

we were shown twenty-one colleges and eighteen chapels, also the room occupied by the Prince of Wales while he was a student there. The art gallery, with paintings of presidents, was interesting, and the beautiful grounds that surrounded the colleges caught our eye. It took us all afternoon to go over the entire network of buildings and grounds.

August 31: We are on our way to Shakespeare's country. The ruins of Kenilworth Castle was our first stop. Silver and golden holly trees meet our view as we wend our way up to the castle. This old castle dates back to 1120, and was immortalized by Scott, who visited there and wrote of Elizabeth's visit of nineteen days to Earl Leichester in

1575. We gazed in wonder at the gorgeous banquet hall, the old dungeons, and the towers received a good

share of our attention. At twelve

o'clock we were

received by

Ambassador

Houghton at

at Sulgrave Man-

or, ancestral

home of George

Washington, in

the Rose Gar-

den, a most pic-

turesque spot.

Accompanying

the Ambassador

was Lord Leigh,

one of the Board

of Governors of

the Manor. Every

courtesy was

extended to

the delegates

and we were

taken through

the ancestral

home of



"Glad you're back! We're glad you're back, Anna,"—that's the way Miss Anna Willigan was received back to the general offices at Springfield after her tour abroad with the American Birthday party. She is shown here with an impromptu welcoming committee of girls from the offices. Miss Willigan is in the center, next to the top row, waving greetings to you!

and we were taken through the ancestral home of George Washington, where his fifth grandfather, Laurence Washington, first lived. Outside were the two flags, the American at one end, and the British at the other. It was interesting to see the thatched roof, composed of braided hay and straw, and to enjoy dinner at the Manor House across the street. We then passed over the Avon River, into Stratford, the home of Shakespeare. The room in which the poet was born is without change. We saw small collections of his early works and his famous garden. We then went to Ann Hathaway's home, with its thatched roof and quaint flower garden. From 1470 until a few years ago, the house had been occupied by her descendants. We were told that an average of 1,000 people a day visit these homes of Shakespeare and his wife. We then drove by the church where the famous poet was buried. Our next stop was at Warwick Castle, which has not been changed by time. Its history, its rooms of armor and weapons used long ago, and the rare paintings on exhibition, thrilled us. Our last look was at the spacious grounds, so magnificent.

September 1: Next morning we drove through Banbury and stopped to purchase some of the famous

Banbury cakes. We saw droves of sheep and we know that mutton must be the favorite meat in England. We go by rail to Southampton, where we will board the steamship Rijndam, a Dutch ship.

September 2: We boarded the Dutch ship for our homeward journey. We were delayed one day longer at sea than scheduled, due to encountering a severe storm. All but three or four of our party were terribly sea-sick, and those of us who could get around, acted as nurses. But we were not all sick, all the time. There was a lovely bridge party given in our honor in the dining salon, and before we landed we were given a farewell dinner, with favors along the "Dutch

line". The tables were decorated with

windmills and Dutch dolls. Huge

cakes were beautifully decorated

and presented to us

by the chief steward. Favors of tiny

wooden shoes were

at each plate. Our

first stop was at

Halifax, Can.,

where a large

number of im-

migrants disembarked.

Sunday, Sep-

tember 11: We

were up at 5:00

a. m., anxiously

waiting to dis-

embark. Revenue

officers and

doctors boarded

the ship to make

a physical ex-

amination and

inspect our

passports. At

8:00 a. m. we passed the Statue of Liberty (and this time we saw it) and docked shortly afterwards at Hoboken, N. J. We spent three and one-half hours in the Customs House, and afterwards were met by Mr. Kupper, a member of the Jeffersonian Board, who took us to the Roosevelt Hotel in New York City.

September 12-13: We spent two days in New York City, sight-seeing, and left New York for Philadelphia at the end of the second day, where we saw the Sesqui-centennial. We visited Independence Hall and saw the most beloved relic of America, the Liberty Bell. We left Philadelphia for Washington, D. C., where we spent several hours in sight-seeing before we left for Charlottesville, Va., where the Secretary of the Chamber of Commerce met the party and took us to the Monticello Hotel. Charlottesville, Va., is only three miles from Monticello, the home of Thomas Jefferson. It seemed fitting that we should visit this home at the last of the trip, instead of at the first. We have such a beautiful idea of this lovely old place and its historical surroundings. At Monticello, during the lifetime of Jefferson, were to be found some of the rarest art treasures of that day. The Thomas Jefferson Memo-

(Now turn to Page 31, please)

Three Hundred Ninety-three Men on Pension Roll Have 11,279 Years of Service

*Sixty-three Employes Retired During 1926 at Average of \$50 per Man—
William M. Box, 91, Is Oldest Pensioner*

By W. D. BASSETT, Secretary, Board of Pensions

IT may be true that only accountants, statisticians, and other clever and mathematical-minded people love figures, and on the merest hint that this article will deal with figures, you may be tempted to pass it by.

