



VICTORIA  
GOVERNMENT GAZETTE.

Published by Authority.

[Registered at the General Post Office, Melbourne, for transmission by post as a newspaper.]

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No. 2.]

FRIDAY, JANUARY 7.

[1921.]

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VICTORIAN RAILWAYS.

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RAILWAYS CLASSIFICATION  
BOARD.

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AWARD No. 3, of 6th DECEMBER, 1920.

AWARD No. 4, of 13th DECEMBER, 1920.

# RAILWAYS CLASSIFICATION BOARD.

## AWARD (No. 3) of 6th DECEMBER, 1920.

### RAILWAYS CLASSIFICATION BOARD ACT 1919.

**T**HE Railways Classification Board, in pursuance of the powers in that behalf conferred by the *Railways Classification Board Act 1919*, hereby determines and awards as follows (that is to say):—

#### DIVISION I.—PRELIMINARY.

(1) In this Award (unless inconsistent with the context)—

“Broken Shifts” shall not include a shift where an Officer or Employé is booked off away from home between the trips constituting a shift.

“Employé on the Running Staff” shall mean any Engine-driver, Fireman, Cleaner, Guard (including Ballast Guard), Conductor, Porter (Vanman), or Employé acting as such.

“Engineman” shall mean any Engine-driver or Fireman, or Employé acting as such.

“Head-quarters” shall mean the station, length, place, or depôt to which an Officer or Employé is attached. In the case of an Officer or Employé on the regular relieving staff, “head-quarters” shall mean the station, place, or depôt from which his movements are controlled.

“Married” Officer or Employé shall mean any Officer or Employé who is maintaining a household and has living with him his wife or family, or other relatives solely dependent upon him for support; and “Single” Officer or Employé shall mean any other Officer or Employé.

“Suburban Area” shall be deemed to include the lines from Melbourne to Ashburton, Ringwood, Broadmeadows, Darling, Deepdene, Fawkner Cemetery, Flemington Racecourse, Fitzroy, Heidelberg, Kew, Frankston, Oakleigh, Port Melbourne Pier, Reservoir, Sandringham, St. Kilda, Sunshine, Altona, Williamstown Racecourse, Williamstown Pier and Newport to Sunshine, and the tramway tracks from St. Kilda to Brighton Beach and Sandringham to Black Rock, inclusive.

“Travelling Scale” shall mean the scale of Travelling and Incidental Expenses.

(2) Wherever it is necessary under this award to calculate the hourly rate of an Officer, such rate shall be ascertained by dividing one-twenty-sixth of his annual salary by the number of hours constituting his ordinary hours of duty per fortnight.

#### DIVISION II.—ORDINARY HOURS OF DUTY.

(1) Subject to (2), the ordinary hours of duty of Officers and Employés (excluding Sleeping Car Conductors on Adelaide Express trains, Gatekeepers, and Caretakers) shall be as set forth hereunder:—

All Officers and Employés, except those specifically referred to hereinafter ... 96 hours per fortnight.

Officers and Employés (other than Guards and Shunters) employed at stations outside the Suburban area in the 7th, 8th, and 9th Classes ... 96 hours per fortnight wherever practicable, but not exceeding 108 hours per fortnight.

Shunters (including Leading Shunters, but not including Shunters employed in the Rolling-Stock Branch at Port Melbourne), and Signalmen in 1st and Special Class Boxes ... 88 hours per fortnight.

Clerks employed in the Melbourne Goods Sheds ... 80 hours per fortnight.

Operators.—If employed at the Spencer-street Telegraph Office ... 73½ hours per fortnight.

Operators.—If employed at Ballarat, Bendigo, Geelong, Seymour, Flinders-street, or Melbourne Yard ... 78 hours per fortnight.

Operators.—If employed at any other place ... 84 hours per fortnight.

(2) Where the custom has been to work a less number of hours than those specified in (1), such custom shall continue.

(3) Time worked on a Sunday, other than in completion of a shift commenced on a Saturday, or in commencement of a shift terminating on a Monday, shall not be reckoned as part of the ordinary hours of duty.

#### DIVISION III.—NUMBER OF SHIFTS.

The ordinary hours of duty shall be divided as far as practicable into twelve (12) working days or shifts of even length.

#### DIVISION IV.—MAXIMUM NUMBER OF HOURS OVER WHICH A SHIFT MAY EXTEND.

As far as practicable shifts, other than broken shifts, shall be completed within 10 hours, and broken shifts within 12 hours, but in connexion with suburban traffic within 11 hours, as from the time of first signing on duty to the final time of signing off duty.

#### DIVISION V.—INTERVAL FOR REST BETWEEN SHIFTS.

As far as practicable, every Officer or Employé, after completing a full shift, shall be allowed off duty for at least 12 hours if at his home station, and 10 hours if away from his home station, before being again required to undertake duty.

#### DIVISION VI.—SUBURBAN BROKEN SHIFTS.

In the case of broken shifts worked in connexion with suburban traffic, but excluding those worked on a Sunday, the following provisions shall apply:—

- (a) No broken shift shall consist of more than two parts.
- (b) Any Officer or Employé who works a broken shift shall be paid for one-eighth of a day in addition to the time actually worked.
- (c) Any Officer or Employé who works a broken shift shall receive at least one day's pay.

#### DIVISION VII.—MINIMUM ALLOWANCES.

(1) Any Employé who is directed to and does actually undertake duty on any day or shift (except on a Sunday) shall be paid for a minimum of four (4) hours.

(2) If an Employé is directed to attend for duty at a particular time, and is subsequently informed that he is not required until a later time, he shall be paid—

- (a) for the actual time his duty is postponed, with a maximum of one hour, provided that notice that he will not be required has been given him at his residence at least two (2) hours before the time he was due to report for duty, and that he be given other work within 12 hours, or
- (b) if he attend for duty, for continuous time from the time he reports, with a maximum of two (2) hours, provided he be given other work within 12 hours, or
- (c) for three (3) hours if he be not given other work within 12 hours from the time he reported or was due to report (as the case may be) for duty:

Provided that this provision shall not apply in any case where notice that he will not be required until a later time has been given to an employé at his residence at least eight (8) hours before he was due to report for duty.

#### DIVISION VIII.—OVERTIME.

(1) Overtime shall be all time worked—

- (a) *By Employés on the running staff and by all Officers and Employés in the Transportation Branch (other than Employés in the Melbourne, Ballarat, Bendigo, or Geelong Goods Sheds) whose ordinary hours of duty are 96 per fortnight—*

In excess of 10 hours on any day or shift.  
In excess of 54 hours per week.  
In excess of 96 hours per fortnight.

- (b) *By Officers and Employés in the Transportation Branch whose ordinary hours of duty are more than 96 per fortnight—*

In excess of 10 hours on any day or shift.  
In excess of 108 hours per fortnight.

- (c) *By shunters (including Leading Shunters, but not including Shunters employed in the Rolling Stock Branch at Port Melbourne), and Signalmen employed in First and Special Class Boxes—*

In excess of 9 hours on any day or shift.  
 In excess of 48 hours per week.  
 In excess of 88 hours per fortnight.

- (d) *By Officers or Employés occupying, salaried positions in the Head Offices whose ordinary hours of duty are between 9 a.m. and 4.30 p.m.—*

After 6 p.m. on Mondays to Fridays, inclusive.  
 After 1.30 p.m. on Saturdays.

- (e) *By other Officers or Employés occupying salaried positions—*

In excess of 10 hours on any day or shift.  
 In excess of 8 hours beyond the ordinary hours of duty per fortnight, but in any case in excess of 96 hours per fortnight.

- (f) *On a broken shift—*

By any Employé on the Running Staff, or by any Officer or Employé in connexion with suburban traffic—  
 After a spread of 11 hours.  
 Otherwise—After a spread of 12 hours.

- (g) *By all other Employés—*

Before the ordinary time of starting or after the ordinary time of ceasing work.

(2) Nothing herein shall be deemed to apply to Sleeping Car Conductors on Adelaide Express trains, Gatekeepers, Caretakers, Office Cleaners (Female), or Employés paid at a special rate per hour as Casual Labourers.

(3) The rate of payment for overtime shall be time and a half. Provided, however, that all time worked in excess of 12 hours on any day or shift shall be paid for at double rates.

(4) Payment for overtime shall be calculated, where such method of calculation is applicable—

- (a) Upon the total time worked in excess of 9 hours, 10 hours, 11 hours or 12 hours (as the case may be) on any day or shift in the fortnightly period; or  
 (b) Upon the total time worked in excess of 48 or 54 hours (as the case may be) in either week or in both weeks of the fortnightly period; or  
 (c) Upon the total time worked in excess of 48 or 54 hours (as the case may be) in either week of the fortnightly period together with the total time worked in excess of 9 hours, 10 hours, 11 hours or 12 hours (as the case may be) on any day or shift of the other week of the fortnightly period; or  
 (d) Upon the total time worked in excess of the ordinary hours of duty for the fortnightly period.

Provided that such calculations shall be made upon whichever of these alternatives gives the greatest amount.

(5) Time worked on a Sunday, other than in completion of a shift commenced on a Saturday, or in commencement of a shift terminating on a Monday, shall not be taken into consideration in the computation of overtime.

#### DIVISION IX.—SUNDAY DUTY.

(1) Time worked between midnight Saturday and midnight Sunday shall be paid for at the rate of time and a half up to 12 hours, and double time thereafter.

- (2) (a) Officers and Employés at stations shall be paid for—

- (i) Not less than one-third of a day for attending to one train;  
 (ii) Except in connexion with suburban traffic, not less than two-thirds of a day for one or more trains in the morning and one or more trains in the afternoon or evening, unless the break of duty is less than four (4) hours, when continuous time shall be paid for.

- (b) In the case of broken shifts extending beyond a spread of eight (8) hours, a minimum of one day shall be paid for.

