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Victoria Street, NORTH MELBOURNE
**THE FOOTPLATE.**

**Board of Reference Decisions**

In the matter of the Locomotive Engineers' Award and of a Board of Reference thereunder (steam train running section), Victorian Railways.

**Decisions.**

The claimant Union submits several matters to the Board of Reference. The parties' representatives on the Board are equally divided on these matters, and consequently my opinion thereon will constitute a majority decision.

The Union's first submission is as follows:

- General Class Drivers not being paid the rate appropriate to Special Class Drivers when acting in latter grade.

Clause 3 of the award prescribes the basic wage and clause 4 marginal wages. Clause 4 commences thus—

> "4. Where the employee is performing any of the classes of work mentioned in the first column of the following table ‘B’ the employees shall also be paid the marginal difference prescribed in the second column of the said table ‘B’.

Then follows a table of classification including the following:

<table>
<thead>
<tr>
<th></th>
<th>Marginal Difference per Day.</th>
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<tr>
<td></td>
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<td>(16)</td>
<td>Locomotive driver, 1st year</td>
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<td>(17)</td>
<td>Locomotive driver, 2nd year</td>
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<td>(18)</td>
<td>Locomotive driver, 3rd year</td>
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<td>(19)</td>
<td>Locomotive driver, 4th and 5th years</td>
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<tr>
<td>(20)</td>
<td>Locomotive driver, 6th year and thereafter</td>
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<tr>
<td>(21)</td>
<td>Locomotive driver, special class, being driver with 10 years' service as a driver classified a special class driver</td>
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"18 (1). Any employee while acting temporarily in a higher grade than his own shall be paid not less than the minimum rate for such higher grade; provided that such minimum is as high or higher than the rate he was receiving in his ordinary position. Such an employee required to perform mixed functions on any day shall be paid as if he performed for all the day such of the said functions as entitled him to the highest minimum rate, provided the higher capacity work is for four hours or more. He shall also be entitled (while so engaged) to the conditions of work operating in the higher grade or to the conditions to which he is entitled in his classified grade, but not to both."

The Departmental representatives contend, in effect, that item (21) does not comprise a "grade" within the meaning of clause 18, so that any employee not of the "special class" can be said to "act" therein, nor is item (21) an exercise of functions that an employee not of the "special class" can claim to be performing higher functions than his own when required for a time to perform functions which a "loco-driver special class" performs as part of his normal duties. The argument for the Department is put thus: Item (21) provides a wage rate for a separate class of employees. Only those within the class are entitled to the wage so fixed. None come within the class or are entitled to the rate unless three conditions are fulfilled—(i.) the employee must be a driver, (ii.) with ten years' service as a driver, and (iii.) classified as special class driver. Nor, say the Departmental representatives, can any employee of less service "act" as if he had that service, or, not being a classified "act" as if he was a classified "act." The award contains no definition of "loco-driver, special class, except that indicated in item (21). None but an employee of 10 years' service as a driver is eligible to be so classified, and the award leaves to the Department the duty of classifying as drivers special class employees eligible to be so classified. To say that "act" means that a driver who classifies himself as special class driver shall be a driver with at least 10 years' service as driver, and who is regularly employed on a roster on which 66 per cent. or more of the mileage run is based on runs of not less than 120 miles straight away, turn around, or change over. Only
employees engaged on work within this definition have been classified as drivers special class.

The determination of the question rests in the effect of clause 18 (1): That this "driver special class" a grade of which it can be said of any ordinary or general driver that it is a "higher grade than his own." The award does not declare any "grade." References to table "B" of clause 4 appears to show fairly definitely some demarcation between the following callings, each of which might fairly be designated "grades"—cleaners (items 1 to 4); head cleaners (items 5 to 7); firemen (items 8 to 11); shunting firemen (items 12 to 14); locomotive drivers (items 16 to 20); shunting engine drivers (item 22); rail motor drivers (items 26 to 27); electric train drivers (items 30 to 34). In these instances the respective items relating to each grade fix progressive marginal rates dependent on years of service in such grade. It would not be suggested that in each case in each year in grade itself constitutes a "grade," but the position now under notice causes more difficulty. Ordinarily or generally received the progressive marginal rates specified in items (16) to (20) inclusive. (21) makes provision for a slightly higher daily remuneration; the right to that demarcation depends on classification and only those possessing the specified period of service may be so classified. But given the qualifications set forth in the definition, in my view the right to the higher remuneration accrues.

