



# COMPANY SERVICE ROSTER



*Frisco Scale Test Car 99157, St. Louis, MO, August, 1967. W.C. Thurman photo, from collection of John C. La Rue*

This is the seventh in our *Company Service Roster* feature in which we are profiling some of the most interesting, unique, and often underrated facets of Frisco equipment and operations: the Company Service Department... those men and machines that maintained the track, roadbed, right-of-way, bridges, structures, etc., all of which was essential to the successful operation of the railroad.

## Scale Test Cars

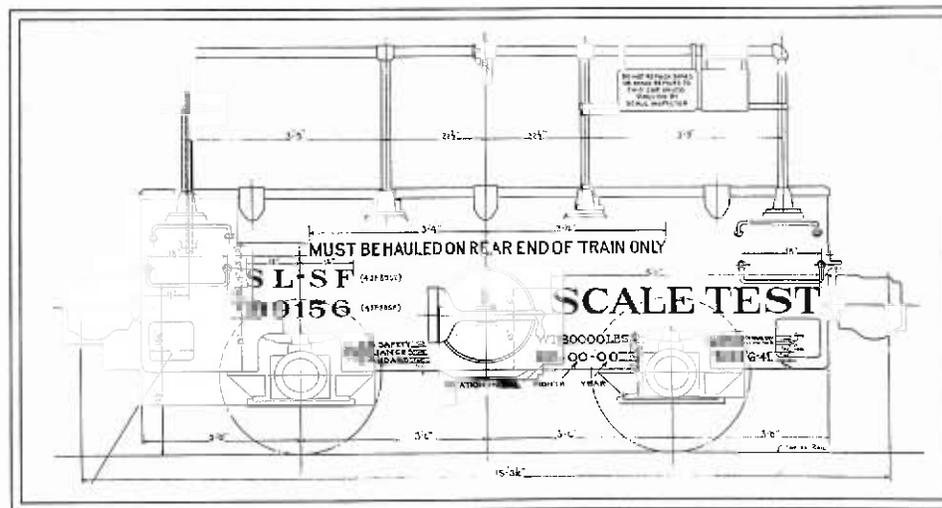
As a general rule most freight shipped on rail was billed by weight or tariffs. A car was loaded with a particular commodity and then weighed. The cars LT WT (*light weight*) was subtracted, and the shipper was billed according to the

weight and distance shipped. Thus created what was commonly known as the *Weigh Bill*.

While this might tend to be an oversimplification of the process of shipping freight on rail, it does answer two interesting questions. One, why

were there well over sixty track scales on the Frisco system? Two, what were those strange looking cars that traveled the entire system, usually on the rear of the train, called Scale Test Cars?

The abundance of track





**Frisco Scale Test Car 99160, Kansas City, MO, September 3, 1978. G.R. Cockle photo, from collection of John C. La Rue**

scales were necessary to accurately weigh shipments and to ensure that the light weight of a given car was correct. Scale test cars were necessary to ensure that the track scales were accurate.

The U.S. Government Bureau of Standards, Division of the Department of Commerce, who operated their own fleet of scale test cars, required that all railroad track scales be calibrated at least once a year. A scale test car, itself weighed and certified by the bureau, was the only way track scales could be tested.

The cars were calibrated by adding or removing pieces of steel to the interior, much like weights were added to platform scales. Any repairs, including even the repacking of wheel bearings, could only be completed by authorization of the railroad's scale inspector.

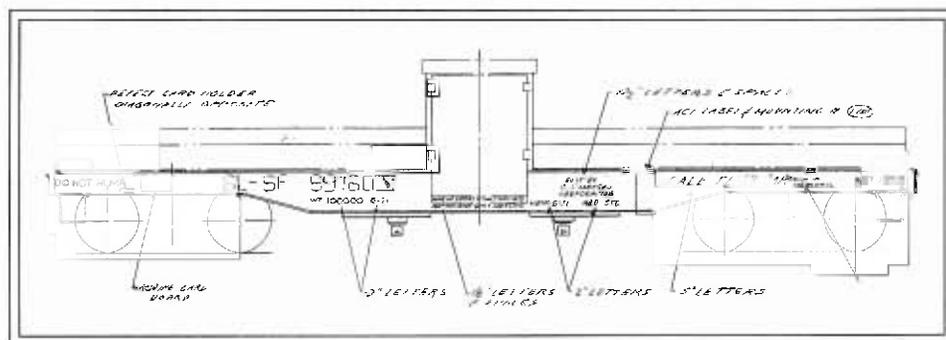
The earliest record of scale test cars on the Frisco is found

in a 1908 roster that lists two units: 99150, a 28' car apparently rebuilt in July, 1905, from box car 2419, and 99151, a 34' car rebuilt in August, 1907, from K.C.F.S. & M. box car 17821.