But if you have read thus far and hence learn that the operations of the Pension Department are to be discussed, you will probably read every word, because, as a loyal Frisco employe, you have a personal interest in that department.

Every employe who has accumulated enough years of continuous service to come within the pension rules will no doubt with each passing year feel the additional one per cent gained thereby a cause for gratitude to the management for its liberal policy.

The statement is frequently made, no doubt in blissful ignorance, that the pension roll does not grow because "they die off as fast as they are retired." As a matter of fact but 39% of the total number of employes pensioned have died. During the thirteen and one-half years the Pension Plan has been in existence 643 employes have been pensioned of whom 393 are on the rolls at the present time.

These 393 men served an aggregate of 11,279 years or an average of 28 years and 10 months each. Because of the fact that there are no payroll records available for the Frisco Lines prior to 1872 and for the Memphis Lines prior to 1878 those years were definitely fixed as the beginning points of service, and while undoubtedly there are many of these men who served fifty years or more, unfortunately they cannot be given the full credit under the rules. Therefore while there is but one living pensioner with a credit of 50 years to his service, the majority had more than 30 years service as proven by the payrolls.

These 393 pensioners have been paid a total of \$724,687.80 averaging \$1,843.99 per man. Their average pension allowance is \$38.88 per month. The youngest pensioner was 38 years of age when retired



Mr. W. D. Bassett, above, has been secretary of the Board of Pensions since the Pension Plan was inaugurated on Frisco Lines in 1913. Prior to that time he was assistant chief clerk in the general manager's office at Springfield, Mo. He is universally known and respected by the men who have been placed on the Frisco's Roll of Honor, as well as by those who are nearing the age of retirement.

and had 20 years service as a clerk in the Accounting Department. His name is Parnell Quick and he was retired being disabled through tuberculosis. He resides in Webster Groves.

The oldest living pensioner is William Marion Box who was born in Jefferson County, Tenn., on January 11th, 1836, and who is therefore nearly 91 years of age. At the time of his retirement, June 30, 1913, he was a Machinist in the South Shops at Springfield where he had been employed 28 years. He is one of the seven living pensioners out of the original 44 on the first pension roll for July, 1913, the combined ages at this time of those seven being 603 years and their service totalling 218 years. The names of the other six are Calvin Davis, Machinist, Springfield, born at Vicksburg, Miss., June 1, 1840, who had served 41 years and 6 months before retirement; William Lotan Holt, Machinist, Springfield, born at Rockenham, N. C., December 14, 1841, with 23 years service credited when retired; Nels Andrew Tandvig, Truckman, Kansas City, born at Trondgen, Norway, December 8, 1841, and with a record of 35 years of serv-

ice: Stephen Clayburne Hughes, Lathe Operator, Springfield, born in Osage County, Mo., April 2, 1841, having 24 years record of service; John Clark, Crossing Flagman, Kansas City, born in Caxton, Cambridgeshire, England, June 18, 1842, and with a service record of 41 years and 6 months; Henry Miller, Wiper, Springfield, born June 22, 1842, and serving 24 years.

Space does not permit a detailed enumeration of all the classes of employment in which these men were engaged, but a condensed summary shows there were 85 enginers, 6 firemen, 34 conductors, 15 brakemen, 6 roadmasters, 27 section foremen, 23 agents, 2 superintendents and 1 assistant superintendent, 8 dispatchers and operators, 17 clerks, 86 shop and roundhouse
(Now turn to Page 47, please)

Comptroller Bunnell Answers Question "Where Did Frisco Dollar Go in 1926?"

Labor Takes 43.41 Cents While Transportation of Freight Brings 74.17 of Each Earned Dollar

WHEN you tally up the stubs at the end of the month and find that you check correctly with the bank's statement, did you ever run agitated fingers through your hair and mutter: "Whew-w-w-w,—where did those dollars go?" So have we!