The position in my view is this: The award provides for the setting up of a special class of employee; to that end the Department, pursuant to its definition mentioned above, assigns work nature. The work assigned to an employee so classified may be done by an employee not classified and not possessed of the qualification for classification. It appears to me that the general driver assumes the place of a special class man he is acting in a grade higher than his own, a grade for which the award fixes higher wages. It may be true that a non-qualified man may thus become entitled temporarily to a wage which he could not attain permanently, but that is because, although ineligible for permanence in the grade, he is utilised to perform the work attaching to it. The first portion of clause 20 (4) in my view is not very clear. I think that the Board's decision in the present case is a minority of the Board, and that the Board's duty to require the return of the original direction was incompatible with the continuance of the period for which they were booked off. The Board, by a majority, so decides.

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The third claim submitted by the Union is that re Cleaner Browning. This employee, at the relevant hours, was senior cleaner on duty at North Melbourne Depot. He commenced a shift at 11 p.m. on May 13, which finished at 7.30 a.m. on May 14. During that shift, other cleaners, junior to Browning, were given extra jobs which entitled them to extra pay whilst, the Union contends, the award requires that employee Browning should have been preferred for such temporary work, Clause 24 (8), for as now relevant, provides that for temporary firing duties, the senior suitable cleaner on duty at the depot shall be selected, provided that the temporary duty, in conjunction with duties already performed, shall not involve a shift of more than ten hours.

The Union's second submission is expressed thus:—

Non-payment of interval time at Melbourne Loco Depot, at which place they signed off. Some doubt exists as to the exact time at which they were released from duty at the North Melbourne Loco Depot, but I think the time of such release to be established as occurring at 9.45 a.m. The following is a minute of the happenings at the time of signing off made by the Acting Man Power Clerk at the Depot:—


On 11/7/35 Driver Carrigg banked the 6.40 a.m. Melbourne with Eng. 904A2. Engine was booked over the pit at 9.28 a.m., and Driver Carrigg was relieved at 9.35 a.m. and signed off at 9.45 a.m. He was then taken to Spencer Street station at 5.15 p.m. to run a banker, and if no banker on the train he was to return passenger.

J. T. COPELAND,

Acting M.P. Clerk.

The employees appear to have protested against being booked off for rest without prior notice. During the day the employees, having seen the Victorian Branch Secretary of the Union, the arrangements for the men to resume at 5.45 p.m. were cancelled and a direction that they return to Ballarat by a later train was given, but notification of this could not be conveyed to them. In purported obedience to the requirement to resume at Spencer Street at 5.45 p.m., the employees attended the North Melbourne Depot at 5.16 to perform the required duties, and are entitled to payment accordingly.

The question in issue here is whether these employees are entitled to payment under this clause. The Union claims payment: the Department disputes the claim. When booked off for rest without prior notice, these men were instructed to report at Spencer St. at 5.45 p.m. to run a banker, and if no banker on the train to return by such train indicated at the hour stated.

Departmental representatives press this as an instruction to the employees to report at 5.45 and no other time, and in this view a break of eight hours in compliance with clause 20 was afforded. I do not think, however, that the order or direction given to the men should be regarded as the Departmental representatives suggest. The men were ordered to attend at Spencer Street for a specific purpose at a given time. It is obvious to me that a train crew such as this would regard this as an order to be at Spencer Street station at such a time as would enable them to perform the duty indicated at the hour stated. Preliminaries relating to the duty to be performed would involve attendance earlier than at the exact hour stated. Failure to comply with the order, in my opinion, probably would have redounded to the detriment of the employees who were aware that the train mentioned was timed to start at 5.45 p.m. Accordingly I think that the instructions originally given precluded the employees from an interval of eight hours. The countermanding of the direction given originally would have been communicated to the employees at 5.15 p.m. The award contemplates a continuous break of eight hours. If the employees are to be deemed to have been at the North Melbourne Depot, then in circumstances which required them to accept this countermanding order their attendance there would suffice to interrupt the continuity of the period for which they were booked off. If their attendance at North Melbourne was such that the order was no longer valid, the application of the original direction must be assumed to have remained in force. In this event compliance with the direction was incompatible with a break of eight hours.

For the foregoing reasons I am of opinion that the employees in question were not booked off for eight hours and are entitled to payment accordingly.

The Board, by a majority, so decides.

