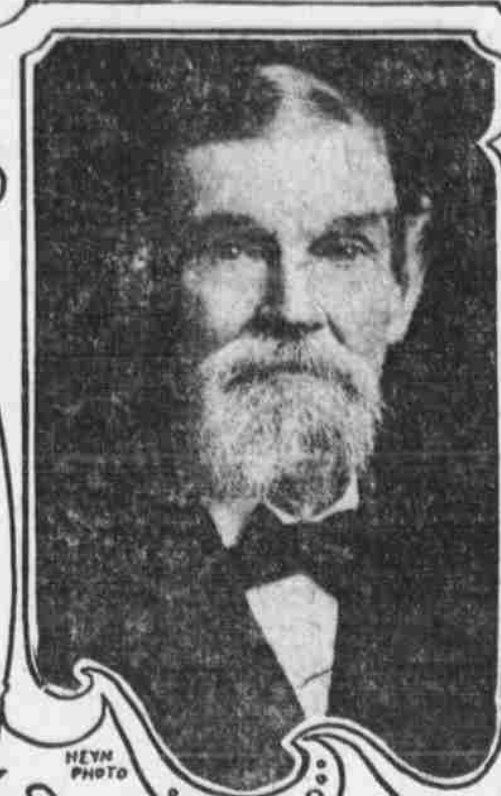


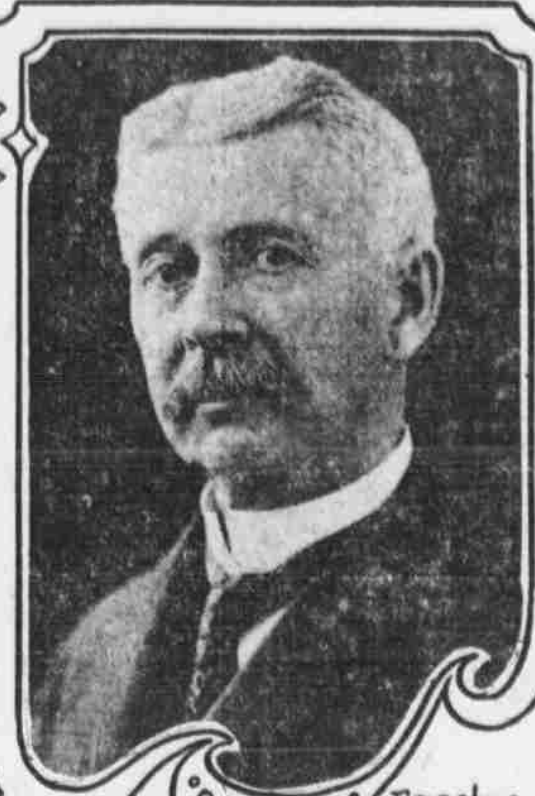
Retired List a Roll of Honor for Many Omaha Men



