

Brill Cars in Buffalo and Vicinity.

One of the most interesting features of a visit of a street railway manager or engineer to the city of Buffalo or to Niagara Falls is the opportunity afforded of inspecting the rolling stock of the different



INTERIOR OF CLOSED CAR—NIAGARA FALLS & LEWISTON RAILWAY.

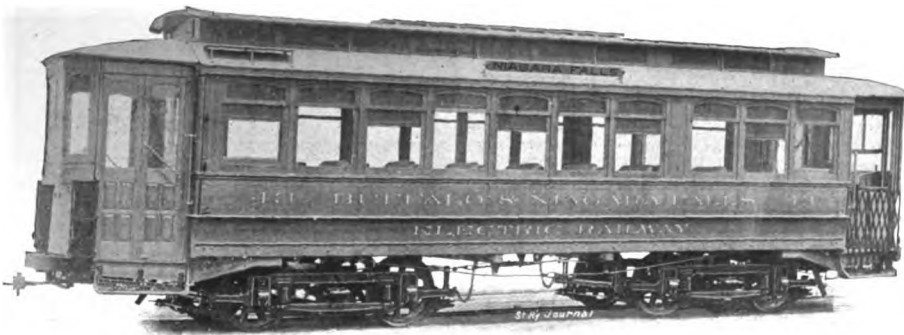
lines and of studying the results secured by cars of various patterns. The Niagara River region affords an excellent opportunity for this as it possesses good examples of a large city system, interurban systems and lines built for visiting scenic resorts. The rolling stock therefore varies in character, with the service and conditions presented.

As stated elsewhere, a discussion of the cars in use in this territory is practically a discussion of the Brill cars in the territory, so generally are the cars of that manufacture used there. As the companies are not members of one system, but are fourteen in number each operating independent lines, it is the best evidence that could be adduced to the high character of construction which the J. G. Brill Company employs in its cars.

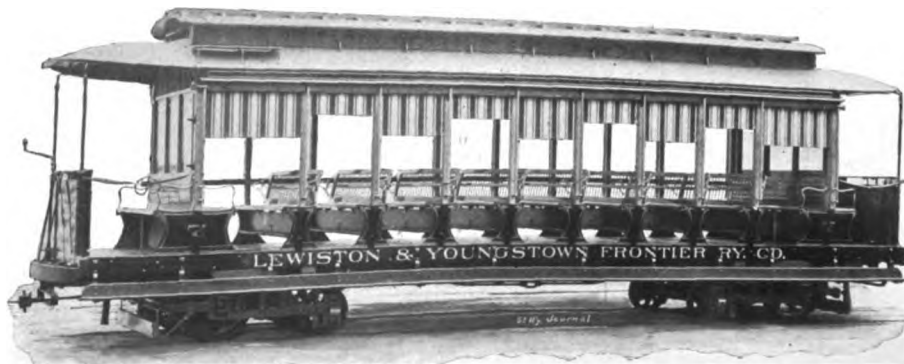
On page 607 of this issue views are given of seven types of cars used in Buffalo and Niagara Falls. On this and the following pages further engravings are given of the cars supplied by the Brill Company, from which an

excellent idea can be obtained of the class of cars in use.

The largest contract received from this territory by the J. G. Brill Company was naturally from the largest road and consisted of an order placed about a year ago for 100 cars, seventy of which were closed cars, mounted on Eureka maximum traction pivotal trucks and thirty open cars of the nine bench pattern with enclosed ends. The former is shown on page 607. The car is 27 ft. long over end panels, 7 ft. 6 ins. wide at belt rail and is finished inside in the Brill



CLOSED CAR WITH SMOKING COMPARTMENT—BUFFALO & NIAGARA FALLS RAILWAY.



