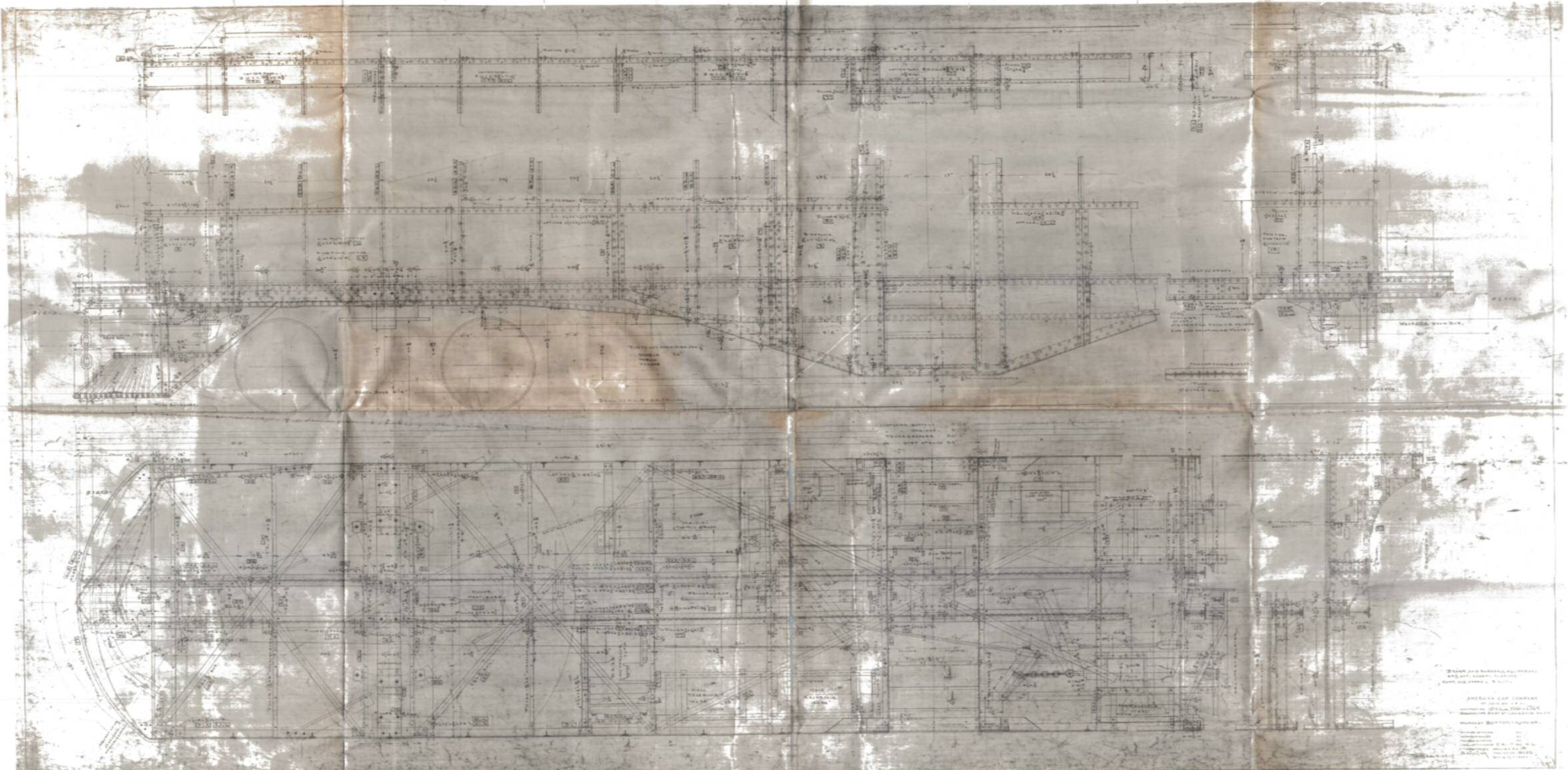


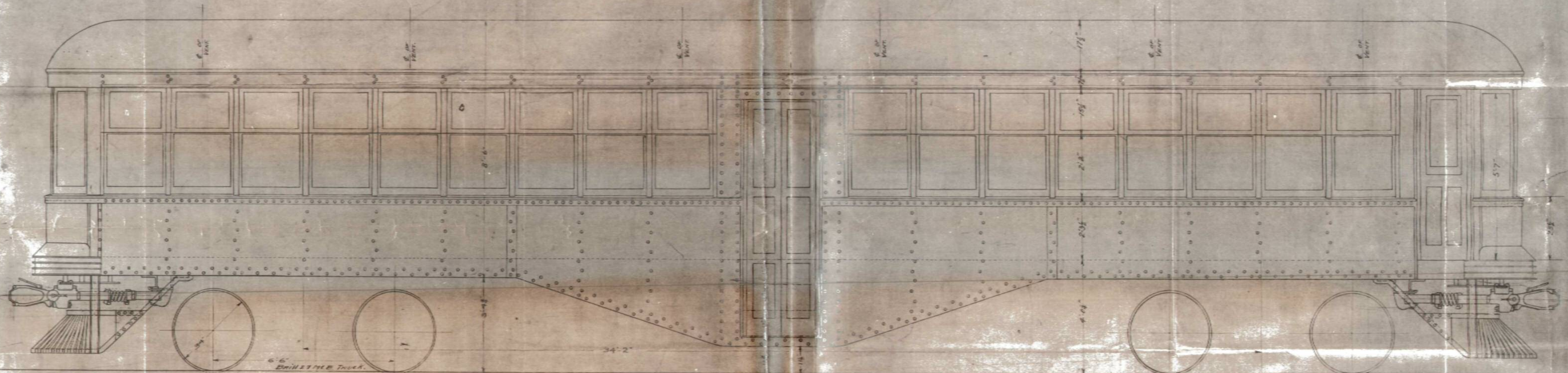
TABLE OF CONTENTS
100 Series (St. Louis & Alton) Passenger Motors Drawings

<u>Page</u>	<u>Equipment Type</u>
2	Floor Plan
3	Side Profile
4	Car 101
6	Car 103: Seating/Underframe

