Drop Center Flat Car Summary Data
by John Konen

I summarized all the entries for depressed center flatcars transformer cars per Jan 1953 Official Railway Equipment Register as a comparison to the cast All-Nation depressed center flatcar. According to Keith Willis "American O Scale 1927-1965" page 65, when General Models Corporation closed shop, they had developed the one-piece aluminum drop-center flat car which was never advertised. All-Nation added this to their freight car offerings. All-Nation scaled dimensional measurements – feet: Outside length 43- Inside length 43 Deck length 20 Deck width 8-6 Deck height/rail 3.

Prototype railroads:

#Cars	O.L.	I.L	D.L	D.W	D.H	Weight #'s	Car Series #'s
READING							
5	55-10	52-1.5	21-0	8-4	2-8	275,000	99045-99049
1	58-4	57-11	??	9-0	2-0	250,000	99050
BALTIMORE & OHIO							
1	42-0	41-10	10-3	10-3	2-9	140,000	9920
1	41-11	41-4	20-0	9-0	2-2	172,000	9925
1	58-4	57-9	21-0	9-0	2-0	250,000	9935
ERIE							
2	67-6	66-7	26-0	9-0	2-5	336,000	7250-7251
6	58-4	57-9	22-0	9-0	3-2	250,000	7260-7265
5	58-4	57-9	22-0	9-0	3-11	250,000	7266-7270
NEW HAVEN							
10	36-1	36-1	17-2	9-0	2-0	182,000	17050-17059
10	37-6	37-6	17-2	9-0	2-0	180,000	17060-17069
3	57-9	57-9	22-0	9-0	2-0	250,000	17080-17082
1	45-0	45-0	20-0	9-0	2-3	180,000	17090
BOSTON & MAINE							
4	38-1	37-4	17-2	9-8	2-0	160,000	5100-5103
CANADIAN NATIONAL							
17	43-0	41-9	18-6	9-0	2-4	150,000	699950-699966
5	60-4	50-9	22-0	10-0	2-2	270,000	699967-699971
CANADIAN PACIFIC							
3	43-0	41-8	18-6	9-0	2-4	152,000	309900-309902

2	51-3	50-0	22-7	10-0	2-4	223,000	309910-309911
5	42-6	40-6	22-7	10-0	3-0	161,000	309915-309919
5	54-5	53-8	33-5	8-4	2-8	268,000	309925-309929
6	67-6	66-1	25-0	9-0	2-5	336,000	309965-309970
WABASH							
2	58-4	57-9	21-0	9-0	3-2	250,000	10-11
CHICAGO NORTHWESTERN							
4	37-4	36-7	17-2	9-0	2-0	180,000	48005-48011
MILWAUKEE ROAD							
2	40-0	39-0	16-0	9-0	2-2	180,000	601025-601026
4	47-8	46-11	21-0	9-0	2-0	195,000	601027-601030
4	49-8	48-11	21-0	9-0	2-0	140,000	601040-601043
GREAT NORTHERN							
3	52-9	52-0	23-9	9-11	2-5	190,000	60040-60042
SOUTHERN PACIFIC							
2	58-4	57-9	??	9-0	4-0	250,000	39900-39901
9	52-4	52-4	24-0	9-8	2-3	140,000	39870-39878
1	52-4	52-4	24-0	9-8	2-3	140,000	39879
MISSOURI PACIFIC							
2	58-10	58-10	25-0	8-4	3-11	250,000	1210-1211
GENERAL ELECTRIC							
2	??	60-3.5	22-5.25	8-11	2-0	264,000	15000-15001
1				UNKNOWN			40001
OHIO POWER							
1	??	39-5	15-6	9-0	2-0	245,000	2001
1	??	39-5	15-6	9-0	2-0	180,000	2002
PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS							
1	??	58-4	22-0	9-0	1-0	250,000	66
TEXAS POWER & LIGHT							
1	??	39-4.5	22-0	9-0	2-2	190,000	1
BONNEVILLE POWER ADMINISTRATION, U.S. DEPT. OF INTERIOR							
2	70-0	68-0	27-0	8-6	2-5.75	350,000	855 & 883
WESTINGHOUSE ELECTRIC CORP							
3	??	35-6	12-0	8-6	2-3	140,000	128-130

SOUTHERN							
2	37-6	36-6	17-2	9-0	3-8	180,000	250000 & 250001
NORFOLK & WESTERN							
1	54-4	53-2	22-0	8-2	2-6	250,000	70099
WESTERN MARYLAND							
4	52-10	52-1.5	21-0	8-11	2-7	268,000	6001-6004
PENNSYLVANIA							
10	52-6	52-5	20-8	8-0	2-5	210,000	425493-435502
10	52-6	52-5	20-8	8-0	2-5	210,000	470000-470009
10	54-4	53-3	22-0	8-4	2-6	250,000	470010-470019
1	121-9	??	27-0	9-0	3-4	500,000	470245
9	72-10	72-3	30-0	10-0	2-6	300,000	470236-470244
NEW YORK CENTRAL							
5	46-2	45-0	20.0	9-0	2-3	146,000	499025-499029
5	36-8	36-1	17-2	9-0	3-11	181,000	499030-499034
5	36-8	36-1	17-2	9-0	2-0	181,000	499000-499004
3	58-4	57-9	22-0	9-0	4-0	250,000	499044-499046
3	58-4	58-0	22-0	9-0	4-0	250,000	499047-499049
14	38-1	37-0	17-2	9-0	3-9	180,000	499050-499063
2	67-6	66-5	25-0	9-0	2-5	340,000	499087-499088
2	67-6	66-11	25-0	9-0	2-11	333,000	499089-499092
6	58-4	57-9	21-0	9-0	2-11	247,000	499093-499098
BOSTON AND ALBANY - NYC							
5	36-8	36-1	17-2	9-0	2-0	181,000	171000-17104

OBSERVATIONS: Three types of fabrication techniques were used: large steel castings, riveted steel plate and welded steel plate. It appears that most of the 37' cars were cast seeing available photos. The cars with 40' up to 50' in length appear welded or riveted. Cars over 50' in length were probably welded. Cars under 50' in length were mounted on standard 2 axle freight trucks. Cars 50' up to 60' in length were mounted on 3 wheel axle trucks. Cars over 60 feet in length were mounted on various multi-axle truck combinations with spanners. Still looking for photos of cast steel cars over 40 feet in length that may be close to All-Nation dimensions. The 45' foot long NYC depressed flat is riveted per photos. I suspect that the General Models Corporation aluminum dies were designed somewhat longer than the typical 37' prototype cast steel car to allow better operation and stability of the 2 axle freight trucks including 1:45 scale Auel trucks available at the time.