Hon. Mr. Guthrie.

GOVERNMENT RAILWAYS AMENDMENT.

ANALYSIS.

Title. 1. Short Title. Scale of wages of Second Division.
 Classification of Second Division. quential repeal. 4. Section 10 of principal Act amended.

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- 5. Section 11 of principal Act amended. 6. Section 40 of principal Act amended. 7. Commencement of Orders in Council under section 68 of principal Act.
- 8. Penalty for breach of provisions as to speed
- of motors at railway-crossings.

 9. Provision for appointment of Board of Inquiry as to matters affecting administra-
- tion of railways. Repeal.

 10. Local authorities may contribute towards cost of railway bridge or subway. Consequential repeal.

Schedule.

A BILL INTITULED

An Act to amend the Government Railways Act, 1908. Title. BE IT ENACTED by the General Assembly of New Zealand in Parliament assembled, and by the authority of the same, as 5 follows:

1. This Act may be cited as the Government Railways Amend- Short Title. ment Act, 1921-22, and shall be read together with and deemed part of the Government Railways Act, 1908 (hereinafter referred to as the

principal Act). 2. (1.) The Schedule to the Government Railways Amendment scale of wages of 10 Act, 1920, is hereby amended by repealing so much thereof as relates Second Division. to the Second Division, and substituting therefor the Schedule hereto.

(2.) This section shall be deemed to have come into operation on 15 the sixth day of March, nineteen hundred and twenty-one.

(3.) This section shall be read subject to the provisions of the

Public Expenditure Adjustment Act, 1921-22.

3. (1.) The Minister shall cause all members, probationers, and Classification of apprentices in the Second Division of the Department on the first Second Division. 20 day of April, nineteen hundred and twenty-one, to be classified as on that date in accordance with the classification set forth in the Schedule hereto, and shall fix the rate of pay of each such member, probationer, and apprentice, and the date on which his first annual increment (if any) begins to be payable:

Provided that—

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(a.) With respect to every member and probationer, the right to advance from one subgrade to another, or, where there are no subgrades, the right to receive any increase of pay in any year, shall in each case depend upon the efficiency

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and good conduct of that member or probationer, and no such advancement shall be made and no such increase shall be payable unless the permanent head of the Department certifies in writing that the member or probationer is entitled thereto:

(b.) Except in the case of promotion, or in any case where, by the Schedule hereto, the rate of pay of any member or probationer is fixed by reference to his age, no increase of the pay of any member or probationer shall begin earlier than twelve months after the date of his appoint- 10 ment or after the date on which his last previous increase

began to be payable, as the case may be:

(c.) In any case where, by the Schedule hereto, the rate of pay of any member or probationer is fixed by reference to his age, that member or probationer shall, subject to the 15 foregoing provisions of this section, be entitled to an increase of pay in every year as from the date of his birthday.

Consequential repeal.

(2.) Subsection one of section three of the Government Railways Amendment Act, 1920, is hereby superseded in so far as it relates to 20 the Second Division, and to that extent shall be deemed to be repealed.

Section 10 of principal Act amended.

4. Section ten of the principal Act is hereby amended by omitting from subparagraph (xviii) of paragraph (e) the words "ten shillings," wherever those words occur, and substituting in each 25 case the words "one pound."

5. Section eleven of the principal Act is hereby amended by the addition of the following paragraph:—

Section 11 of principal Act amended.

"(g.) If in the opinion of the Minister the breach of any by-law would cause or be likely to cause danger or annoyance 30 to the public or hindrance to the proper use or working of a railway, the Minister may by by-law authorize any railway officer, whether in person or otherwise, to summarily interfere or otherwise to take all proper steps to prevent the occurrence of such danger, annoyance, or hindrance, or the continuance or repetition thereof, and the taking of any such steps shall not relieve any person from any penalty to which he may be liable in respect of the breach of any such by-law."

Section 40 of principal Act amended. 6. Section forty of the principal Act is hereby amended in 40 manner following:—

(a.) As to subsection one, by adding the following proviso:—

"Provided that nothing herein shall be so construed as to limit the power of the Minister to grant any easement under this section subject to such conditions as to 45 revocation, as he thinks fit, in addition to the conditions specified herein."

(b.) As to subsection two, by inserting, after the words "other terms and conditions," the words "including conditions as to revocation."

