

COMMONWEALTH RAILWAYS.

No. 77 of 1950.

An Act to amend the *Commonwealth Railways Act 1917-1936*, as amended by the *Salaries (Statutory Offices) Adjustment Act 1950*.

[Assented to 16th December, 1950.]

[Date of commencement, 13th January, 1951.]

BE it enacted by the King's Most Excellent Majesty, the Senate, and the House of Representatives of the Commonwealth of Australia, as follows :—

Short title
and citation.

1.—(1.) This Act may be cited as the *Commonwealth Railways Act 1950*.

(2.) The *Commonwealth Railways Act 1917-1936**, as amended by the *Salaries (Statutory Offices) Adjustment Act 1950†*, is in this Act referred to as the Principal Act.

(3.) The Second Schedule to the *Salaries (Statutory Offices) Adjustment Act 1950* is amended by omitting the words—

“ *Commonwealth Railways Act 1917-1936* | *Commonwealth Railways Act 1917-1950* ”.

(4.) The Principal Act, as amended by this Act, may be cited as the *Commonwealth Railways Act 1917-1950*.

2. Section four of the Principal Act is amended by inserting before the definition of “Employee” the following definition :—

Definitions.

“ ‘Carriage’ includes brake-van, goods truck, horsebox, motor vehicle or other vehicle ; ”.

3. Section fifteen of the Principal Act is repealed.

Preservation of rights of person appointed Commissioner.

4. Section fifty-one of the Principal Act is repealed and the following section inserted in its stead :—

“ 51.—(1.) The creation of an office the salary, or the maximum salary, of which exceeds Eight hundred and fifty pounds per annum, or the appointment, transfer or promotion of a person to such an office, shall be subject to the approval of the Governor-General.

Governor-General's approval necessary to certain salary rates.

“ (2.) For the purposes of the last preceding sub-section, the salary of an office shall be ascertained without reference to variations made in accordance with variations in the cost of living or to any allowance.”.

* Act No. 31, 1917, as amended by No. 11, 1925 ; and No. 87, 1936.

† Act No. 51, 1950.