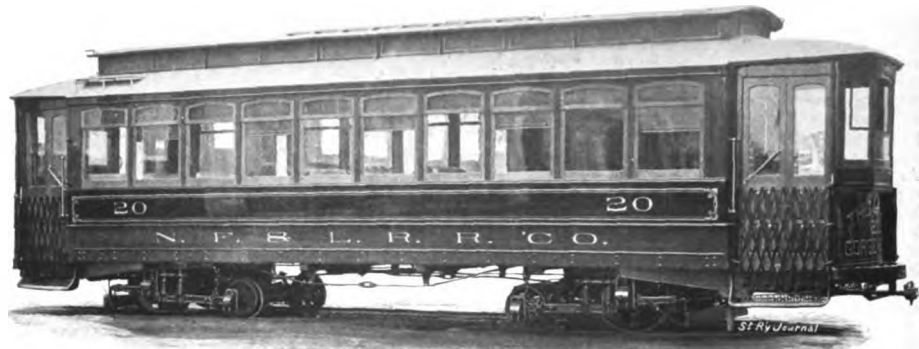
TWELVE BENCH OPEN CAR—LEWISTON & YOUNGSTOWN RAILWAY

palace No. 2 style of solid cherry, with decorated veneer ceilings, spring cane seats covered with carpet, and cherry slat backs. The car is also fitted with the Brill patented portable vestibules which are used extensively on the Buffalo Railway. The nine seat open car referred to is illustrated on page 692. This was one of the first

cars built having the Brill improved round corner seat end panels with curtains extending from the letter board to the sill. Since its introduction this improvement has met with great favor. The car has bronze metal trimmings, entrance guards, folding steps, gates and angle iron bumpers, which latter feature is also included in the

Railroad are shown on this page. They are almost duplicates of the closed cars in operation on the Buffalo & Niagara Falls road, having vestibule ends with doors, No. 2 palace finish and are provided with tables between the seats for picnic purposes. The car also has an ice chest or refrigerator at one corner. Like the other equipment of the Niagara Falls & Lewiston road, they are mounted on Brill Eureka maximum traction trucks.

The Lewiston & Youngstown Frontier Railway Company has quite a collection of different patterns of Brill cars. The first put in use were eight seat open cars, with enclosed ends and round corner seats and panels, and were mounted on Eureka maximum traction trucks. The same style of finish was used in these open cars as in the open cars for the Buffalo Railway. The closed car first put in operation by the Lewiston & Youngstown Railway Company has an 18 ft. car body with vestibule and platform at one end only, the controller and brake apparatus be-



CLOSED CAR—NIAGARA FALLS & LEWISTON RAILWAY.

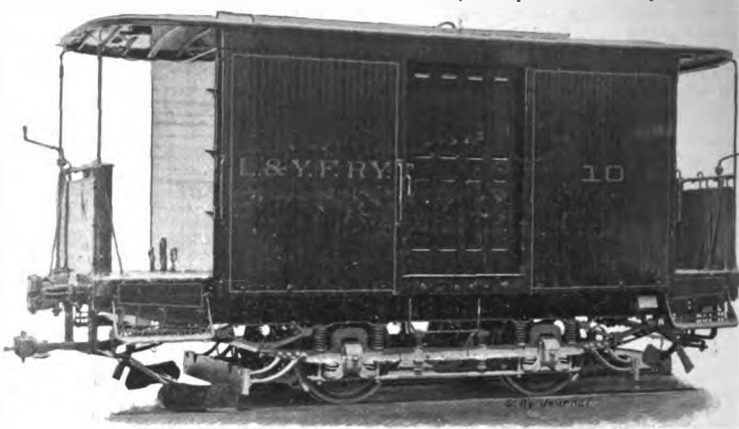
closed cars. All the cars are equipped with Dunning's patented drawbar and socket and Dunning's patented sand box.