7. Every Order in Council issued under section sixty-eight of the principal Act shall come into force on a date to be specified therein in that behalf (whether before or after the date of such

Commencement of Orders in Council under section 68 of principal Act. Order), and if no such date is specified shall come into force on the date of the publication of the Order in Council in the Gazette.

8. Section ten of the Government Railways Amendment Act, Penalty for breach 1913, is hereby amended by adding the following subsection of provisions as to speed of motors at 5 thereto:—

railway-crossings.

"(2.) Every person who fails to comply with the requirements of this section commits an offence, and is liable on conviction to a fine of ten pounds."

9. (1.) The Minister may from time to time appoint any person Provision for 10 or persons to be a Board of Inquiry to inquire into and report upon Board of Inquiry any matter arising out of or connected with the administration of as to matters the principal Act, or the control, maintenance, or working of a administration of administration of administration of railway or any part thereof. Every person so appointed shall hold railways. office during the pleasure of the Minister.

15 (2.) Any person concerned in an inquiry under this section may appear before the Board of Inquiry either personally or by an agent appointed by him in writing in that behalf. Such agent may be a member of the Department, or the secretary of any society of members of the Department recognized by the Minister, or, if the 20 Minister so approves, may be a barrister or solicitor.

(3.) Any person or persons appointed as aforesaid shall, for the purpose of conducting any inquiry under this section, have the same protection and the same powers and authority to summon witnesses and receive evidence as are conferred upon Commissioners by the 25 Commissions of Inquiry Act, 1908; and all the provisions of that Act shall apply to witnesses so summoned, and to evidence so received and given, as completely and effectually as if such witnesses had been summoned, and such evidence had been received or given, by virtue or under the authority of the said Act:

Provided that, for the purposes of this section, the reference in 30 section eight of the said Act to the Minister of Internal Affairs shall

be deemed to be a reference to the Minister of Railways.

(4.) On any such inquiry the person or persons appointed as aforesaid shall direct himself or themselves by the best evidence he 35 or they can procure or that is laid before him or them, and may receive or reject, as he or they think fit, any evidence that may be tendered.

(5.) All evidence given in any such inquiry shall be reduced to writing and signed by the witness giving the same in each case, and 40 the written records of such evidence shall be preserved as records of

the office of the permanent head.

(6.) The Board may in each case fix the costs of any inquiry under this section, and may direct by whom and in what proportions such costs shall be payable, and any costs directed to be paid by the 45 Crown may be paid accordingly without further appropriation than this section:

Provided that the Minister may direct that the whole of the

costs of any inquiry shall be paid by the Crown.

(7.) Any costs so directed to be paid by any person other than 50 the Crown may be recovered from such person as a debt due to the Crown.

(8.) The persons appointed to hold any inquiry under this section may be paid such fee or remuneration as the Minister may determine.

(9.) The proceedings in any inquiry under this section shall be conducted in private unless the Minister shall direct otherwise.

(10.) The fact that a Board of Inquiry appointed by the Minister under this section proposes or proceeds to inquire into any matter arising out of or connected with the administration of the principal Act, or the control, maintenance, or working of a railway or any part thereof, shall be conclusive evidence that such Board has been 10 duly constituted under this section and has full authority to make such inquiry and to exercise in respect thereof all the powers and authorities conferred by this section.

(11.) Section forty-six of the principal Act is hereby amended by omitting the words "the Minister or General Manager," and substitute 15

tuting the words "the permanent head."

(12.) Section eleven of the Government Railways Amendment

Act, 1913, is hereby repealed.

10. (1.) Any Borough Council, County Council, or Town Board, or any Road Board of a road district situated in a county in which 20 the Councils Act, 1920, is not in full force, or any two or more of such Councils or Boards, may agree with the Minister of Railways for the construction and maintenance by the Minister of a subway under or a bridge over any Government railway (whether or not such subway or bridge is within the district of the Council or Board), and 25 for the payment by the Council or Board of the whole or any part of the cost of such construction and maintenance.

(2.) Any agreement as aforesaid may be entered into with respect to any existing subway or bridge, or with respect to any proposed

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subway or bridge.

(3.) Paragraph (e) of section one hundred and sixty-four of the Municipal Corporations Act, 1920, is hereby repealed.

Repeal.

