

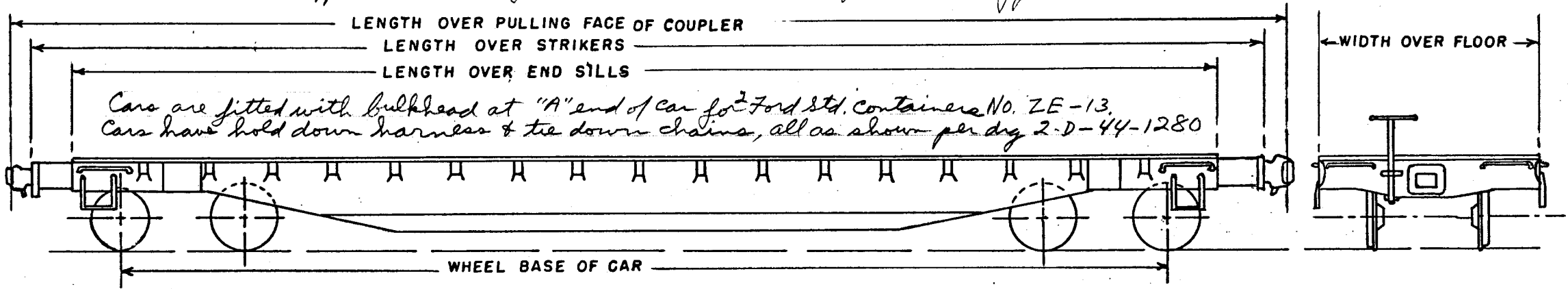
DATE OF REVISION	

ATSF FT-7 (Ford Auto Frame loading) Series 90364-90399 36 cars  
 AAR Mech. designation FMS Converted from FT-7 90901-90998  
 Built New 1956, Dwg lists, 3262, 3263 per instruction letter 3-24-64  
 Bill of Material 926 Job no. F-870  
 Cars equipped with Freightmaster 10" travel Draft Gear Type E



Car Diagram FOLIO 211/4

PAGE F-29-A



Dwg. list 3534, B. of M. 1176 for equipping underframe with 10" travel type E Freight Master unit  
 Dwg. list 3532, B. of M. 1174 for equipping car for Ford-Mercury auto frame loading.

*Nominal Capacity	140 000 lbs	Len. Arrgt (original)	26-A-5411	Truck Len. Arrgt.	20-B-2519
Load limit	145650 lbs	Len. Arrgt. (auto frame lding)	2-D-44-1280	Wheelbase of trucks	5' 8"
Lightweight of car (avg)	74 300 lbs	Brake Arrgt	26-A-5410	Truck centers	49' 9"
Length *over end sills	60' 0"	Underframe - Cast steel	26-A-5407	Wheelbase of car	55' 5"
*over strikers	60' 9"	Hand brake - Equipco	26-B-5414	Axles - 6 X 11 friction	20-D-3046
over pulling face of cplers.	63' 3"	Brake regulator - OBM-L	26-B-5439	Wheels - 33" dia. 1-Woot steel	B-33
Width -- *over car	10' 6"	Air brakes -- West. "AB"	10 X 12	Load springs -- 3-1/16" travel	#3072, 3073
over harness	10' 5"	Coupler -- Type "E"	BE-60A-H7	Snubber springs -- ASF A-3	#3010, 3011
over side sills	10' 4"	Coupler yoke	none	Friction casting -- A-3, 45 degree	20-B-1949
*extreme @ stake pockets	10' 6"	Draft gear -- Freight Master 10" type E		Type of truck	ASF, A-3 snubber
extreme over auto frames	10' 5"			Brake bedms - No. 18 unit type	
over bulkhead	9' 4"			Dead lever guide bracket - left hand	
Height -- *to top of deck plate	3' 5-1/2"			Truck lever connection	20-D-2582
to top of 20 frames	17' 10-1/4"			Journal box lid	20-B-2594
to top of 18 frames	16' 6-1/4"			Truck side bearing - truck	20-F-2155
to top of 17 frames	15' 10-1/4"			Truck - ASF with A-3 snubber	
to top of bulkhead	6' 5-1/2"			side frame CS-2869	20-B-2518
				bolster CS-2870	20-B-2517

\*Information for the Official Railway Equipment Register

ISSUE DATE Sept. 8, 1964