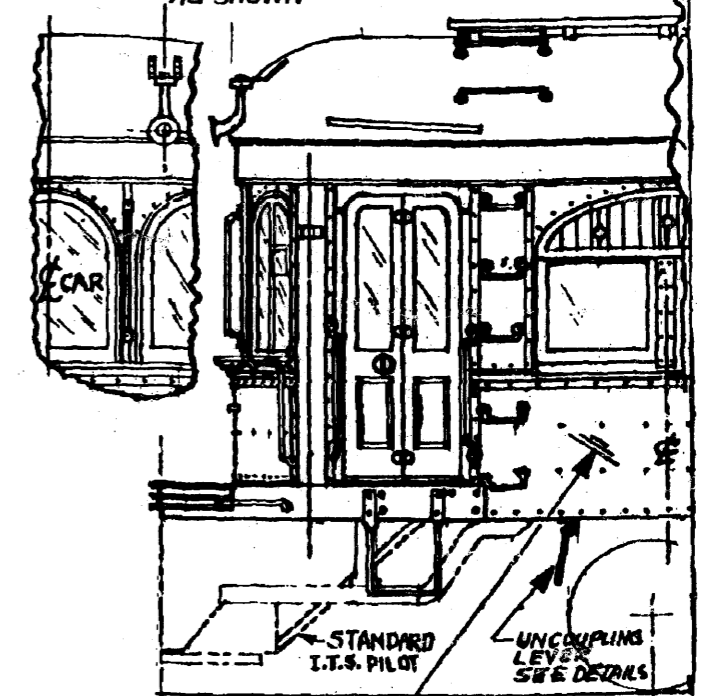
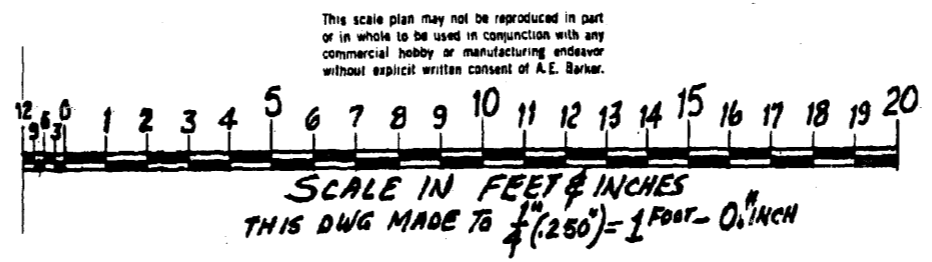
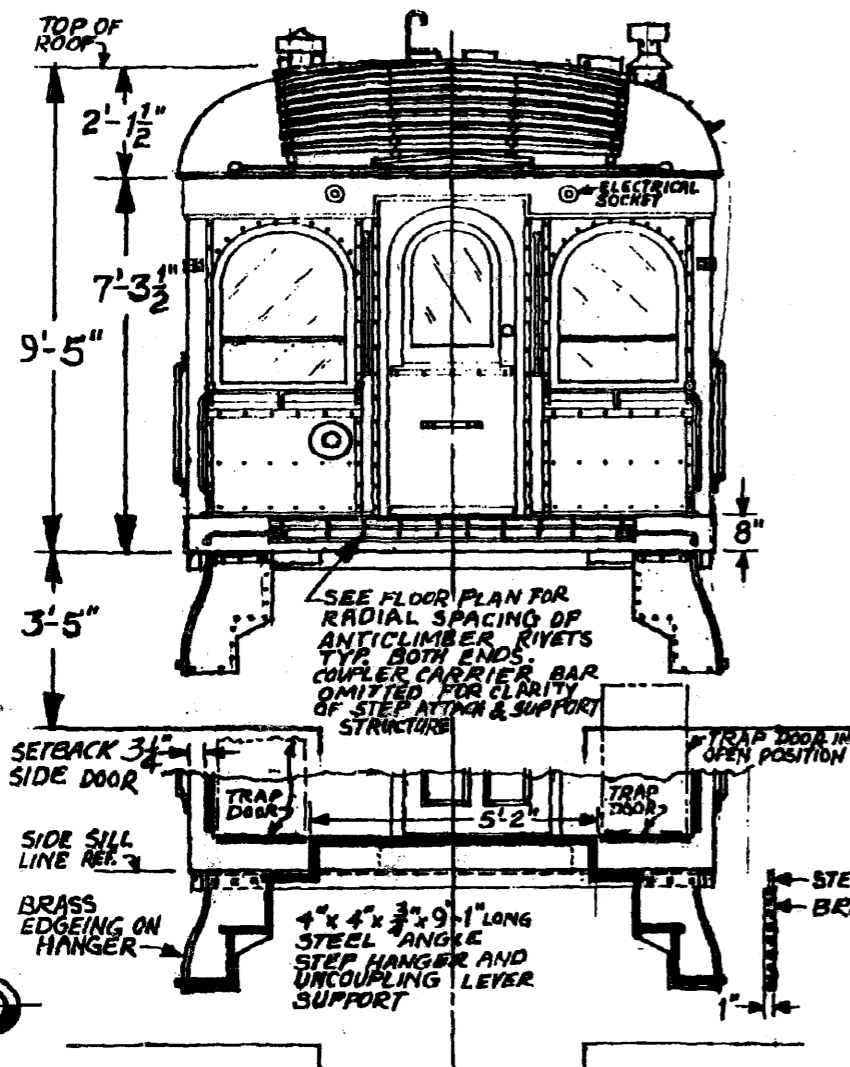
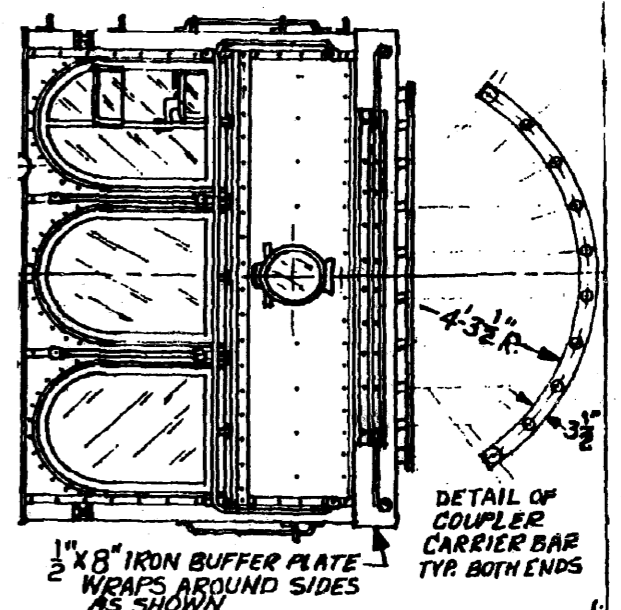
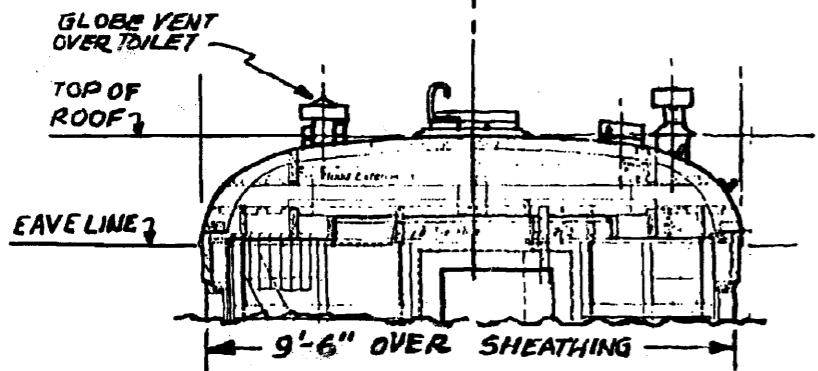


TABLE OF CONTENTS
Interurban Passenger Equipment Drawings

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3	260 Motor Side -Floor
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6	280 Motor Side -Floor
7	284 Motor Side -Floor
8	523 Trailer Side-Floor
9	1202 Motor Side -End
10	Express Car -Side
11	Motor 233 -Floor
12	Ordnance Trailer Side-End-Floor
13	Parlor Car Side-End-Floor
14	Sleeping Car Side-End-Floor



NOTE:
RIVET SPACINGS SHOWN ON THIS PANEL CONTINUES ONLY TO NEXT PANEL STRIP *30" FROM E OF WINDOW CENTER POST NOTED ABOVE.
BALANCE OF PANELS ON LEFT SIDE USE SAME RIVET SPACING PATTERNS AND PANEL LENGTH SPANS CORRESPONDING TO RIGHT SIDE OF CAR BODY. STANDARD PANEL SPANS & PANEL SPIKE STRIPS DENOTED ON FLOOR PLAN WITH PITCH MARKS. SEE PHOTOS ALSO.