That job, important enough to most of us, fades to insignificance before the job confronting Mr. E. H. Bunnell, comptroller of Frisco Lines, who has the job of keeping the "stubs" of Frisco expenditures as well as the records of earnings.

The total of the amount is so staggering it is useless to deal with it here. But percentages tell an even more graphic story. Mr. Bunnell has compiled a chart of the Frisco expenditures and earnings for 1926, that tells a clear and concise story of "where the Frisco dollar came from and where it went."

The chart appears above. It will be noted that a very substantial part of the dollar expended during the year 1926 was for labor, fuel, material and taxes. Labor took 43.41 cents of that dollar; fuel took 8.10 cents; material took 15.64 cents; casualties took 1.50; and taxes claimed 5.23 cents—a total of 73.88 cents.

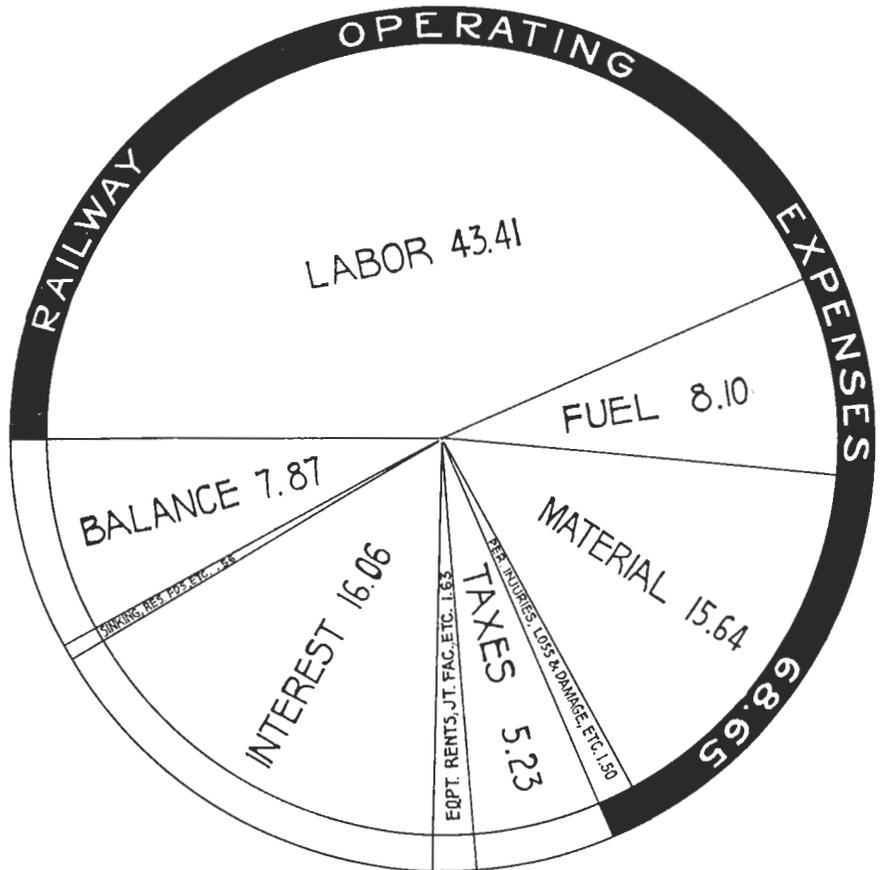
In other words, approximately 74 cents of each \$1.00 expended for operation went back into labor of the products of labor. Only 7.87 cents of each \$1.00 was left for improvements to the property and dividends.

Of the earned dollar, the transportation of freight, passengers, mail and express, brought a grand total of 94.79 cents of each dollar.

Switching service brought the Frisco 1.47 cents of each dollar it earned, rents of equipment, road, buildings, joint facilities and miscellaneous income items brought 1.64 cents, and the rest is divided among transportation of men and material in construction work, excess baggage, parlor and chair car, milk and storage of baggage and other items.

INSURANCE PAYMENTS

A total of \$10,297.15 was paid by the Metropolitan Life Insurance Company to insured officers and employes under the group plan, during November, G. L. Ball, superintendent of insurance, announces. The total was divided among supervisory group, \$4,185.04; shop, \$5,854.19; and clerks, \$257.15, and was for death claims and disability.



