In some of our railroad papers there has lately been a discussion of a very interesting and important branch of engineering which has recently been brought to the immediate notice of educators here and in Europe. A school founded in Vienna for the education of railroad employes in the subjects of particular usefulness in their profession has completed its first year with great success. The school is supported by the railroads of the immediate vicinity, and the recitations are so timed that men engaged in business during the day can attend them without inconvenience. The course, quoted from the Railroad Gazette of Oct. 17, is as follows:

"First Year. — Railroad Technology, Trade Geography, Political Economy, Book-keeping.


At Yale, an extended course of instruction on railroad subjects is to be given by Mr. Arthur T. Hadley, including "Railroads: Their History, their Business Methods, and the Social Problems connected with them." The scheme of studies is far too large to reprint here, but it consists of a résumé of all that a railroad man could desire to know with special reference to his employment.

Now there are men graduating every year from the Institute who go, and have all along intended to go, into the railroad business; and until now, they have had a great advantage in so doing over most of the young men entering the same profession. They have received most excellent training as mechanical or civil engineers, and so far are on a strong basis; but now that these other schools are springing up, now that the colleges are beginning to give instruction in what is the especial province of the Institute, yet in which the Institute fails in a great degree to give instruction of any kind, we cannot hope any more to compete with these other institutions in this respect, nor any longer to send our men out thoroughly fitted to cope with those who have received the more distinctive training.

There may be a question as to the advisability of forming a new course in the Institute for men who intend to make themselves proficient in railway business. The need may not be so urgent as that which was recognized when the course in electrical engineering was organized, but it has become sufficiently prominent to demand some attention and consideration on the part of those who have charge of our professional training. There can be little objection to admitting into one or more of the existing courses some of the most important subjects in the courses at Yale and the Vienna school.