- (c) In connexion with suburban traffic, time booked off in excess of one hour for lunch and one hour for tea shall be paid for.
- (d) Any Officer or Employé (other than a Patrolman) who works on a Sunday shall be paid for at least one-third of a day. In the case of a Patrolman four (4) hours' pay shall be allowed.
- (e) All payments herein referred to shall be at Sunday rates.
- (3) Any Officer or Employé who has performed Sunday duty shall not be required to work on the following Sunday, except in a case of emergency, or where practically unavoidable. For the purpose of this provision work performed up to 3 a.m. on a Sunday in completion of a shift, commenced on a Saturday shall not be deemed to be "Sunday duty."
- (4) As soon as it is practicable to adopt such an arrangement, provision shall be made to book off for a day during the same week any Officer or Employé who has worked a shift on a Sunday.

#### DIVISION X.—HOLIDAY DUTY.

Any Officer or Employé who has had the equivalent of one month's service during the preceding six months, and who is required to work on any of the following public holidays, viz.:—

First January,  
Good Friday,  
Easter Monday,  
King's Birthday,  
Eight Hours Day,  
Christmas Day, and  
Boxing Day,

shall, at his option, either be granted an extra day's pay, or a day's leave on full pay.

#### DIVISION XI.—FOG SIGNALLING DUTY.

(1) Any Officer or Employé who is employed in the performance of fog-signalling duty, whether inside or outside the limits of his ordinary shift, shall be paid for such duty at the rate of double time.

(2) Any Officer or Employé who is employed as a Caller-up in connexion with fog-signalling duty, or who is required to wait at the station to which he is allotted as a Fog-signalman pending a determination as to whether his services will be required (or will be required for a second period) in that capacity, shall be paid at the rate of time and a half for the time so occupied prior to the commencement of his ordinary shift.

(3) Any Officer or Employé whose services are utilized wholly outside the limits of his ordinary shift in the manner indicated in (1) and (2) or who reports to the station to which he is allotted as a Fog-signalman, but on arrival is notified that his services are not required, shall (provided in the latter case that the Officer-in-Charge is satisfied that he has reported under a genuine impression that his services would be required) be paid a minimum of two (2) hours at single rate in respect of the time so occupied and in travelling to and from the station to which he is allotted.

#### DIVISION XII.—TRAVELLING AND WAITING TIME.

(1) Any Employé who is located within the suburban area and is required to travel in order to undertake duty at another place within the suburban area distant more than three (3) miles from his head-quarters (or any distance whether more or less than three (3) miles in the case of an Employé travelling in connexion with fog-signalling duty), shall be credited with full time at single rate for the difference between the time at which it may be necessary for him to leave the station nearest to his place of residence for the temporary location and the ordinary time of leaving for his head-quarters, and also for the difference between the time at which he can at the earliest arrive at the station nearest to his place of residence on the conclusion of his shift and the ordinary time of his arrival thereat, from his head-quarters.

(2) Any Employé who is located within the suburban area and is required to travel in order to undertake duty at another place within three (3) miles of his head-quarters shall not be credited with any time for the time occupied in travelling unless he be obliged to first report at his head-quarters, in which case he shall be credited with full time at single rate for the time occupied in travelling from his head-quarters to the place of duty.

(3) Except as hereinbefore provided—

- (a) Any Employé who is required in connexion with his duty to travel away from his head-quarters between midnight on Saturday and midnight on Sunday shall be credited with full time at single rate for the period so occupied.
- (b) Any Employé who is required in connexion with his duty to travel away from his head-quarters to or from the scene of an accident, fire, or flood, or in connexion with fog-signalling duty shall, whether his services be actually availed of or not, be credited with full time at single rate for the period so occupied.

(4) Except as hereinbefore provided, any Employé who is required to travel away from his head-quarters in connexion with his duty shall, for each period of absence, be credited in respect of the time occupied in travelling with—

- (a) Full time for the first five (5) hours;
- (b) three-quarter time thereafter up to 10 hours 40 minutes; and
- (c) half time thereafter,

subject to a maximum credit of one and a half days.

Such period shall be deemed to commence when the travelling commences, and where the period exceeds 24 hours from the time of commencement, the time to be credited shall be computed afresh after the expiration of each 24 hours' absence.

Where the time comprised in any such period of absence, in addition to any time worked immediately preceding or following such period of absence, amounts to less than 24 hours, full time shall be allowed for so much of the travelling time (but not more than the actual travelling time) as may be necessary to make the total time credited equivalent to one day.

(5) No Employé attached to the regular relieving staff shall be credited with any time occupied in travelling in connexion with his duty unless the time actually worked by, or otherwise allowed him in respect of any shift, amounts to less than one day at full pay, in which event he shall be credited with a total of one day for travelling time and duty, or, if he is not called upon to work, with one day for the travelling time only.

(6) For the purpose of travelling over the length to and from the point of work, any member of the Permanent Way Track Force shall be allowed the time hereinafter specified immediately following the prescribed hour of commencing, and also immediately preceding the prescribed hour of finishing duty, viz. :—

*On country lengths more than 5 miles long.*—15 minutes.

*On country lengths not more than 5 miles long.*—8 minutes.

*On suburban lengths at least 4 miles long.*—8 minutes.

Provided that the Patrolman on any such length shall commence his duty at such prescribed hour at the point at which he is obliged in the ordinary course of his duty to enter upon the length.

- (7) (a) Any Guard or Engineman who proceeds to another place to take over a train from another such Employé, and is obliged to wait for the train on which he is to run; and
- (b) Any Guard or Engineman, and any other Employé (except an Employé dealt with under the provisions relating to suburban travelling) who under the foregoing provisions is entitled to be credited with travelling time, and who is obliged to wait away from his head-quarters after completion of duty for a train on which to return to his head-quarters,

shall be credited with time for the period so occupied (unless he has been booked off for rest during such period) on the basis that such time be treated as continuous with the travelling it follows or precedes.

### DIVISION XIII.—RELIEVING EXPENSES.

#### COUNTRY EXPENSES.

(1) Country Relieving Expenses shall be as follows, viz. :—

Officers in receipt of £300 per annum and up to £400 per annum—40s. per week.

Officers in receipt of less than £300 per annum and all Employés—35s. per week.

and shall be paid to any Officer or Employé on the regular relieving staff when engaged on relieving duty outside the suburban area.

## SUBURBAN EXPENSES.

(2) Suburban Relieving Expenses, at the rate of 2s. 6d. per day, shall be paid to—

- any Officer or Employé on the regular relieving staff when engaged on relieving duty in the suburban area;
- any Signalman or Block Recorder engaged on regular relieving duty in the Melbourne Yard.

Provided that any Officer or Employé in receipt of suburban relieving expenses who is obliged to remain away from home overnight and incur expenses shall, in addition, be granted expenses on the basis of the travelling scale, subject to a maximum of 4s. 6d.

## GENERAL.

(3) No Officer or Employé engaged for a period in excess of two months on relieving duty—

- (a) at any one place, or
- (b) at different places between North Melbourne and Richmond, inclusive (excluding any Signalman or Block Recorder engaged on regular relieving duty in the Melbourne Yards),

shall be allowed any expenses in respect of the period after the first two months, except with the sanction of the Commissioners.

(4) Relieving Expenses shall be computed on the basis of seven (7) days per week, but (unless otherwise determined by the Commissioners) shall not be allowed:—

- (a) During any period of absence from duty without pay;
- (b) during any period of annual leave; nor
- (c) during any period of other leave of absence with pay (except on a common or proclaimed holiday, or day in lieu of overtime).

(5) Any Officer or Employé in receipt of country relieving expenses who is actually living away from home at his location for the time being, and who is required temporarily to undertake duty away from such location for a period of *not more than seven (7) days*, shall also be granted expenses on the basis of the Travelling Scale in respect of such period.

(6) Any Officer or Employé ordinarily entitled to country relieving expenses who is utilized to relieve at any one place for a period of *not more than seven (7) days*, other than in circumstances set out in (5), shall be granted expenses on the basis of the Travelling Scale instead of Relieving Expenses, but any such Officer or Employé who, during a period in which he is receiving such expenses, is utilized for duty at some other station, shall not be entitled to any additional expenses under (5).

(7) Any Officer who is utilized to relieve or act as or to assist a District Superintendent, and whose temporary head-quarters are more than two (2) miles from his ordinary head-quarters, shall, while so engaged, be paid expenses on the basis of the Travelling Scale. Any Stationmaster so utilized shall also be granted the usual allowance in lieu of quarters, or allowed to retain his quarters free of rental (as the case may be).

(8) Any Officer or Employé not attached to the regular relieving staff who is temporarily required to undertake duty at another place shall be treated as regards expenses on the basis of the Travelling Scale.

(9) Relieving Expenses payable to an Officer or Employé acting in a higher position shall be computed at the rate applicable to the minimum salary of the grade (or class if the grade be subdivided into classes) in which such Officer or Employé is acting.

## DIVISION XIV.—TRAVELLING AND INCIDENTAL EXPENSES.

(1) The following shall be the scale of Travelling and Incidental Expenses, viz.:—

*Officers in receipt of £300 per annum and up to £400 per annum—*

- 11s. 4d. per day for the first 7 days at the same place.
- 6s. 8d. per day thereafter.

*Officers in receipt of less than £300 per annum and all Employés (except Special Inquiry Officers, and Special Ticket Checkers (Country))—*

- 9s. per day for the first 7 days at the same place.
- 5s. per day thereafter.

*Special Inquiry Officers, and Special Ticket Checkers (Country)*—

10s. 4d. per day for the first 7 days.

6s. per day thereafter.

and, except as hereinafter provided, such scale expenses shall be granted to—

- (a) Any Officer or Employé whose head-quarters are within the Suburban area, and who is required to travel on duty away from his head-quarters to a place outside of the Suburban area, and distant at least ten (10) miles from his head-quarters; or
- (b) any Officer or Employé whose head-quarters are outside of the Suburban area, and who is required to travel on duty away from his head-quarters to a place distant more than ten (10) miles from his head-quarters.

(2) The Travelling Scale shall represent in equal portions the expenses for three meals and a bed.

(3) For the purposes of this division, the first 7 days at the same place shall not be deemed to include the day of departure from head-quarters unless a full day's expenses are payable for such day.

