

guns and revolvers pointed at them, yet it does expect all employees on engines and trains shall have good judgment and good moral courage sufficient to make all reasonable efforts for the protection of passengers and property of the train entrusted to their care. It does not intend to employ people to run trains who are cowardly. Your own action shows how easy it could be in many cases for the employees on the train to capture or disperse the robbers.

I desire you to understand that your efforts are fully appreciated and that the Company will always be ready to grant you all reasonable favors, and you need not hesitate to make known your requests.

He is one of the oldest of passenger conductors, and has 45 years to his credit.

John Carrigan was the next brother who took his place on the section in 1885. He, too, was promoted

and snow, but worked ahead, and at night, when they removed their clothes, they were sometimes frozen stiff from ice and rain.

#### DRUNKS CAUSED TROUBLE

Recalling the old days, Mr. Carrigan says his hardest task was dealing with drunks. Sometimes they had tickets, but they were a source of constant care until they left the train. Blind people, of which there were a great number in the older days, were also hard to handle.

The next brother, Charlie, started in the same way

#### FOUR OF THE CARRIGANS—182 YEARS OF SERVICE



MATT

JOHN

TOM

FRANK

to brakeman, freight conductor and finally passenger conductor.

#### MATT CARRIGAN CAME NEXT

Mr. Matt Carrigan was the next brother to come on. He took the place of his brother John on the same section, in 1889 and soon was promoted to brakeman. His record is slightly broken, after his position as brakeman, but he is now located at Tower Grove as a switchman. He recalls distinctly the time when he and his brother John were "braking" for Frank, and were all three working in the same crew for over two years.

Tom took the place of his brother Matt on the section gang in 1890. In 1892, he was promoted to brakeman and in 1897 to freight conductor, and to passenger conductor in 1903. His run is between St. Louis and Monett on trains Nos. 5 and 6.

He remembers the first electric headlight on a Frisco engine. It was a source of much annoyance to the farmers as it scared the cattle and horses on the farms along by the right-of-way.

There were no set hours then, and the section gang worked from daylight until dark, and after the day's work, they pumped the hand car some times as far as five miles. In winter time they did not stop for rain

on the same section in 1894, was promoted to the position of brakeman, and then freight conductor. In 1912 he was promoted to the position of passenger conductor, until 1922, when, after twenty-seven years with the Frisco, he went with the Terminal Railroad Association of St. Louis, where he is now employed.

But as to the sisters: Ann, the oldest, married Mr. J. C. Lynch, a passenger engineer on the Eastern Division.

Mary, next oldest, married Pat Roach, who is now employed in the storeroom at Chouteau Avenue, St. Louis, and their son, Pat Roach, Jr., is running a freight engine for the Frisco.

Kate married Ed Jason, who for eight years was section boss at Knobview, Mo., and whose son is now in the record room at the St. Louis general offices.

A stepson of Mr. Tom Carrigan, Mr. C. M. Warren, is also in the record room of the Frisco St. Louis office.

John and Walter Campbell, second cousins of Tom Carrigan, are freight conductors with the Frisco, and the Campbell brothers' grandfather, was one of the first contractors who worked on the old Atlantic & Pacific Lines.

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# Cheered by Frisco Shopmen Around Memphis Cinder Pits, "Chic" Sale Started on Road to Fame

*Popular Impersonator of "Rube" Characters Now Famous Around World  
Remembers Encouragement of Frisco Buddies Back in 1908*

ONE hot summer's afternoon in 1908, a long, gangling youth with twinkling brown eyes and a ready smile, sauntered into the office of the master mechanic of the Frisco Lines at Memphis, Tennessee, and slid perspiringly and wearily into a nearby chair.

For a few minutes he waited patiently and when the boss finally turned to him with a brief, "Well, what's on your mind today?" the tall youth was ready for him.

"Want a job," he said. "Machinist."

The boss was short handed and he put him on—

with trepidation. In a week, the brown-eyed kid of 19 was the "clown" of the shops, and a mighty popular one, too.

During the noon hour he was in hearty demand—and his fame as an impersonator spread among the shopmen with unbelievable quickness. He "took off" the boss' stenographer, he mimicked old "Squint-Eye" Joe, he affected perfectly the rather swanky half-walk-half-trot of the superintendent. No one was safe from his good-natured, yet deadly accurate impersonation.

And in the Frisco shops at Memphis, Tennessee, Charles "Chic" Sale, famous Orpheum and Keith circuit headliner, received his first encouragement toward the career in which he is now classed as "king".

