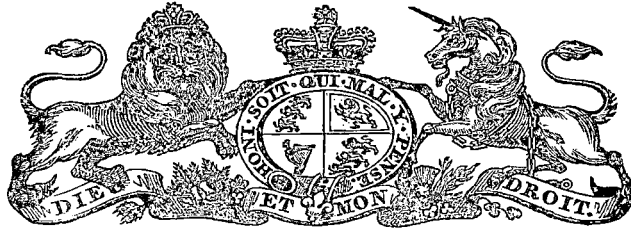


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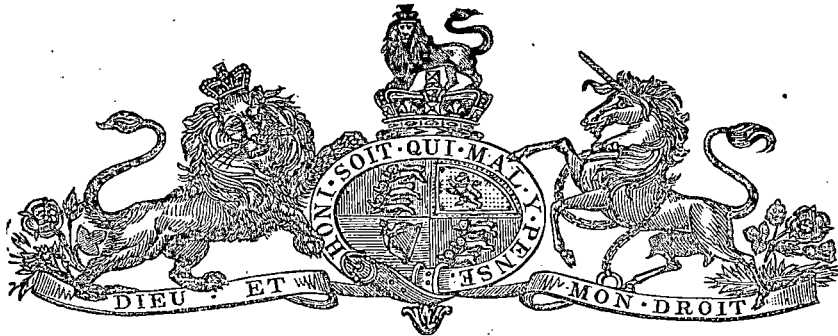
1895.

PARLIAMENT OF TASMANIA.

ENGINEMEN'S HOURS OF LABOUR:
RECOMMENDATION OF CONFERENCE.

Presented to both Houses of Parliament by His Excellency's Command.

Cost of printing—7s.



*Tasmanian Government Railways,
General Manager's Office, Hobart, 5th September, 1895.*

SIR,

As directed, I have the honor to forward you the *Recommendation of the Conference upon Enginemen's hours*.

The proposals as a whole recommend themselves for adoption, because they are fair and equitable, will give the men easier hours, and cost the Department little or no more than is at present paid.

With regard to increased holiday leave, I think we might fairly give Drivers and Firemen Ten days' continuous leave, as is the practice with Guards and Porters, and similarly in return call upon them for extra work if necessary on Public Holidays and Excursions.

I should like to add that the apportionment of the men's time has been entirely in the hands of the Locomotive Superintendent, but that lately he seems to have departed from the established custom as to time-off and overtime, which has given the men reasonable grounds for complaint.

I very much regret that when the men expressed dissatisfaction the matter was not brought under my notice.

I have the honor to be,
Sir,

Your obedient Servant,

FREDK. BACK, *General Manager.*

*The Hon. the Minister for Railways,
Hobart.*

Hobart, 3rd September, 1895.

The General Manager of Railways,

SIR,

IN terms of your instructions, we have fully considered the matter of the duties performed by Enginemen, and beg to make the following recommendations:—

1. *Foreman*.—That a working Foreman should be appointed at Launceston. There is ample work to keep such an officer fully employed. There is now no system of signing on and off duty, and no lists are prepared showing the men's duties from day to day.

A responsible Driver is required to act as Foreman at Hobart. The remarks as to signing on and off duty, and lists of duties day by day at Launceston, also apply to Hobart.

2. *Hours of duty and overtime*.—The hours of duty of Enginemen should be as nearly as possible 54 hours per week; extra trips being paid for as overtime, or time-off allowed.

3. *Washing out engines*.—Main Line and Western Line Drivers attached to Launceston and Hobart should be relieved of washing out. Men should be appointed to wash out the engines in rotation, being assisted by Tube Cleaners. Enginemen to do their own packing.

4. *Sorell Line*.—Duties to be performed as at present. A day's leave a month to be given when men are available.

5. *Fingal Line*.—Present arrangements satisfactory.

6. *Scottsdale Line*.—Train staff to run five days a week. On one of the five days the Fireman to act as Driver. In the middle of the week a Cleaner competent to act as Fireman to go to Scottsdale for two nights. Fireman to relieve the Driver for one day, and the Cleaner to relieve the Fireman.

- 7. *Chudleigh Line: Mole Creek to Launceston service.*—To be worked the same as the Scottsdale Line.
- 8. The 7.30 A.M. train *ex Deloraine* returning from Launceston at 12.40 P.M. Present arrangement satisfactory.
- 9. *Western Line: Ulverstone to Launceston service.*—This to be worked with three men each running four days a week, the same as is done on the West Coast Line.
- 10. *Launceston to Ulverstone service.*—To be worked same as Ulverstone to Launceston service.
- 11. *Main Line: Northern Mail and Ordinary trains.*—To be run with three sets of men, each running four days a week and two days off.
- 12. *Southern Mail and Apsley trains.*—To be worked the same as Northern Mail and Ordinary trains.
- 13. *Express train.*—To remain as at present.
- 14. *Locals and Hobart shunting engine.*—To remain as at present.
- 15. *Launceston shunting engine.*—To remain as at present.
- 16. *Oatlands Train.*—To be run same as Ulverstone to Launceston service, or a day and a half to be allowed in the middle of each week.
- 17. *Derwent Valley Line trains.*—A day's leave a week to be allowed off duty.
- 18. *Holiday leave.*—Drivers to be allowed twelve working days' leave annually, and Firemen ten days' leave.

We consider that in some cases the work has not been fairly apportioned of late, and would refer to the case of a Driver attached to a Launceston staff, whose week's work has been 74, 76 and 73 hours of consecutive weeks. We are aware that there are ample Drivers to run all trains, and that there is no necessity to call on any member of the staff to do more than a fair week's work.

Attention is also directed to the case of Fireman Maher, who was injured at Parattah by falling from his engine. After the accident he continued duty for a few days and then laid up for four weeks, but received no sick pay or allowance. Being injured in the discharge of his duty, he should have been paid for half time according to the Shop rules. Possibly the matter was not properly represented to the Locomotive Superintendent, and we now direct attention to it.

We have the honor to be,

Sir,

Your obedient Servants,

W. WEST, *Driver.*

J. M. ROBERTSON, *Driver.*

D. B. DAVIES, *Driver.*

G. C. STANLEY, *Driver.*

S. MANN, *Traffic Inspector.*

JNO. ABEY, *S.M., Launceston.*

J. E. HUGHES, *S.M., Hobart.*

A. J. WINTERSON, *C. C.*

We dissent from No. 1 recommendation.