(4) No expenses shall be granted to any Officer or Employé—

	Unless he commence travelling from his head-quarters earlier than—	Or unless he be absent from his head-quarters later than—
For breakfast ..	7 a.m.	8 a.m.
For dinner ..	12.30 p.m.	1.30 p.m.
For tea ..	6 p.m.	7 p.m.

nor shall any such expenses be granted if the total absence from head-quarters is less than three (3) hours, except in cases in which the period between two absences is not such as to admit of an Officer or Employé having a meal at the usual hour either at his home or his head-quarters.

(5) Any Officer or Employé—

- (a) Whose head-quarters are within the Suburban area, and who, in substitution for the whole or part of his regular shift, is required to travel to, and undertake special, relief, or other emergency duty at another place within the Suburban area, which is distant at least two (2) miles further from his home than his head-quarters are distant therefrom, or to a place outside the Suburban area which is distant less than ten (10) miles from his head-quarters; or

- (b) whose head-quarters are outside the Suburban area and who, in substitution for the whole or part of his regular shift, is required to travel to, and undertake special, relief, or other emergency duty at another place, not more than ten (10) miles from his head-quarters—

shall provide himself with such meals as he would have been required to provide had he worked his regular shift, and shall not be granted any expenses therefor; but any such Officer or Employé whose duty necessitates his absence from his home for one and a half hours longer than would have been the case had he worked his regular shift, shall be granted expenses on the basis of the Travelling Scale for one meal, and for any necessary additional meals and lodging.

(6) Any "Single" Officer or Employé who is required to undertake duty at a place away from his head-quarters shall be granted expenses on the basis of the Travelling Scale for a period of one month, but not longer.

(7) Any allowance (other than an allowance in lieu of quarters) paid to an Officer or Employé shall be added to his salary or wage for the purpose of determining the rate of expenses payable to him under the Travelling Scale.

(8) Any Employé who is required to perform night duty of at least six hours' duration, either inside or outside of the Suburban area, in connexion with an accident, alteration to lines or bridges, or other work of a special character, shall (unless he be given notice prior to leaving home for duty that he will be required to perform such night duty) be given an opportunity of going home for a meal if suitable refreshments are not provided by the Department during the night, and shall be granted expenses on the basis of the Travelling Scale for further meals if the duty prevents him from returning home by the time or times specified in (4) for a sufficient period to enable him to obtain a meal.

(9) Any Officer or Employé who is called upon to work for an additional period of more than two (2) hours beyond the ordinary time for the completion of his shift, may request that he be allowed off duty for a sufficient time to enable him to obtain a meal at home, and if such



request be not conceded he shall either be provided with suitable refreshments by the Department or be granted an allowance for a meal on the basis of the Travelling Scale. Provided that this shall not apply to any Officer or Employé entitled to be paid a "Trip" allowance or any allowance for a meal under any other provision of this Award.

(10) Any Travelling and Incidental Expenses payable to an Employé occupying a salaried position shall be computed on the basis of the rate applicable to an Officer in receipt of the salary to which the annual earnings of the Employé concerned are equivalent. Provided, however, that any expenses payable to an Officer or Employé temporarily acting in a higher position shall be computed at the rate applicable to the minimum salary or wage of the position in which such Officer or Employé is acting.

(11) *Trip Allowance.*—(a) A "Trip" allowance on the basis of the Travelling Scale shall be payable under the provisions of (b) and (c) to any Officer or Employé in or acting in the following positions, viz.:—

(i) Engineman, Conductor, Guard or Porter (Vanman);

(ii) Assistant Signal Adjuster, Checking Porter, Electrical Fitter, Electrical Fitter in Charge, Signal Adjuster, Ticket Collector, Travelling Porter, Travelling Stationmaster, or other Employé whose regular duty includes travelling over any particular section or sections of line, and who is not entitled to "camping" allowance.

(b) Any such Officer or Employé whose duties necessitate his absence from his head-quarters, but *who is not booked off duty for sleep* away from his head-quarters, or (in the case of an Employé in the Way and Works Branch) who is not required to remain away from his head-quarters overnight, shall be granted the "Trip" allowance—

For one meal if absent for more than ten but not more than fifteen hours;

For two meals if absent for more than fifteen but not more than twenty hours;

For three meals if absent for more than twenty hours; and the period of absence shall be computed from the time of commencing to the time of finishing duty.

(c) Any such Officer or Employé *who is booked off duty for sleep* away from his head-quarters, or (in the case of an Employé in the Way and Works Branch) who is required to remain away from his head-quarters overnight, shall be granted the "Trip" allowance for lodging (unless sleeping accommodation be provided by the Department) and also—

(i) for one meal prior to being booked off if the period between the time of commencing and finishing duty be more than six hours, but not more than twelve hours, or for two meals if such period be more than twelve hours;

(ii) for one meal as at the time of recommencing duty, except as prescribed in (iii);

(iii) if the interval between the times of finishing and recommencing duty be ten hours or more, for one meal, instead of the meal prescribed in (ii)—

(a) as at the expiration of 10 hours from the time of finishing duty if such time be between 1 a.m. and 10 a.m. or between 1 p.m. and 10 p.m.;

(b) as at 8 a.m. if the time of finishing duty be between 10 p.m. and 1 a.m. (both inclusive); or

(c) as at 8 p.m. if the time of finishing duty be between 10 a.m. and 1 p.m. (both inclusive); and

(iv) for a meal or for lodging for each complete period of five hours as from the time of the meal allowance granted under (ii) or (iii), as the case may be, until the time of finishing duty at the head-quarters.

Provided that, as from 1st July, 1920, in any instance where a Guard or Engineman incurs expenses for lodging and breakfast *only*, an amount of 5s. (instead of the "Trip" allowances for lodging and breakfast) shall be allowed to cover such expenses.

(d) Any such Officer or Employé who is required to relieve at a place other than his head-quarters and who is in receipt of expenses on the basis of the Travelling Scale for the first seven days at the same place shall not be granted any "Trip" allowances, except when he leaves his temporary head-quarters earlier than 5 a.m. or later than 1.30 p.m. and is absent for more than ten hours, in which case he shall be granted the "Trip" allowance for one meal; but any Officer or Employé who is in receipt of such expenses at the rate prescribed in respect of the period after the first seven (7) days shall also be granted "Trip" allowances as if his temporary location were his ordinary

head-quarters. In either case the Officer or Employé shall not be granted an allowance for lodging or for any meal in respect of any period in which he may be off duty at his ordinary head-quarters.

(12) Any Officer or Employé who is unexpectedly required to leave his head-quarters and to be absent over a period in which he would ordinarily have a meal at home, shall be granted expenses on the basis of the Travelling Scale for such meal during such period of absence.

(13) The following expense allowances shall be granted, viz. :—

(a) The Travelling Scale allowance for one meal to any Special Inquiry Officer or Watchman employed under the Special Inquiry Office, for each day whilst engaged on duty in the City or Suburbs until at least 7 p.m. or whilst engaged on special watching duty in the Goods Sheds or Yards.

(b) The Travelling Scale allowance for meals to any Head Office Clerk (subject to the time limitations prescribed in (4)) for each day whilst engaged in paying the staff or checking pay-rolls at the Newport Workshops, the North Melbourne Locomotive Depot and Truck Shop, Flinders-street Station, the Port Melbourne Locomotive Depot, the Melbourne Goods Sheds, or such other places as may from time to time be sanctioned by the Commissioners.

(c) The Travelling Scale allowance for one meal to any Special Officer for each day on which he is required to remain over a meal period away from his head-quarters but within the suburban area.

(14) "Camping" Allowance.—(a) Any Employé "camped out" and provided with sleeping accommodation by the Department for at least three (3) days either in a continuous period or in any one working week shall be granted a "camping" allowance of 2s. 6d. if he be "married," and 1s. if he be "single," in respect of each day on which he is "camped out."

Any such Employé whose duties necessitate his absence from the place where he is "camped out" shall be treated on the basis prescribed in respect of the "trip" allowance as if such place were his head-quarters.

(b) Any Employé provided with sleeping accommodation by the Department and obliged to "camp out" but otherwise not coming within the provisions of (a) shall be treated on the basis prescribed in respect of the "trip" allowance.

(15) (a) Subject to (b) any Officer or Employé who is required to journey outside of the State (other than to a border station) in the performance of his duty shall be granted additional expenses at such rate as may be approved of by the Commissioners.

(b) Any Officer or Employé who is required to journey outside of the State in the performance of his duty, and to travel by vessel, the fare of which covers board and lodging, shall not be granted expenses under the Travelling Scale, but shall be granted such lesser expenses as may be approved of by the Commissioners.

(16) Any Officer or Employé who, whilst engaged in the performance of any special duty, necessarily incurs expenses in excess of the amount payable to him under the provisions of this Division shall be granted such additional allowance as may be approved of by the Commissioners.

(17) Expenses or allowances payable under the provisions of this Division shall be computed on the basis of seven (7) days per week, and shall be continued during any Saturday-Monday period in respect of which a pass is granted to enable the Officer or Employé concerned to visit his home, or in which an Officer or Employé in receipt of Expenses under the Travelling Scale at the rate applicable after the first seven (7) days returns home on his duty pass, but (unless otherwise determined by the Commissioners) shall not be allowed—

(a) during any other period of absence from duty without pay;

(b) during any period of annual leave; nor

(c) during any period of other leave of absence with pay (except on a Common or Proclaimed holiday or day in lieu of overtime).

(18) The Travelling Scale does not include cab, coach, or steamer fares, nor horse and conveyance hire, and any Officer or Employé shall be granted any such expenses as are deemed to have been reasonably incurred in the performance of his duty.