Robert A. Reed



W.A.M. Elroy



Erastus Young



S.W. Griffith



John R. Dolan



W.D. Crawford



C.W. Moon



Richard H. Brown



A.S. Traynor



Andrew P. Quandstrom



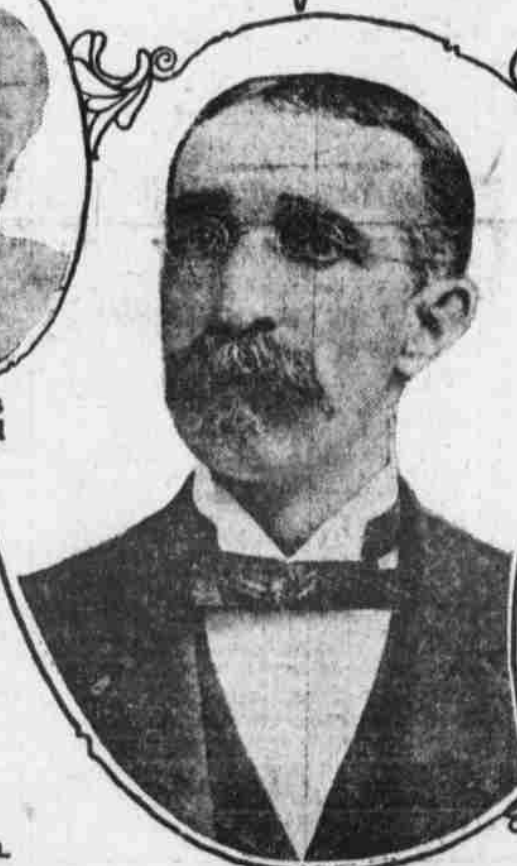
G.W. Nalle



Casper E. Yost



John B. Ruth



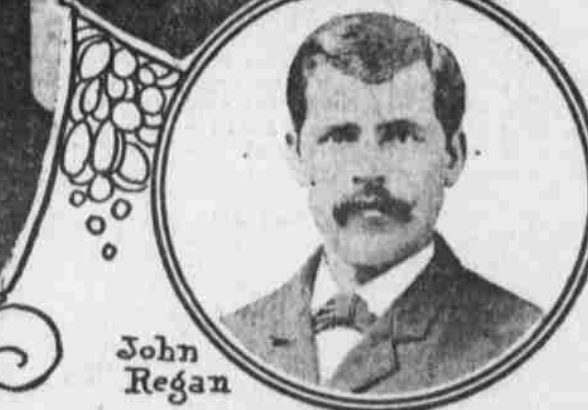
L.H. Korty



Patrick McAndrews



A.F. Gates



John Regan

WHEN Theodore N. Vall recently announced the establishment of a pension system for the American Telephone and Telegraph company, which includes the Western Union and Bell telephone employees, some interest was aroused as to how Omaha employees of this and other great corporations had fared under the varying pension plans that have been adopted. It is known that a number of well known residents of the city have been put on the retired list after many years of faithful service by one or another of the big concerns that maintain pension rolls. The pension roll is a roll of honor; it means that the individual whose name is kept thereon has been faithful in his employment, efficient in his service and in all ways worthy of the distinction of honorable retirement in his days of old age. Some have argued that the pension roll is a tacit recognition of the principle that the employe by reason of long and faithful service acquires a vested right in the business of the concern and that the pension is but the payment due under this interest. Nor are the big corporations the only ones who make provision for superannuated. The trades unions have taken up the plan, and at least one, the International Typographical Union, has made provision for members who have reached an age when activity is restricted, providing a pension to be paid to all who have reached the age of 60, and who are unable to continue in remunerative employment at the trade.

The Union Pacific Railroad company furnishes an illustration of what corporations have come to regard as a business in the matter of furnishing assistance to the loyal and faithful employes. This railroad company was the first in the west and among the first in the country to pension employes and at this time is carrying upon the payrolls more than 200 men and women, some seventy-five of whom are residing in this city. The others are scattered over the country from ocean to ocean and from Canada down into Mexico. All of them have seen long years of service with the "Overland" system and the pension, or reward for efficient services, as it is better known, aggregates at this time \$7,000 per month and is constantly increasing, for Father Time is constantly astrid and bringing the employes up to the line of retirement. With the Union Pacific there is no partiality or preference shown. Upon reaching the age for retirement an ironclad rule is applied and it is applied to each and all. It bears upon presidents and vice presidents the same as upon the man out on the section, though, of course, the amount of the salary during the years of active employment regulates the monthly pension, or reward for services.

October 30, 1902, the board of directors, at their meeting in New York, decided upon a pension plan to aid employes who had, or might reach an age where they would no longer be able to fill the positions held. The plan went into effect January 1, 1903 and since then 200 or more persons have been

benefited thereunder. The pension board is made up of the officers of the road, the personnel being: Charles Ware, vice president and general manager of the Union Pacific, chairman. Then there are H. J. Stirling, auditor; N. H. Loomis, general solicitor; R. L. Huntley, chief engineer; C. E. Fuller, superintendent of motive power, and Dr. A. F. Jonas, chief surgeon, the other members. F. C. Bullock, a chief clerk in the auditor's office, is the secretary.