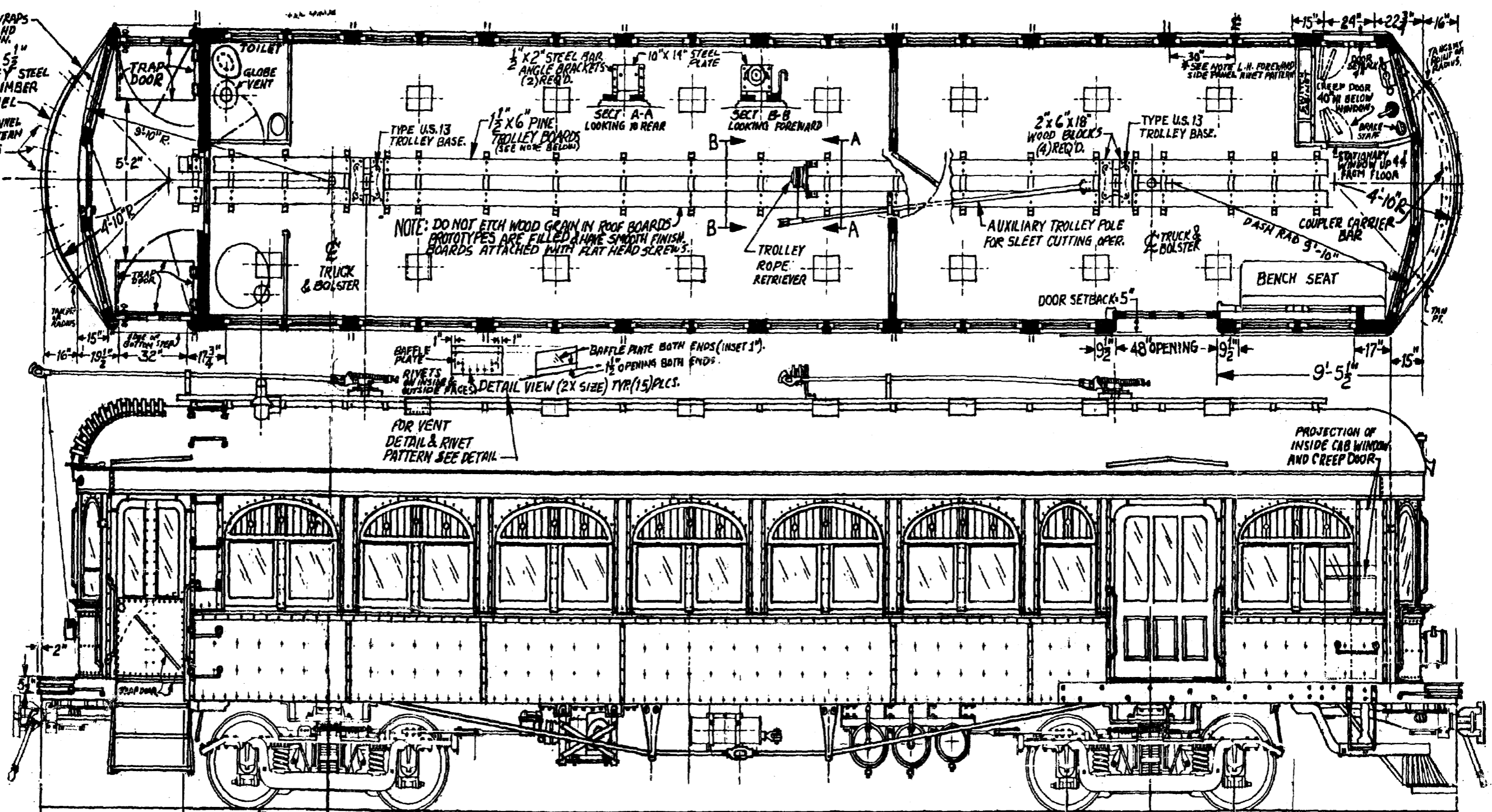
REAR VESTIBULE SIDE DOORS SHOWN AS REBUILT TO SINGLE PANEL SWING DOOR, STEEL SHEATHED & SHORTENED TO SWING CLEAR OF VESTIBULE FLOOR. TYPICAL BOTH SIDES.

VIEW LOOKING FORWARD THROUGH VESTIBULE PLATFORM AT REAR BULKHEAD

1/2" X 8" IRON BUFFER PLATE WRAPS AROUND CORNER POSTS AND INTO STEP WELLS AS SHOWN.

2" X 5 1/2" HEDLEY STEEL ANTI-CRIMPER CHANNEL

ANTI-CRIMPER CHANNEL RADIAL RIVET PATTERN (10) PLACES, (2) ROWS



NOTE: DO NOT ETCH WOOD GRAIN IN ROOF BOARDS. PROTOTYPES ARE FILLED AND HAVE SMOOTH FINISH. BOARDS ATTACHED WITH FLAT HEAD SCREWS.

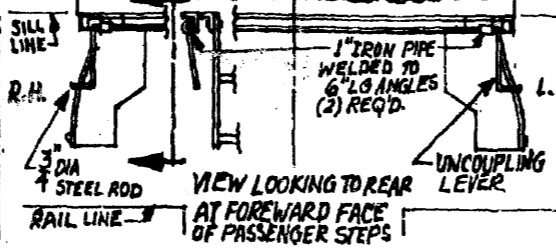
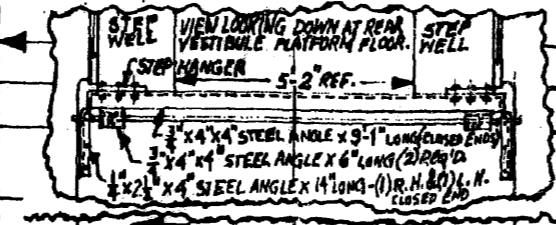
BAFFLE PLATE BOTH ENDS (INSET 1"). 1/2" OPENING BOTH ENDS. RIVETS ON INSIDE SURFACE. DETAIL VIEW (2X SIZE) TYP (15) PLCS.

FOR VENT DETAIL & RIVET PATTERN SEE DETAIL.

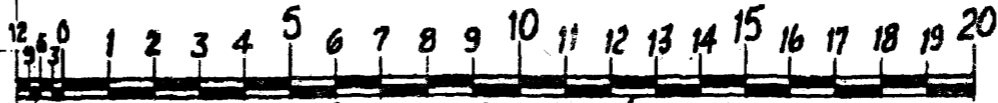
PROJECTION OF INSIDE CAB WINDOW AND CREEP DOOR.

11'-3" 5'-7 1/2" 32'-3" TRUCK & BOLSTER CENTERS 49'-10 1/2" LENGTH-FRONT BUFFER PLATE OVER REAR BODY CORNER POST 55'-6" LENGTH OVER BUFFER PLATES 6'-6" 12'-0" 3-27-01 AEB. REV. 3-18-93

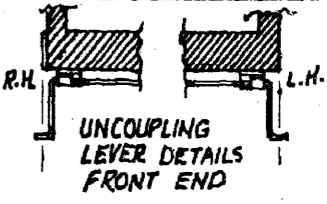
REAR VESTIBULE SIDE DOORS SHOWN AS REBUILT TO SINGLE PANEL SWING DOOR, STEEL SHEATHED & SHORTENED TO SWING CLEAR OF VESTIBULE FLOOR. TYPICAL BOTH SIDES.



This scale plan may not be reproduced in part or in whole to be used in conjunction with any commercial hobby or manufacturing endeavor without explicit written consent of A.E. Barker.

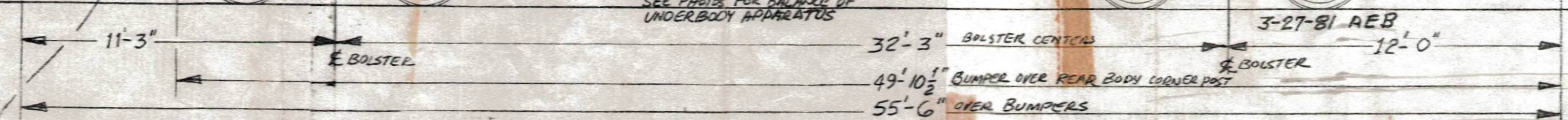
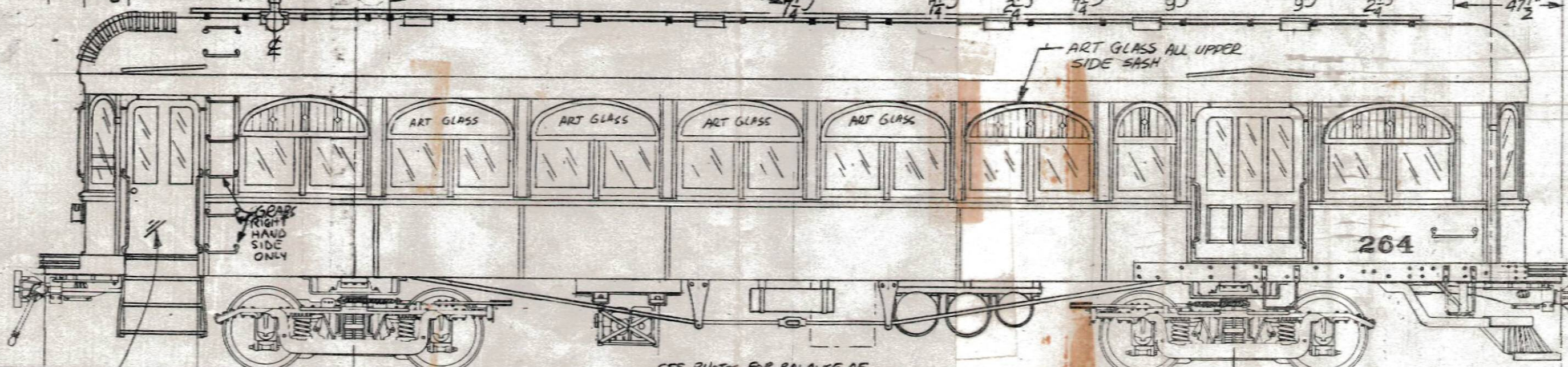
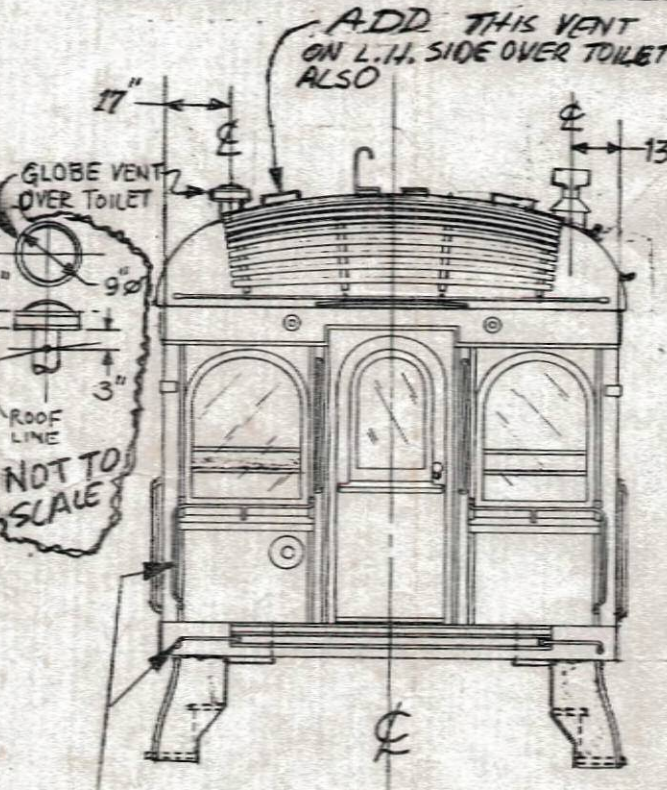
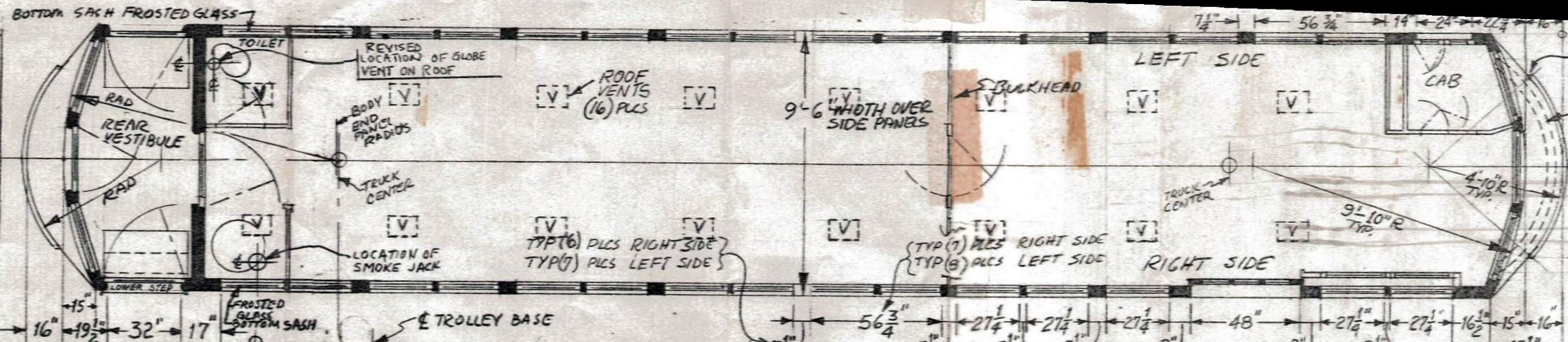


