

SALARIES OF RAILROAD ENGINEERS

American Association of Engineers Asks U.S. Railroad Administration to Adopt Schedule Prepared by the Association

WITH the approval of the governing body of the association, the Railroad Committee of the American Association of Engineers has forwarded to the United States Railway Administration a schedule of monthly salaries which the association recommends should be paid to railroad engineers. This is probably the first attempt made by an organization of engineers to say what monthly salaries should be paid to their members.

"On account of the responsibility resting upon the railroad technical engineer for the success of transportation," says C. E. Drayer, secretary of the American Association, "it is important that he receive proper recognition in the way of pay. This is of interest and importance to the public. Had the engineer been adequately represented in the hearings before the Wage Board of the U.S. Railroad Administration, the orders issued by that board might not have been totally oblivious of his work. The schedule proposed by the Railroad Committee is not final, and comment is invited. It will be noted that there is no attempt to take up specialties in the railroad field, but it does lay the ground work for uniformity in classifying the various positions in railroad engineering departments."

The schedule is as follows, salaries first mentioned being for railroads having over 5,000 miles of track; and the second, salaries for railroads having less mileage. (In the case of instrumentman, rodman, tapeman, designer, draughtsman, junior draughtsman and tracer, the salaries first mentioned are for engagements for one year or more, and the second salary is for temporary work):—

CHIEF ENGINEER.—In charge of entire railroad system, responsible for all engineering work and organization, including valuation.—Salary commensurate with duties performed.

ASSISTANT CHIEF ENGINEER.—In charge of portion of line or entire territory; reporting to Chief Engineer; responsible for such work as may be assigned to him by the Chief Engineer.—Salary commensurate with duties performed.

DISTRICT ENGINEER.—In charge of two or more divisions; reporting to Assistant Chief Engineer in charge of that territory; responsible for all maintenance of way and minor construction.—\$425; \$375.

ASSISTANT DISTRICT ENGINEER.—Same territory as District Engineer—like responsibilities. Reporting to District Engineer.—\$350; \$300.

DIVISION ENGINEER.—In charge of one division; responsible for all maintenance of way and permanent way work.—\$375; \$350.

RESIDENT ENGINEER.—In charge of one residency; reporting to Division Engineer. In charge of construction work only. This position not required for maintenance of way or permanent way work.—\$275; \$275.

ASSISTANT ENGINEER.—Acts as assistant to Division Engineer, Assistant District Engineer, and Assistant Chief Engineer. Responsible for such duties as may be assigned him.—\$275; \$275.

CHIEF DRAFTSMAN.—Reports to Chief Engineer or Assistant Chief Engineer; in charge of general drafting room at principal headquarters.—Salary commensurate with duties performed.

ENGINEER OF BRIDGES.—Reports to Assistant Chief Engineer or Chief Engineer. Responsible for maintenance and construction of all bridges—wooden, steel, and concrete.—\$400; \$350.

VALUATION ENGINEER.—Responsible for all valuation work on entire system. Reports to Assistant Chief Engineer, or Chief Engineer.—\$400; \$350.

ASSISTANT VALUATION ENGINEER.—Reports to Valuation Engineer; has like responsibilities.—\$350; \$275.

SUPERINTENDENT OF MOTIVE POWER.—Responsible for maintenance of all mechanical equipment.—Salary commensurate with duties performed.

ASSISTANT GENERAL SUPERINTENDENT OF MOTIVE POWER.—Responsible for maintenance of all mechanical equipment on entire system or portion of system, as may be assigned by General Superintendent.—Salary commensurate with duties performed.

MECHANICAL ENGINEER.—Responsible for such work as may be assigned to him by General Superintendent or Assistant General Superintendent. Reports to Assistant General Superintendent or General Superintendent.—\$400; \$325.

ELECTRICAL ENGINEER.—In charge of all electrical construction and repair work of mechanical equipment. Reports to Assistant General Superintendent or General Superintendent of Motive Power.—\$325; \$275.

ASSISTANT ELECTRICAL ENGINEER.—Like Responsibilities to Electrical Engineer. Reports to Electrical Engineer and Assistant General Superintendent or General Superintendent.—\$275; \$250.

SIGNAL ENGINEER.—Responsible for all signal construction and maintenance. Reporting to General Manager or Superintendent of Telegraph.—\$400; \$350.

ASSISTANT SIGNAL ENGINEER.—Like responsibilities as Signal Engineer, Superintendent of Telegraph, or General Manager. In charge of entire system or territory assigned him by Signal Engineer.—\$300; \$275.

INSTRUMENTMAN.—Reporting to Engineer or Chief of his assigned department.—\$200; \$225.

RODMAN.—Reporting as assigned.—\$125; \$150.

TAPEMAN.—Reporting as assigned.—\$100; \$120.

DESIGNER.—Reporting to Chief Draftsman or as assigned, and qualified to prepare original design on engineering or architectural work.—\$250; \$275.

DRAFTSMAN.—Reporting to Chief Draftsman or as assigned, or general drafting work involving general detailing.—\$160; \$200.

JUNIOR DRAFTSMAN.—Reporting as assigned and qualified for general drafting room work.—\$115; \$160.

TRACER.—Reporting as assigned, and qualified to prepare neat tracings on special designs.—\$110; \$130.

SAYS ENGINEERS CAN AID AGRICULTURE

THAT the engineers of Western Canada have a splendid opportunity to help in the development of agricultural resources, was the claim made by Theodore Kipp, of the Ogilvie Milling Co., in a paper read this month before the Manitoba Branch of the Engineering Institute of Canada.

Mr. Kipp urged that problems of development of agricultural production are intimately related with those of engineering. He cited transportation, preservation and the putting of products into the best condition for market. He gave comparative statements showing the present ramifications of the grain industry and the possibilities of the development of a potato industry along similar lines, both in the production of the tuber and the industrial use of it through the installation of potato drying plants in various parts of Western Canada, and the use of these drying plants as feeders for large manufacturing plants located in industrial centres.

Winnipeg, he said, particularly affords facilities for industries of this character, including starch plants and industrial alcohol distilleries.

STANDARDS COMMITTEE REQUESTS SUPPORT

ASKING that the Canadian Engineering Standards Committee be supported, at least in part, by the Dominion government, a delegation of members of that committee interviewed Sir Thos. White, Minister of Finance, a few days ago, requesting that the government contribute \$10,000 per annum. The cost of the committee's work is estimated at between \$15,000 and \$20,000. The object of the standards committees in the various countries is to secure an international standardization of machine parts so as to permit an interchange that will cheapen manufacturing, erecting and renewal costs, and also expedite deliveries.