

1910.  
NEW ZEALAND.

# RAILWAY EMPLOYEES' WAGES

FROM 1880 TO 1908.

*Return to an Order of the House of Representatives dated the 18th November, 1909.*

*Ordered, "That there be laid before this House a return showing, for the years 1880, 1885, 1890, 1895, 1900, and 1908, the wages and hours of labour of the following classes of employees in the First and Second Divisions of the Railway service: Engine-drivers, firemen, cleaners, guards, shunters, signalmen, crossing-keepers, bridge-keepers, labourers (general), carpenters, fitters, iron-turners, moulders, blacksmiths, strikers, plumbers, tinsmiths, trimmers, porters, sail-makers, furnacemen, apprentices, bridgemen, cadets, storemen, enginemen, watchmen, crane-drivers, horse-drivers, holders-up, night-watchmen, train-examiners, leading tradesmen, coppersmiths, springmakers, lifters, brass-moulders, and machinists."—(Mr. ELL.)*

RETURN OF WAGES AND HOURS OF LABOUR OF EMPLOYEES IN THE FIRST AND SECOND DIVISIONS  
OF THE RAILWAY SERVICE.

	1880.		1885.		1890.		1895.		1900.		1908.	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Engine-drivers .. ..	10/6	12/0*	10/0	12/0	10/0	12/0	10/0	12/0	10/0	12/0	10/6	12/6
Firemen .. ..	7/6	9/0	7/6	9/0	7/6	9/0	7/6	9/0	7/6	9/0	8/6	9/6
Cleaners .. ..	5/0	7/0	5/6	7/0	4/0	7/0	4/0	7/0	3/6	7/0	5/0	8/0
Guards .. ..	8/0	10/0	8/0	10/0	8/0	10/0	8/0	10/0	8/0	10/0	8/6	11/0
Shunters .. ..	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	8/6	11/0
Signalmen .. ..	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	7/0	9/0	8/6	11/0
Crossing-keepers .. ..	30/0	36/0	30/0	36/0	30/0	36/0	30/0	36/0	36/0	36/0	42/0	42/0
Bridge-keepers .. ..	30/0	36/0	30/0	36/0	30/0	36/0	30/0	36/0	36/0	36/0	42/0	42/0
Labourers .. ..	6/0	6/0	6/0	6/0	6/6	6/6	6/6	6/6	6/6	7/0	8/0	8/6
Carpenters .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Fitters .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Iron-turners .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Moulders .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Blacksmiths .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Strikers .. ..	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	8/6	9/0
Plumbers .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	9/0	9/6	10/6
Tinsmiths .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	9/0	9/6	10/6
Trimmers .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	9/0	9/6	10/6
Porters .. ..	6/0	7/6	6/6	7/6	6/6	7/6	6/6	7/6	6/0	7/6	8/0	8/0
Sailmakers .. ..	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	9/6	10/6
Furnacemen .. ..	..	..	..	..	..	..	..	..	7/0	9/0	8/6	10/0
Apprentices .. ..	8/0	25/0	8/0	24/0	5/0	21/0	5/0	21/0	5/0	30/0	9/0	24/0
Bridgemen .. ..	7/0	7/0	7/0	7/0	7/0	7/6	7/0	7/6	7/0	7/0	9/0	9/0
Cadets .. ..	£50	£100	£50	£105	£30	£110	£30	£110	£30	£90	£50	£110
Storemen .. ..	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	8/6	11/0
Shop enginemen .. ..	..	..	..	..	..	..	..	..	7/6	8/0	8/6	9/6
Watchmen .. ..	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	45/0	45/0

\* In 1880 a few specially qualified men who had served over five years as engine-drivers were paid 13s. per day. The pay of the great bulk of the enginemen was from 10s. 6d. to 12s. per day.

RETURN OF WAGES AND HOURS OF LABOUR OF EMPLOYEES IN THE FIRST AND SECOND DIVISIONS  
OF THE RAILWAY SERVICE—*continued*.

	1880.		1885.		1890.		1895.		1900.		1908.	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Crane-drivers .. ..	7/6	9/0	7/6	9/0	7/6	9/0	7/6	9/0	7/6	9/0	8/6	9/6
Horse-drivers .. ..	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	7/0	8/6	8/6	9/0
Holders-up .. ..	..	..	..	..	..	..	..	..	7/0	8/0	8/6	9/0
Night-watchmen .. ..	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	42/0	45/0	45/0
Train-examiners .. ..	..	..	..	..	..	..	..	..	7/0	8/0	8/6	9/6
Leading tradesmen .. ..	11/0	12/0	..	..	8/0	12/0	8/0	12/0	9/6	11/0	11/0	12/6
Coppersmiths .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Springmakers .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Lifters .. ..	..	..	..	..	..	..	..	..	7/0	7/6	8/6	9/6
Brass-moulders .. ..	8/6	10/6	8/0	10/6	8/0	10/6	8/0	10/6	8/0	10/0	9/6	10/6
Machinists .. ..	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	7/0	8/0	8/6	10/0

1880.—Day for engine-drivers and firemen was ten hours, or sixty hours per week of six days. Traffic hands were required to work all trains on advertised time-tables without overtime. Maintenance and workshop hands, 8 a.m. till 5 p.m., with time off for lunch.

1885.—Day for engine-drivers and firemen, ten hours, or sixty hours per week of six days. On light runs only, time as determined by the officer in charge. Maintenance and workshops, eight hours. Traffic, advertised train-services.

1890.—Engine-drivers, firemen, and guards, fifty-four hours per week.

1895.—Maintenance and workshops, eight hours. Traffic, advertised services.

1908.—Where work is continuous, eight hours per day, or forty-eight hours per week. Where duties are intermittent in character, or for special services, the hours are determined by the circumstances and nature of the work to be performed.

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