## DIVISION XV.—TRANSFER EXPENSES, ETC.

- (1) Any Officer or Employé shall, when transferred, be granted—
- (a) a free pass for himself and his wife and family (if any) and any relatives solely dependent upon him for support, and
  - (b) free transport by rail of his household effects, and of not more than one cow.
- (2) Any Officer or Employé who is transferred to or from any place outside the suburban area shall be credited with one day (but not more) for each day on which it is necessary for him to travel in connexion with the transfer, provided—
- (a) that any such Officer or Employé who works a portion of any day, in addition to so travelling, shall be credited with the allowance elsewhere prescribed for travelling time for the time occupied in travelling, subject to a maximum credit for one day for such travelling time and to a minimum of one day for the total time occupied in travelling and in work; and
  - (b) that the time occupied in travelling in connexion with such transfer shall not include the time occupied on any second trip made by the Officer or Employé for the purpose of bringing his wife and family or for any other reason unless he receives less than seven days' notice of the transfer.

In addition, a day on full pay shall be allowed to any "married" Officer or Employé so transferred.

(3) Any such Officer or Employé who is obliged *en route* to procure meals or to incur board and lodging expenses for himself, wife, and family, or any relatives solely dependent upon him for support shall be allowed such actual expenses as are deemed to be reasonable.

(4) Any "married" Officer or Employé who is transferred from one place within the suburban area to another place within such area, and is consequently obliged to change his place of residence, shall be allowed one day on full pay on which to effect the transfer.

(5) Any "married" Officer who is transferred (other than at his own request, unless to conserve his seniority or to obtain promotion) and is unable to procure house accommodation at his new location shall be granted expenses, *but only for himself*, in accordance with the Travelling Scale for a period of seven days from the date of transfer, and, if at the expiration of such period, he is still unable to procure a house he shall at once notify his Superior Officer accordingly, and shall continue to be granted expenses for himself only in accordance with such scale until he is removed to another location or until house accommodation is available.

(6) Any Officer or Employé who is transferred and who is obliged to incur expense for board and lodging—

- (a) before departure from his old location; or
- (b) whilst awaiting the arrival of his furniture at his new location, provided that he be not responsible for the non-arrival of the furniture;

may be allowed any expenses reasonably incurred in respect of himself, wife, and family, or any other relatives solely dependent upon him for support.

(7) Any Officer or Employé who is transferred shall be granted such actual cartage expenses as are deemed to have been reasonably incurred in connexion with such transfer.

(8) Any Officer or Employé who mutually agrees to exchange with another Officer or Employé, and who is transferred accordingly, shall not be granted any expenses, except under the provisions of (6) (b).

This provision, however, shall not apply to any Officer or Employé who produces satisfactory evidence that the transfer is necessitated by the state of health of himself, wife, or member of his family, or relative solely dependent upon him for support.

## DIVISION XVI.—ALLOWANCE IN LIEU OF QUARTERS.

Any Stationmaster, and any Coal Viewer or Head Coal Viewer at Wonthaggi, who is not provided with quarters, shall in lieu thereof be granted an allowance of 20s. per week. Such allowance shall be continued during any period of absence with pay or of suspension; but, unless otherwise determined by the Commissioners, shall be discontinued during any period of absence without pay.

## DIVISION XVII.—YOUTHS LIVING AWAY FROM HOME.

(1) Any Junior Clerk in receipt of a salary of less than £104 per annum, who, in the opinion of the Commissioners, is obliged to reside away from home owing to the requirements of the Department, shall be granted a monthly board and lodging allowance on the basis of the difference between his annual salary and £104 per annum.

(2) Any Lad or Apprentice in receipt of a wage of less than 6s. 6d. per day, who, in the opinion of the Commissioners, is obliged to reside away from his home owing to the requirements of the Department, shall be granted a daily board and lodging allowance for six days per week, equivalent to the difference between his daily wage and 6s. 6d. per day, or 7s. per day in the case of any such Lad in the Transportation Branch who holds a certificate in Telegraphy.

(3) Unless otherwise determined by the Commissioners, no allowance under this Division shall be continued—

- (a) after the expiration of one week in any period of absence from duty without pay;
- (b) during any period of annual leave;
- (c) during any period of other absence from duty with pay, unless the Officer or Employé concerned continues to reside away from his home; nor
- (d) during any period (after the expiration of one week) in which the Officer or Employé concerned is continuously in receipt of expenses under the Travelling Scale.

## DURATION OF AWARD.

The provisions of this Award, except so far as they may relate to any payments or allowances referred to in sub-section (4) of section 14 of the *Railways Classification Board Act 1919*, shall continue in force for a period of one year, and all the provisions shall continue in force up to the same time.

Dated this sixth day of December, One thousand nine hundred and twenty.

H. C. WINNEKE, Chairman,  
Railways Classification Board.

The Governor in Council approves of the within Award and further orders that such of the provisions of the Award as are not retrospective under the terms of the *Railways Classification Board Act 1919* come into operation as from 1st January, 1921.

F. W. MABBOTT,  
Clerk of the Executive Council.

Executive Council Chamber,  
Melbourne, 24th December, 1920.

## RAILWAYS CLASSIFICATION BOARD.

### AWARD (No. 4) of 13TH DECEMBER, 1920.

#### RAILWAYS CLASSIFICATION BOARD ACT 1919.

THE Railways Classification Board, in pursuance of the powers in that behalf conferred by the *Railways Classification Board Act 1919*, hereby determines and awards as follows (that is to say) :—

1. The rates of salary and wages to be paid to Officers and Employés, respectively, shall be as set forth in the Schedule hereto.
2. The Award shall be operative for a period of one year.

Dated this thirteenth day of December, One thousand nine hundred and twenty.

H. C. WINNEKE,  
Chairman,  
Railways Classification Board.

Approved by the Governor in Council this twenty-fourth day of December, One thousand nine hundred and twenty. The award to come into operation as from 1st January, 1921.

F. W. MABBOTT,  
Clerk of the Executive Council.

(SCHEDULE)  
CLERKS (ALL BRANCHES).

Grade.	Class.	Division.								
		1.	2.	3.	4.	5.	6.	7.	8.	9.
*†Clerk, including—	7	£ 85	£ 105	£ 125	£ 145	£ 165	£ 190	£ 215	£ 235	£ 260
Assistant Government Tourist Officer	6	270	285	300						
Audit Inspector .. .. .	5	315	330							
Auditor of Disbursements .. .. .	4	345	360							
Bookkeeper .. .. .										
Cashier .. .. .	3	375	390							
Chief Clerk .. .. .										
Chief Inspector of Audit .. .. .	2	Not	less	than	£400					
Chief Special Officer .. .. .										
Claims Agent .. .. .										
Collector .. .. .										
Curator of Plans .. .. .										
Government Tourist Officer .. .. .										
Junior Clerk .. .. .										
Junior Operator .. .. .										
Live Stock Agent .. .. .										
Operator † .. .. .										
Paymaster .. .. .										
Payrolls Officer .. .. .										
Special Officer .. .. .										
Timekeeper .. .. .										
Travelling Auditor of Disbursements										

\* Where a supernumerary employé is appointed to the permanent staff as a Junior Clerk, any time served by him on clerical duties in a supernumerary capacity shall, for the purpose of determining his commencing salary, but for no other purpose, be taken into account as if it were permanent service.

† Every Clerk, on attaining the age of 21 years, shall be paid a salary of not less than £215 per annum.

‡ In the case of Operators, the maximum salary for Class 7 shall be £280 per annum, and for Class 6 the minimum and maximum salaries shall be £290 and £305 respectively.

## TRANSPORTATION BRANCH.

## OFFICERS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
Ambulance Officer .. .. .	..	£ 355	£ 370	£ 385	£ 400		£
Assistant Inspector (Special Inquiry Branch) ..	..	325	340	355	370	385	
Assistant Stationmaster .. .. .	3	245					
	2	260	270				
	1	270	285	300			
Despatch Clerk .. .. .	..	240	250	260	270		
Electric Traffic Inspector .. .. .	..	325	340	355	370	385	
Examining Officer .. .. .	2	355	370	385	400		
	1	385	then not less than	£400			
Examining Officer (Assistant) .. .. .	..	325	340	355			
Hall Officer .. .. .	..	240	250	260	270	280	290
Inspector—							
Block and Signal .. .. .	..	325	340	355	370	385	400
Block and Signal (Metropolitan District) ..	..	385	then not less than	£400			
Refreshment Rooms .. .. .	..	385	then not less than	£400			
Traffic .. .. .	..	325	340	355	370	385	
Officer in Charge of Ticket Collection .. .. .	..	355	370	385	400		
Officer in Charge Williamstown Pier .. .. .	..	Not less than	£400				
Senior Messenger (Head Office and Melbourne Goods) .. .. .	..	240	250	260	270		
Special Inquiry Officer .. .. .	1	270	285				
Special Inquiry Officer (Senior) .. .. .	..	300	315				
Special Officer .. .. .	..	300	315				
Stationmaster (including Officer in Charge of Port Melbourne Pier) .. .. .	9	250					
	8	260	270				
	7	280	290				
	6	300	310				
	5	325	340				
	4	355	370				
	3	385	400				
	2	Not less than	£400				
Station Director .. .. .	..	270					
Superintendent of Melbourne Yards (Assistant) ..	..	325	340	355	370	385	
Superintendent of Melbourne Yards (Senior (Assistant) .. .. .	..	385	then not less than	£400			
Supervisor of Weighing .. .. .	..	375	390	then not less than	£400		£400
Train Running Officer .. .. .	..	Not less than	£400				
Tramway Inspector .. .. .	..	325	340	355	370	385	
Tramway Inspector (Assistant) .. .. .	..	265	280	295	310		
Yard Supervisor (Geelong) .. .. .	..	325	340	355	370	385	