The Board, by a majority, so decides.
Browning's seniority is admitted, but the Departmental representatives suggested that, as the temporary duty which became avulable might have entitled Browning's working a shift of more than ten hours, the engagement was given to another employee, junior to Browning, who had commenced his shift at a later hour, and who consequently would not exceed ten hours on duty. Union representatives contended that the work in question, being a trip of recognised duration, would not have entitled the excess of length of shift, but that in any event the work was performed at a place at which relief for Browning could have been afforded before the ten-hour stretch of shift was exceeded.

It might be mentioned that the benefits other than the higher functions allowance accruing to the employee in such a case as this, He is credited departmentally with the time spent, and after acting as fireman for 2504 hours a cleaner receives a higher rate for any further work as acting fireman.

At the proceedings before the Board I asked the Departmental representatives to procure certain information regarding prior shifts comparable to that missed by Cleaner Browning. This information indicates that in allotting this work to an employee who started later than 11 p.m. the Man Power Officer at the Depot did as has been done on some prior occasions: that of fourteen comparable trips in the preceding six weeks seven had involved the crews in work after 9 a.m., a stretch of over ten hours from the hour at which Browning commenced work, but that ample opportunity for relieving an employee on this work at the conclusion of a ten-hour stretch was present. To the latter extent the contentions of the Union representatives are substantiated. In view of its investigation the Department now concedes that the clause as amended, which I may say, was the trend of my opinion on the matter. To conclude the submission the Board accordingly records the following decision:

Cleaner Browning in respect of the shift on 13th and 14th May, 1935, should be paid and credited with the time he would have been occupied as fireman if allotted firing duty at the 3.30 a.m. Port Melbourne pilot on the last-mentioned day.

Claim 4.—Rail Motor Second Man A. Dobé, although the senior man available man, not being given temporary driving duties on rail motor on 14th and 15th July, 1935.

Clause 4 of the award prescribes margins owing to age, as (25) rail motor driver, first year, 4/6 per day; (27) rail motor driver, second year and thereafter, 5/ per day; (29) rail motor second man or helper, 1/6 per day, and (30) red motor second man or helper.

On July 13 last Dobé, being the senior man of that description at Spencer Street worked as rail motor man to Bacchus Marsh, remained there over Sunday, and on Monday, July 15, worked back to Melbourne as second man. On July 15 an employee, Rolfe, classified as cleaner, and an employee junior to Dobé, was booked on at the Rail Car D pot at 8.15 a.m. for maintenance work, and then to proceed to Mornington. On Sunday, July 14, Rolfe was rostered to drive the rail motor between Morningston and Frankston and again on Monday, July 15.

The Union claims that Dobé, being the senior second man, should have been allotted to the rail motor driver's job at Mornington, and that he should be paid and credited with driving time accordingly. The Departmental representatives state it to be a Departmental practice, in affording relief for recreation leave to rail motor drivers, to utilise the suitable senior rail motor second man, and say this practice conforms to the award and should be applied generally, and in the circumstances of the present submission.

They say the policy of the Court and the intention of the award in this connection is disclosed in clause 24.

The Department's representatives say that in regard to employees to be utilised temporarily as rail motor drivers the award is silent; that, oving to the different types of rail motor in use, the firm adherence to seniority which is applied in steam train running cannot be applied to rail motor running, because all employees capable of driving some types are not capable of driving all types, and because sound management requires that employees available for temporary rail motor driving should be afforded work from time to time to keep them in practice. Accordingly, they say, the position of rail motor running differs from the subject matter (steam train running) dealt with in clause 24 of the award.

The case for the Union appears to me to rest in inferences drawn from the award. From clause 24 it is inferred that in allotting men of one grade work to a higher grade seniority is to be the determining factor. Clause 24, however, deals with specific classes of employees, and amongst them does not include rail motor drivers or second men. As to the classes dealt with, that clause prescribes that junior employees shall not be preferred to employees who are senior and suitable, and as to those classes that is the policy of the award. It is, however, another matter to infer from that that the award imposes a similar obligation on the employer in respect to other classes. If from clause 24 and the tenor of the award as a whole no other inference could be drawn than that the policy of clause 24 should be applied to the whole field of the award, the Board would so declare. But in my opinion other inferences are equally open, and the restricted form of clause 24 may be explicable on the basis of the arguments of the Department's representatives above-mentioned.