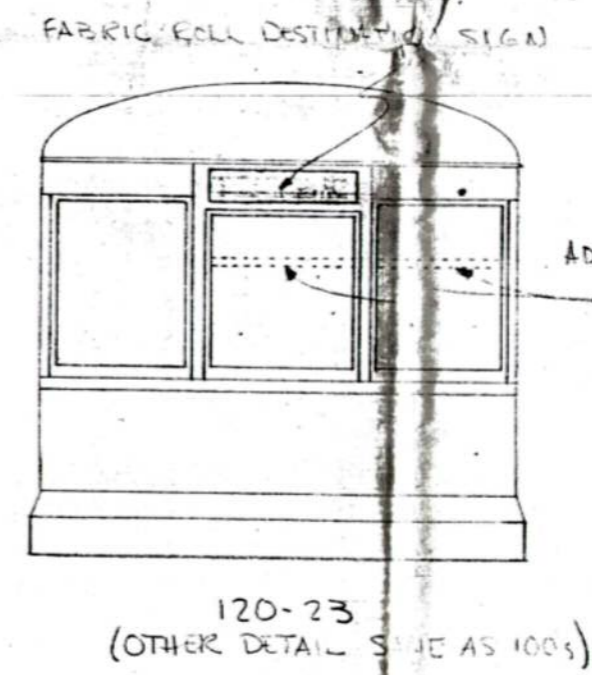
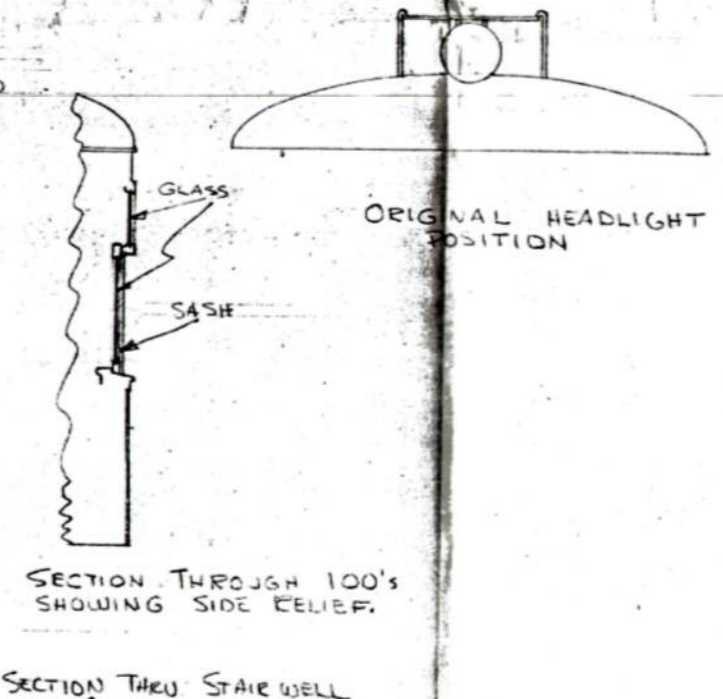