TRANSPORTATION BRANCH.—EMPLOYEES.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
Boiler Attendant .. ..	..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Block Recorder .. ..	..	14 0	14 6					
Caller-up .. ..	..	13 6						
Car Cleaner .. ..	..	13 6						
Caretaker (wife or relative of employé, including Assistant Caretaker) .. ..	4	1 9						
	3	3 0						
	2	4 6						
	1	6 0						
Caretaker (Widow) .. ..	..	9 0						
Caretaker (Special) .. ..	..	12 0						
Checker (Luggage) .. ..	..	14 6	15 0					
Conductor .. ..	2	14 6						
Conductor .. ..	1	15 0						
Conductor (Tram) .. ..	..	14 0	14 6					
Cook (Car) .. ..	2	14 0	14 6					
Cook (Car) .. ..	1	15 0	15 6					
Cook (Chief) .. ..	..	23 0						
Daily Paid Clerk .. ..	..	14 6	15 0	15 6	16 0	16 6	17 0	
Despatchman .. ..	..	14 6						
Gatecheckman .. ..	..	15 0						
Gatekeeper (wife or relative of employé, including Assistant Gatekeeper) .. ..	6	1 9						
	5	2 3						
	4	3 0						
	3	3 9						
	2	4 6						
	1	5 3						
Gatekeeper (Male) .. ..	..	12 6						
Gatekeeper (Widow) .. ..	..	9 0						
Goods Checker .. ..	2	14 6						
Goods Checker .. ..	1	15 0						
Goods Foreman, including Pier Foreman .. ..	3	16 0						
	2	16 6	17 0					
	1	18 0	18 6	19 0				
Goods Foreman (Senior) .. ..	..	19 6	20 0	20 6				
Goods Sub-foreman .. ..	..	16 0						
Guard (Suburban) .. ..	..	14 6	15 0	15 6				
Guard (Suburban) (Electric) .. ..	..	15 6	16 0					
Guard (Goods) .. ..	..	15 6	16 0	16 6	17 0			
Guard (Passenger or Express) .. ..	..	17 6						
Horse Shunter .. ..	..	15 0						
Horse Shunter (Casual, Williamstown Pier) .. ..	2	1	per hour					
Horse Shunter (Leading) (Casual, Williamstown Pier) .. ..	2	3	per hour					
Horse Tram Driver .. ..	..	14 6	15 0					



TRANSPORTATION BRANCH—EMPLOYÉS—continued.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Laborer	..	13 6					
Laborer (Casual)	..	2 1	per hour				
Laborer (Leading)	..	14 6					
Lad, including all employés under 21 years of age in the grades of—							
Acting Clerk							
Assistant Weigher							
Block Recorder (minimum age 16 years)							
Caller-up							
Car Checker							
Car Cleaner							
Despatchman		14 years of age			3 9		
Gatekeeper		15 "			4 6		
Junior Waiter (minimum age 16 years)		16 "			5 3		
Labourer		17 "			6 9		
Lampman		18 "			8 3		
Lavatory Attendant		19 "			9 9		
Messenger		20 "			11 3		
Number Taker							
Porter							
Soullery Lad							
Truck Recorder							
Weighbridge Attendant							
Ladies' Waiting Room Attendant	2	10 6					
	1	11 3					
Ladies' Waiting Room Inspectress	..	14 0	14 6	15 0			
Lampman	..	2	13 6				
	1	14 6					
Lampman (Leading)	..	15 0					
Lampman (Foreman)	..	16 0					
Laundress	..	2	9 0				
	1	10 6					
Laundress (Senior)	..	12 0					
Lavatory Attendant	..	13 6					
Messenger	..	2	13 6				
	1	14 0					
Motorman	..	15 0	15 6				
Motor Trolleyman	..	15 0					
Operator (Daily Paid), without 2nd Class Telegraph Certificate	..	14 6					
Operator (Daily Paid), with 2nd Class Telegraph Certificate	..	15 6	16 0	16 6	17 0	17 6	18 0
Point Cleaner	..	14 0					
Porter	..	13 6					
Porter (Barrier Supervisor)	..	15 0					
Porter (Checking)	..	14 0					
Porter (Cloak Room)	..	2	14 0				
	1	14 6					
Porter (Directing)	..	14 0	14 6				
Porter (Equipment)	..	14 0					
Porter (Head)	..	2	15 0	15 6	16 0		
	1	16 6	17 0				
Porter in charge of lost property	..	15 0	15 6				
Porter in charge of Licensed Luggage Porters	..	15 0					
Porter (Leading)	..	14 6					
Porter (Lost Property)	..	14 6					

TRANSPORTATION BRANCH.—EMPLOYÉS—continued.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
Porter (Luggage) .. ..	..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Porter (Mail) .. ..	..	14 0						
Porter (Operating) .. ..	..	16 0						
Porter (Parcels) .. ..	2	14 0	15 0					
Porter (Parcels, Leading)	1	14 6						
Porter (Parcels Foreman)	..	15 0						
Porter (Platform Indicator, Flinders street and Prince's Bridge)	..	15 6	16 0	16 6				
Porter (Shed) .. ..	..	14 0	14 6					
Porter (Signal) .. ..	..	14 0						
Porter (Special Ticket Checker)	..	15 0						
Porter (Stock) .. ..	..	14 6						
Porter (Ticket Collector)	2	14 0						
Porter (Transfer) .. ..	1	14 6						
Porter (Van-man) .. ..	..	14 0						
Porter (Van Stower) .. ..	..	13 6						
Porter (Yard) .. ..	..	14 0						
Sculleryman .. ..	..	13 6						
Shedman .. ..	2	14 6						
Shunter (without Guard's certificate)	1	15 0						
Shunter (with Guard's certificate)	..	14 6	15 0					
Shunter (Leading) .. ..	..	15 6						
SignaIman .. ..	2	16 6						
SignaIman .. ..	1	17 6						
SignaIman .. ..	4	14 6	15 0					
SignaIman .. ..	3	15 6						
SignaIman .. ..	2	16 0						
SignaIman .. ..	1	16 6						
Sorter .. ..	Special	17 6						
Special Inquiry Officer..	..	14 6						
Special Inquiry Officer..	3	15 0	15 6					
Special Inquiry Officer..	2	16 0	16 6					
Steward (Mildura and other Services)	..	3	14 0					
Steward (Express Car)	2	14 6						
Storeman (Melbourne Yard)	1	15 0	16 0					
Stower .. ..	..	14 6						
Stower .. ..	..	14 6						
Sweeper .. ..	..	13 6						
Tally Clerk (Casual) .. ..	..	2 3	per hour					
Ticket Examiner .. ..	..	16 0	16 6					
Ticket Examiner (Senior)	..	17 0						
Truck Washer .. ..	..	14 6						
Truck Washer (Leading)	..	15 6						
Trypograph Operator .. ..	..	14 6	15 0					
Waiter .. ..	..	13 6						
Watchman (Senior) .. ..	..	14 6	15 0					
Weighbridge Attendant, including—								
Coal Weigher .. ..	2	14 6						
Sworn Weigher .. ..	1	15 0						
Yard Foreman .. ..	2	18 0	18 6	19 0				
Yard Foreman .. ..	1	19 6	20 0	20 6				

ROLLING-STOCK BRANCH.

OFFICERS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		£	£	£	£	£	£
Assistant Chemist .. .. .	..	330	350	370			
Assistant Engineer .. .. .	2	395 ; then		not less than	£400.		
Chemist .. .. .	2	395 ; then		not less than	£400.		
Depôt Foreman .. .. .	4	355	370	385	400		
	3	Not less than	£400.				
Depôt Foreman (Night) .. .. .	..	340	355	370	385		
Depôt Foreman (Relieving) .. .. .	..	385 ; then		not less than	£400.		
Draughtsman .. .. .	3	230	250	270	290		
	2	310	330	350			
	1	370	395				
	Special	Not less than	£400.				
Electric Running Inspector .. .. .	..	Not less than	£400.				
Engineering Assistant .. .. .	2	250	270	290	310		
	1	330	350	370			
Examining Officer .. .. .	..	355	370	385	400		
Foreman of Motormen .. .. .	..	Not less than	£400				
Foreman Lampmaker .. .. .	..	325	340	355	370		
Inspector, including—	2	355	370	385 ; then	not less		
		than	£400.				
Boiler Inspector .. .. .	..						
Brake Inspector .. .. .	..						
Car and Waggon Inspector .. .. .	..						
Laboratory Assistant .. .. .	..	250	270	290	310		
Laboratory Attendant .. .. .	..	230	250	270	290		
Senior Messenger .. .. .	..	240	250	260	270		
Special Officer .. .. .	..	385	370	385 ; then	not less		
		than	£400.				
Travelling Foreman .. .. .	..	340	355	370	385		
Workshops Foreman .. .. .	4	355	370	385	400		
Workshops Foreman .. .. .	3	385 ; then		not less than	£400.		
Workshops Foreman .. .. .	2	Not less than	£400.				

ROLLING STOCK BRANCH.—EMPLOYÉS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Annealer .. .. .	..	14 6	15 0				
Apprentice .. .. .	..			3 0			
				3 9			
				5 3			
				6 9			
				9 0			
Blacksmith (Leading Hand) ..	..	19 0	19 6				
Block and Tackle Hand .. ..	..	14 0	14 6				
Boiler Covering Maker .. ..	2	14 0					
Boiler Covering Maker .. ..	1	14 6	15 0				
Boilermaker (marking out or tem- plate making) .. .. .	..	18 0	18 6	19 0			
Boilermaker (Leading Hand) ..	..	19 0	19 6				
Bolt and Nut Machinist (employed on forging work) .. .. .	..	15 0	15 6	16 0			
Brass and Iron Moulder (Leading Hand) .. .. .	..	19 0	19 6				
Brick Arch Builder .. .. .	2	14 0	14 6				
Brick Arch Builder (using small bricks) .. .. .	1	15 0	15 0				
Buffer Repairer .. .. .	..	15 0	15 6				
Caller-up .. .. .	..	13 6					
Car and Waggon Axle Classifier ..	..	15 0	15 6				
Car and Waggon Builder (engaged on running repairs to cars) ..	..	17 0	17 6	18 0			
Car and Waggon Builder (Leading Hand) .. .. .	..	19 0	19 6				
Car Cleaner .. .. .	..	13 6					
Car Cleaner (cleaning horse-boxes and splicing head-stalls and halters) .. .. .	..	14 6					
Car Cleaner (Leading) .. .. .	..	15 0					
Car Gas Attendant .. .. .	..	14 6	15 0				
Car Painter (Leading Hand) .. ..	..	18 6	19 0				
Carpenter (Leading Hand) .. ..	..	18 6	19 0				
Carpenter and Joiner (Leading Hand) .. .. .	..	19 0	19 6				
Case Hardener .. .. .	..	14 6	15 0				
Casting Dresser (Leading) .. ..	..	15 6					
Chargeman .. .. .	2	17 0	17 6				
Chargeman .. .. .	1	18 0	18 6				
Chargeman .. .. .	Special	19 6					
Colourman .. .. .	..	16 6	17 0	17 6			
Concreter .. .. .	..	14 0					
Concreter (concreting floors of lavatories) .. .. .	..	14 6					
Coppersmith (Leading Hand) .. ..	..	19 0	19 6				
Coupling Cleaner and Examiner ..	..	14 0					
Daily Paid Clerk (including Time- keeper) .. .. .	..	14 6	15 0	15 6	16 0	16 6	17 0
Despatchman .. .. .	..	14 6					
Driller (engaged on slot drilling) ..	..	14 6	15 0				
Driller (Leading) .. .. .	..	16 0					
Electroplater (leading hand) .. ..	..	18 0	18 6				
Engine Brake Blocker .. .. .	..	15 0	15 6				
Engine-cleaner (Adult) .. .. .	..	13 6					
Engine-cleaner (18 to 20 years)	..	Same as for "Lad".					