It may well be, as the Union suggests, that in respect of rail motor drivers and second men, as well as of other grades, the Department takes seniority into primary consideration, but in discharging its functions the Board cannot declare the Commissioners' obligations to be wider than those which, in its opinion, the award imposes. Here the award imposes no obligation directly, and, in my opinion, there cannot be inferred any obligation on the Commissioner to allot temporary rail motor drivers' work to second men in preference to other employees.

I am therefore of opinion that this claim cannot be maintained.

The Board, by a majority, decides accordingly.

I think it not improper to express my belief that the Commissioners' offices will not by reason of this decision depart from any practice they have of preferring senior men unless good cause to the contrary exists.

MURRAY M. STEWART,
Chairman of the Board.
February 27, 1936.

Reunion of Loco Men.

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S8.
March 7, 1936.

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Socialisation Page

Socialism — its A. B. C.

A Study Series for Beginners—No. 2

In our opening lesson it was remarked that, prior to the capitalist system, class division of the people played its part in moulding thought, opinion and action.

THE ORIGIN OF CLASS DIVISIONS.

Society may be said to have been divided into classes since mankind emerged from the lower to the higher stage of barbarism and entered the period known as chattel slavery, which in turn was followed by feudalism (Feudal slavery), then by capitalism (Wage slavery).

To fully explore in detail man's development through these early periods would be intensely interesting and informative, but would prove a long and intricate story, much beyond our present purpose.

We must endeavour to absorb from recorded history sufficient material to draw a mental picture, even though incomplete, of the different periods of development. Development was not uniform among the earth's peoples, although this simplified story may be inclined to suggest it. Nevertheless, we shall learn of the type of path trod by all civilised peoples in their onward march.

Glancing at the lower forms of barbarism, we find populations extremely sparse, with life rude and simple. The division of labour was purely natural—the men waged war, hunted, and procured the raw materials; the women tended to home requirements and the preparation of food and clothing. Such property as was used and made in common was common property—a primitive communism.

FIRST "SOCIAL" DIVISION OF LABOUR.

With the natural advance of man certain tribes made their chief occupation cattle raising, and in so doing separated themselves from the general mass of barbarians. Thus came the first "social" division of labour, the man producing greater quantities and having their standard of living on a much higher level.

Home handicraft rapidly developed, and with man's increasing skill in

occupy the chief position. Woman was driven to a subjection from which she cannot finally emerge until household work exercises but little claim upon her, and she is able to participate as widely as man in social production and ownership.

With a revolution in family relationships thus early thrust upon him, man now, quite unknowingly, was entering the higher stages of barbarism and into a gigantic struggle of class relationships.

Mankind, now in possession of the knowledge for working metal ore, with considerable accomplishments to his credit in copper, tin and bronze, had only to make iron a usable factor to have further revolutionary effect upon his environment, or, in other words, social life.

Technical skill rapidly advanced—a knowledge of war and defence of their town life with stone battle-ments. With a growth of wealth and comfort, more chaste and refined art was needed to adorn homes and temples, and the crafts were now considered a profession, especially by women, who were then considered the foremost artists.

SECOND "SOCIAL" DIVISION OF LABOUR.

The second great division of labour then became manifest. Handicraft was definitely a special concern of certain workers, and no longer a crude home handicraft. Agriculture was no longer primitive; it metal was of increasing importance, as was the weaving, pottery, and metal industry. Other crafts came into being, such as metal working, which was used in all aspects of life, from furniture to weapons.

Civilisation, as we see, began in no poverty-stricken plight. We had knowledge of the bow, arrow, and natural materials, which made life more comfortable and provided the means for increased population. In this period we have witnessed much of the burning of the old communal forms of life, with property becoming the private possession of individual families. The individual family, and not the tribe, becomes the economic unit. Precious metals began to be the predominant and general money commodities in unimportant form. The stage was set for the wider use of natural products of manufacturing and art.
THE PARADOX—MAN’S INCREASING SOCIAL INTERDEPENDENCE AND DEVELOPING ANTAGONISMS

While the difference in status of rich and poor created one set of relationships, the existence of free men and slaves brought others. From this more complicated life, because of man’s increased dependence on his fellow beings, social institutions were to grow, and these institutions in turn were to react with importance upon his destiny.

