

RAILWAY DEPARTMENT CLASSIFICATION, 1930—continued.

Progressive No.	Name.	Classification.					Service.			
		Designation.	Rate of Pay on 31st March, 1930.	1st April, 1930.		Rate of Pay for Year ending 31st March, 1931.		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.	
775	Hardie, R. G.	..	2	5½	8	2	6¼	9/10/30	16	10	..	16	10	
776	Moir, P. T.	..	2	5½	8	2	5½	1/4/30	16	10	..	16	10	
777	Woods, L. V.	..	2	5½	8	2	6¼	27/9/30	16	10	..	16	10	
778	Eager, J. L.	..	2	6¼	8	2	7¾	25/4/30	16	10	1	6	16	10
779	Graham, J. G.	..	2	4¼	8	2	5½	28/5/30	16	10	..	16	10	
780	Newsam, C. S.	..	2	5½	8	2	6¼	4/12/30	16	10	..	16	10	
781	Kear, F.	..	2	6¼	8	2	7¾	14/10/30	16	10	..	16	10	
782	Lumsden, R.	..	2	5½	8	2	5½	1/4/30	16	9	..	16	9	
783	Peddie, C.	..	2	4¼	8	2	4¼	1/4/30	16	9	..	16	9	
784	Wearn, J.	..	2	5½	8	2	6¼	14/3/31	16	9	..	16	9	
785	Hogg, R. S.	..	2	5½	8	2	5½	1/4/30	16	8	..	16	8	
786	Hall, W. V.	..	2	5½	8	2	6¼	16/11/30	16	8	..	16	8	
787	Phibbs, J.	..	2	5½	8	2	6¼	10/11/30	16	8	..	16	8	
788	Frame, F. S.	..	2	4¼	8	2	4¼	1/4/30	16	8	..	16	8	
789	O'Brien, J.	..	2	5½	8	2	6¼	18/10/30	16	8	..	16	8	
790	McCarten, F. E.	..	2	5½	8	2	6¼	1/2/31	16	8	..	16	8	
791	Gawn, T. G.	..	2	5½	8	2	5½	1/4/30	16	8	..	16	8	
792	Rogers, P.	..	2	5½	8	2	5½	1/4/30	16	8	..	16	8	
793	Delaney, J.	..	2	5½	8	2	5½	1/4/30	16	7	..	16	7	
794	Millin, D.	..	2	4¼	8	2	5¼*	13/11/30	16	7	..	16	7	
795	Beauchamp, E. G.	..	2	4¼	8	2	5½	13/8/30	16	7	..	16	7	
796	Buckley, J. R.	..	2	5½	8	2	5½	1/4/30	16	7	..	16	7	
797	Horn, S. M.	..	2	5½	8	2	5½	1/4/30	16	7	..	16	7	
798	Cheeseman, C. W.	..	2	5½	8	2	5½	1/4/30	16	6	..	16	6	
799	Peneamene, J. P.	..	2	4¼	8	2	4¼	1/4/30	16	6	..	16	6	
800	Garard, C. R. E.	..	2	5½	8	2	5½	1/4/30	16	6	..	16	6	
801	Darling, J. G.	..	2	4¼	8	2	5½	29/6/30	16	6	..	16	6	
802	Cressey, M. E. G.	..	2	5½	8	2	6¼	11/9/30	16	6	..	16	6	
803	Bateman, J. E.	..	2	4¼	8	2	4¼	1/4/30	16	6	..	16	6	
804	Jennings, C.	..	2	4¼	8	2	5½	2/5/30	16	6	..	16	6	
805	Holt, E. W.	..	2	4¼	8	2	5¼*	19/2/31	16	6	..	16	6	
806	Clapp, L. M.	..	2	5½	8	2	5½	1/4/30	16	6	..	16	6	
