of a casing of spring brass, attached to the T-post by means of clips fastened to the casing

and fitting into stirrups riveted to the post. Any one of the many advantageous features of the post would be a surprising claim to make but each claim is fully justified by the construction of the post and the service it gives and therefore the popularity of the post is readily understood.

In the first place, the feature of the post being readily removable without the use of tools is of tremendous importance as ordinarily removing a sash from its casing involves careful handling of tools by a mechanic and consequently a loss of some little time. The Brill Renitent Post may be taken from its casing simply by pulling it out. This means that the operation is one that can be performed by anyone and that does not require the services of an expert mechanic. However, the sash cannot be removed from its casing as a result of the casual pressure exerted by a passenger in raising or lowering the window. Also, no wind pressure, no matter how great, can disturb the sash.

Another very great advantage of the Renitent Post is that rattling is absolutely prevented by the elastic pressure which is exerted upon the sash stiles by the spring brass runways. This feature also guarantees the passenger against accidents to hands or arms that may be resting on the window sill and which might be injured by the sash dropping suddenly; should the catches become unfastened the sash will drop gradually. Still another very great advantage given the post by this check on dropping is that the sashes cannot be racked or the glass broken by careless handling.

The spring brass casing gives a uniformity which does away absolutely



The advantages of the Renitent Post are that it makes the sash water-tight and it cannot be warped from moisture, the sash will not rattle, is readily removable without tools, is safe from sudden dropping and is interchangeable from window to window. Besides, the T-post is readily accessible for repairs in case of accidents or for inspection, by virtue of the clip-and-stirrup method of attaching the casing, which method is clearly illustrated herewith

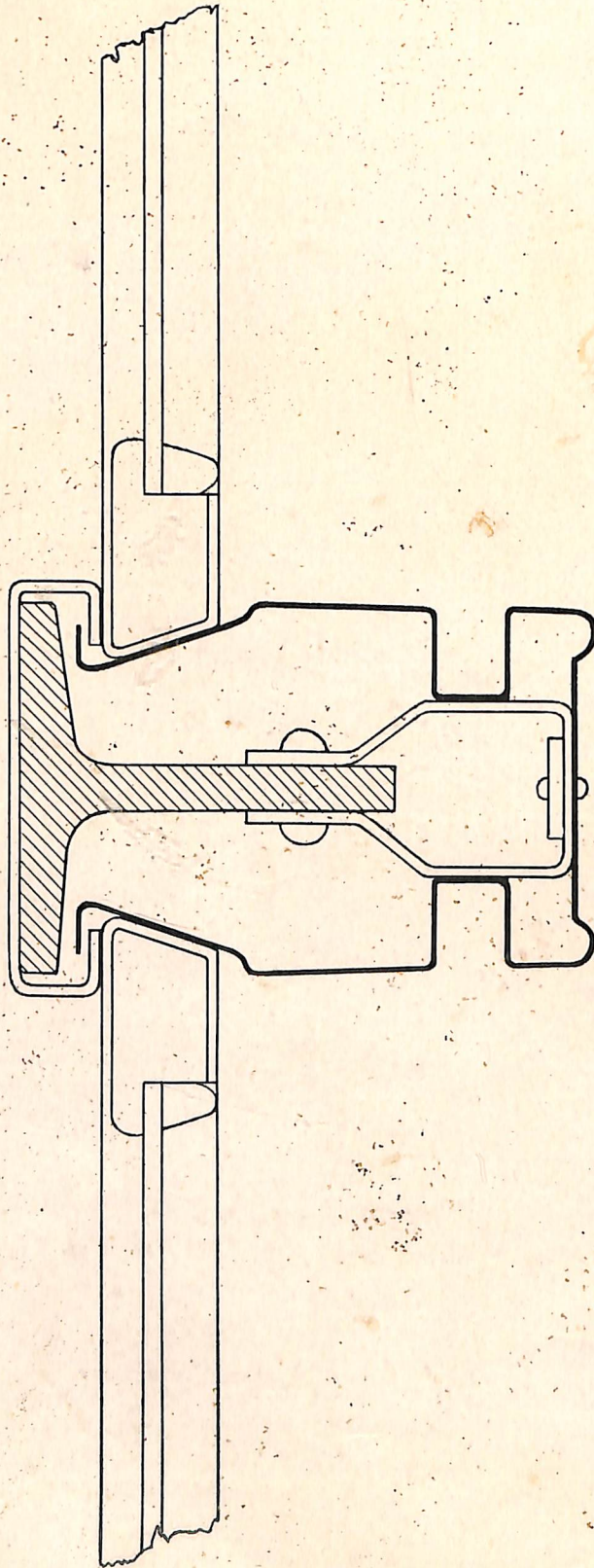
with fitting sashes individually into their runways, as must be done with sashes which are constructed to slide in wooden runways. Consequently the sashes are interchangeable from window to window and from car to car, where the window specifications are the same.

Still another advantage — and one that, although named last, by no means is the least important — is that the post casing readily may be removed from the T-post, thus making the latter easily accessible should it be necessary to make inspections or to make repairs in case of collision.

Because of the curving sweep which has to be given the casing in the Brill Semi-Convertible type of car, the Renitent Post system is not adaptable to the



The illustration shows the interior of a car recently built for the West Chester Street Railway, of West Chester, Pa., and gives an idea of the neat, trim appearance presented by the Renitent Post. The West Chester company is but one of about twenty-five operations that recently installed this type of post



Cross-section of Brill Renitent Post, showing the method of attaching the brass casing to the T-Post and the relative positions of T-post, casing, clip and stirrup, and the window sashes. The Renitent system may be used with either 1½ by 2 or 2 by 2 in. T-posts

Semi-Convertible window, but it may be attached to any other type of city or interurban car. Through the use of a sheet steel cover for the gap between posts the Renitent system is made applicable to the double-window post construction found in interurban cars. The Renitent Post is made in a range of sizes covering every width of post.

This post system has been used on cars built for the following companies and this list covers cars built or on order prior to February 9, 1917. Its total of 859 cars speaks eloquently for the impression the post has created upon the electric railway field.

Detroit United Railways, 300; Boston Elevated Ry., 190; Connecticut Company, 92; Toledo Rys. & Lt., 60; New York State Railways, 35; San Francisco-Oakland Terminal, 32; United Traction Co. of Albany, 25; Public Service Railway, 20; International Ry. of Buffalo, 20; Lehigh Traction Co. Hazleton, 10; Wilkes-Barre & Hazleton, 10; Cedar Rapids & Marion City Ry., Davenport, Iowa, 10; Monongahela Valley Traction, Fairmont, W. Va., 8; Buffalo & Lake Erie, 7; Ottumwa Ry. & Lt. Co., Ottumwa, Iowa, 5; So. West Missouri Ry., Webb City, Mo., 5; Union Depot Bridge & Terminal Co., 5; Peoples' Ry. Co. of Dayton, Ohio, 5; Austin St. Ry., Austin, Tex., 4; Conestoga Traction, Lancaster, Pa., 4; Steubenville Ry. Co., Ohio, 3; Benton Harbor & St. Joe, Mich., 3; West Chester St. Ry., Pa., 2; Albany Transit Co., N. Y., 1; Cleveland & Eastern Ry. Co., 1; Warren & Jamestown St. Ry., Warren, Pa., 1; Rutland Ry., Lt. & Power Co., Rutland, Vt., 1.