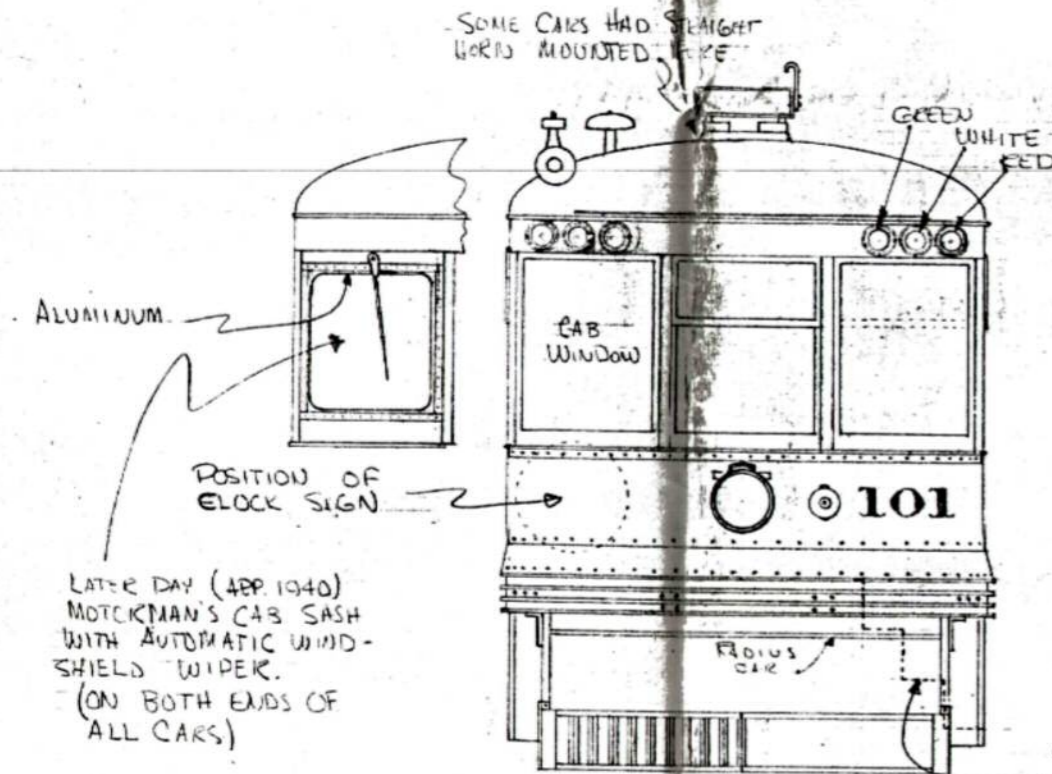
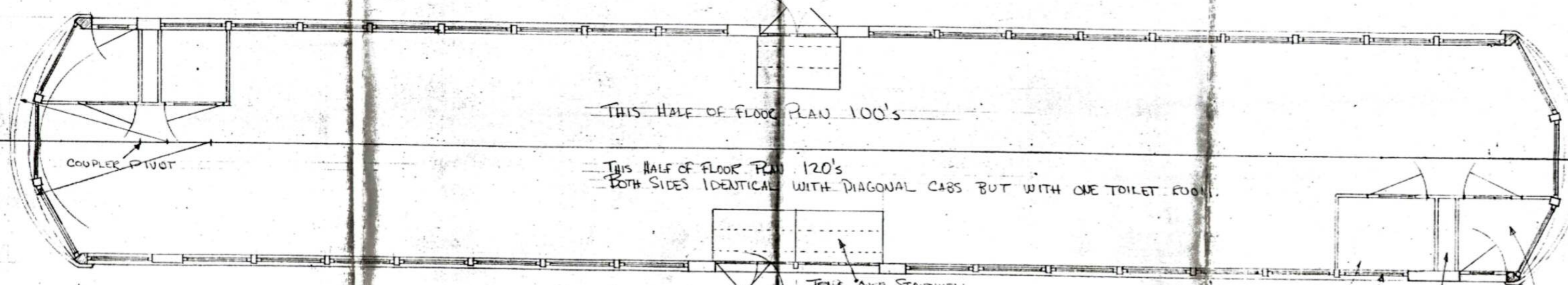


