

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. |
|-----|--------------------|--|----|----|---|----|----|----|---------|----|----|----|----|
| 56 | Shepherd, J. C. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 15 | 0 | 5 | 10 |
| 57 | Williams, T. L. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 13 | 0 | 5 | 7 |
| 58 | O'Connor, J. F. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 18 | 0 | 5 | 11 |
| 59 | Hendry, W. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 5 |
| 60 | Young, W. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 4 |
| 61 | Horan, T. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 23 | 0 | 6 | 5 |
| 62 | Goldsack, G. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 11 | 0 | 5 | 9 |
| 63 | Gavin, W. F. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 15 | 0 | 5 | 9 |
| 64 | Miller, H. J. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 11 | 0 | 5 | 1 |
| 65 | Forsyth, H. | Ditto | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 3 |
| 66 | Smylie, A. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 16 | 0 | 5 | 4 |
| 67 | Nixon, P. | Gasman | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 14 | 0 | 7 | 7 |
| 68 | Aitken, G. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 27 | 7 | .. | .. |
| 69 | Wood, W. H. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 24 | 0 | 4 | 11 |
| 70 | Eckersley, G. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 5 | 10 |
| 71 | Bramwell, C. F. G. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 5 | 0 |
| 72 | House, W. C. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 4 | 8 |
| 73 | Larsen, C. S. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 7 | 0 |
| 74 | Henson, P. T. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 7 |
| 75 | Rogerson, A. W. | Gasman | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 11 |
| 76 | Smith, L. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 6 |
| 77 | Chalmers, C. I. F. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 11 | 0 | 5 | 7 |
| 78 | Nicholls, J. R. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 8 | 0 | 3 | 3 |
| 79 | Eimerick, C. D. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 24 | 7 | 0 | 8 |
| 80 | Hansby, M. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 4 |
| 81 | Crawford, E. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 11 | 0 | 5 | 8 |
| 82 | Burt, T. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 1 |
| 83 | Brown, N. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 17 | 0 | 5 | 2 |
| 84 | Rowe, W. N. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 3 | 7 |
| 85 | Williams, L. E. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 4 | 7 |
| 86 | Conroy, F. W. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 29 | 6 | .. | .. |
| 87 | Smith, H. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 15 | 0 | 5 | 9 |
| 88 | Pollock, A. R. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 9 |
| 89 | Harrison, A. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 8 |
| 90 | Roche, P. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 19 | 0 | 7 | 3 |
| 91 | Taylor, E. E. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 19 | 0 | 6 | 7 |
| 92 | Reid, J. S. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 16 | 0 | 6 | 6 |
| 93 | Moran, J. F. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 7 | 0 | 3 | 0 |
| 94 | Ralph, E. J. | Gasman | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 6 | 0 | 3 | 3 |
| 95 | Joines, S. S. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 6 | 0 | 3 | 10 |
| 96 | Fisher, G. H. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 11 | 0 | 5 | 9 |
| 97 | Taylor, W. J. | Train-examiner (in charge of oil-engine) | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 5 | 7 |
| 98 | Macdonald, E. J. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 9 |
| 99 | Tercel, F. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 7 |
| 100 | Orme, J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 5 |
| 101 | Dalglish, A. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 12 | 0 | 5 | 9 |
| 102 | Brightwell, G. S. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 6 | 0 | 3 | 7 |
| 103 | Telfer, D. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 2 |
| 104 | Carroll, S. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 5 | 10 |
| 105 | Rayner, H. | Gasman | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 7 | .. | .. |
| 106 | Church, A. E. | Train-examiner | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 18 | 0 | 6 | 5 |
| 107 | Westrupp, P. E. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 9 | 0 | 4 | 3 |
| 108 | Richards, H. W. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 5 | 0 | 3 | 2 |
| 109 | Mayes, J. C. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 7 | 0 | 3 | 5 |
| 110 | Whiten, S. F. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 11 |
| 111 | McNamara, M. J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 7 | 0 | 3 | 5 |
| 112 | Stemp, H. L. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 16 | 6 | .. | .. |
| 113 | Croskery, J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 6 | 0 | 3 | 11 |
| 114 | Halkett, F. A. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 9 |
| 115 | Kaye, G. F. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 5 | 0 | 3 | 10 |
| 116 | Wilson, G. H. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 7 | 0 | 3 | 5 |
| 117 | Barnes, R. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 7 | 0 | 3 | 6 |
| 118 | Thomas, J. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 18 | 0 | 6 | 11 |
| 119 | Findlay, C. H. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 10 | 0 | 5 | 6 |
| 120 | Shannon, F. T. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 16 | 0 | 5 | 10 |
| 121 | Conroy, F. E. E. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 6 | 0 | 3 | 8 |
| 122 | Rolton, A. T. M. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 14 | 0 | 5 | 1 |
| 123 | Dennison, J. S. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 27 | 11 | .. | .. |
| 124 | Cohen, H. R. | " | 2 | 1½ | 9 | 1 | 2 | 1½ | 1/4/30 | 8 | 0 | 3 | 11 |
| 125 | Hazeldine, A. | " | 2 | 0½ | 9 | 1 | 2 | 1½ | 6/12/30 | 9 | 0 | 5 | 0 |