THIS DWG MADE TO 1/4" (250) = 1 FOOT - 0.1 INCH



260 Series

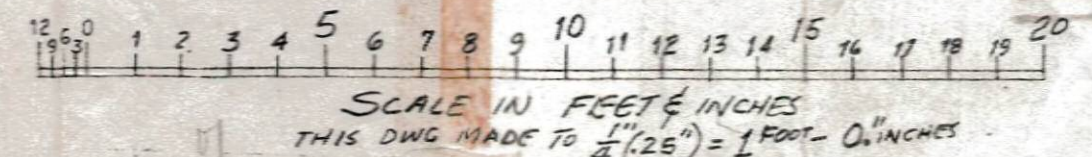
ILLINOIS TERMINAL
R.R. CO
COMB. PASS-BAGG CARS
260-264
ORIG. CHICAGO OTTAWA & PEORIA
260-269 BUILT BY
DANVILLE CRR CO 1911



GRABS & SAFETY RAILS SHOWN ON END VIEW OMITTED FROM END OF SIDE VIEW BUT ARE TO BE INSTALLED AS SHOWN RIVET PATTERN SIMILAR TO 273 CLASS.

(REAR VESTIBULE SIDE DOORS SHOWN AS REBUILT TO SINGLE SWING DOOR STEEL SHEATHED, SHORTENED TO CLEAR VESTIBULE FLOOR TIP

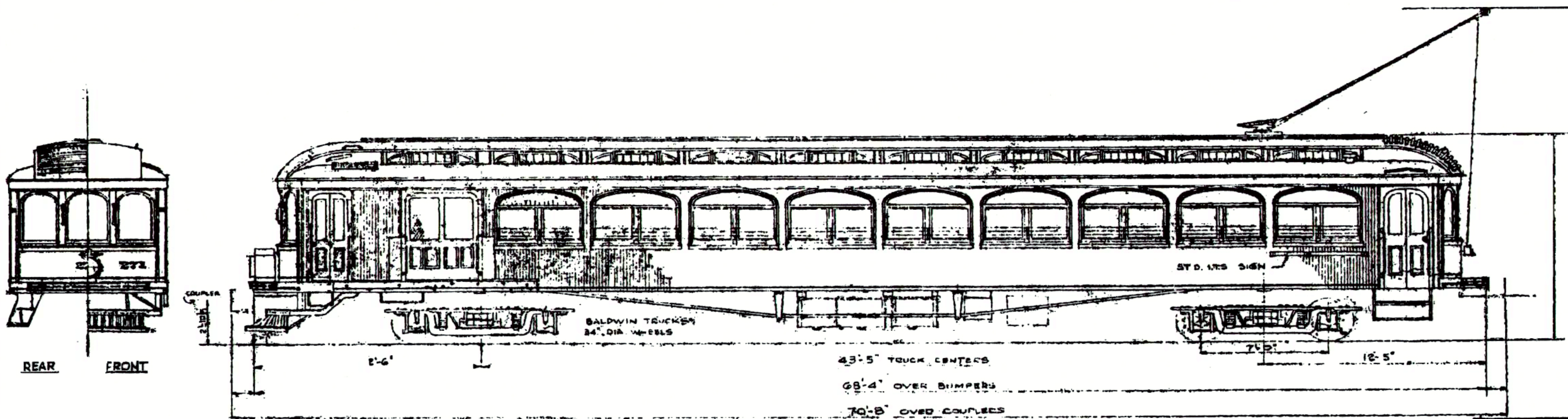
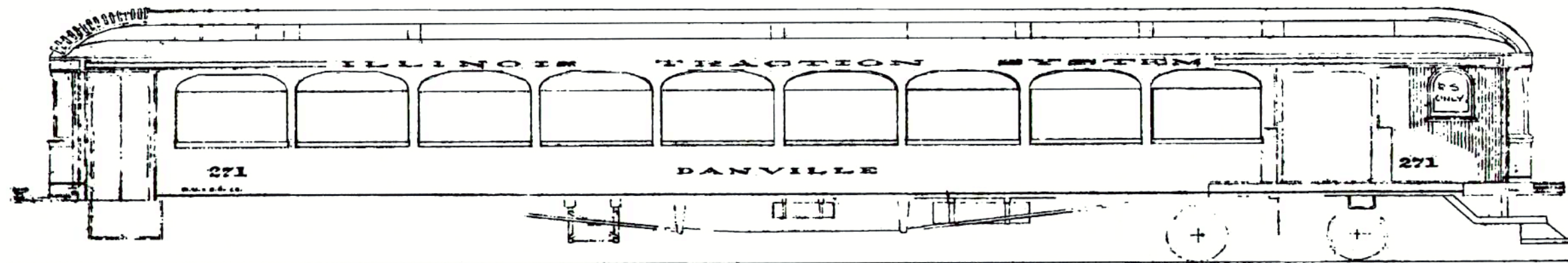
This scale plan may not be reproduced in part or in whole to be used in conjunction with any commercial hobby or manufacturing endeavor without explicit written consent of A.E. Barker.