WALKER AND BARNARD, ARCHT.
205 WEST WASHINGTON ST.
CHICAGO, ILL.

AMERICAN CAR COMPANY
CHICAGO, ILL.
DESIGNED BY WALKER AND BARNARD
CONSTRUCTED BY AMERICAN CAR COMPANY
1910



ILL. TERR. COLDS: TECCA COTTA (RED) ROOF, TANGERINE (YELLOW-ORANGE) BODY, MAROON SASH & DOORS, BLACK LETTERING, UNDERBODY, ANTI CLIMBERS, HEADLIGHT RETRIEVER & ROOF HARDWARE. (I HAVE THE CORRECT DECAL LETTERING FOR BOTH O & HO SCALES)
 CAR 101 AT I.T. MUSEUM IN NORTH CHICAGO, CAR 104 A MUSEUM OF TRANSPORT, ST. LOUIS



LATER DAY (APP. 1940) MOTCKMAN'S CAB SASH WITH AUTOMATIC WIND-SHIELD WIPER. (ON BOTH ENDS OF ALL CARS)

END OF 120's IDENTICAL EXCEPT FOR HIGHER DASH, DESTINATION SIGN, AND LETTERBOARD IN THREE FLAT PANEL PARALLEL TO SASH.

PAGES 17 & 18 OF CERA BULLETIN 93 SHOW SEVERAL PHOTOS OF BOTH TYPES OF CAR AT DIFFERENT STAGES OF REBUILDING.

SCALE: 1/2" = 1'