WHERE THE DOLLAR CAME FROM

	Cents
Transportation of freight.....	74.17
Transportation of passengers....	16.56
Transportation of mail.....	1.71
Transportation of express.....	2.35
Sources related to freight service, such as demurrage, storage and special service.....	0.36
Switching service.....	1.47
Sources related to passenger service, such as excess baggage, parlor and chair car, milk and storage of baggage....	0.78
Station and train privileges, parcel room and miscellaneous....	0.11
Rents of equipment, road, buildings, joint facilities and miscellaneous income items.....	1.64
Transportation of men and material in construction work....	0.60
Income from corporate investments	0.25
	<hr/> 100.00

WHERE THE DOLLAR WENT

	Cents
Labor	43.41
Fuel	8.10
Road service	6.07
Yard service	1.08
Other95
Material	15.64
Casualties	1.50
Personal injuries69
Loss and damage54
Damage to property, live stock killed, etc.27
Taxes	5.23
Equipment, rents, joint facility rents, etc.	1.63
Interest	16.06
Sinking and Reserve funds, miscellaneous56
Balance	7.87
	<hr/> 100.00

Four Members of the Leek Family Are Telegraphers for Frisco Lines

*Father and Three Sons All Employed on Eastern Division—
Wm. Leek Has 33 Years Service*

A FAMILY of Frisco employes has grown up on the eastern division in the last three decades whose members need no introduction to workers on the eastern division. They know each member of the family personally. But there are thousands of other readers of this *Magazine* who are working for the same company, to whom the "Leek family" is not known.

Since 1893, when William Leek, the father, took his first job as train caller at Newburg, the Leeks have been a part and parcel of Frisco work.

Today both the father and his three sons, Doral, W. K., and Claude, are telegraph operators on the eastern division. Only one has ever worked on any other Frisco operating division and they are so thoroughly interested in their own department that none of them has ever applied for transfer to another branch of the service.

Occasionally, their work brings them together, as it did in 1919, when the three sons worked at Newburg, Mo., handling the three tricks at that point. But they all learned telegraphy at the side of the same gentleman—their father, now a telegraph operator at Dixon, Mo.

Wm. Leek, the father of this family, was born near Dixon, Mo., in 1868. He first served as a train caller in July, 1893, at Newburg, Mo., but he had a leaning toward telegraphy and while he was serving in that capacity he studied telegraphy in the dispatcher's office. It appealed to him and he learned to receive and send messages in six or eight months, and was sent out on extra work, all the time retaining the job as caller. In 1901, after working as extra telegrapher at numerous points he was assigned the position of operator and served at points from Springfield to St. Louis. He has been at Dixon, Mo., since 1918.

"I like railroad work exceedingly well," he said. "I wouldn't know how to do anything else since my folks have all railroaded. My father worked in the roundhouse at Newburg for the Frisco for eleven years as a hostler helper.

"I can't say just how all the boys decided to take up telegraphy. They used to play around the office and of course at times they were interested in watching me receive and send messages. They just picked it up, and I'm glad they did.

"Claude, who is now at Springfield,

was the most interesting in learning. He didn't even want to play with the other boys and at the age of twelve he was using the key as well as he can now. He used to listen and write down everything that came in over the wire. I remember we had a foreman, W. P. Scott, who was loading ties at Jerome one day. He brought

vision of his father.

"When I took my first job on the second trick at Jerome, Mo., I just weighed 85 pounds, and I had to put two cushions in the chair to reach the key," he said.

Claude Leek is the only one in the family who has worked on another division besides the eastern. At one time he worked at Memphis and a second time at Ft. Scott. Now he handles the 8:00 a. m. to 4:00 p. m. trick at the Springfield Relay office. He, too, has worked at most of the points on the eastern division, including Tower Grove.

"The relay office where I am now, relays messages to the different points on the system. For instance a message comes from Sherman, Tex., for St. Louis. It will be received first by the office at Springfield and then relayed to the St. Louis office," he explained. "We used to write all our messages with pen and ink, but that was long ago. Now we have something like 350 messages a day passing through the Springfield office besides red ball reports, and we use machines instead of writing by hand. Long ago there were only twelve operators in the Springfield office—now there are twenty-two."

