

SECOND DIVISION.

| Designation. | Grade. | Pay. | | Annual Increments. |
|--------------|--------|----------|----------|--------------------|
| | | Minimum. | Maximum. | |

CLASS 1: TRAFFIC AND STORES.

Traffic.

| | Grade. | Per Hour. | | |
|--|--------|-------------------|--------------------|--|
| | | s. d. | s. d. | |
| Guards | .. | 2 4 | 2 4 | One of $\frac{3}{4}$ d. per hour. |
| Guards | .. | 2 2 $\frac{1}{4}$ | 2 3 | |
| (Not more than 25 per cent. of the total number of guards shall be paid at the rate of 2s. 4d. per hour, and this rate shall be deemed to have come into operation as follows: As to 15 per cent., on 16th September, 1928; as to 10 per cent., on 23rd June, 1929.) | | | | |
| Signalmen and storemen | 1 | 2 0 $\frac{1}{2}$ | 2 1 $\frac{1}{4}$ | One of $\frac{3}{4}$ d. per hour. |
| (Maximum number in Grade 1 not to exceed 50 per cent. of the total number of signalmen and storemen respectively in both grades.) | | | | |
| (Signalmen in charge of important signal cabins, 1d. per hour additional. This additional rate shall be deemed to have come into operation on 16th September, 1928.) | | | | |
| Signalmen and storemen | 2 | 1 11 | 1 11 $\frac{3}{4}$ | One of $\frac{3}{4}$ d. per hour. |
| Shunters | .. | 1 11 | 2 2 $\frac{3}{4}$ | Three of $\frac{3}{4}$ d. per hour, one of 1d. per hour, and one of $\frac{1}{2}$ d. per hour. |

(The rate of 2s. 2 $\frac{3}{4}$ d. per hour for shunters shall be deemed to have come into operation on 23rd June, 1929.)

| | | | | |
|---|----|--------------------|-------------------|-----------------------------------|
| Crane-drivers | 1 | 1 11 $\frac{3}{4}$ | 2 0 $\frac{1}{2}$ | One of $\frac{3}{4}$ d. per hour. |
| Crane-drivers | 2 | .. | 1 11 | |
| Horse-drivers | .. | .. | 1 10 | |
| Per Day. | | | | |
| Crossing-keepers and bridge-keepers | .. | .. | 11 4 | |
| Per Hour. | | | | |
| Labourers | .. | .. | 1 10 | |
| Porters | .. | .. | 1 10 | |
| Per Day. | | | | |
| Tablet-porters | .. | .. | 13 4 | |
| Per Hour. | | | | |
| Junior porters— | .. | .. | .. | |
| 20 years | .. | .. | 1 6 $\frac{1}{4}$ | |
| 19 years | .. | .. | 1 4 $\frac{1}{2}$ | |
| 18 years | .. | .. | 1 2 $\frac{3}{4}$ | |
| 17 years | .. | .. | 1 2 | |
| Per Week. | | | | |
| Night-watchmen | .. | .. | 68 0 | |
| Female waiting-room attendants | .. | .. | 48 0 | |

Stores.

| | Grade. | Per Hour. | | |
|--|--------|-------------------|--------------------|-----------------------------------|
| | | s. d. | s. d. | |
| Leading storemen | .. | 2 2 $\frac{1}{4}$ | 2 3 | One of $\frac{3}{4}$ d. per hour. |
| Storemen | 1 | 2 0 $\frac{1}{2}$ | 2 1 $\frac{1}{4}$ | One of $\frac{3}{4}$ d. per hour. |
| (Maximum number in Grade 1 not to exceed 50 per cent. of the total number of storemen in both grades.) | | | | |
| Storemen | 2 | 1 11 | 1 11 $\frac{3}{4}$ | One of $\frac{3}{4}$ d. per hour. |
| Labourers | .. | .. | 1 10 | |
| Per Hour. | | | | |
| Junior labourers— | .. | .. | .. | |
| 20 years | .. | .. | 1 6 $\frac{1}{4}$ | |
| 19 years | .. | .. | 1 4 $\frac{1}{2}$ | |
| 18 years | .. | .. | 1 2 $\frac{3}{4}$ | |
| 17 years | .. | .. | 1 2 | |

CLASS 2: LOCOMOTIVE.

| Subclass 1: Leading tradesmen— | Grade. | Per Hour. | | |
|---|--------|-------------------|-------------------|-----------------------------------|
| | | s. d. | s. d. | |
| Leading fitters, turners, boilermakers, springmakers, blacksmiths, carpenters, patternmakers, painters, moulders, coppersmiths, tinsmiths, trimmers, and sailmakers | .. | 2 6 $\frac{3}{4}$ | 2 8 $\frac{1}{4}$ | Two of $\frac{3}{4}$ d. per hour. |
| Other leading hands | .. | .. | 2 3 | |
| Subclass 2: Tradesmen— | | | | |
| Bricklayers | .. | .. | 2 5 | |
| Fitters, turners, boilermakers, springmakers, blacksmiths, carpenters, patternmakers, painters, moulders, coppersmiths, tinsmiths, trimmers, sailmakers, and electroplaters | .. | 2 2 $\frac{3}{4}$ | 2 4 $\frac{1}{4}$ | Two of $\frac{3}{4}$ d. per hour. |