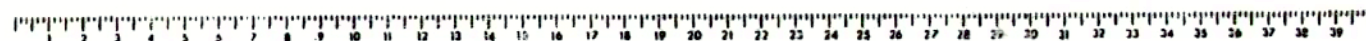
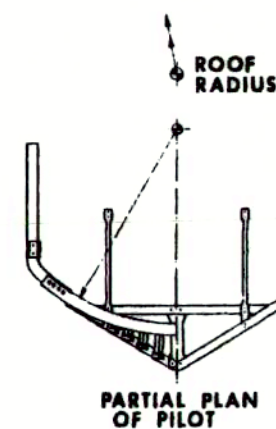
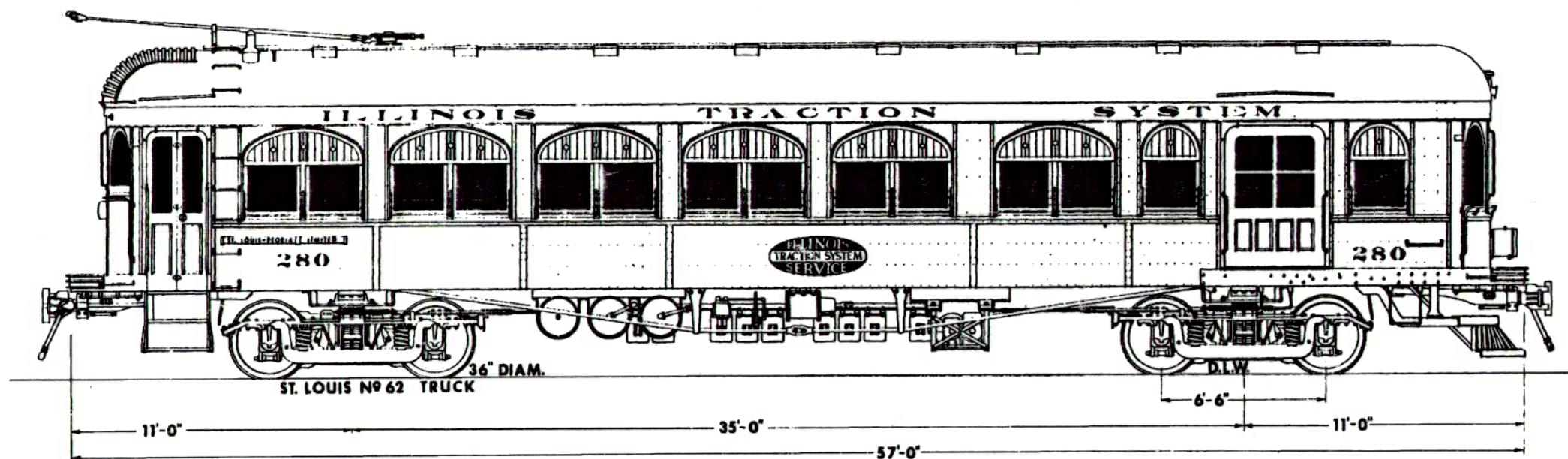
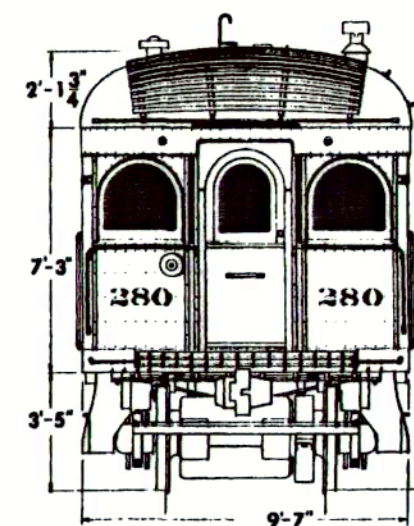
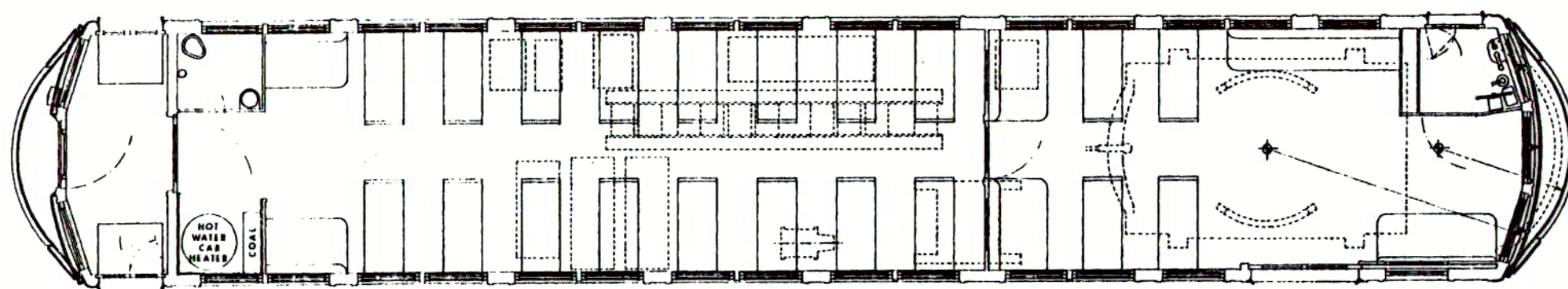
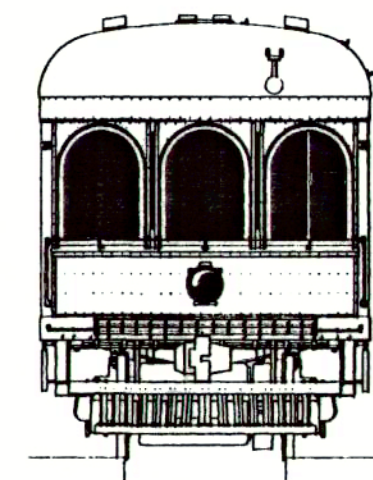
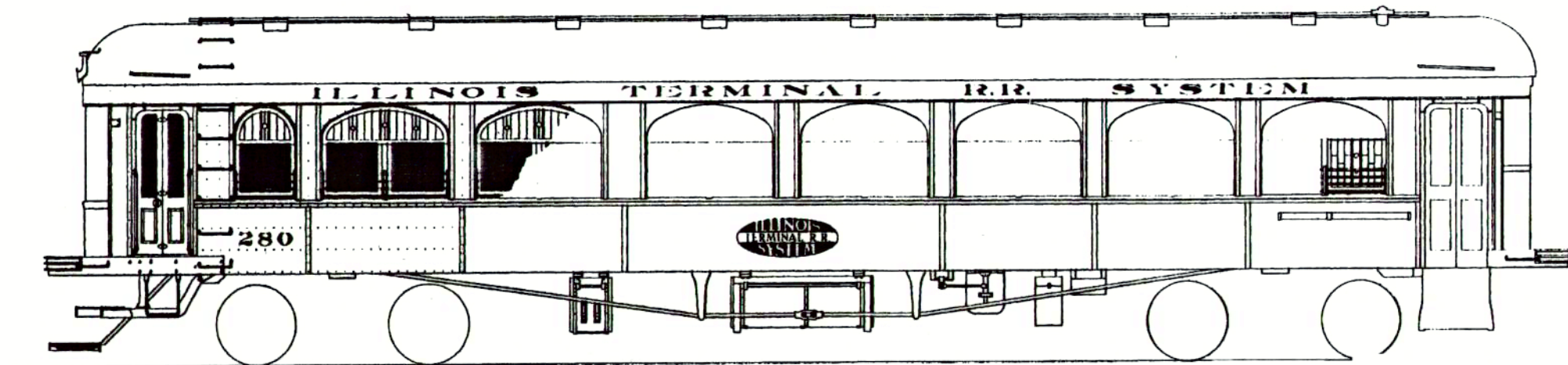
FOR HO GAUGE (3.5MM/FOOT)
REDUCE 55'-6" SPAN [WHICH IS 13 1/2" (13.875" OR 352.4MM)].

- ALL GRAB IRONS, SAFETY RAILS ON END & DASH PANEL DETAILS SAME AS 273 CLASS WITH EXCEPTION OF STIRRUP STEPS AS SHOWN ON THIS DRAWING
- PILOT & TRUCKS IDENTICAL TO 273 CLASS
- ALL BODY RIVET PATTERNS SAME AS 273 CLASS
- AIR HORN & HEADLAMP SAME AS 273 CLASS

*2" CHG (REVISED LOCATION OF GLOBE VENT OVER TOILET REVISION TO AGREE WITH END VIEW, ADDED ROOF VENT ON L.H. REAR OVER TOILET, ADDED ROOF VENT



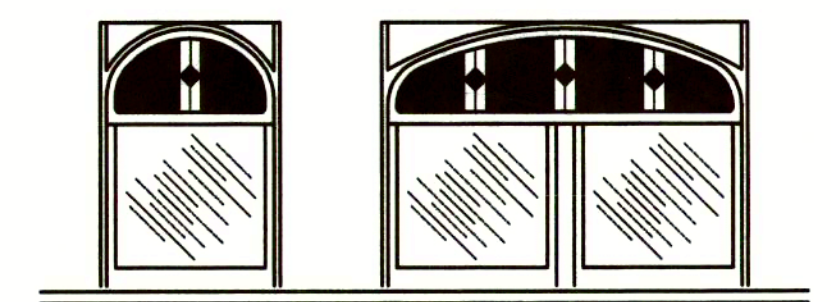
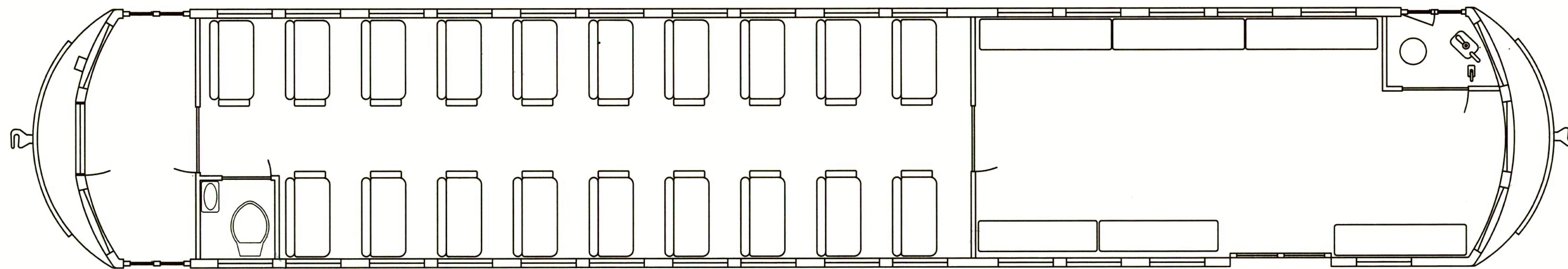
GENERAL ARRANGEMENT
 COMB. PASSENGER BAGGAGE
 INTERURBAN CAR
 SCALE: 1/4" = 1'-0"
 MARCH 28, 1939