WILLIAM J. CLOUSER
 1301 THATCHER
 ST. LOUIS 21, MO.
 6-21-56

SHEET 2
 of
 2

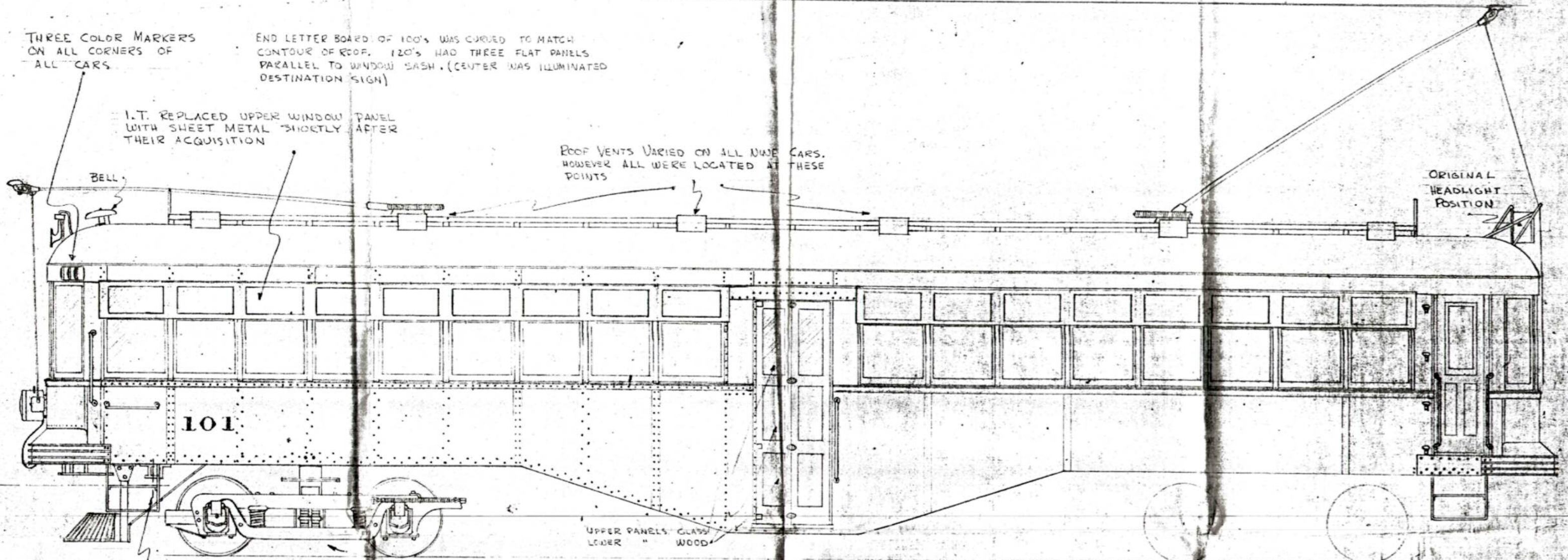
THREE COLOR MARKERS ON ALL CORNERS OF ALL CARS.

END LETTER BOARD OF 100'S WAS CURVED TO MATCH CONTOUR OF ROOF. 120'S HAD THREE FLAT PANELS PARALLEL TO WINDOW SASH. (CENTER WAS ILLUMINATED DESTINATION SIGN)

I.T. REPLACED UPPER WINDOW PANEL WITH SHEET METAL SHORTLY AFTER THEIR ACQUISITION

ROOF VENTS VARIED ON ALL NUMER CARS. HOWEVER ALL WERE LOCATED AT THESE POINTS

ORIGINAL HEADLIGHT POSITION



COUPLER PIVOT. BUILT WITH TOMLINSON COUPLER. I.T. REPLACED WITH A.A.R. ORIGINAL CONST. PERMITTED LARGER PILOT FARTHER FORWARD.