ROLLING STOCK BRANCH.—EMPLOYÉS—continued.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Engine-cleaner (Leading)	..	15 0						
Engine-cleaner (Sub-Foreman)	..	16 6	17 0	17 6				
Engine-driver..	..							s. d.
		General Class—						
		For 1st and 2nd years .. .. 17 0						
		For 3rd year .. .. 17 6						
		For 4th year .. .. 18 0						
		For 5th year .. .. 18 6						
		For 6th year .. .. 19 0						
		Thereafter .. .. 19 6						
		Special Class .. .. 20 6						
		The Special Class shall comprise 20 per cent. at least of the total number of Engine-drivers in the service.						
		The Commissioners shall prescribe the class of work to be done by Engine-drivers in the Special Class.						
		Any Engine-driver in the General Class while performing the class of work prescribed for Special Class Engine-drivers shall be paid at the Special Class rate.						
Fireman	..							s. d.
		For 313 days .. .. 14 6						
		For the 1st succeeding year .. .. 15 0						
		For the next succeeding year .. .. 15 0						
		Thereafter .. .. 16 0						
Fitter's Assistant (engaged in Running Sheds)	..	14 0	14 6					
Fitter (Leading Hand)	..	19 0	19 6					
Fitter in Charge	..	2 20 0	20 6					
	..	1 20 0	21 0					
Fitter and Turneg (Leading Hand)	..	19 0	19 6					
Flax Rope Splicer	..	14 0	14 6					
Forgeman	..	19 0	19 6	20 0				
Forgeman (Leading Hand)	..	21 0	21 6					
Frenchpolisher (Leading Hand)	..	17 6	18 0					
Fuelman	..	14 6	15 0					
Furnace Repairer	..	15 0	15 6	16 0				
Ganger (Special)	..	17 0	17 6	18 0				
Gasman	..	14 0	14 6					
Goods Checker	..	14 6						
Hammer Shaft Replacer and Minor Wood Turner	..	14 6	15 0					
Heater (heating for Ajax Forging Machine)	..	14 6	15 0					
Hostler	..	16 0	16 6					
Labourer	..	13 6						
Labourer (Leading)	..	14 6						
Lad, including all employés under 21 years of age in the grades of—		14 years of age .. 3s. 9d.						
		15 years of age .. 4s. 6d.						
		16 years of age .. 5s. 3d.						
		17 years of age .. 6s. 9d.						
		18 years of age .. 8s. 3d.						
		19 years of age .. 9s. 9d.						
		20 years of age .. 11s. 3d.						
Acting Clerk	..							
Caller-up	..							
Car Cleaner	..							
Messenger, and Telephone Attendant	..							

ROLLING STOCK BRANCH.—EMPLOYEES—continued.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lampmaker (Leading Hand) .. ..	..	18 0	18 6				
Lampmaker (Sub-Foreman) .. ..	..	19 6					
Leather Cutter .. ..	..	14 0	14 6				
Leather Worker .. ..	..	14 6	15 0	15 6			
Lighter-up and Washer-out .. ..	..	14 6	15 0				
Lighter-up and Washer-out (Leading)	..	16 0					
Locomotive Crane Attendant .. ..	..	14 6	15 0				
Locomotive Crane-driver .. ..	..	15 6	16 0	16 6			
Messenger .. ..	2	13 6					
" .. ..	1	14 0					
" (Special) .. ..	..	15 0	15 6				
Metaller (Engine) .. ..	..	14 6	15 0				
Metaller Engine (Leading) .. ..	..	16 0					
Metaller (Truck) .. ..	..	14 0	14 6				
Minor Machinist, comprising adults working any minor machine, such as—Hose Mounting and Testing Machine, Leather Washer Cutting Machine, Pipe Bending Machine, Shearing Machine, Tarpaulin Dressing Machine, Tube Cutter, Cleaner, Boring, and Straightening and Grinding Machines .. ..	..	14 0	14 6				
Oiler (overhead shafting) .. ..	..	14 0	14 6				
Oil Mixer .. ..	..	14 0	14 6				
Oxy-Acetylene Operator (Leading Hand) .. ..	..	19 0	19 6				
Packer and Trimmer .. ..	..	15 0	15 6				
Padder .. ..	..	14 0					
Pad Framemaker .. ..	..	14 0	14 6				
" (Leading) .. ..	..	15 6					
Pad Maker .. ..	..	13 6					
Painter's Labourer .. ..	..	14 0	14 6				
" (burning off) .. ..	..	14 6	15 0				
Paint Grinder .. ..	..	14 6	15 0				
Paint Mixer .. ..	..	14 6	15 0				
Plumber (Leading Hand) .. ..	..	19 0	19 6				
Rope Splicer .. ..	2	16 0	16 6				
" .. ..	1	17 0	17 6				
Running Gear Repairer .. ..	..	15 0	15 6	16 0			
" (Leading) .. ..	..	17 0					
Sailmaker (Leading Hand) .. ..	..	17 6	18 0				
Sand Blast Operator .. ..	..	14 0					
Seamstress .. ..	..	11 3					
Second Hand in Forge .. ..	..	14 6	15 0				
Shunter (Leading) .. ..	..	15 6	16 0				
Shunter .. ..	..	14 6	15 0				
Signalman .. ..	..	14 6	15 0				
Skilled Labourer .. ..	2	14 0					
" .. ..	1	14 0	14 6				
" (Leading) .. ..	2	15 0					
" .. ..	1	15 6					
Spark Arrester or Blast Pipe Repairer .. ..	..	15 6					
Spring Buckle Remover .. ..	..	14 0	14 6				
Spring Machinist .. ..	..	15 0	15 6	16 0			

SCHEDULE V.—ROLLING STOCK BRANCH.—EMPLOYÉS—continued.

Grade.	Class.	Division.							
		1.	2.	3.	4.	5.	6.	7.	
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	
Springmaker (Leading Hand) ..	..	19 0	19 6						
Stationary Engine-driver ..	2	14 6	15 0						
" ..	1	15 6	16 0						
Storeman ..	3	14 6							
" ..	2	15 6							
" ..	1	16 6							
" (Leading) ..	..	17 6							
Sub-Foreman (Workshop) ..	..	20 6	21 0						
Telephone Attendant ..	..	14 0	14 6						
Tinsmith and Sheet Metal Worker (Leading Hand) ..	..	17 6	18 0						
Tool Checker ..	..	14 0	14 6						
Tool Grinder (Wood Machine Shop) ..	..	16 6	17 0	17 6					
Tool Storeman ..	..	14 0	14 6						
Train Examiner ..	..	15 0	15 6	16 0					
" (Leading) ..	..	17 0							
Travelling Crane Attendant (other than Floorman) ..	..	14 6	15 0						
Travelling Crane Attendant (Floorman) ..	..	15 0	15 6						
Travelling Crane Attendant (Leading) ..	..	16 6							
Tube Repairer ..	..	14 0	14 6						
Turner (Leading Hand) ..	..	19 0	19 6						
Upholsterer ..	..	16 0	16 6	17 0					
" (Leading Hand) ..	..	18 0	18 6						
Undergear Repairer ..	..	14 6	15 0						
" (Leading) ..	..	15 0	15 6	16 0					
Undergear Repairer's Assistant ..	..	14 0							
Weighbridge Attendant ..	..	14 6							
Wood Machinist (Leading Hand) ..	..	18 6	19 8						
Yard Foreman ..	..	18 0	18 6	19 0					
Yard Sub-Foreman ..	..	17 0							

WAY AND WORKS BRANCH.—OFFICERS.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
Assistant Architect } .. .. .	2	£	£	£	£	£	£	£
Assistant Engineer } .. .. .		395 ; then not less than	£400.					
Caretaker (Flinders Street Station Buildings) .. .. .	.. .. .	240	250	260	270			
Caretaker (Head Offices) .. .. .	.. .. .	250	260	270	280	290		
Despatch Clerk .. .. .	.. .. .	240	250	260	270			
District Foreman .. .. .	2	325	340					
" " (Metropolitan) .. .. .	1	355	370					
Draughtsman .. .. .	.. .. .	385						
" .. .. .	3	230	250	270	290			
" .. .. .	2	310	330	350				
" .. .. .	1	370	395					
Engineering Assistant, also Architectural Assistant .. .. .	2	250	270	290	310			
" .. .. .	1	330	350	370				
Examining Officer .. .. .	.. .. .	345	360					
Foreman Painter (Metropolitan) .. .. .	.. .. .	310	325	340				
Inspector of Ironwork .. .. .	.. .. .	355	370	385 ; then not less than	£400.			
Inspector of Works .. .. .	.. .. .	385						
Landscape Gardener .. .. .	.. .. .	295	310	325	340	355	370	
Lands Officer .. .. .	2	395 ; then not less than	£400.					
Lands Officer's Assistant .. .. .	2	250	270	290	310			
" .. .. .	1	330	350	370				
Lighting Overseer .. .. .	.. .. .	340	355	370	385			
Photographer .. .. .	.. .. .	370	395 ; then not less than	£400.				
Photography Assistant .. .. .	2	230	250	270	290			
" .. .. .	1	310	330	350				
Plumbing Overseer .. .. .	.. .. .	340	355	370	385			
Roadmaster (Country) .. .. .	2	340	355	370	390			
" .. .. .	1	not less than	£400.					
Shop Foreman (Metropolitan Works) .. .. .	.. .. .	340	355	370	385			
Shop Foreman (Ironwork) .. .. .	.. .. .	385 ; then not less than	£400.					
Shop Foreman (Signal Shops) .. .. .	2	340	355	370				
" .. .. .	1	355	370	385*	400			
Signal Supervisor .. .. .	3	370	390 ; then not less than	£400.				
Signal Supervisor (Assistant) .. .. .	.. .. .	325	340	355				
Sleeper Inspector .. .. .	.. .. .	280	295	310	325	340		
Timber Inspector .. .. .	.. .. .	325	340					
Weighbridge Foreman .. .. .	.. .. .	340	355	370	385			
Worksmaster (Country) .. .. .	.. .. .	Not less than	£400.					