807	McFaull, J. E.	..	2	4¼	8	2	4¼	1/4/30	16	6	0	8	16	6
808	Flannelly, P. T.	..	2	5½	8	2	6¼	10/2/31	16	5	..	16	5	
809	Seabourn, A. A.	..	2	4¼	8	2	5½	21/6/30	16	5	..	16	5	
810	Winter, W. G.	..	2	4¼	8	2	5½	21/8/30	16	5	..	16	5	
811	Stockley, E. W.	..	2	4¼	8	2	5½	15/5/30	16	5	..	16	5	
812	Hardman, F.	..	2	5½	8	2	6¼	22/1/31	16	4	..	16	4	
813	Nolan, F.	..	2	4¼	8	2	5½	16/7/30	16	4	0	4	16	4
814	Bullen, C.	..	2	5½	8	2	5½	1/4/30	16	3	..	16	3	
815	Bowen, G. J. W.	..	2	4¼	8	2	5½	21/5/30	16	3	..	16	3	
816	Bright, J. T.	..	2	5½	8	2	5½	1/4/30	25	1	..	25	1	
817	Corcoran, J. P. A.	..	2	4¼	8	2	4¼	1/4/30	21	8	..	21	8	
818	Smith, W.	..	2	4¼	8	2	4¼	1/4/30	16	8	..	16	8	
819	Dunn, T. P.	..	2	5½	8	2	5½	1/4/30	16	3	..	16	3	
820	Gough, D.	..	2	4¼	8	2	5½	30/5/30	16	3	..	16	3	
821	Monds, G. R.	..	2	5½	8	2	5½	1/4/30	16	2	1	0	16	2
822	Junker, C. F. R.	..	2	5½	8	2	5½	1/4/30	16	2	..	16	2	
823	Clemens, C. S.	..	2	4¼	8	2	5½	18/9/30	16	2	..	16	2	
824	Agnew, W.	..	2	4¼	8	2	4¼	1/4/30	16	2	..	16	2	
825	Hardy, C. L.	..	2	4¼	8	2	4¼	1/4/30	16	1	..	16	1	
826	Russell, C. E.	..	2	5½	8	2	5½	1/4/30	16	1	..	16	1	
827	Atkins, R. C.	..	2	5½	8	2	5½	1/4/30	16	1	..	16	1	
828	Porter, J. C.	..	2	4¼	8	2	5¼*	29/11/30	16	1	..	16	1	
829	Kissell, W. G.	..	2	5½	8	2	5½	1/4/30	16	1	..	16	1	
830	Angove, T. J. W. F. G.	..	2	4¼	8	2	5½	1/9/30	16	1	..	16	1	
831	Mills, W. G.	..	2	4¼	8	2	4¼	1/4/30	16	1	..	16	1	
832	Renwick, T.	..	2	4¼	8	2	4¼	1/4/30	16	1	..	16	1	
833	Long, W. H.	..	2	4¼	8	2	4¼	1/4/30	16	1	..	16	1	
834	Jordan, S. D.	..	2	4¼	8	2	5¼*	12/2/31	16	1	..	16	1	
835	Gilchrist, G.	..	2	4¼	8	2	5¼*	28/3/31	16	1	..	16	1	
836	Leathley, G. W.	..	2	4¼	8	2	4¼	1/4/30	16	0	..	16	0	
837	Hill, C. R.	..	2	4¼	8	2	4¼	1/4/30	16	0	..	16	0	
838	Greenhalgh, E.	..	2	4¼	8	2	5¼*	1/12/30	16	0	..	16	0	
839	O'Connor, D. J.	..	2	4¼	8	2	5½	24/6/30	16	0	..	16	0	
840	Le Comte, A. S. D.	..	2	4¼	8	2	4¼	1/4/30	16	0	..	16	0	
841	Gibson, A. W.	..	2	4¼	8	2	4¼	1/4/30	15	11	..	15	11	
842	Neill, J. H. L.	..	2	5½	8	2	5½	1/4/30	15	11	..	15	11	

* Subject to passing first-class engine-drivers' examination.