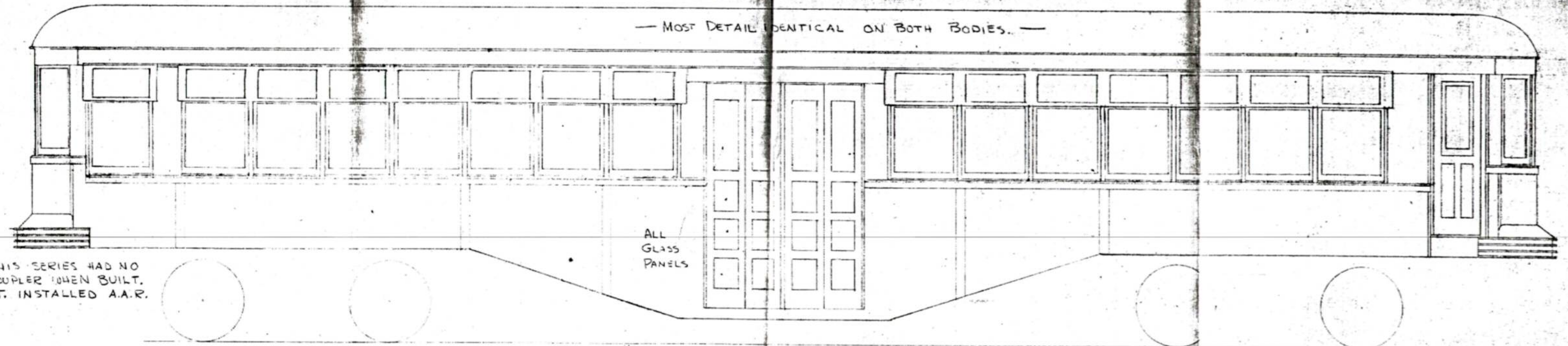
COMMONWEALTH TRUCKS. ORIGINAL EQUIPMENT. WHEN 101 + 104 PUT IN MAINLINE EXTRA SERVICE, (1953-54) THESE + CONTROLS REMOVED IN FAVOR OF BALDWIN + CONTROLS TO MATCH 273-85 MAINLINE COMBINES.

EAST ST. LOUIS & SUBURBAN RY. Co. '60-64 (ILLINOIS TERMINAL 100-104) BUILT A.C.F. 1917

BOTH SIDES OF BOTH CARS IDENTICAL WITH CABS ON RIGHT FRONT.

HEADLIGHT WAS TYPICAL I.T. - 500 WATT. IT WAS REMOVABLE WITH A PLUG UNDER THE ANTI CLIMBER.

— MOST DETAILS IDENTICAL ON BOTH BODIES. —



THIS SERIES HAD NO COUPLER WHEN BUILT. I.T. INSTALLED A.A.R.

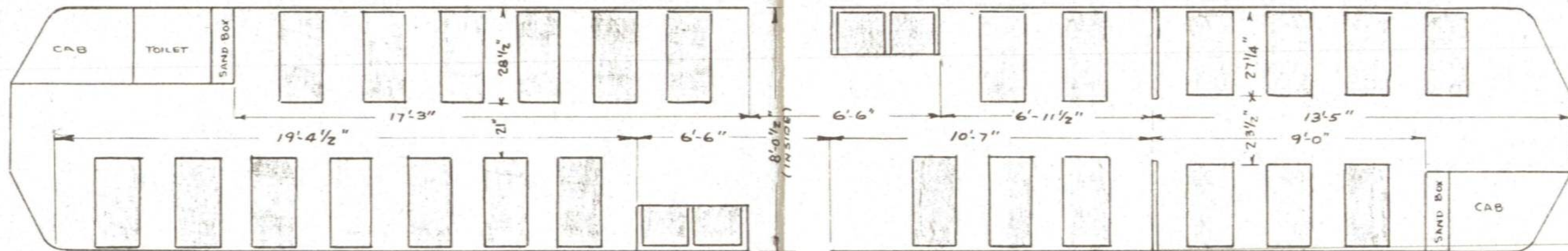
ORIGINAL TRUCK BRILL 27 MCB. I.T. REPLACED WITH BALDWIN FROM 350-53 CARS. EQUIPED FOR MU OPERATION IN '40'S.