DRAF130 Lab 14 - Class Project for Robert A. Jefferis - Instructor Tom Hughes

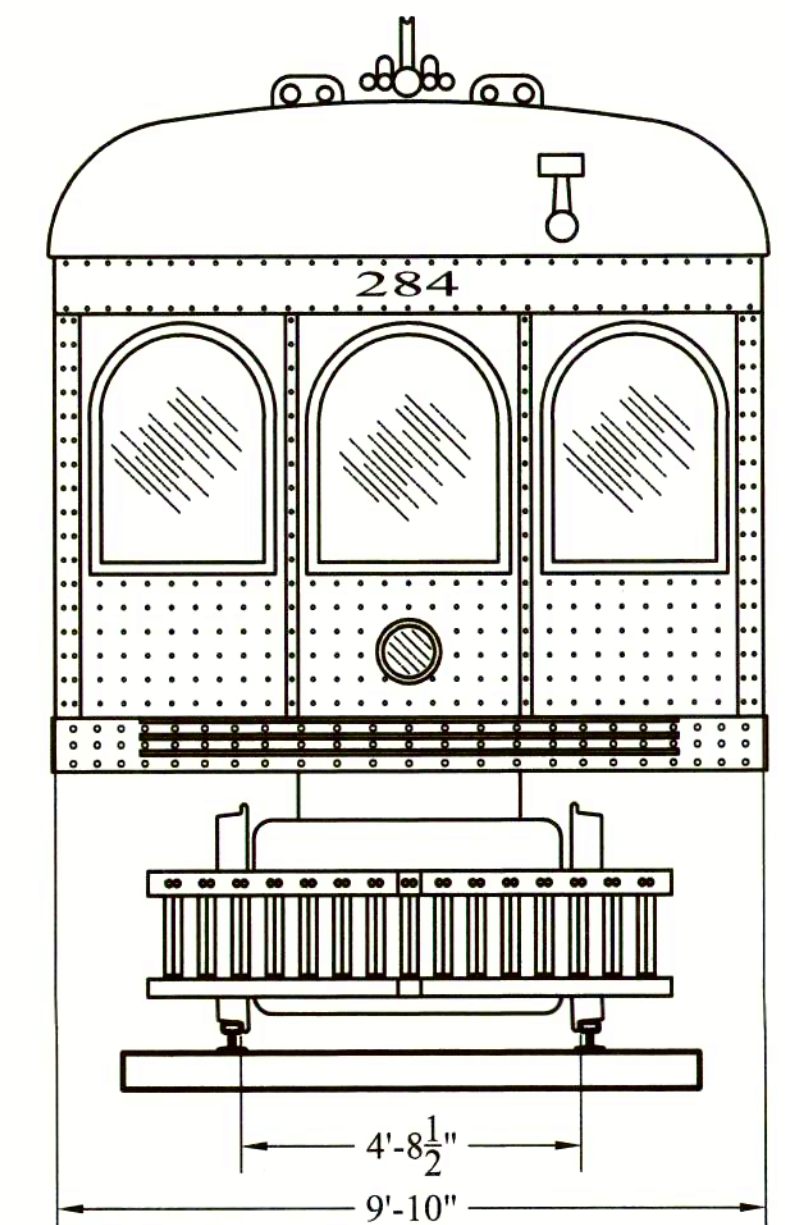
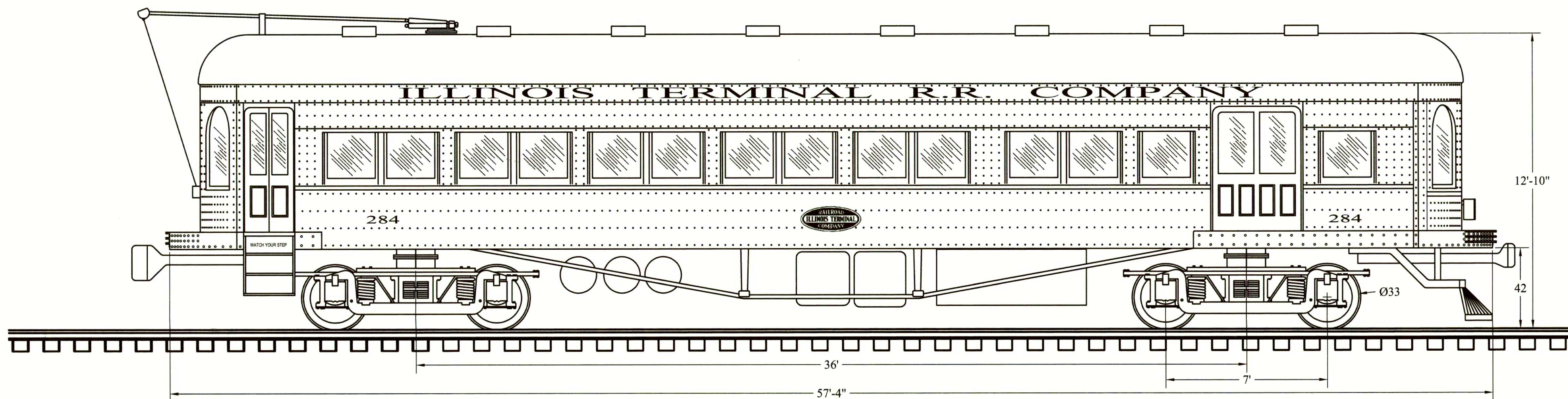
Electric Interurban Combine (Passenger & Baggage) Car #284 - Illinois Terminal Railroad Company

This car was one of 13 identical cars built for the Illinois Traction System by St. Louis Car Company in 1913 & 1914. These cars seated 55 passengers, weighed 50 tons and had a motor on each axel. They pulled as many as 4 similar trailer cars and were the prime mainline cars for about 35 years. Power was 650 volt direct current. These cars were single end with only one set of controls and one trolley pole.

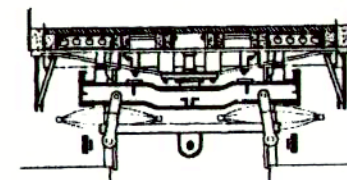
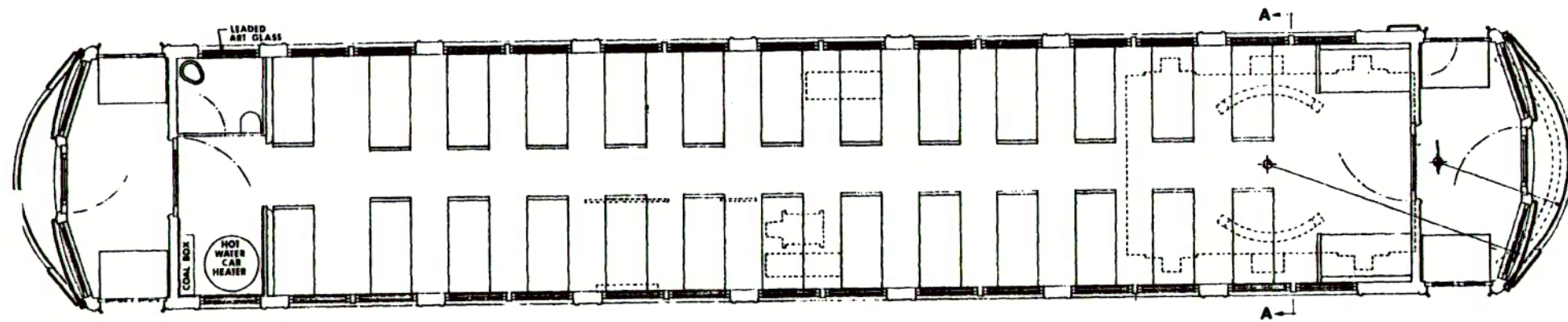


Arched Windows

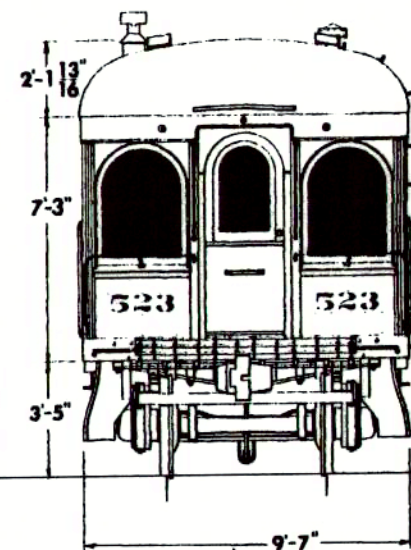
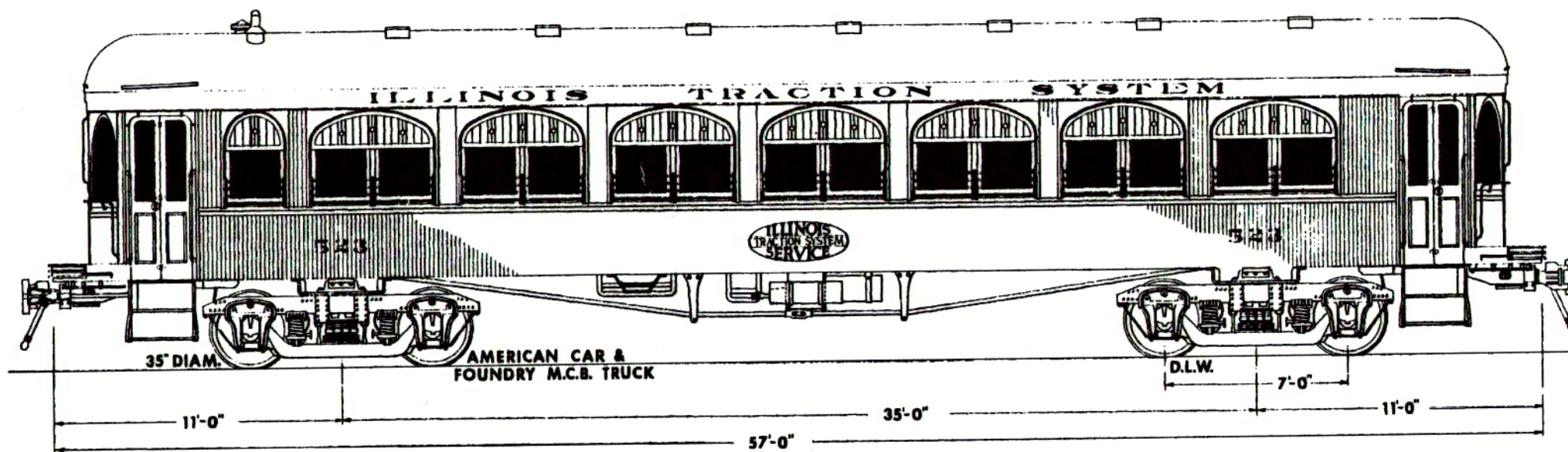
These were original to the car when built in 1916. By 1938 all 13 cars of this series had the stained glass, arched windows plated over with steel as shown at left.