In April, 1941, the Frisco purchased two new scale test cars, built by the Baldwin Southwark Division - Baldwin Locomotive Works, Nos. 99156 & 99157. The 14' 6" units were the design used both by the Bureau of Standards and most American railroads for over sixty years.

The cars featured a cast

steel body, rode on two independently sprung axles, and weighed 80,000 lbs. While they had no air brakes, they were designed to pass through train line air and were equipped with a standard hand brake. Calibration weight was added or removed through a "port hole" access door on the side. They were painted "Battleship Gray," with black lettering and yellow grab irons, railings, and brake wheels. The original paint and lettering diagram required the brake shoes, couplers, coupler knuckles, and coupler lock lifting mechanisms all be painted red.



The cars had a thirty MPH speed restriction and because of their size had to be handled on the rear end of the train.

In the late 1960's, their size and speed restrictions caused movement of the cars to become increasingly difficult, expensive, and time consuming.

Consequently, the Maxson Corporation's Rail Car Division introduced a new design for scale test cars.

They were 42' long, rode on standard four-wheel roller bearing trucks, were equipped with air brakes, and could be moved anywhere within a train's

consist. In 1971, the Frisco purchased two units, Nos. 99160 & 99161. They were painted gray with black lettering, and remained in service, along with 99156 & 99157 through the 1980 Frisco-BN merger.



## FRISCO'S EXECUTIVE FLEET

**EDITOR'S NOTE:** *This is the twelfth in our series profiling the Frisco's fleet of Business Cars.*

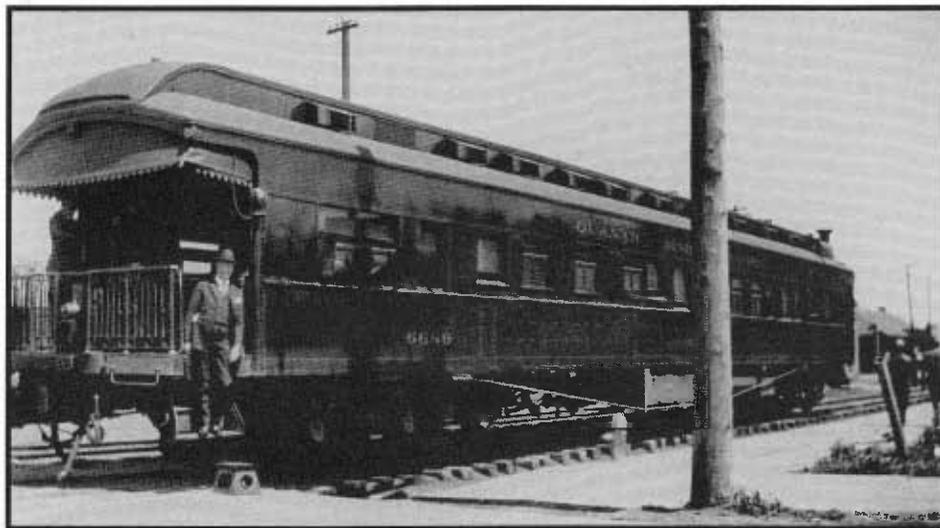
### No. 10 & No. 12

While not afforded the distinction of being among the named fleet of executive coaches, there were two Frisco business cars that deserve some recognition.

In 1925, the Quanah, Acme & Pacific Railroad Company leased its only business car to the Frisco. The Quanah, Acme & Pacific, chartered in 1908, was a Frisco subsidiary line that operated between Quanah and Floydada, TX. Business Car No. 6666 was originally owned by Texas cattleman Sam Burke Burnett who numbered it in honor of his "Four Sixes Ranch" in Wichita County, TX. Mr. Burnett was a member of the Quanah's first board of directors.