Class conflict was to reflect itself with ever-increasing vigour through all social life—the struggle was on. Because of their ignorance and general incapacity, it was true, and still is true, to say of most slaves, they:

Plod in sluggish misery,
Rotting from sirc to son, and age to age,

Proud of their trampled nature,
And so die,
Bequeathing their hereditary rage
To the new race of inborn slaves,

War for their chains, and rather
Than be free,

Breed gladiator-like and still en-

Within the same arena, where they see
Their fellows fall before like leaves of the same tree.

We shall later in our study find wherein the circumstances of our present wage slavery differs from previous forms of slavery to justify the scientific-minded Socialist in knowing that Socialism must soon be an established fact. However, that is to anticipate a lesson of a later month.

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Popular Superstitions and Willie

No. 3.—CONCERNING BLUE BLOOD.

"Dad, is the King different from us?"
"Of course. The King is of Royal blood. He lives in a Palace."
"Does he pay rent for the Palace, Dad?"
"Certainly not. Great Britain provides the King’s home."

"What is Royal Blood?"
"Royal descent, my son. ‘Blue’ blood, as we say. Kings are born of Kings, and educated as Kings. They are born rulers of men."
"And do they rule, Dad?"

"Well—er—not exactly, my boy. They’re just supposed to rule; really Cabinet Ministers do it."

"What is blue blood, Dad? I’ve never seen any."

"Blue blood is the blood that flows in the veins of Royalty and people of rank: Dukes, Earls, Lords."

"What made it blue, Dad? Did it come blue at first? Do Princes have it?"

"Why, are you thinking of quarrelling with one—with Willie?"
"He wouldn’t, Dad."
"Who wouldn’t?"

"The Prince."

"Ha! Ha! Wouldn’t fight, ch? You don’t know. Perhaps he’d whack you. Of course Kings haven’t really blue-blood, my boy. We just call it blue. Really it’s red like ours."

"What are Kings for then?"

"They are a people’s figurehead, my son. They are the persons in charge. They represent a country when there is a war, or a riot, or an occasion of national rejoicing. And they give the Royal pardon when a prisoner is released from gaol. We call it the ‘prerogative of mercy’ because it is supposed to be a kindly deed on the part of the Monarch."

"What is a prisoner released from gaol for, Dad?"

"When he isn’t guilty, or when all the people say he must be released."

"It’s the people who really let him out, then? I suppose the King could not very well refuse, could he?"

"Well—er—not exactly. It wouldn’t be policy, my boy; but the King has to sign the paper and all that sort of thing, you know."

"And is there was a riot because the people were starving, or suffering things they objected to, could the King stop that?"

"Oh no, er—that rests with other authorities than the King, you see. He mustn’t interfere in such matters."

"Not in riots, Dad?"

"Only when martial law is proclaimed. That is to say, when soldiers are brought out to protect property and put down disorder. They do this in the King’s name."

"What, shoot down people in the King’s name when they’re hungry?"

"The King has nothing to do with it, my boy. They just use his name, that’s all; he mustn’t take sides."

"It seems to me the King can’t do anything except what somebody tells him, Dad."

"He has to do what his expert advisers direct him, my boy."

"Well, Dad, if the King has to do as he is told, and hasn’t got blue blood, and doesn’t really rule, and he mustn’t give the people bread, but he lets them get shot down in his name, why do all the people shout and wave their hats, and sing songs when he visits football matches, or passes along the street?"

"They wish to honour their King, my boy. The people are patriots."

"But why, Dad; what has he done? I mean has he invented any machines or saved lives, or written books or built bridges, or made laws giving justice to the poor people."

"Ah! now I perceive the villain William. It isn’t, ‘Kings’ we want, it’s ‘justice’, eh?"

"Yes, Dad; we want justice, but I’m not against Kings; I rather like them so does Willie. They look ripping in the processions. But we want to know what to wave our hats about. I thought perhaps you’d tell me."

"Nations must have a figurehead, my son. Someone must own the country. The Navy and Army must belong to someone."

"And so they belong to the King, do they, Dad."

"Of course—that’s just the point."

"And the King buys all the battleships, and airplanes, and soldiers’ coats, and guns, and spears."

"Certainly not! The Nation pays for these—and we don’t use spears."

"The King pays the soldiers’ wages then?"

"Of course not, foolish boy!

"Not the wages either. The army and navy really belong to the people, then?"

"Yes, er—really they do. Of course, we just call them the ‘King’s’—for short, you know."

