

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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General Manager.

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