The applause and laughter of the machinists, helpers and mechanics of the Frisco at Memphis, first gave "Chic" Sale the idea that he could make a living, (and a good one) at entertaining.

"I was about the bunniest machinist you ever saw," Sale confided. "They gave me the job laying off

brake riggin', but I wasted a day doing a two-hour job because I'd always stop to do an eccentric step or so—or crack one at a friendly buddy. I wasn't getting any place as a railroader and I wasn't the only one that knew it. The foreman hinted rather strongly that

way, and some of the more serious minded older men told me I was wasting my time. After three months I gave it up. All the time I'd been working toward a little vaudeville sketch of my own, and I quit the good Frisco and went back to Indianapolis

and tried to put it on. Ye-es—I guess you might say it was a success. I had five hard, almost starvation years. But I'm on easy street now. And I'm happy giving people pleasure who come to see my act—just as you railroad folks are happy giving pleasure and service and courtesy to the folks who come to your stations to ride your trains."

Sale was born in Huron, S. D., and when just a kid, started out with the Big Four Railroad as an office boy at Urbana, Ill. He entered and finished his machinist apprenticeship at that point, before taking up Frisco service at Memphis.

Booked over almost all the reputable vaudeville circuits in the country, he has toured Europe time and again and been in almost every sizable city in America. His "country boy" and "hick" impersonations have made him famous.

But a group of jolly, sympathetic Frisco shopmen gave him his start when they applauded his impromptu "noon-day" acts around the cinder pits on the Mississippi River bank at Memphis, Tennessee.

And "Chic" Sale has never forgotten it!

CHARLES "CHIC" SALE



AS HIMSELF



AND IN HIS MOST FAMOUS CHARACTER

# Watchman "Mike" Grant Inaugurates New Idea in Safety Movement at Railway Crossings

*Frisco Employe at Paris, Texas, Presents Safety First Petition to Truck Drivers for Signatures—Effort Is Highly Successful*

**A** LINE of motorists was halted at the Bonham street crossing of the Frisco tracks at Paris, Texas. In the line of waiting cars were trucks, coupes and roadsters, and each driver had his eyes upon a sturdy, rugged Irishman, who stood in the street with a "STOP" sign in his right hand.

That genial Irishman was, and is, "Mike" Grant, a veteran of Frisco service, and a singularly careful student of humanity and its many ramifications.

On this particular morning, after "Mike" had made sure traffic had halted for an incoming passenger train, he drew a piece of well-creased paper from his pocket and approached the sturdy driver of a five-ton truck.

"Hello," said Mike. "Dig out your pencil and sign this resolution, and be quick about it!"

The burly chauffeur took the paper in surprise and read:

"We, the undersigned truck drivers, licensed by the State of Texas, do sign our names to this resolution for the purpose of co-operating with the railroads that do business in the City of Paris, Texas. For the benefit of the general public, ourselves, our employers and the railroad company, we agree to use every precaution to avoid accidents, and in the event any of us see another driver disobey any of the traffic laws of this State, we will report such person to his employer."

"Alright Mike," said the truck driver, as he dug out a stubby pencil, "I'll put my name on it—and I'll mean it. But what's the idea?"

Mike looked at him quizzically.

"You're a big bum if you don't get the idea," he said. "It's to protect lives, that's what it's for, and

if every one of ye truck drivers would sign a petition like that, and then stand by your signature the railroad companies of Texas, and the wives and mothers and kiddies of Texas, and the cities and towns of Texas, would save a lot of lives and money and sorrow. Now that ye've signed it remember, young feller, and

don't git careless. At least ye'd better not get careless at the Bonham street crossing, or I'll jerk ye out of the truck and wipe up the right -of - way with ye!"

Mike rushed back to his post to direct the traffic over the crossing as the train swept on its way.

As the truck driver passed him, Mike smiled broadly.

"Stay with 'em, Mike," the driver yelled. "You've got somethin' they all oughta sign."

And that is the way in which Mike Grant, for fifteen years a Frisco employe, started a railroad crossing safety campaign which may spread from one end of America to another.

Mike has already filled up two sheets of paper with signatures of truck drivers of Paris concerns, who promise to watch crossings carefully, and he intends to keep at his Bonham street campaign until every motor car driver that crosses it has signified his carefulness. It is a long job, but Mike intends to complete it.

Not long ago Miss Anna Bell Dunlap of the Paris (Texas) Morning News found out about Mike. She reported his campaign to Mr. C. H. Baltzell, superintendent at Ft. Smith, and Baltzell wrote Mike a letter, congratulating him on his movement toward safety.