Drawing Scale is $3/8" = 1'$. If a model were built to this scale it would be considered "G Gauge" or Number 1 Gauge.

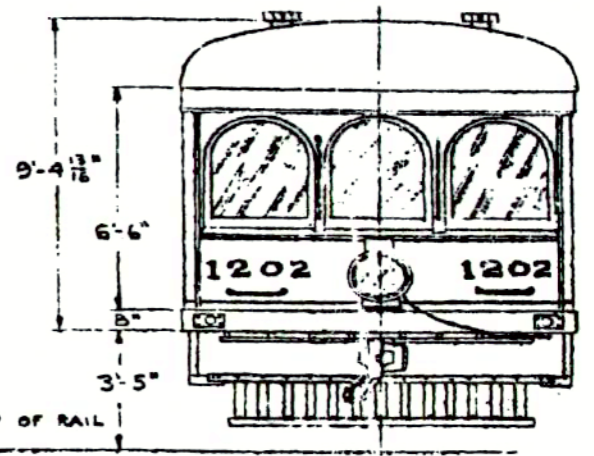
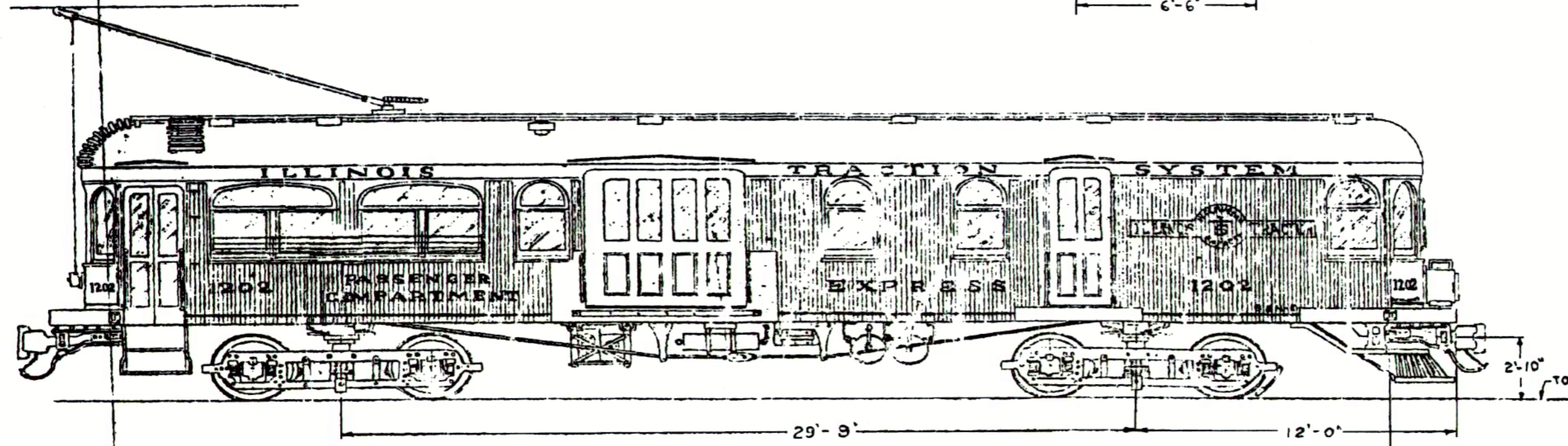
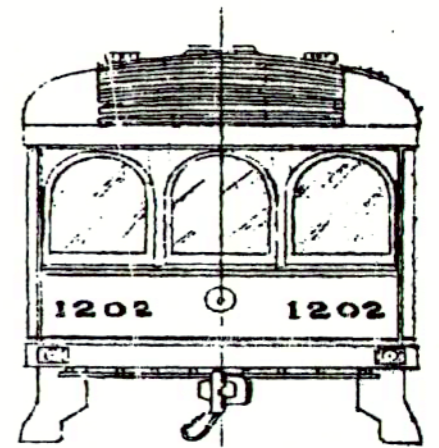
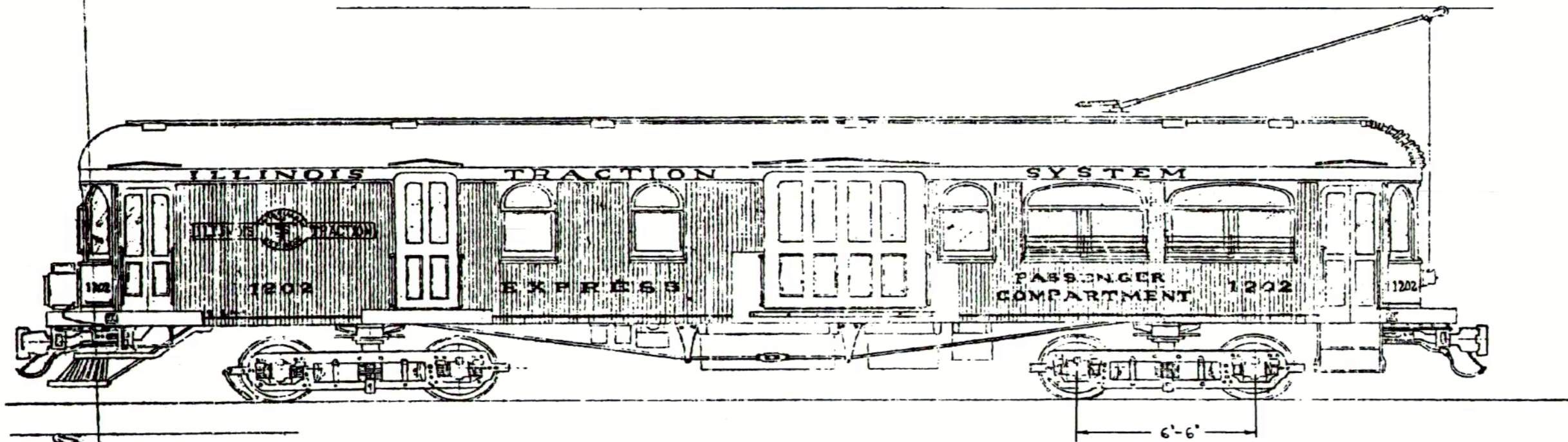
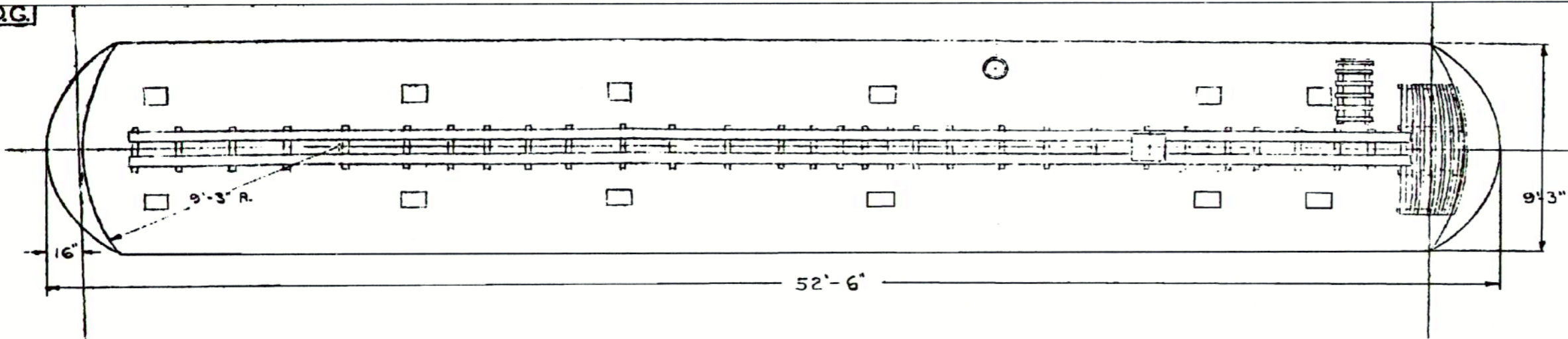