Local authorities may contribute towards cost of railway bridge or subway.

Consequential repeal.

SCHEDULE.

SECOND DIVISION.

Schedule.

	e di	Pa	ay.						
Designation.	Grade.	Mini- mum.	Maxi- mum.	Annual Increments.					
CLAS	ss 1: T	RAFFIC A	ND ST	DRES.					
		Traffic.		·					
			Hour.						
		s. d.	s. d						
Guards	1		2 5	12					
(Maximum number in Grade 1 not to exceed 50 per cent. of the total number of guards in both grades.)									
Guards	2		2 4	3 4					
Signalmen and storemen .	1	2 3	2 3	One of 3d. per hour.					
(Maximum number in Grade 1 r	not to e	exceed 50	per c	ent. of total number of signalmen					
and	d storen	aen in be	oth gra	des.)					
Signalmen and storemen	2	$\begin{array}{ c c c c c c c c c c c c c c c c c c c$	2 2	One of 3d. per hour.					
Shunters	•••	$2 1\frac{1}{2}$	2 4	Three of \(\frac{2}{4} \)d. per hour, and one of 1d. per hour.					
Crane-drivers	1	$2 2\frac{1}{4}$	2 3	One of \$\frac{3}{4}\text{d. per hour.}					
Crane-drivers	2		2 1						
Horse-drivers			2 0						
		Per D	ay.						
Crossing-keepers and bridge-keeper	s]		13 0						
		Per H	our.						
Labourers				1/2					
Porters				12					
Tablet	ı	Per D		. 1					
Tablet-porters	,	·	,						
Junior porters—	i	Per H		3' 4'					
20 years	•••			⊉ }:					
18 years	::	::	I .	4					
17 years				1					
		Per V	Week.						
Night-watchmen	1	1	78 C) [
Female waiting-room attendants			54 0						
-		Stores.							
		Per H	Гонт						
Leading storemen	1	2 43		1 One of 3d. per hour.					
Storemen	i	$\frac{1}{2}$ $\frac{1}{3}$	2 3	One of ‡d. per hour.					
(Maximum number in Grade 1 n	ot to ex	cceed 50	per cent	o. of the total number of storemen in					
α.	_	oth grade	-						
Storemen	2	2 11		$\frac{1}{4}$ One of $\frac{3}{4}$ d. per hour.					
Labourers	••	••	2 0	$\frac{1}{2}$					
Junior labourers— 20 years			1 7	7 <u>3</u>					
19 years				3 ·					
18 years		1		1					
17 years	١	1	1 3	1 2					
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SECOND DIVISION-continued.

	1	1		
Designation.	Grade.	Pa	ay.	Amount To
		Mini- mum.	Maxi- mum.	Annual Increments.

CLASS 2: LOCOMOTIVE.