ILL. TERM. 120-123 BUILT E. ST. L. & S. SHOPS 1923 (E. ST. L. & S. 4, 5, 11, & 15)

SCALE: 1/2" = 1'

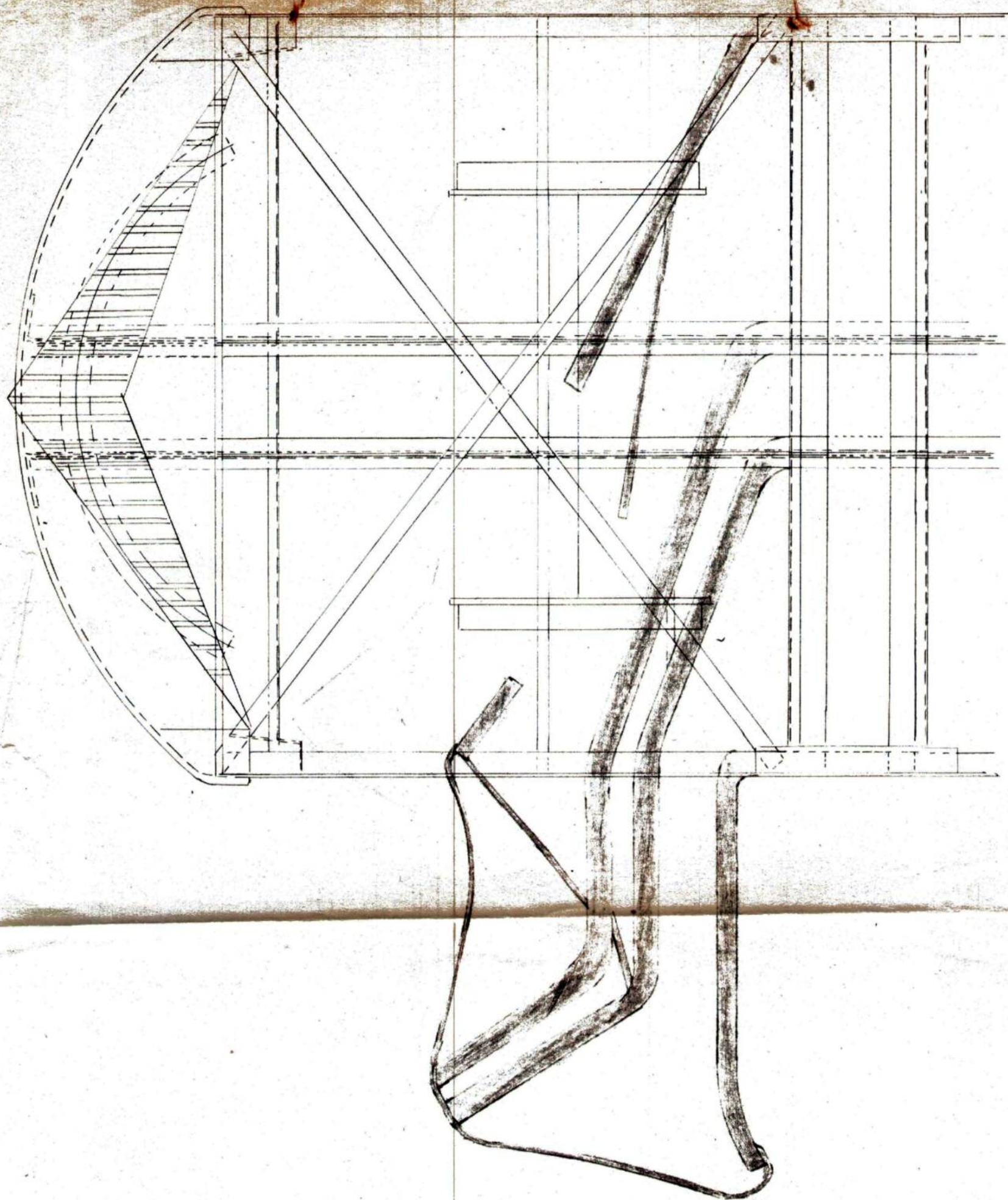
WILLIAM J. CLOUSER
7-7-55
6-14-56

SHEET 1
OF
2



ILLINOIS TERMINAL RAILROAD COMPANY

SEATING PLAN CAR 103



SKETCH OF UNDERFRAME OF CAR #103

11-3-45

15