He spoke also of the days at Dixon when he was learning the art of telegraphy under his father's direction. He told of one instance, when he and a sister went for a visit to relatives in Newburg. When he got there, the first thing he did was to go to the telegraph office and ask the operator if he might use the key. He telegraphed his father that they had arrived safely. This was when he was thirteen years of age.

D. H. Leek is the next son who became an operator. He is now located at Crocker, Mo., where he works the second trick, from 4:00 p. m. until midnight. He was born at Newburg on June 9, 1898, and entered Frisco service on November 3, 1916, at Jerome, Mo. He came to Crocker on June 24, 1919, and has remained there since.

"It just came natural for me to want to be a telegrapher. I started to work when I was eighteen years of age. O. G. Cox was the chief dispatcher at Springfield at that time. He used me on extra work for about eleven months and then gave me my first regular job on the third trick at Pacific, Mo.," was his comment.

"I don't believe I would care to

It is indeed a tribute to the congenial surroundings and duties incidental to service, that a father will devote his life to one company and bring up his sons to follow in his footsteps. Incidents of this kind occur frequently on the Frisco Railroad, although it is only occasionally that it becomes possible to present to the readers of the Frisco Magazine a complete story of the family.

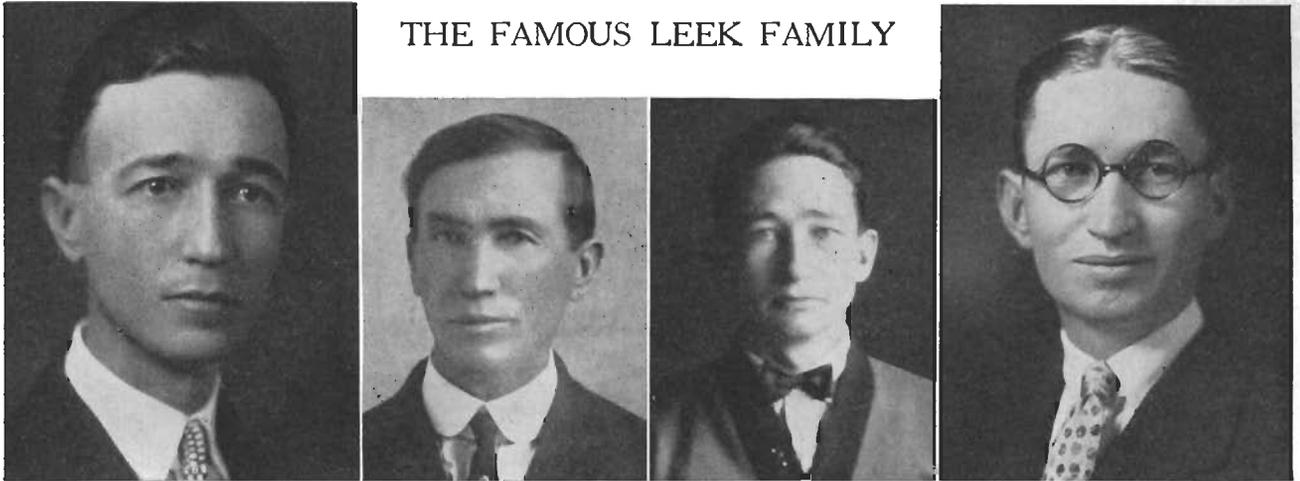
The story of the five Carrigan brothers, all Frisco employes, appeared in an issue of this publication a few months ago, and another story of the Harley family of father and sons, who are all in Frisco service, was published more recently.

The story of the famous Leek family appears in this issue. Employes of the eastern division are well acquainted with them all, father and three sons together, and we are glad to introduce this family to 30,000 of their co-workers on Frisco rails.

—W. L. H., Jr.

in a list of car numbers, time loaded, and to whom billed, and at that moment Claude was sitting before the key. Mr. Scott threw the paper containing the information down in front of Claude and said, "There, send that for me." Claude was delighted, and while the foreman looked on in amazement, Claude sent the information correctly on into Springfield. When Mr. O'Hara, then superintendent, came to Dixon one day and found that Claude had such a thorough knowledge of telegraphy, he told me to send in his application papers when he became sixteen years of age. I did, and he's been on the job ever since."