WAY AND WORKS BRANCH.—EMPLOYÉS.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Apprentice .. .. .	..	First year,	3 0					
		Second year,	3 9					
		Third year,	5 3					
		Fourth year,	6 9					
		Fifth year,	9 0					
Assembler (Semaphore) ..	..	14 6	15 0					
Ballast Guard .. .. .	..	16 0	16 6	17 0				
Batterman .. .. .	..	14 0						
Batteryman .. .. .	..	14 0						
Battery Zincmaker .. ..	..	14 0	14 6					
Blacksmith (Leading Hand) ..	..	19 0	19 6					
" (engaged at Flinders-								
street on the manufacture and								
repair of interlocking apparatus)	..	17 0	17 6	18 0				
Blacksmith (engaged on electric	..	17 0	17 6	18 0				
welding) .. .. .	..	14 0	14 6					
Block and Tackle Hand .. ..	..	18 0	18 6	19 0				
Boilermaker (marking out and tem-	..	19 0	19 6					
plate making) .. .. .	..	19 0	19 6					
Boilermaker (Leading Hand) ..	..	19 0	19 6					
Brass and Iron Moulder (Leading	..	19 0	19 6					
Hand) .. .. .	..	18 6	19 0					
Bricklayer (Leading Hand) ..	..	14 6	15 0	15 6				
Cable Layer .. .. .	..	18 6	19 0					
Carpenter (Leading Hand) ..	..	19 0	19 6					
Carpenter and Joiner (Leading	..	14 6						
Hand) .. .. .	..	16 0	16 6	17 0				
Chainman .. .. .	..	2	14 0					
Colourman .. .. .	..	17 0						
Concrete .. .. .	..	14 6	15 0	15 6	16 0	16 6	17 0	
Crane Driver (Steam) .. ..	..	14 6						
Daily Paid Clerk (including Time-	..	14 6						
keeper) .. .. .	..	15 6						
Despatchman .. .. .	..	17 0	17 6	18 0				
Drainer and Pipe Joiner (Earthen-	..	19 0	19 6					
ware) (Leading) .. .. .	..	20 6	21 0					
Electrical Fitter (engaged, on	..	18 6	19 0	19 6				
signal maintenance work	..	15 0	15 6					
other than in workshops) ..	..	17 0	17 6	18 0				
Electrical Fitter in charge ..	2	18 0	18 6	19 0				
	1	19 6	20 0					
Fencer .. .. .	..	14 6						
Fencer's Assistant .. .. .	..	14 0						
Fitter (engaged outside workshops	..	17 0	17 6	18 0				
on the overhaul and mainten-	..	19 0	19 6					
ance of interlocking gear) ..	..	20 6	21 0					
Fitter (Leading Hand) .. .. .	..	18 6	19 0	19 6				
Foreman Artisan .. .. .	..	15 0	15 6					
" (Signal Gang) .. .. .	..	15 0	15 6					
Ganger (Cart Roads) .. .. .	..	18 0						
" (outside suburban area) ..	..	17 6	18 0	18 6				
" (inside suburban area, in-	..	17 0	17 6	18 0	18 6			
cluding Tramway Ganger) ..	..	16 0	16 6	17 0	17 6			
Ganger (Metropolitan, Relieving)	..	19 0	19 6					
" (Special) .. .. .	..	20 6						
" (Works) .. .. .	..	19 0	19 6					
Gas Fitter (Leading Hand) ..	..	20 6						
" (Sub-Foreman) .. .. .	..							

WAY AND WORKS BRANCH.—EMPLOYÉS—continued.

Grade.	Class.	Division.						
		1.	2.	3.	4.	5.	6.	7.
Gatekeeper (Male) .. .. .	..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
" (Widow) .. .. .	..	12 6						
" (wife or relative of employé, including Assistant Gatekeeper)	6	9 0						
" (wife or relative of employé, including Assistant Gatekeeper)	5	1 9						
" (wife or relative of employé, including Assistant Gatekeeper)	4	2 3						
" (wife or relative of employé, including Assistant Gatekeeper)	3	3 0						
" (wife or relative of employé, including Assistant Gatekeeper)	2	3 9						
" (wife or relative of employé, including Assistant Gatekeeper)	1	4 6						
Labourer .. .. .	..	5 3 <sup>3</sup>						
" (Leading, in earthwork gang) .. .. .	..	13 6						
Lad Labourer .. .. .	Years	14	15	16	17	18	19	20
Lampmaker (Leading Hand) .. .. .	Per day	3 9	4 6	5 3	6 9	8 3	9 9	11 3
Locksmith .. .. .	..	18 0	18 6	18 0				
Lux Lamp Attendant .. .. .	..	17 0	17 6	18 0				
Lux Lamp Fitter .. .. .	..	14 0						
Lux Lamp Fitter .. .. .	..	16 6	17 0	17 6				
Lux Lamp Mechanic .. .. .	..	15 6	16 0	16 6				
Mason (Leading Hand) .. .. .	..	18 6	19 0					
Messenger .. .. .	2	13 6						
Minor Machinist on Shearing Machine .. .. .	1	14 0						
Nurseryman .. .. .	..	14 0	14 6					
Office Cleaner (Male), (Leading) .. .. .	..	16 6						
Oiler (overhead shafting, Newport Signal Shops) .. .. .	..	15 0						
Painter (Leading Hand) .. .. .	..	14 0	14 6					
Pavior .. .. .	..	17 6	18 0					
Pile-driver .. .. .	..	16 0	16 6					
Pile-driver .. .. .	..	14 0	14 6					
Pintsch Gas Fitter .. .. .	..	17 0	17 6	18 0				
Pipe-fitter .. .. .	..	15 6	16 0	16 6	17 0			
Pipe Joints (cast iron) .. .. .	..	15 0	15 6	16 0	16 6			
Pipe Joints (Leading) .. .. .	..	1s. per day above maximum for Pipe Joints.						
Pipe Joints' Labourer .. .. .	..	14 0	14 6					
Plan Mounter .. .. .	..	15 0	15 6					
Plasterer (Leading Hand) .. .. .	..	18 6	19 0					
Platelayer, including—	2	14 0						
Adzer .. .. .	1	14 6						
Fastener .. .. .	..							
Gauger, and Jackman .. .. .	..							
Platelayer (Leading) .. .. .	2	15 0						
Platelayer (Leading) .. .. .	1	15 6						
Plumber (Leading Hand) .. .. .	..	19 0	19 6					
Repairer .. .. .	..	13 6	14 0					
Rope Splicer .. .. .	..	16 0	16 6					
Shunter (without Guard's certificate) .. .. .	..	15 0						
Shunter (with Guard's certificate) .. .. .	..	15 6						
Signal Adjuster (Assistant) .. .. .	..	15 6						
Signal Adjuster .. .. .	..	16 0						
Signal Adjuster .. .. .	Special	16 6						
Signal Ganger .. .. .	..	17 0	17 6					
Skilled Labourer .. .. .	2	14 0						
Skilled Labourer .. .. .	1	14 0	14 6					
Skilled Labourer (Leading) .. .. .	2	15 0						
Skilled Labourer (Leading) .. .. .	1	15 6						

## WAY AND WORKS BRANCH.—EMPLOYÉS—continued.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Stationary Engine-driver ..	2	14 6	15 0				
	1	15 6	16 0				
Storeman .. ..	3	14 6					
	2	15 6					
	1	16 6					
Storeman (Leading) ..	..	17 6					
Sub-Foreman (Workshops) ..	..	20 6	21 0				
Sun Printer .. ..	..	14 0	14 6				
Surveyor's Leading Hand ..	..	16 0	16 6	17 0			
Trackman (Tramway) ..	..	14 0	14 6				
Trimmer (earth or ballast) ..	..	14 0					
Upholsterer .. ..	..	16 0	16 6	17 0			
Upholsterer (Leading Hand) ..	..	18 0	18 6				
Watchman (Senior) ..	..	15 0	15 6				
Wood Machinist (Leading Hand) ..	..	18 6	19 0				
Yardsman .. ..	..	14 0	14 6				
Yard Sub-Foreman .. ..	..	17 0					