The administration of the affairs of the pension department is entirely in the hands of the members of this board. This board is given power to make rules, determine the eligibility of employes to receive pensions, fix the amount of the allowances and prescribe the conditions under which such allowances may inure. However, everything done by the board is subject to the approval of the president of the road, A. L. Mohler.

There is no pension for the young man or woman, unless he or she becomes incapacitated while in the discharge of duty, but when officers or employes reach the age of 70 years, regardless of sex, they shall be retired and such of them as have been with the company twenty years, shall be retired on a liberal percentage of their full pay so long as they live, for the pension runs until death.

With men in the operating department, there is a slight exception made and the engineers, firemen, bridgemen and roadmasters may be retired upon reaching the age of 65 years. Regardless of age, male employes who have been continuously with the company twenty-five or more years and females who have had twenty or more years of employment and have become disabled, may be retired on pension.

In order to be retired a physical examination is required where the person is under 70 years of age. The report on the examination and the recommendation of the physician goes to the board and there the merits of the case are considered.

The monthly allowance on retirement is equal to 40 per cent of the average monthly salary for the last ten years of employment. Thus, if an employe had been in the service of the company for forty years and the average wages had been \$75 per month for the last ten years, the pension allowed would be 40 per cent of \$75, or \$30 per

month, this ratio maintaining no matter whether the salary be \$50 or \$1,000 per month. When the pension plan was conceived, \$100,000 was set aside and provisions made for appropriating more if needed to meet the demands.

Retired employes are paid in the same manner as those who are at their work daily. The roll is made out each month and sent to the auditor, who mails checks to all who live out of the city, or who do not desire to call at the offices. Going on the retired list does not prevent, or work a bar

On U. P. Retired List

Union Pacific people who reside in Omaha and who are on the retired list follow, the figures indicating the number of years they were in the company employ continuously:

Carr Axford.....	21	George H. Lavidge.....	22
Cyrus Axford.....	21	Nels H. Larson.....	20
William Burnick.....	27	Margaret L. McChesne.....	25
Michael Burns.....	28	John R. Manchester.....	24
Peter Bigger.....	29	David McKillip.....	23
Thomas Bennett.....	29	John McArdis.....	23
Richard H. Brown.....	28	Michael Millett.....	27
Frank Brunk.....	26	Patrick McAndrews.....	22
Edwin C. Connor.....	45	John Mueckley.....	25
John J. Curtis.....	29	Louis Metz.....	26
John P. Carlson.....	25	John W. McDunn.....	23
William D. Crawford.....	24	James M. Maynard.....	23
John H. Dahlberg.....	22	Patrick O'Donnell.....	24
Jacob David.....	22	Henry J. Ostrom.....	29
John R. Dolan.....	22	Andrew Peacock.....	26
Elijah Dunn.....	26	Peter Peterson.....	25
Wallace V. Doolittle.....	22	Andrew P. Quandstrom.....	25
Patrick L. Dore.....	22	Robert A. Reed.....	45
Henry Drefold.....	29	John Regan.....	22
Duncan Finlayson.....	25	Charles H. Robinson.....	29
Joseph Frazer.....	41	Tufre P. Soderholm.....	22
Hugh Flanagan.....	23	Andrew Smith.....	41
Wilhelm Gernandt.....	21	John J. Sullivan.....	23
J. W. Griffith.....	40	Robert Sketchley.....	28
Olaf Hansen.....	24	Mary A. Silven.....	25
Albert P. Houck.....	22	Oliver H. Swinley.....	22
John P. Healey.....	22	Edward Spelman.....	20
John Hart.....	29	John Tholen.....	21
Eugene D. Huettner.....	20	Andrew Traynor.....	42
John Isaacson.....	28	George I. Trumbull.....	40
Henry Jackson.....	24	James Vickery.....	42
Andrew F. Johnson.....	22	Henry Van Deusen.....	24
Frederick Klee.....	28	John A. White.....	22
Patrick Kelly.....	28	Erastus Young.....	27
L. H. Korty.....	22		

to engaging in business, or working elsewhere, but if one quits the employment of the company before the retirement period arrives, no pension accrues.