Claude M. Leek is the eldest son and was born at Arlington, Mo., on April 4, 1893. As his father stated, he sent in his application for a position as telegrapher at the age of sixteen years, after a thorough training in the art under the patient supervi-



THE FAMOUS LEEK FAMILY

The Frisco-members of the Leek family of telegraphers are shown above. From left to right are: Claude M. Leek, operator at Springfield; W. M. Leek, the father, operator at Dixon, Mo.; Doral H. Leek, operator at Crocker, Mo.; and W. K. Leek, operator at Lebanon, Mo. The boys followed their father into the business, and have worked with the Frisco a total of sixty-eight years.

work for any other railroad. Its officials are fine and the short time I have been with the Frisco I have seen some wonderful improvements. The big oil burning engines are marvels, and most of the side tracks on this division have been extended to accommodate the long trains."

The third and youngest son, W. K. Leek, is the operator at Lebanon, Mo. He was born at Newburg on September 5, 1901, and began his service with the Frisco on June 19, 1918, at the age of sixteen years, as an extra operator at Franks, Mo. He has worked at every station between Lebanon and St. Louis, however, he has been permanently stationed at Lebanon since March, 1926.

He was asked if he remembered any unusual happenings during his service.

"Everything has always run along smoothly," he replied. "I can't remember anything unusual, except the time I helped to catch a counterfeiter. That was in 1919. I was the operator on duty. Ralph Carpenter, the Western Union operator, was in the office talking to me at the time.

A man came in the office and passed the time of day with us and sat there talking, presumably waiting for a train, for he asked about the time and arrival of them all. While he was sitting there, there came over the wire a message from Monett, Mo., giving a description of him, also advising us that he was cleverly making \$10 bills out of two dollar ones. He had the figures '\$10' on some paper, which he pasted on over the figure '\$2.' The deception was good, too. The message from Monett said that he had cashed one of these \$10 bills and had left shortly thereafter via the 'side door pullman route.' Of course he could not read the message and both the Western Union operator and I sized him up, and knew that we had the man. Ralph very cleverly slipped to a phone and notified the sheriff to come and get him, while I carried on a lengthy conversation with him. We kept him interested until the sheriff arrived. They found all the stamps and materials which he used to make the counterfeit money in his pocket—we had the right man, all right."

Besides the four boys, Wm. Leek, the father, has four girls. The oldest is the wife of C. F. Bryant, Frisco telegraph operator of Bourbon, Mo. Three girls are at home attending high school, Freda 21, Marjorie 18 and Virginia 16.

Each of the Leek boys is married and has children. C. M. Leek has five children, Raymond, Ruth, Norman, Doral and Emily. D. H. Leek has one boy, two years of age. W. K. Leek has two children.

Some of the children, so the proud fathers state, are showing symptoms of a leaning toward the profession of a Frisco telegraph operator. Just now the little families are growing rapidly, with time and thought only for play.

The service of the father and sons amounts to sixty-eight years. Each of them can relate in a most interesting manner the changes which they have noted during these many years. While the father can tell of greater changes since his first service—the children can remember and recall many of them, due to their close association with their father.

MAJOR DIX DIES

(Continued from Page 7)

and wide observation, and everyone considered him the best company to be found in our city. This accounts to a great extent for his continued popularity not only in railroad circles, but in Ft. Scott generally. His family consists of his widow and a son, John Perry Dix, who is one of the finest young men ever turned out of Fort Scott. Though but 25 years of age he is principal of the junior high school at Cheryvale, Kansas, and is working out his master's degree at Columbia University summer school in New York City."

In closing, let it be said that the deserved praise and love which Major Dix enjoyed from countless friends was not won as the gates were about to close forever.

His widow sent the writer a faded clipping from the Fort Scott Tribune-Monitor of June 10, 1900. The story it presented dealt with a dinner given the colonel on the occasion of his thirtieth anniversary of his entrance into railroad service.

The last paragraph is one of glowing tribute to a real man, a tribute such as come to few men. It reads:

"He (Major Dix) is one of the most conservative of the present genera-

tion of railway officials and if his affinity for Fort Scott had ever permitted him to divorce his relations with this city he would perhaps have been one of the executive heads at St. Louis, Kansas City or Chicago, for the Major is a railroad man of unlimited capacity and ability. But he remains here and the town has been better off for his having made this his place of abode. So in the clamor to top off his 30th anniversary with a blaze of glory, a Tribune reporter bespeaks the wish that when things mundane are over with, the Major will be accorded a seat where he can bask in the sunshine of eternal morning."