"Well, it may be short, Dad, but it’s not simple. It’s hard for me to understand, I suppose. It really looks as if the King belongs to the people too. Doesn’t it?"

"Yes; we—er—might even say the King belongs to the people. He rules them, you see."

"But he’s our servant, Dad, from what you say. Isn’t he?"

"He serves us, my boy. Yes."

"Well, what do we wave our hats for?"

"Go to bed you young rascal!"

CORR & CORR, BARRISTERS & SOLICITORS
104 QUEEN STREET MELBOURNE
PHONE: CENT. 223 (2 LINES)
Branch Reports

BENALLA.—The monthly meeting of the A.F.U.L.E., Benalla Branch, was held in the V.R.I. on Sunday, February 9, commencing at 2.30 p.m. Comrade Kettle presided over a large attendance. Mr. Collins (General secretary) and Mr. Arthur Drakeford, M.H.R. (Federal President) were in attendance. Minutes of the previous meeting were read, recorded and confirmed. The correspondence was read and received. After the business of the meeting was completed our worthy Chairman called on Mr. Collins and Mr. Drakeford to address the members.

Mr. Collins thanked the Chairman for his words of welcome and said he was pleased to be present to address the members. He stated that the final days of the Union were drawing near. He would like to see membership increase, and hoped that more engineers would join up. Speaking on the new award, he stated that everything possible was done by the Union in submitting our case to the Court. Respecting one big Union, he stated that the first step should be for the various organizations of railwaymen to come together as one body and have a round-table talk on matters which affected all members. It has been said that Union officials condemned amalgamation, as they were frightened of losing their jobs. Such would not be the case, as officials would have to attend to the needs of their respective sections; in fact, it would be a much easier job than at present. He stated that the general work of the Government had slackened; their time was fully occupied in injury, compensation, superannuation, inquests, and the never-ending cases of the engineers. He asked all members to report cases of injury; it did not matter how minor they were. He appealed to members to support the A.L.P., as we needed its support in obtaining amendments clauses in the Arbitration Act.

Speaking on Socialism, he wished members would join the A.L.P., as this party was pledged to Socialisation of Industry, and bring about political action. Mr. Collins pointed out to the members how essential it was for drivers to sound the whistle at level crossings. He quoted quite a number of instances he had attended to watch the interests of members. He asked the men to get into the habit of sounding the whistle when approaching all level crossings and not to let the train wait for the blasts of five seconds each, as provided in the regulations.

The Chairman welcomed Mr. A. Drakeford, M.H.R., who in reply considered it a privilege to come along and tell the members what was going on in the Federal arena. He stated that he was opposed to the Russian system of Government men being denied their rights. That system would not be tolerated here. The Communists would previously sneer at the Labour Party, and people in the streets, but now they adopt a more cunning method; they join the unions and cause trouble within the ranks. Members of the Union had no time for their ideas. Mr. Drakeford congratulated the Branch Chairman and Secretary on the financial position of the branch, which was 98 per cent. He stated that Mr. Galvin (Federal Secretary) does his job effectively. He stood up in Court and expressed his views for hours. Mr. Carrol admitted in Court that the Union put up a very good case. Mr. Drakeford appealed to members to forward full details of grievances. He never stood for arbitration in its present form. He believed in the system which existed in England. Some years ago in N.S.W., when Mr. Justice Powers handed down the order of the Union resorting to political action. He sp-eped up the case. Mr. Drakeford appealed to members to become the members of the A.L.P.; he was still a member of the Union, and was sorry to hear of so many members leaving the A.L.P. B. cause Mr. Hogan and others had let them down was no excuse; they should assist the party to place a better class of man in Parliament, as we needed a Labour Government to support our claims. The setbacks should only spur us on. Referring to our recent award, it was admitted by members that when before the Court Mr. Galvin and he had put up a remarkably good case; but it was most difficult to influence the judges, who did not seem to understand the case, or did not wish to. In many cases absolute proof supporting the claims was submitted, yet the judge ruled against the Union. Our only solution was amendment of clauses in the Arbitration Act, which would enable the Union to obtain a Labour Government. The Federal Government, under the leadership of Mr. Scullin had gone the wrong way about it. Speaking on the question of shortage hours, he stated that we would never get them while the U.A.P. Government was in power. We needed a Labour Government, and could then resort to political action, the same as that taken in New Zealand. He asked members to be alive and fight against long-service supers. Respecting the question of uniform gauge, the Lyons Government had promised the people they would go on with the uniform gauge system, but they had done nothing up to the present. There was no reason why the people should not support road transport while the present inconvenient conditions of broken gauge existed. The amount of money spent on unemployment sustenance would nearly be sufficient to pay for the unification of gauges. With the unification of gauges there would be a large number of men employed, and in course of time the money would be returned, brought about by better service to the public.