PARTIAL SECTION A-A



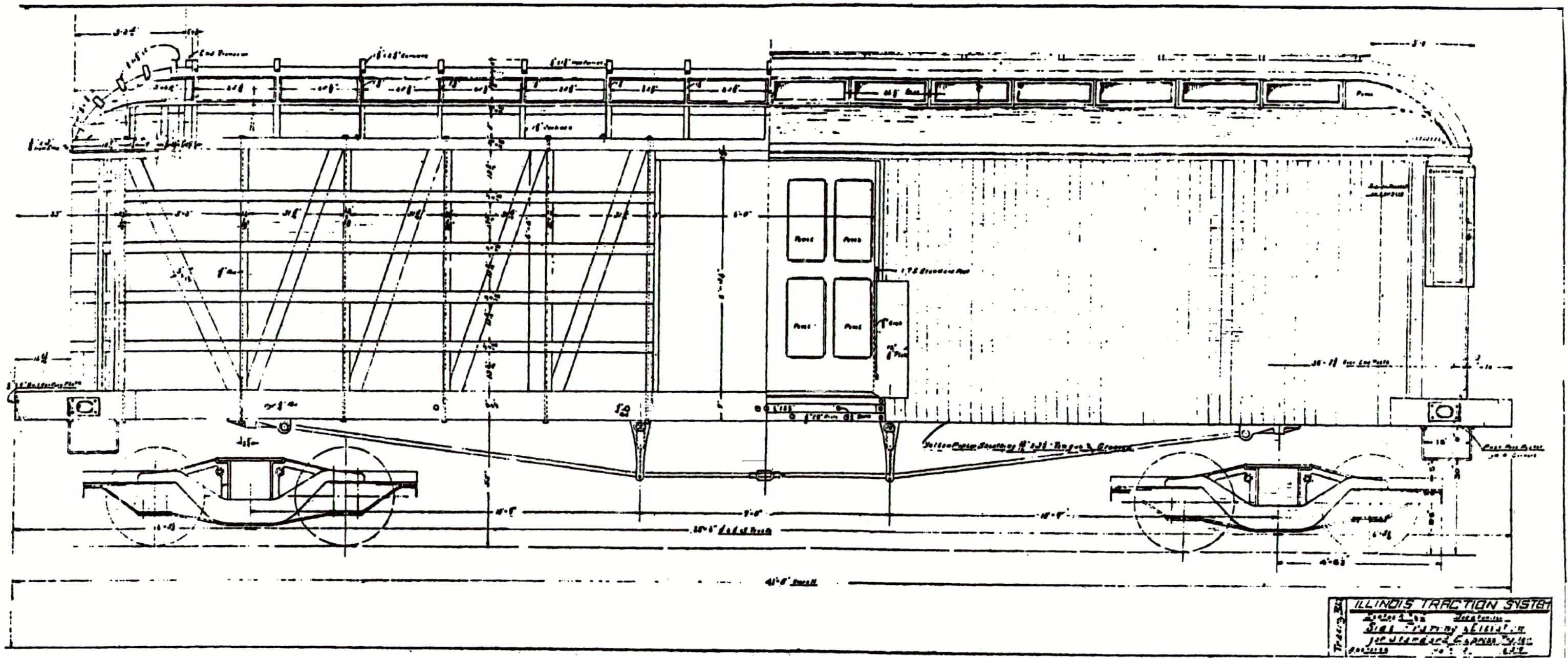
ROOF RADIUS

A.M.D.G.



RAILROAD	CAR BUILDER	REFERENCE	DRAWN BY	SCALE	DATE
ILLINOIS TRACTION SYSTEM	Mc GUIRE-CUMMINGS MFG. CO. CHICAGO, ILLINOIS-1910	I.T.S. DWG. 8-312	B. J. ...	1"=1'-0"	OCT. 9, 1938

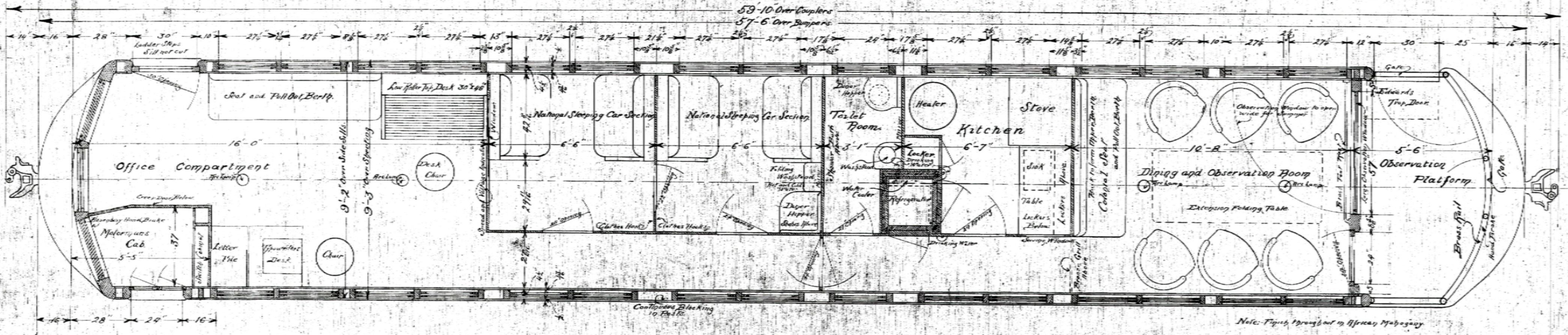
2/25/38



ILLINOIS TRACTION SYSTEM
 DRAWING NO. 1000
 SHEET NO. 1 OF 1
 J. W. BROWN, ENGINEER
 CHICAGO, ILL.

SIDING: 3/4" T & G
 33'-7 3/8" OVER END POSTS
 41'-5" OVERALL
 28'-6" TRUCK CTRS
 PLAN SCALE: 3/8" = 1'-0"

Note - Car to be equipped with annunciator and push buttons

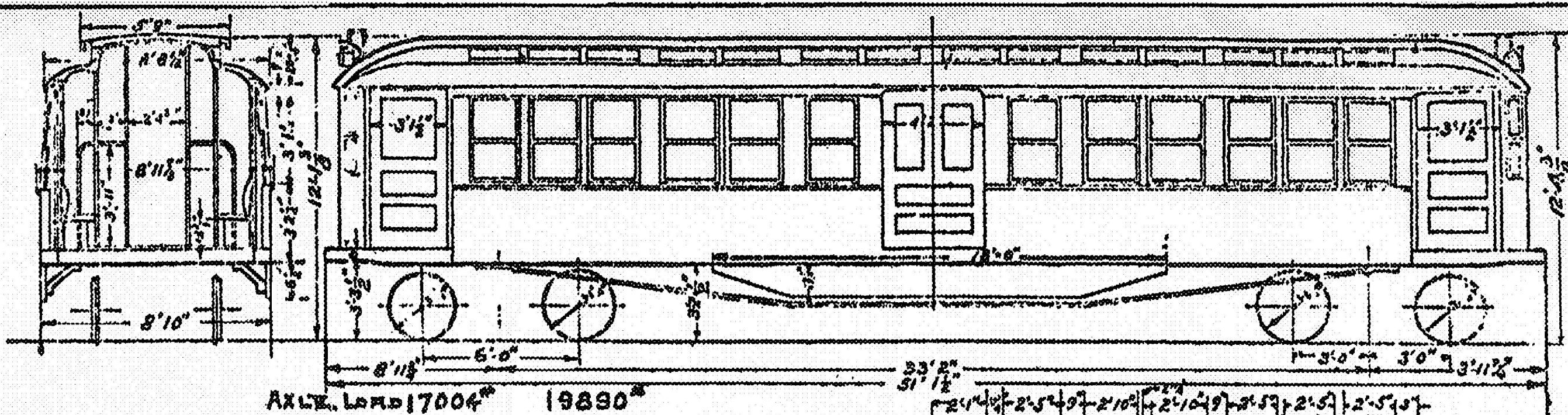


Private Car for General Manager

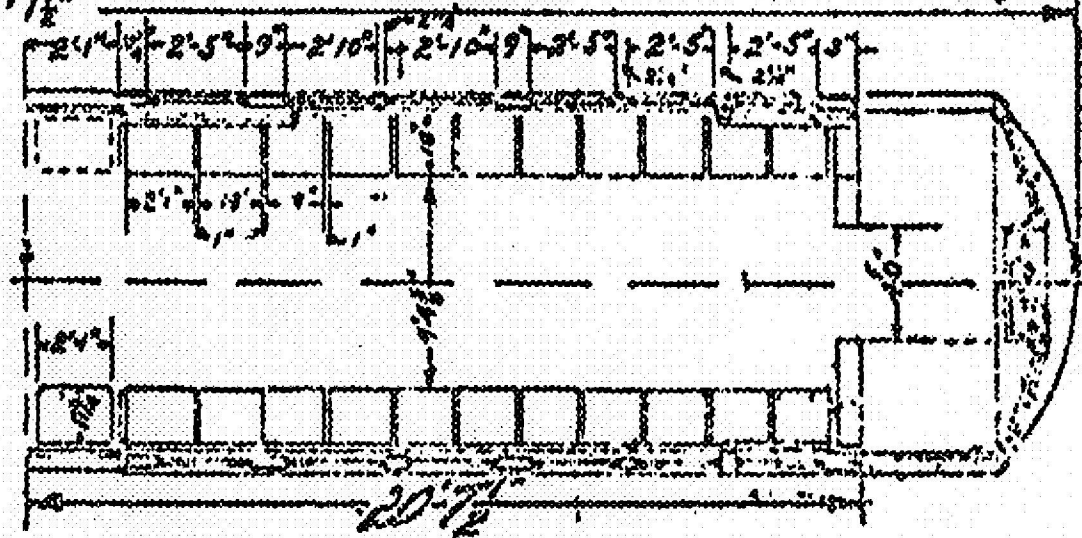
Drawn by DEB Date Dec-29-1908

Approved by JMBosebury Dept. of MR&E.

