

When you
get back

ENGINE-DRIVERS' EXAMINATION

Before sitting for any of the examinations, which are held in Hamilton, Napier, New Plymouth, Wanganui, Palmerston North, Greymouth, Invercargill, Nelson, Auckland, Christchurch and Dunedin every three months, in Whangarei, Timaru, Gisborne twice a year, and in Wellington six times a year, a candidate must have had a certain amount of practical experience. The requirements are:—

Locomotive-engine Driver.—Six months' experience with a locomotive or steam traction engine, or six months with a stationary steam-engine and its boiler.

Traction-engine Driver.—Six months' experience as above.

Locomotive and Traction - engine Driver.—Six months' experience as above.

Second - class Engine - driver.—Six months' experience with a steam-boiler or a steam-engine.

First - class Engine - driver.—Twelve months' experience (while holding a second-class certificate or a locomotive and traction certificate) in charge of a boiler over 15 horse-power, or twelve months' experience with a steam-engine the cylinder area of which exceeds 144 circular inches; or four years' service as an apprentice engineer in an approved workshop where engines are made or repaired; or three years' service as a journeyman in an approved workshop. A second-class engine-driver is receiving to-day about £6 to £6 10s. per week.

We have tried to make the information given here as complete and accurate as possible, but it should be remembered that changing conditions may invalidate some of it. These articles can be regarded, therefore, only as a general guide.

They do not bind *Korero* or any authority.

Stationary Engines.—After six months' practical experience in engine-boiler work men become eligible to sit a not very difficult examination to obtain a second-class stationary-engine driver's certificate. This qualifies them to take complete charge of a boiler of over 15 and under 25 horse-power. To take charge of a boiler over 25 horse-power requires a first-class certificate, the standard for which is fairly high. This will lead, if desired, and provided the candidate is prepared to go to sea, to the various marine engineers' certificates. The opportunities are good. The Marine Department will furnish full details of the examinations. In the few instances where returned men have so far been referred to the Engine-drivers' Union by the Rehabilitation Board they have been readily and easily placed.

However, the position after the war cannot be estimated with any certainty; it is dependent on so many unknown factors—the number of hours work, the extent to which factories are established, the type of motor-power installed, and the nature of the work carried on in new factories. Most Hospital Boards employ three or four engine-drivers as boiler attendants.

As to the suitability of the work for disabled men, the 1928 Act stipulates that "no person who has suffered the loss of the hand or a foot shall act as a driver of a locomotive steam-engine or a winding-engine." This does not apply to stationary engines and boilers, and at the present time a few men who have lost an arm are employed as engine-drivers.