ELECTRICAL ENGINEERING BRANCH.—OFFICERS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
Assistant Engineer .. .. .	..	£ 395	then	not	less	than	£400
Assistant Chemist .. .. .	..	330	350	370			
Draughtsman .. .. .	3	230	250	270	290		
Draughtsman .. .. .	2	310	330	350			
Draughtsman .. .. .	1	370	395				
Electrical Engineer (Assistant) .. .. .	2	395	then	not	less	than	£400
Electrical Foreman (Johimont) .. .. .	..	385	then	not	less	than	£400
Electrical Superintendent .. .. .	..	not	less	than	£400		
Electrical Superintendent (Assistant) .. .. .	..	355	370	385	then	not	less
Engineering Assistant (Electrical) .. .. .	2	250	270	290	310		
Engineering Assistant (Electrical) .. .. .	1	330	350	370			
Engineer (Testing, Newport) .. .. .	..	325	340	355	370		
Engineer (Shift, Newport) .. .. .	..	325	340	355	370		
Engineer (Control, Newport) .. .. .	..	355	370	385	then	not	less
Engineer (Distribution, Assistant) .. .. .	..	355	370	385	then	not	less
Inspecting Mechanician .. .. .	..	355	370	385	then	not	less
Inspector (Sub-station) .. .. .	..	355	370	385	then	not	less
Laboratory Assistant .. .. .	..	250	270	290	310		
Line Foreman .. .. .	..	295	310	325	340		
Line Inspector .. .. .	..	355	370	385	400		
Mains Superintendent .. .. .	..	355	370	385	then	not	less
Mains Superintendent (Assistant) .. .. .	..	295	310	325	then	not	less
Overhead Superintendent (Assistant) .. .. .	..	340	355	370	385		
Power House Superintendent (Spencer-street) .. .. .	..	355	370	385	400		
Supervisor of Telegraphs .. .. .	..	not	less	than	£400		
Workshops Foreman .. .. .	..	355	370	385	400		

ELECTRICAL ENGINEERING BRANCH—EMPLOYÉS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Accumulator Attendant .. .. .	..	16 0					
Apprentice .. .. .	..	First year			..	..	3 0
		Second year			..	..	3 9
		Third year			..	..	5 3
		Fourth year			..	..	6 9
		Fifth year			..	..	9 0
Batteryman .. .. .	..	14 0					
Battery Zinc Maker .. .. .	..	14 0	14 6				
Boiler Cleaner .. .. .	..	14 6					
Boiler Cleaner (Leading) .. .. .	..	15 6					
Car Shed Foreman .. .. .	..	18 6	19 0	19 6	20 0	20 6	
Electrical Fitter (engaged in power sub-stations on installation, repair and maintenance of electrical switchgear) .. .. .	..	17 0	17 6	18 0			
Electrical Fitter (engaged in Telegraph Workshops) .. .. .	..	17 0	17 6	18 0			
Electrical Fitter (Elwood Car Sheds) .. .. .	..	17 0	17 6	18 0			
Electrical Fitter (Leading Hand) .. .. .	..	19 0	19 6				
Electrical Mechanic (engaged in electric welding) .. .. .	..	16 6	17 0				
Electrical Mechanic (engaged in the installation, repair, or maintenance of telephone or telegraph systems) .. .. .	..	16 6	17 0				
Electrical Mechanic, Spencer-street (engaged outside the workshops on the maintenance of electric light and power installation, and the repair and maintenance of electric lifts, motors, &c.) .. .. .	..	16 6	17 0				
Electrical Mechanic (Leading Hand) .. .. .	..	18 0	18 6				
Electrical Mechanic in charge .. .. .	..	18 6	19 0				
Electrician .. .. .	..	17 6	18 0	18 6	19 0	19 6	
Electrician (Testing) .. .. .	..	18 6	19 0	19 6			
Equipment Examiner .. .. .	..	17 6	18 0	18 6	19 0	19 6	
Equipment-Examiner (Leading Hand) .. .. .	..	20 6	21 0				
Exchange Mechanic (Leading Hand) .. .. .	..	18 6	19 0				
Fireman (Leading) .. .. .	..	16 6					
Fireman (Pintsch Gas) .. .. .	..	14 0	14 6	15 0			
Foreman (Electrical) .. .. .	..	20 6	21 0				
Furnace Repairer .. .. .	..	15 0	15 6	16 0			
Gasmaker .. .. .	..	15 0	15 6	16 0			
Labourer .. .. .	..	13 6					
Lad (including all employees under 21 years of age) .. .. .	..	14 years of age			..	..	3 9
		15 years of age			..	..	4 6
		16 years of age			..	..	5 3
		17 years of age			..	..	6 9
		18 years of age			..	..	8 3
Lineman (High Tension) .. .. .	..	17 0	17 6				
		15 0	15 6				
		15 0	15 6				
Lineman's Assistant (High Tension) .. .. .	..	15 0	15 6				
Lineman (Telegraph) .. .. .	..	16 6					
Lineman-in-Charge .. .. .	..	17 6	18 0				
Line Sub-Foreman .. .. .	..	14 0	14 6				
Lodge Keeper .. .. .	..	18 0					
Overhead Equipment Assistant .. .. .	..	15 6					
Pitman .. .. .	..	16 6					
Pitman-in-charge .. .. .	..	16 6					
Plant Attendant .. .. .	..	2	14 6	15 0			
		1	15 6	16 0			

ELECTRICAL ENGINEERING BRANCH—EMPLOYEES—*continued.*

Grade.	Grade.	Division.					
		1.	2.	3.	4.	5.	6.
		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Portable Compressor Attendant .. .. .	..	15 6					
Retort Setter .. .. .	..	17 0	17 6	18 0			
Shedman .. .. .	..	15 0					
Shift Electrician .. .. .	{ 4	15 0	15 6	16 0			
	{ 3	16 6	17 0	17 6			
	{ 2	18 0	18 6	19 0			
	{ 1	19 6	20 0				
Skilled Labourer .. .. .	{ 2	14 0					
	{ 1	14 0	14 6				
Stationary Engine-driver (Turbine) .. .. .	..	16 0	16 6	17 0			
Stationary Engine-driver in charge (Turbine) .. .. .	..	17 0	17 6	18 0			
Storeman .. .. .	{ 3	14 6					
	{ 2	15 6					
	{ 1	16 6					
Sub-station Equipment Maintainer .. .. .	..	17 6	18 0	18 6			
Sub-station Equipment Maintainer (Leading Hand) .. .. .	..	19 6	20 0				
Travelling Crane Attendant, other than Floorman .. .. .	..	14 6	15 0				
Typewriter Mechanic .. .. .	..	16 6	17 0				

STORES BRANCH.—OFFICERS AND EMPLOYÉS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
Plant Foreman .. .. .	..	£ 315	£ 330	£	£	£	£
Rail Classifier and Coal Officer .. .. .	..	315	330	345	360		
Stores Foreman .. .. .	..	315	330				
Stores Inspector .. .. .	..	375	390;	then not less than £400			
Stores Overseer .. .. .	..	345	360	375	390;	then not less than £400	
Stores Purchasing Agent .. .. .	..	not less than £400					
Coal Viewer .. .. .	..	s. d. 16 0	s. d. 16 6	s. d. 17 0	s. d. 17 6		
Coal Viewer (Head) .. .. .	..	18 0	18 6				
Daily Paid Clerk .. .. .	..	14 6	15 0	15 6	16 0	16 6	17 0
Despatchman .. .. .	..	14 6					
Firewood Inspector .. .. .	..	18 6	19 0	19 6			
Ganger .. .. .	..	15 0	15 6				
Gate Checkman and Packer .. .. .	..	14 0	14 6				
Labourer .. .. .	..	13 6					
Lad (including every employé under 21 years of age)—		..	14 years of age ..	s. d. 3 9			
		..	15 years of age ..	4 6			
		..	16 years of age ..	5 3			
		..	17 years of age ..	6 9			
		..	18 years of age ..	8 3			
		..	19 years of age ..	9 9			
		..	20 years of age ..	11 3			
Messenger .. .. .	2	13 6					
Messenger .. .. .	1	14 0					
Messenger .. .. .	Special	15 0	15 6				
Rope Splicer .. .. .	..	16 0	16 6				
Skilled Labourer .. .. .	2	14 0					
Skilled Labourer .. .. .	1	14 0	14 6				
Storeman .. .. .	3	14 6					
Storeman .. .. .	2	15 6					
Storeman .. .. .	1	16 6					
Storeman (Leading) .. .. .	..	17 6					
Storeman (Head) .. .. .	..	18 6	19 0	19 6			

AUDIT OF RECEIPTS BRANCH.—OFFICERS AND EMPLOYÉS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
Despatch Clerk .. .. .	..	£ 240	£ 250	£ 260	£ 270		
Daily Paid Clerk .. .. .	..	s. d. 14 6	s. d. 15 0	s. d. 15 6	s. d. 16 0	s. d. 16 6	s. d. 17 0
Ticket Sorter .. .. .	..	14 years of age ..		s. d. 3 9			
Ticket Sorter .. .. .	..	15 " " " ..		4 6			
Ticket Sorter .. .. .	..	16 " " " ..		5 3			
Ticket Sorter .. .. .	..	17 " " " ..		6 9			
Ticket Sorter .. .. .	..	18 " " " ..		8 3			
Ticket Sorter .. .. .	..	19 " " " ..		9 9			
Ticket Sorter .. .. .	..	20 " " " ..		11 3			

PRINTING AND STATIONERY BRANCH.—EMPLOYÉS.

Grade.	Class.	Division.					
		1.	2.	3.	4.	5.	6.
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Compositor (Leading Hand) ..	..	18 6	19 0			0	
Despatchman ..	..	14 0					
Foreman Printer ..	..	20 6	21 0				
Lad, including every employé under 21 years of age ..	{ ..	14	years of age		3 9		
	..	15	"		4 6		
	..	16	"		5 3		
	..	17	"		6 9		
	..	18	"		8 3		
	..	19	"		9 9		
	..	20	"		11 3		
Lithographer (Leading Hand) ..	..	18 6	19 0				
Lithographer (Foreman) ..	..	20 0	20 6				
Machinist (Leading Hand) ..	..	18 6	19 0				
Messenger ..	..	13 6					
Skilled Labourer ..	..	14 0	14 6				
Storeman ..	3	14 6					
Storeman ..	2	15 6					
Storeman ..	1	16 6					
Storeman (Leading) ..	..	17 6					
Ticketmaker ..	..	17 0	17 6	18 0			
Ticketmaker's Assistant ..	2	14 0	14 6				
	1	15 0	15 6				