Subclass 1: Leading tradesmen— Leading fitters, turners, boiler- makers, spiringmakers, black- smiths, carpenters, pattern- makers, painters, moulders, coppersmiths, tins miths, trimmers, and sailmakers . Ditto		CLASS Z	: госом	OTIVE.	
Leading fitters, turners, boilermakers, springmakers, placksmiths, carpenters, moulders, coppersmiths, tin smiths, trimmers, and sailmakers . Ditto			Per H	lour.	
Leading fitters, turners, boilermakers, springmakers, placksmiths, carpenters, moulders, coppersmiths, tin smiths, trimmers, and sailmakers . Ditto	Subclass 1: Leading tradesmen—	1	s. d.	s. d.	i
makers, springmakers, blacksmiths, carpenters, moulders, coppersmiths, tins miths, trimmers, and sailmakers					
smiths, carpenters, pattern-makers, painters, moulders, coppersmiths, tins miths, trimmers, and sailmakers . Ditto	makers springmakers black-				
makers, painters, moulders, coppersmiths, tins miths, trimmers, and sailmakers 2 2 2 5½ Other leading hands 2 2 5½ Subclass 2: Tradesmen— Bricklayers 1 2 2 5½ Fitters, turners, bollermakers, springmakers, blacksmiths, carpenters, moulders, coppersmiths, tinsmiths, trimmers, and sailmakers 1 2 2 5½ Boilermakers operating acetone welding-plant 2 2 3¾ Boilermakers operating acetone welding-plant 2 2 3¾ Boilermakers operating acetone welding-plant 2 2 3¾ Boilermakers marking off new boiler-work; fitters marking off new work (other than from templates in each case) Blacksmiths engaged on new engine-work 2 2 34 Angle-iron smiths 2 3 34 Angle-iron smiths 2 3 34 Junior tradesmen who have served an apprenticeship of less than five years; until completion of five years' service 4 32 Apprentices— 5th year 1 5½ 4th year 1 5½ 4th year 1 5½ 4th year 1 1 2½ 3rd year 1 1 1 2½ Subclass 4: Wood and iron working machinists and sewing machinists Special 2 3½ Wood and iron working machinists and sewing machinists and sewing machinists and sewing machinists wood and iron working machinists and sewing machinists and sewing machinists wood and iron working machinists and sewing machinists and sewing machinists wood and iron working machinists and and iron working machinists and sewing machinists wood and iron working machinists and sewing machinists wood and iron working machinists and sewing machinists and sewing machinists and sewing machinists and sewing machinists wood and iron working machinists and sewing machinists and sewing machinists wood and iron working machinists and sewing machinists wood and iron working machinists and sewing machinists wood and iron working machinists wood wood working machinists wood and iron working machinists wood wood wood wood wood wood wood woo					
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Ditto Other leading hands Subclass 2: Tradesmen— Bricklayers Bricklayers Bricklayers Bricklayers Briters, turners, boilermakers, springmakers, blacksmiths, carpenters, patternmakers, painters, moulders, coppersmiths, tinsmiths, trimmers, and sailmakers			i		
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Subclass 2: Tradesmen— Bricklayers	Other leading hands			$2 \ 5\frac{1}{2}$	
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Designation.		de.	Pay. Mini- Maxi- mum. mum.			Annual Increments		
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]	Pe r F	lour.	,		
Subclass 5:		1	s.	d.	ß.	d.		
Strikers, holders-up, and fe	t-	-			0	0.1		
tlers	t-	1	•	•	2	$2\frac{1}{4}$		
tlers		2		.	2	$1\frac{1}{2}$		
Subclass 6:		_				اءُ		
Forgemen	••		2	$8\frac{3}{4}$	3	0	One of 11d. per hour, and one of	
TI		1	0	91		9.3	13d. per hour.	
The second and halmans	••	$\begin{bmatrix} 1 \\ 2 \end{bmatrix}$	2	$2\frac{1}{4}$	$rac{2}{2}$	$\frac{3\frac{3}{4}}{1\frac{1}{2}}$	Two of $\frac{3}{4}$ d. per hour.	
Subclass 7:	••	4	•	•	4	12		
Labourers (leading)				.	2	$2\frac{1}{4}$		
Labourers (skilled)				.	2	$1\frac{1}{2}$		
Labourers			•	. !	2	$0\frac{1}{2}$		
(Leading labourers when in characteristics and the characteristics)	rge o	of large	gang	s or	eng	ageo	l on important work may, on the per hour additional.)	
	ша	дець пе-	au, ı	e ha	iiu i	. z u.	per nour additional.)	
Subclass 8: Depot chargemen					2	11½		
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_		-	cial	grac		_	o exceed 25 per cent. of the tota	
		engine-						
Engine-drivers and night for				1		- 1		
men of cleaners		1	2	7	2	81	One of 14d. per hour.	
Engine-drivers and night for	e-					*	* 1	
	••	2	2	$4\frac{3}{4}$	2	$5\frac{3}{4}$	One of 1d. per hour.	
Engine-drivers	٠٠ ١	Shunt-	2	$4\frac{3}{4}$	2	$5\frac{3}{4}$	One of 1d. per hour.	
Firemen		ing 1	2	$2\frac{1}{4}$	2	3	One of 3d. per hour.	
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22 years or over					2	$0\frac{1}{2}$		
21 years	• • !	••			1	$\frac{81}{2}$		
20 years 19 years		••	•	•	1 1	$\frac{6\frac{3}{4}}{5\frac{1}{4}}$		
18 years					1	$3\frac{1}{2}$		
17 years		••			1	$2^{^{2}}$		
Washout - men, crane - driver	rs,	_	_		_			
and shop-enginemen	••	1	2	$2\frac{1}{4}$	2	3	One of ‡d. per hour.	
Ditto Storemen	••	$rac{2}{1}$	١.	•	$egin{array}{c} 2 \ 2 \end{array}$	$rac{1rac{1}{2}}{2rac{1}{4}}$	and the second second	
Storemen		2			$\frac{2}{2}$	$1\frac{1}{2}$		
						- 4	·	
Subclass 9:			_		^		0 (31)	
Train-examiners and gasmen		$egin{array}{ccc} 1 \\ 2 \end{array}$	2	3	$rac{2}{2}$	$\frac{3\frac{3}{4}}{91}$	One of $\frac{3}{4}$ d. per hour.	
Train-examiners and gasmen Lifters		1	$_{2}$	$2\frac{1}{4}$	$\frac{2}{2}$	$\frac{2\frac{1}{4}}{3}$	One of 3d. per hour.	
Lifters		$\overset{1}{2}$	<i>"</i> .	.~4	$\frac{1}{2}$	$1\frac{1}{2}$	4 Por 1001	
Coalmen in charge of stea	m				-	_		
pump	••		2	$1\frac{1}{2}$	$\frac{2}{2}$		One of 3d. per hour.	
Coalmen						0월		

