

RAILWAY DEPARTMENT CLASSIFICATION, 1929—continued.

| Progressive No. | Name. | Classification. |                                  |                  |        |   |       | Service.              |                               |                               |
|-----------------|-------|-----------------|----------------------------------|------------------|--------|---|-------|-----------------------|-------------------------------|-------------------------------|
|                 |       | Designation.    | Rate of Pay on 31st March, 1929. | 1st April, 1929. |        | Rate of Pay for Year ending 31st March, 1930. |       | Since last appointed. | Prior to Date last appointed. | For Super-annuation Purposes. |
|                 |       |                 |                                  | Subclass.        | Grade. | Amount.                                       | Date. |                       |                               |                               |

SECOND DIVISION—continued.

Class 2: Locomotive—continued.

|    |                  |  | s. | d.  |   |   | s. | d.  |         | Y. M. | Y. M. | Y. M. |
|----|------------------|--|----|-----|---|---|----|-----|---------|-------|-------|-------|
| 21 | Sarginson, A.    | Storeman                                 | 2  | 0½  | 8 | 1 | 2  | 0½  | 1/4/29  | 5 0   | 3 8   | 5 0   |
| 22 | George, W. H.    | "  | 2  | 1½  | 8 | 1 | 2  | 1½  | 1/4/29  | 9 2   |       | 9 2   |
| 23 | Preater, H. A.   | "  | 2  | 0½  | 8 | 1 | 2  | 0½  | 1/4/29  | 5 0   | 3 4   | 8 4   |
| 24 | Trerise, N. E.   | "  | 2  | 0½  | 8 | 1 | 2  | 0½  | 1/4/29  | 9 0   | 6 3   | 14 11 |
| 25 | Wilson, F. H.    | "  | 1  | 11½ | 8 | 1 | 2  | 0½  | 5/3/30  | 6 0   | 3 1   | 6 0   |
| 1  | Berry, H. B.     | Storeman                                 | 1  | 11  | 8 | 2 | 1  | 11½ | 9/9/29  | 8 1   |       | 8 1   |
| 2  | McLeod, R. C.    | "  | 1  | 11  | 8 | 2 | 1  | 11½ | 5/11/29 | 5 4   |       | 5 4   |
| 1  | Hodgson, T.      | Gasman                                   | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 36 8  |       | 36 8  |
| 2  | McFedries, J. H. | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 6 11  | 28 11 |
| 3  | Brown, A. C.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 30 0  | 2 7   | 32 7  |
| 4  | Piper, W. J.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 4 0   | 31 0  |
| 5  | Campbell, H.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 3 0   | 30 0  |
| 6  | James, E. N.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 6 8   | 28 8  |
| 7  | Smith, R. E.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 8 2   | 27 1  |
| 8  | Seaton, H. J.    | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 28 4  | 2 1   | 30 5  |
| 9  | Di Rago, A.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 4 8   | 31 7  |
| 10 | Robb, J. G.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 4 6   | 31 6  |
| 11 | Jones, G. E.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 4 10  | 31 10 |
| 12 | O'Donnell, W.    | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 3 3   | 30 3  |
| 13 | Terry, F. J.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 26 0  | 2 6   | 28 6  |
| 14 | Crowhurst, J. H. | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 6 2   | 28 2  |
| 15 | Everett, W. H.   | Train-examiner (in charge of oil-engine) | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 27 0  | 3 3   | 30 3  |
| 16 | Brace, J. E.     | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 23 0  | 3 8   | 26 8  |
| 17 | Humphrey, J. H.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 8 2   | 30 2  |
| 18 | Firkin, S. S.    | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 5 5   | 27 5  |
| 19 | Dyer, W.         | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 20 4  | 10 9  | 31 1  |
| 20 | East, F. L.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 19 0  | 6 10  | 25 10 |
| 21 | McKitterick, E.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 19 0  | 6 10  | 25 10 |
| 22 | Jackson, P. T.   | Gasman                                   | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 19 0  | 6 8   | 25 8  |
| 23 | Earley, W.       | Train-examiner (in charge of oil-engine) | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 19 0  | 6 7   | 25 7  |
| 24 | Bramley, H. J.   | Gasman                                   | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 19 0  | 6 3   | 25 3  |
| 25 | Robertson, D. M. | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 10  | 24 10 |
| 26 | Gore, A. G.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 8   | 24 8  |
| 27 | Hamilton, H.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 6   | 24 6  |
| 28 | Hall, E. W.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 1   | 24 1  |
| 29 | Bisset, A.       | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 11  | 22 11 |
| 30 | Papprill, F. H.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 10  | 17 0  |
| 31 | Power, J. J.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 10  | 22 8  |
| 32 | Read, H. F.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 7   | 22 7  |
| 33 | Adams, E. W.     | Gasman                                   | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 11  | 24 11 |
| 34 | Creelman, E. S.  | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 6 10  | 21 11 |
| 35 | Tute, W.         | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 4   | 16 0  |
| 36 | Whitley, B.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 6 8   | 24 8  |
| 37 | Leary, J. C.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 21 6  | 6 3   | 27 9  |
| 38 | Sayer, E. A.     | Train-examiner (in charge of oil-engine) | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 18 0  | 10 2  | 25 1  |
| 39 | Bright, H. W.    | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 5   | 17 0  |
| 40 | Smith, W. A.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 3   | 17 0  |
| 41 | McQuinn, W.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 17 0  | 5 3   | 22 3  |
| 42 | Welsh, A.        | Train-examiner (in charge of oil-engine) | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 4   | 16 0  |
| 43 | Doyle, O. J.     | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 3   | 16 0  |
| 44 | Haggerty, G.     | Train-examiner (in charge of oil-engine) | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 2   | 21 2  |
| 45 | Whitten, H.      | Ditto                                    | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 15 0  | 5 10  | 20 10 |
| 46 | Douglas, A.      | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 21 0  | 5 0   | 26 0  |
| 47 | McDonald, L. E.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 8   | 16 0  |
| 48 | Pike, R. R.      | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 14 0  | 6 2   | 14 0  |
| 49 | McKenzie, M.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 14 0  | 5 6   | 19 6  |
| 50 | Jones, J. H.     | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 15 0  | 5 9   | 20 9  |
| 51 | Anderson, A. E.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 13 0  | 11 7  | 24 7  |
| 52 | Richards, H.     | Gasman                                   | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 22 0  | 8 5   | 30 5  |
| 53 | Beardmore, J. E. | Train-examiner                           | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 12 0  | 5 9   | 12 0  |
| 54 | Ewbank, E.       | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 12 0  | 6 1   | 12 0  |
| 55 | Berryman, W. E.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 16 0  | 5 10  | 21 10 |
| 56 | Shepherd, J. C.  | "  | 2  | 1½  | 9 | 1 | 2  | 1½  | 1/4/29  | 14 0  | 5 10  | 19 10 |