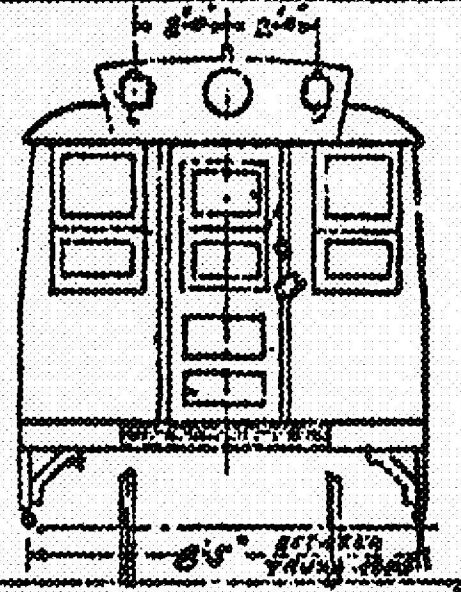
Scale - $\frac{1}{2}$ " = 1'



AXLE LOAD 17004⁰⁰ 19890⁰⁰



EQUIPMENT DATA	
DESCRIPTION	MOTOR CAR WEIGHT
CAR BODY EQUIPPED	46,588
2 MOTOR TRUCKS AT 9600	19,200
2 MOTORS AT 4000	8,000
CAR LIGHT	73,788
SEATING CAPACITY, 44 AT 140,	6,60
STANDING " " 118 AT 140,	10,520
MAXIMUM " " 162 AT 140,	22,680
TOTAL	95,460

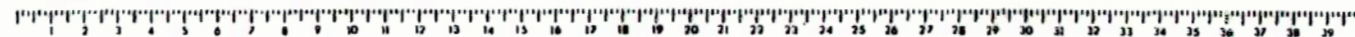
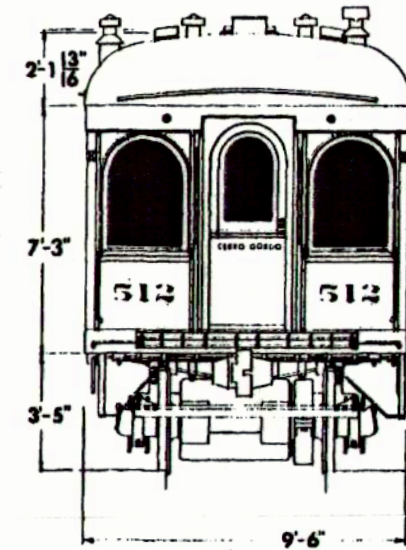
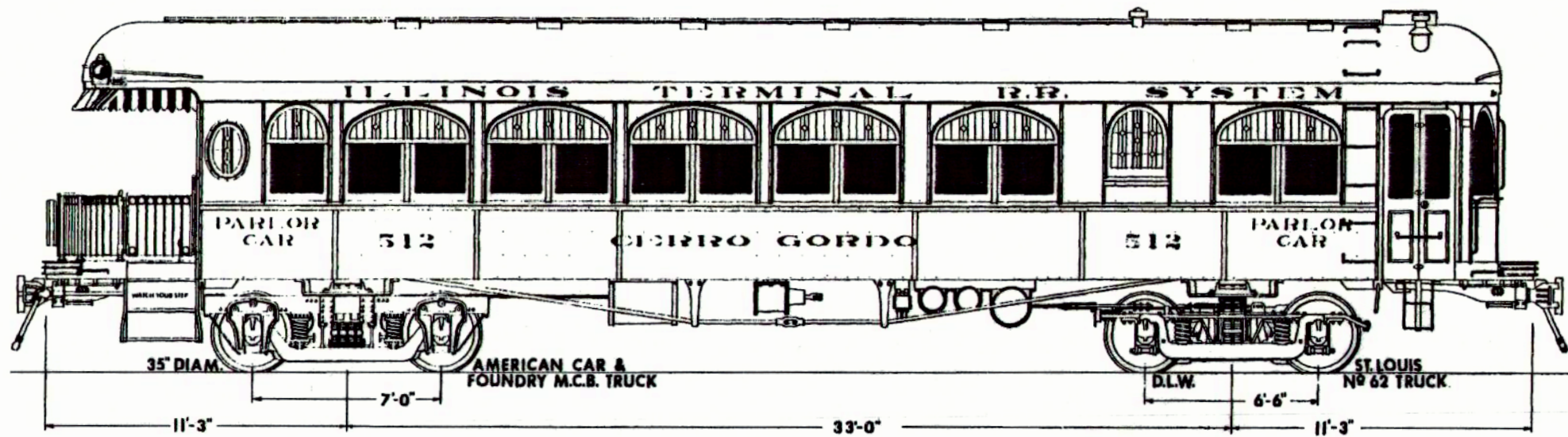
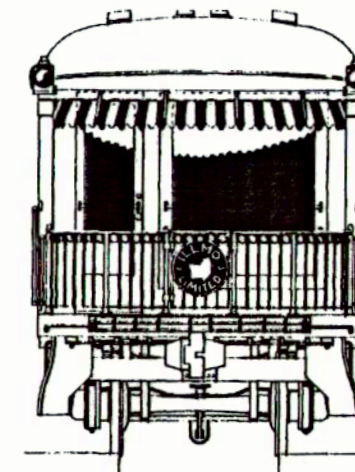
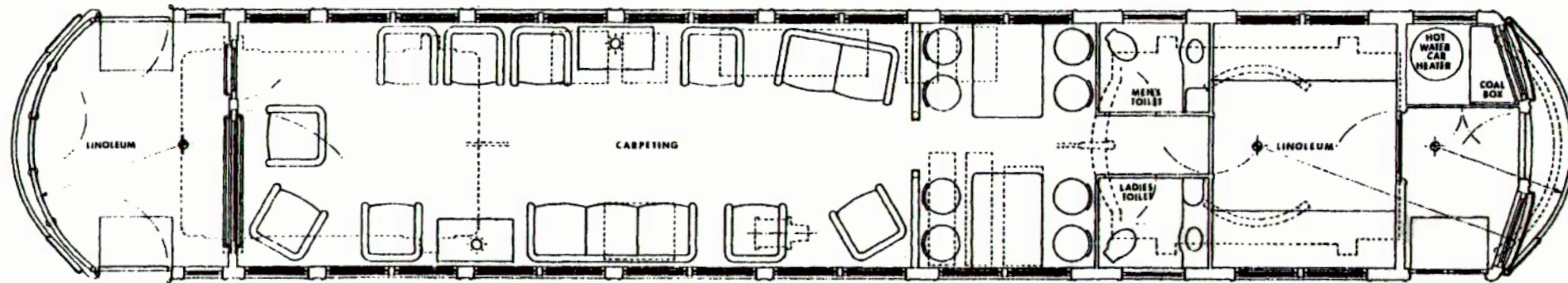
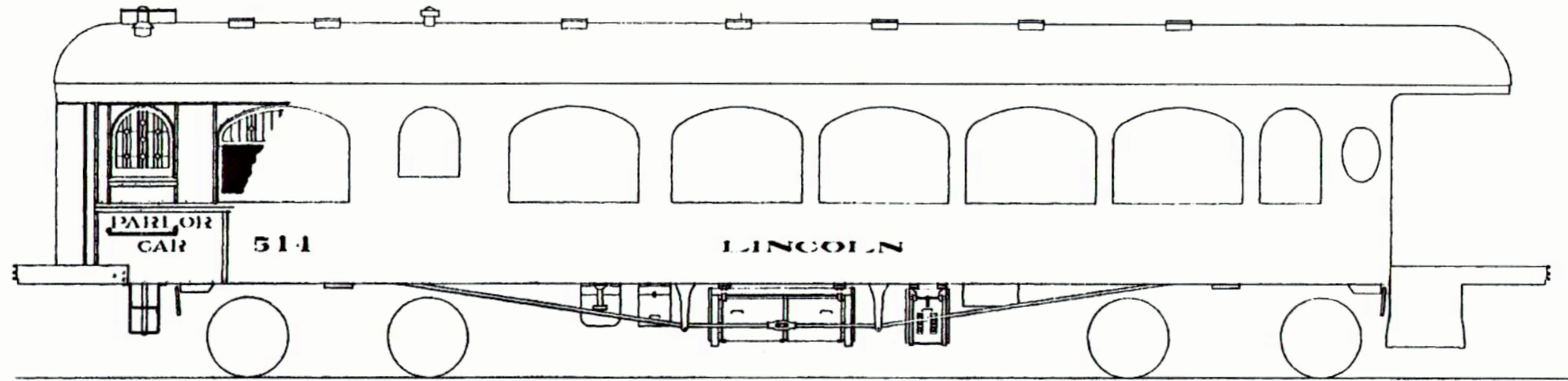


NUMBER OF MOTOR CARS 401
 NOTE: ALL CARS SCRAPPED 1949.
 120 TRUCKS TRANSFERRED TO
 EMT "Q" TYPE CARS.
 "I-BEAM" TYPE TRUCKS.

ISSUE	DATE
CAR NUMBERS REVISSED	
BY: J.P. 1-8-39	
C. J.S. 1-12-39	
P. C.D.B.	
T. R. 1-11-39	
C. J.S. 1-11-39	

ISSUE C	ISSUE D	ISSUE E	ISSUE F
INDIVIDUAL NUMBER, WEIGHT & DIST. WEIGHT DIM. CH'D	INDIVIDUAL NUMBER, WEIGHT & DIST. WEIGHT DIM. CH'D	INDIVIDUAL NUMBER, WEIGHT & DIST. WEIGHT DIM. CH'D	INDIVIDUAL NUMBER, WEIGHT & DIST. WEIGHT DIM. CH'D
OR. TRUCKS THIS ADDRESS HEAVY	OR. TRUCKS THIS ADDRESS HEAVY	OR. TRUCKS THIS ADDRESS HEAVY	OR. TRUCKS THIS ADDRESS HEAVY
CHANGED FROM 12' 0" TO 12' 6"	CHANGED FROM 12' 0" TO 12' 6"	CHANGED FROM 12' 0" TO 12' 6"	CHANGED FROM 12' 0" TO 12' 6"

OUTLINE DRAWING
 MANHATTAN CAR COMPOSITE TYPE
 INTERBOROUGH RAPID TRANSIT CO.
 NEW YORK
 OFFICE OF SUPPLY CAR EQUIPMENT
 SHEET NO. 6636



ROOF RADIUS