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# Richard H. Briggs, Grand Old Man of the Frisco, Is Dead

**Oldest Master Mechanic in the World, Age 93, Passes Away at Memphis Home July 3rd**

**R**IICHARD H. BRIGGS, age 93, the oldest railway master mechanic in the world, died at 1:20 o'clock morning of July 3, at his residence, Lauderdale and Jessamine Streets, Memphis, Tenn.

Mr. Briggs was retired from active service of the Frisco Railroad in 1913, after twenty-five years, and since that time has been living with his daughter, Mrs. C. S. Roach.

His life had been wonderfully colored with the scenes recording changes in railroading. Perhaps no other veteran could recall so many changes. For seventy-six years he watched the progress of the locomotive, from a small sputtering, puffing wood-burner, to the powerful steel 1500's of the present day.

Mr. Briggs was born in Schenectady, N. Y., February 2, 1833. At the age of sixteen he entered the Schenectady Locomotive Works as a machinist apprentice, remaining there until a liquidation, when he moved to New York. There he obtained employment in the Morgan Iron Works. In August, 1852, he decided to move south, and he worked as a marine engineer, running on a steamer from Little Washington, N. C., to Buford and Newbern.

In 1865, at the close of the Civil War, he obtained employment as a machinist in the shops of the Mobile & Ohio Railroad at Whistler, Ala. One year later he was made roundhouse foreman and later general foreman of the shops at that point. In 1872, he received his appointment as master mechanic, with headquarters at Jackson, Tenn. In 1877, he was appointed general master mechanic with offices in Whistler, Ala. He remained in this capacity until 1883.

It was when Mr. Briggs was master mechanic of the

Mobile & Ohio Railroad that he did something that has never been accomplished before or afterward in the south. He built six passenger locomotives, casting all the different parts to the engines in his shops.

In 1883, he accepted a position as superintendent of motive power with the Chesapeake & Ohio Southwestern Railroad, with headquarters at Elizabethtown, Ky. However, in 1884, his offices were removed to Paducah.

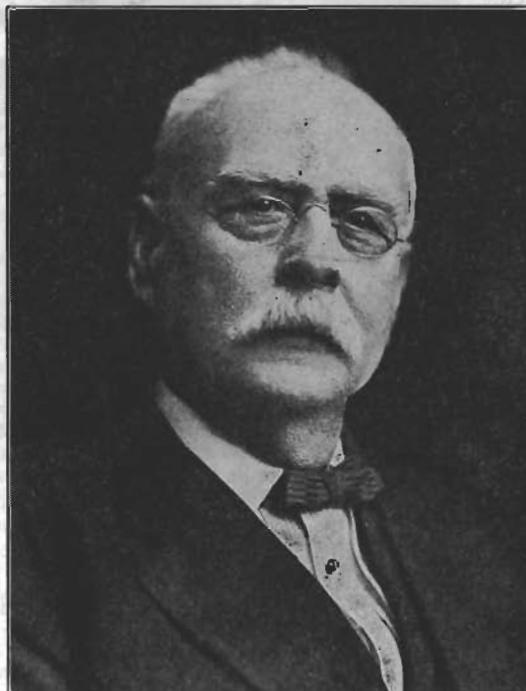
In the latter part of 1886 he went to the Atchison, Topeka & Santa Fe Railway as master mechanic at Argentine, Texas. Here he remained until February 2, 1888, when he accepted the position of master mechanic at Memphis for the K. C. M. & B Railroad, now the St. Louis-San Francisco Railway Company, which position he retained until the date of his retirement, July 1, 1913.

In May, 1924, when the Veterans' Association of the Frisco Railroad held its second annual meeting, Mr. Briggs was urged to attend. He declined the invitation,

because of his advanced age and the long trip to Springfield. But the veterans were determined that this "oldest master mechanic in the world"—their Frisco buddy, should attend if there was any way possible, and so the private car of the superintendent was placed at his disposal.

His life-long friend and neighbor, H. H. Litty of Memphis, Tenn., accompanied him on this trip, which was so successful that he made several others on his return from the reunion.

Every veteran present at the second annual reunion in May, 1924, will recall the thrilling moment when President J. M. Kurn, and Carl R. Gray, president of



RICHARD H. BRIGGS

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# Splendid Suggestions on Rating Wins August Prize for Agent C. W. Giberson, Cement, Okla.