S	ECOND :	DIVISION	—continu	ved.	
	6] 1	Pay.		
Designation.	Grade.	Mini- mum.	Maxi- mum.	Annual Incremen	
CLA	ss 2: I	осомоті	VE—cont	inued.	
Subclass 9—continued.		Per V s. d.			
Watchmen	1		8. d. 78 0	ſ	
·	,	•	,	I	
Junior labourers, junior strikers junior machinists, junior holders-up, and junior	,	Per	Hour.		
lifters—			1 72	_	
20 years	• • •	• •	1 73		
19 years	••		$\begin{array}{c c} 1 & 6 \\ 1 & 4\frac{1}{4} \end{array}$		
17 770070	•••	•••	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		
Rivet-boys—	•		1 02		
16 years			$1 2\frac{3}{4}$		
Class	3: Main	ITENANCE	AND S	IGNALS.	
Subclass 1: Leading tradesmen-		s. d.	s. d.		
Leading masons and bricklayers Subclass 2:		2 84	2 101	Two of \$\frac{3}{4}\text{d. per hour.}	
Leading fitters, blacksmiths,					
carpenters, painters, and				•	
plumbers	1	2 83	2 10 1	Two of 3d. per hour.	
Ditto	2		2 8	- 1	
Subclass 3: Tradesmen—					
Masons and bricklayers	1	• •	2 7		
Masons and bricklayers Subclass 4:	2	• •	$2 5\frac{1}{2}$		
Fitters, blacksmiths, carpenters,					
painters, and plumbers	1	$2 ext{ } 4\frac{3}{4}$	$2 6\frac{1}{4}$	Two of 3d. per hour.	
Ditto	$\frac{1}{2}$	4 4	$egin{array}{cccc} 2 & 6rac{1}{4} \ 2 & 3rac{3}{4} \end{array}$	I wo of Ta. her mour.	
Subclass 5:	_		_ 04		
Junior tradesmen who have					
served an apprenticeship of	1				
less than five years: until	İ	İ			
completion of five years' ser-					
vice	••	••	$1 \ 9\frac{1}{4}$		
Apprentices—			7 51		
5th year 4th year	••	•••	$egin{array}{ccc} 1 & 5rac{1}{4} \ 1 & 2rac{3}{4} \end{array}$		
3rd year			$egin{array}{ccc} 1 & 2rac{3}{4} \ 1 & 1 \end{array}$		
2nd year			$0.11\frac{1}{2}$		
lst year			$0.10\frac{2}{4}$		
Subclass 6:			4		
Machinists (leading)			$2 5\frac{1}{2}$		
Wood and iron working ma-					
chinists	Special	••	$2 3\frac{3}{4}$		
Wood and iron working ma-	,		9 07		
chinists	1	••	$2 \ 2\frac{1}{4}$		
Wood and iron working ma-	9		9 11		
chinists	2	••	$2 1\frac{1}{2}$		
Bridgemen		$2 1\frac{1}{2}$	2 21	One of 3d. per hour.	
	•• 1	- 13	~ ~T'	one or In. her mont.	

SECOND DIVISION—continued.