In 1917, Burnett leased the car to the railroad for an annual fee of \$630.00. Following his death in the early 1920's, the car was purchased from his estate for approximately \$11,000.00. In 1925, it was leased to the Frisco and renumbered, appropriately, the 1925 car.

Although current records do not indicate date or builder of the car, it is known that it was a steel composite car, 66' long,



**Quanah Route Business Car 6666. Photo reprinted with permission from *The Quanah Route* by Don L. Hofsmømer**

and weighed 163,500 lbs.

On May 9, 1947, the number 1925 was replaced with the number 8. On March 24, 1948, the car was again renumbered to the No. 10 car, so that the number 4 (*the Arkansas*) could move to the number 8 slot, to allow rebuilt soldier diner (No. 648) to enter the fleet as the number 4 car (*the Springfield*). On December 29, 1950, the car was returned to the Quanah Route and its disposition from that point in time is unknown.

While in Frisco service, No. 10 served the Superintendent of the Southwest Division, G.H. Jury, along with Chief Engineer H.B. Barry, and Assistant Chief Engineer, F.E. Short.

A July 1, 1908, Frisco roster lists *Official Car No. 1400* as being a 51', 117,400 lbs. wood coach, built originally as car No. 50 in March, 1882, by the Harlar & H. Company. No other information on the design and furnishings of the car is currently available.

On April 28, 1947, its number 1400 was replaced with the number 9. On March 24, 1948, the number 9 was replaced with the number 12, so the number 7 car (*the Mississippi*) could move into the number 9 slot, because the No. 5 car (*the Kansas*) was being reassigned the number 7 position, so rebuilt soldier diner No. 647 (*the Alabama*) could enter the fleet as the number 5 car!

After being used for a

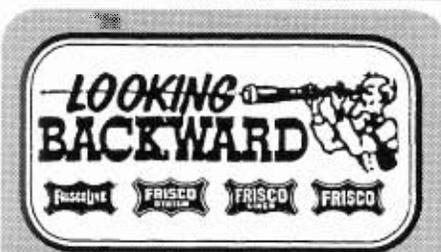
short time by the Superintendent of the Northern Division, A.M. Ball, the car was converted to a mobile medical examining car.

It served in that capacity until November of 1950 when it was taken out of service because of

age and condition. In May, 1952, the car was sold to a private individual. 



*Frisco Business Car 12, circa. 1946. Photo from the collection of Frisco Folk Don Wirth*



**LOOKING BACKWARD** is a regular feature of the **ALL ABOARD** that takes a look back through our files at the people, equipment, facilities, operations, and events that were a part of the Frisco 25, 50, and 75 years ago.

### **75 YEARS - 1920**

In 1920, an extension was added to the depot at Jasper, AR.

### **50 YEARS - 1945**

In 1945, the passenger depot at Ft. Sill, OK. was enlarged.



### **25 YEARS - 1970**

In 1970, the Frisco took delivery of a fleet of 300 50 ft., plug door box cars, series 13000-13299. Built at a cost of \$14,395.00 each, the cars were purchased primarily for pulp-board loading. They were painted yellow with black lettering and a black on white Frisco logo.

# The Many Faces of Union Station

Completed in 1910, at a total cost for station and terminals of \$50,000,000.00, Kansas City's Union Station was heralded as the third largest passenger station in the world. The main building covered a ground area of 5.57 acres with a waiting room 352 ft. long. Over 260 scheduled trains arrived daily, accommodating an average of 35,000 passengers a day.

A recently acquired post card collection provides us with a unique look at the many faces of Kansas City's Union Station. 📮



Union Station and Skyline, Kansas City, Missouri



Union Station, Kansas City, Mo

47599





The  
ultimate touch  
of luxury

# a SUN PARLOR on the Texas Special

*Beginning October 9th*

IN construction, decoration and furnishings, this car embodies all the latest conveniences and improvements, and introduces to Texas travel the new Sun Parlor idea — a delightful, cheery room, enclosed in glass, occupying the entire end of the car, furnished with unusually comfortable chairs upholstered in gay sunny colors and leather cushions.

*Other features are —*

A general lounge with luxurious chairs and sofas, current magazines, writing desk and stationery.

A ladies salon equipped and decorated especially for milady's comfort and convenience.

*The Texas Special leaves St. Louis 6:50 pm;  
arrives Dallas 1:15 pm; Ft. Worth 1:30 pm  
and San Antonio 9:35 pm*



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