*Better Service Contest Brings Forth Continued Interest on Second Month—Miss Lois Flanagan, of Vinita, Is Women's Winner*

HERE is no question but that the Frisco Better Service Contest launched through the July issue of the Magazine and now entering its third month has aroused the interest of every employe on the Frisco Lines. Whatever dubious parties there were among the far-flung Frisco forces from Kansas to Alabama and Missouri to Texas, must perforce admit they guessed wrong. One look at the file of suggestions on improvements to service, both of a general and of a specific nature, and possible new business, on the desk of Mr. H. F. Sanborn, assistant to the traffic vice-president at the close of the contest on July 15, would convince even the most doubtful of the doubters that "something new" was brewing.

Vice President Koontz sends his hearty congratulations to those who participated in this month's contest.

#### Fine Work, Says Mr. Koontz

"We are making use of each suggestion, and gaining results," Mr. Koontz said. "This spirit of co-operation in increasing business and improving service is one for which every railroad in the country is striving and we are proud, indeed, that our own employes should be among the first to step to the front. I look for a great deal of valuable help through the continued contest."

The Magazine takes pleasure in announcing the two winners of the Better Service Contest for July, Miss Lois Flanagan, typist-clerk in the Frisco offices at Vinita, Oklahoma, and Mr. C. W. Giberson, agent at Cement, Oklahoma.

The choice of Agent Giberson for the men's button was a unanimous one, all three Judges concurring that his suggestion for service improvement was the most valuable of the many fine ones offered.

Agent Giberson dug deeply and intelligently into the problem of rate quotations, and his letter follows:

"There are a great many shippers and receivers of freight, who do not maintain traffic departments to watch over their shipping problems. Therefore, they depend upon the railroads to furnish them rates and information pertaining to rates.

"I find that in such cases the railroad employe handling rates must be very careful to quote proper rates, not attempting to quote a cheap rate, which he himself is in doubt about, to satisfy the customer. Neither must



MISS LOIS FLANAGAN

he attempt to 'make sure' when some technicality is involved, and quote a high rate, thus running a chance of losing the sale or of making a dissatisfied customer who wants back the overcharge. He should endeavor to get acquainted with the patrons' needs and in that way familiarize himself with future business.

#### Agent's Illustration on Pipe

"As an illustration, I want to cite one of my own experiences. A shipper came to me and wanted to know the rate on oil well drill pipe. I quoted him the rate on wrought iron pipe, which would have fully covered the shipment in question, only for the fact that "tool joints" were attached. Tool joints take a higher classification rating than pipe, therefore, it was necessary to re-rate the shipment, raising from pipe rating to 'Class A'. Since that time, when I am asked to quote the rate on drill pipe, I always ask the party if tool joints are attached.

"The particular and definite point I have in mind is for all of us to study the patron's needs, his business, his shipping custom, his goods—and then apply our knowledge intelligently to the end that harmony will result. If we can do this, we will have no overcharges, no undercharges, and consequently no claims and complaints will result. A satisfied patron,

once established, is a valuable asset and the best advertising medium in the world."

#### Praise from B. H. Stanage

Mr. Brooks H. Stanage, assistant freight traffic manager in charge of rates, had an enthusiastic word to say for the business acumen of Agent Giberson, when he was shown the letter.

"He's using his head admirably in writing us that sort of recommendation," Mr. Stanage said. "If all our agents and others having to work with rates would remember Mr. Giberson's words, we would save thousands of dollars every year. It is easy enough to read a tariff if the fundamental principles are once understood. And it is highly important that rates should be quoted a shipper accurately. If you undercharge him, it causes the company trouble. If you overcharge him, you incur his ill-will. If those having to do with rates will be accurate and careful, a large amount of work now necessary on the Frisco would be eliminated, and I consider Mr. Giberson's suggestions of the utmost importance and unhesitatingly commend them to his fellow-workers."

So, you see Agent Giberson hit the nail on the head with his suggestion for improved service. He grasped the very root of the idea which brought about the inauguration of this Better Service Contest.

Men and women on the Frisco are constantly coming in contact with baffling problems. In many instances they themselves devise ways in which these tangles can be straightened out. But perhaps they are reluctant to come forward with the suggestions.

The officers of the traffic department realized this, and it was to give the real students of the Frisco a chance to gain recognition of their value to the road, and to receive these suggestions direct from those who encounter the difficulties, that the contest was begun.

It is in line with this same thought, that the request for suggestions for increasing business was included. Many employes know of persons who could be successfully solicited for tonnage, but because they are not in the freight department these employes may allow such opportunities to slip by.

**The Frisco is your railroad. It is to your interest to increase its business if you can.**

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