Designation.	đe.	P	ay.	
	Grad	Mini- mum.	Maxi- mum.	Annual Increments.

CLASS 3: MAINTENANCE AND SIGNALS-continued.

Class 3: N	IAINTENA	ANCE AND	Sic	JNAI	s—continued.
		Per H	Iour.		
Subclass 8:	400	s. d.	8.	d.	
Donkey-engine drivers, crane-	1	1			
drivers, and shop-enginemen	1	$2 2\frac{1}{4}$	2	3	One of 3d. per hour.
Ditto	2	4	$\bar{2}$	$1\frac{1}{2}$	one on the best manner.
Subclass 9: Special hands—	_	"	_	-2	
Storomon	1		2	$2\frac{1}{4}$	
04	2		$\overline{2}$	$1\frac{1}{2}$	
C+mil-ama	ī		$\tilde{2}$	$2\frac{1}{4}$	
04-:1	$\frac{1}{2}$	••	$oldsymbol{ ilde{2}}$	$1\frac{1}{2}$	
T . 1	7		$\bar{2}$	$1\frac{1}{2}$	
Subclass 10:	• •	''	-	-2	
Gangers in charge of specially	ŀ				
important works and of		1		Ì	
_ _			2	$4\frac{3}{4}$	
large yards	•••		2	-4	
	1	1	2	33	
Gangers		<u> </u>			
(Maximum number in Grade 1 n				cent	. of total number of gangers in
	bot	th grades.	.)		
Gangers	2	i 1	2	3	
Subclass 12:	_	''	_	•	
Platelayers in relaying-gangs		l	2	$1\frac{1}{2}$	
Surfacemen miners	::		$ar{2}$	$1\frac{1}{2}$	
Surfacemen			$\bar{2}$	$0\frac{1}{2}$	
Junior surfacemen, junior			~	02	
platelayers, and junior					
labourers—		1			
20 years			1	$7\frac{3}{4}$	
			i	6	
19 years	• • •		i	$4\frac{1}{4}$	
•	• • •	••	i	31	
17 years Subclass 13:			1	32	
***	-		2	$0\frac{1}{2}$	
Fencers Subclass 14: Labourers—			4	02	
	1		2	$0\frac{1}{2}$	
Labourers	1	• •	4	$0\frac{1}{2}$	
Labourers (disabled workmen,	i				
a few special cases as places	2		1	01	
may be available)	3		1	$\frac{9\frac{1}{4}}{7\frac{3}{4}}$	
Ditto	3	••	1	Ť	
Subclass 15:	Special	1	0	7	
Signal-adjusters	Special	0 43	$\frac{2}{2}$	7	Our of 3d man have
Signal-adjusters	$\frac{1}{2}$	$2 ext{ } 4\frac{3}{4}$	4	$5\frac{1}{2}$	One of 3d. per hour.
Signal-adjusters		••	$egin{matrix} 2 \\ 2 \end{matrix}$	33	
Signal-erectors (leading hands)	;•	••	$\frac{2}{2}$	$\frac{3\frac{3}{4}}{1}$	
Signal-erectors	$\left[\begin{array}{c} 1 \\ 0 \end{array}\right]$	••	$\overset{\scriptscriptstyle Z}{2}$	3	
Signal-erectors	2			$\frac{1\frac{1}{2}}{01}$	
Signal-erectors	3	••	2	$0\frac{1}{2}$	
Junior signal-erectors—	:		1	73	
20 years	••	••	1	$7\frac{3}{4}$	
19 years	•••	••	1	6	
18 years	••	••	1	$4\frac{1}{4}$	
2					

SECOND DIVISION—continued.

Designation.	ا	P	ay.	
	Grad	Mini- mum.	Maxi- mum.	Annual Increments

CLASS 3: MAINTENANCE AND SIGNALS-continued.

	Per Hour.										
Subclass 16:				s. d.	8.	d.					
Electric-line men			Special		2	7					
Electric-line men			1	$24\frac{3}{4}$	2	5 1	One of 3d. per hour.				
Electric-line men			2	1	2	$3\frac{3}{4}$	- -				
Electric-line erec	tors (lea	ding				-					
hands)	••				2	11					
Electric-line erect	ors		l (2	01					
Junior electric-line	e erector	rs				اء					
20 years					1	73					
19 years					1	6					
18 years					1	41					
·						*					

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