Each year there will be new applicants on the Union Pacific's retirement list, but after the old-timers are gone, there will be a short period when they will not be so numerous, perhaps, as now, or when the pension was introduced.

During early years on the Union Pacific, persons were taken onto the pay rolls, regardless of age, providing they could perform the work laid out, but now it is different. In the employment of men and women now and ever since the introduction of the pension system, there has been an age limit. No person inexperienced in railroad work who has reached the age of 35 years and no person over the age of 45 years, even experienced in railroad work will be taken into the service, all of which results in the people taken on since 1903 being reasonably young.

There is one exception to the rule heretofore mentioned. That exception is wholly in the discretion of the president. If he sees fit, he may employ persons for a period of six months, regardless of their age and then he may extend the six months in order that they may complete the work undertaken. There is another exception to the rule and if the board grants its approval, persons, irrespective of age, may be employed for an indefinite period where the services to be rendered require professional or other special qualifications.

Among the Union Pacific men who have gone upon the retired list there are none more interesting than John R. Dolan, one of the oldest living engineers on the "Overland" system. He commenced at the throttle of a Union Pacific engine in 1867, and with the exception of two years, from 1871 to 1873, when he was over on the Southern Pacific, he was with the company continuously until six years ago, when he retired.

When Mr. Dolan joined the Union Pacific forces the road was completed to North Platte, which then was out on the frontier. During his employ he pulled trains over every division of the Pacific road, from Truckee, 209 miles east of San Francisco to Council Bluffs and during all those years he never had a serious accident or a bad wreck,

though he had many narrow escapes. During Mr. Dolan's railroad career he pulled many noted personages over the Union Pacific, as he ran passenger trains much of the time. He remembers having pulled President Grant, Japanese and Chinese noblemen without number, Queen Lal of the Hawaiian islands and all the Union Pacific presidents from Durant down to Burt. Many times during the '60s the trains he was pulling were flagged by Indians in the western part of this state and frequently shots were fired into the engines he rode.

Mr. Dolan came from the Illinois Central and on that road he was running an engine before he was 20 years of age. He lives in a comfortable home on South Eleventh street and enjoys recounting his experiences of years ago when the country west of Omaha was nearly all a wilderness.

John Regan cast his lot with the Union Pacific in 1871, going into the shops, where he remained five years. Then he was sent to the transfer on the east side of the river and remained there for thirty-six years, most of the time holding the position of check clerk. During his service, goods and merchandise of the value of millions and millions of dollars passed through his office and so far as he can recall an error never crept in.

The Axford brothers, Carr and Cyrus, born in England, where they learned the cabinetmakers' trade and learned it well, have practically spent all their lives in Omaha and most of the time in the Union Pacific shops. They were among the early employes and retired a few years ago. The Axfords came to the United States along about 1861 or '62. In 1864 Cyrus was in the employ of the government at Nashville, Tenn. He remembers the battle fought there and for a number of days worked constantly helping to bury the dead. He entered the employ of the Union Pacific in 1867 and remained continuously until he retired.

Carr Axford soon after coming to the United States sought and found employment in the railroad car shops at Jefferson City, Ind., where he remained until 1867, when he came to Omaha, entered the employ of the Union Pacific, remaining forty years. In the homes of these two men are some of the most beautiful chairs, desks and tables, all their handwork, showing that they are experts in their line.

W. D. Crawford rounded out more than forty years with the Union Pacific, retiring from the position of chief clerk in the land department a number of years ago. He went with the Union Pacific when about all that it had was a name, (Continued on Page Five.)