The total equipment of cars and trucks on the line of the Buffalo & Niagara Falls Electric Railway, operating between Buffalo and Niagara Falls, is also of Brill manufacture. The exclusively passenger car used is shown on page 691 and the combination passenger and baggage car on page 607. The former is divided into two compartments, the smaller compartment arranged for smokers and a seating capacity for twelve passengers. The cars are 28 ft. long over end panels, 8 ft. 5 ins. wide at belt rail, are provided with transverse seats, spring upholstered, covered with cane and have reversible backs. The interior of the car is finished throughout in Palace No. 2 style. All these cars are mounted on the Brill No. 27 "Perfect passenger truck." It was on the line of this railway that the Brill Company first tried the No. 27 truck and with the remarkable conditions of operation this No. 27 truck has made a phenomenal record, never having been derailed through any cause.

The Buffalo, Bellevue & Lancaster Railway Company has some cars of the same general description as the 27 ft. cars on the line of the Buffalo Railway, which are described above. The company has also some very similar to those of the Buffalo & Niagara Falls Electric Railway Company except without vestibule ends. These cars are mounted on Eureka maximum traction trucks.

The Niagara Falls & Lewiston Railway Company, like the Buffalo & Niagara Falls Electric Railway Company, has its total equipment of Brill cars and trucks. The first installment of cars put in use were of the open excursion pattern, having twelve

ing mounted in the baggage compartment at the other end, as shown on page 607. The interior finish is palace No. 2, and the cars are all mounted on Eureka maximum traction trucks. The Lewiston & Youngstown Frontier Railway also purchased this year a twelve

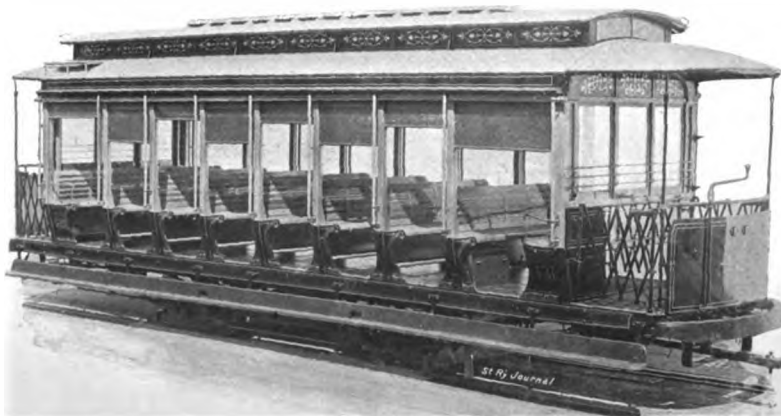


200 H. P. ELECTRIC LOCOMOTIVE—LEWISTON & YOUNGSTOWN RAILWAY.

seat car. It is of the same general description as those operated by the Niagara Falls & Lewiston Railroad, illustrated on this page, and is also mounted on Eureka maximum traction pivotal trucks. The company's freight locomotive, of which a description appears on page 608, is also of Brill manufacture, and is illustrated herewith. It is mounted on a Brill No. 21 E truck.

The Buffalo, Kenmore & Tonawanda Railway Company is another corporation which has purchased its total equipment from the Brill Company. These cars have 22 ft. bodies. The Niagara Falls & Suspension Bridge Railway has also Brill cars and trucks.

The last company organized, of those whose lines are built, the Buffalo Traction Company, has also placed an order for fifty cars with the Brill Company. These cars are 21 ft. long in body and are finished generally after the style used in the cars of the Buffalo Railway, that is, palace No. 2 finish, decorated veneer ceilings, spring cane seats covered with carpet, and cherry slat backs.



NINE BENCH OPEN CAR—BUFFALO RAILWAY.

benches and with a seating capacity for sixty passengers. This type is illustrated at the center of the group on page 607. The cars have malleable iron seat end panels, stationary back seats and two sets of curtains, spring roller curtains to act in the capacity of sun shades, and storm curtains to roll up by hand outside of the side posts.

The closed cars operated on the Niagara Falls & Lewiston