The Chairman called on Comrade C. Causer to move a hearty vote of thanks to the speakers. Comrade Causer thanked the speakers for their splendid addresses, and stated that we would like to hear such speeches more frequently. Comrade W. Johnson supported his remarks, which were carried with acclamation.

—A. W. BOURKE.

BENDIGO.—The February meeting of the Bendigo branch was held in the drivers’ room on Sunday morning, February 9, Mr. W. Ryan presiding over a good attendance. Minutes of previous meeting were read and confirmed, and the news-letter contained valuable information for the cleaners at outstations. We sincerely hope and trust that we will be successful in our variations, which will be submitted to the Judge this month.

Under general business a large amount of adverse criticism was indulged in regarding the reconditioning that has again been introduced into this district, and it was decided to send the matter on for Executive consideration. A pilot that is prepared at 4 p.m. the day before only until about 11 a.m. the next day warrants 45 minutes’ preparation. Satisfaction was expressed at the financial position of the branch, as disclosed in the “B” returns. Of a total of 164 members, only four are unfinancial—one shed hand and three drivers. One driver in charge of an outstation refuses to give up the 1/4 per day that was paid by the Government, but does not object to pick up the 1/4 per day that was paid by the Government, but does not object to the reduction. There was no reason why the people should not support road transport while the present inconvenient conditions of broken gauge existed. The amount of money spent on unemployment sustenance would nearly be sufficient to pay for the unification of gauges. With the unification of gauges there would be a large number of men employed, and in course of time the money would be returned, brought about by better service to the public.

The Chairman called on Comrade C. Causer to move a hearty vote of thanks to the speakers. Comrade Causer thanked the speakers for their splendid addresses, and stated that we would like to hear such speeches more frequently. Comrade W. Johnson supported his remarks, which were carried with acclamation.

—A. W. BOURKE.
The condolences of this branch are extended to them and their families.

—J. BADHAM.

CENTRAL.—The second ordinary meeting of the above branch was held on Sunday, February 9, 1936. Mr. A. Dawkins occupied the chair. The minutes of the previous meeting were read and confirmed. Correspondence was received from the Executive relative to various items dealt with. A long discussion took place expressing disadvantage at the comparatively poor collection taken up for the seamen’s distress fund. The collection proved that some members visited their responsibilities in this matter and left the burden to those who never fail when called upon. It was decided to ask the Executive to again bring the matter under notice of the branches in order that a more general result might be obtained. The case of B. Payne, who had been dismissed from the position of Vice-President of the T.H.C., because of his connection with the V.C.A.W. and F., was again discussed, and speakers expressed their displeasure with the Executive’s action in refusing to deal with the subject as previously desired by the branch. The Executive was again asked to take this matter up with the T.H.C. As usual, the items forwarded by the Vigilant Committees (reported on another page) easily accounted for most of the afternoon. Numerous and varied were the requests forwarded by these active bodies. At a special meeting held on Sunday, February 2, 1936. Vigilant Committees were elected representing all grades, with the exception of the acting men. It is a pity that these men, undoubtedly who are suffering to a greater extent than any other section, have not taken the necessary interest to put their affairs on a properly organised basis. Efforts must be made to overcome this defect in the near future. As was previously agreed, a combined meeting of members of Central Branch Committee and the Squatters’ Section A.R.U. was held, and some very important matters of common interest were discussed. The items agreed upon will be posted for members’ information after being ratified at next branch meeting.

Don’t think that if you are financial you are a good unionist if you do not help by active participation. You are only half doing the job. Funds are necessary to carry out the functions of the Union, but they are a poor investment unless supported by your personal attention. It would be better to have a few members inspired by an unflinching zeal than larger numbers whose only claim lay in the fact that they buy themselves out of the ranks for a few shillings per quarter.

—CHAS. J. FRANKLIN.

DONALD.—The usual meeting of the above branch was held on Sunday, February 9, 1936, at 10.30 a.m., when Chairman Bill Allen presided over a good attendance of members. A fair amount of business was brought forward, and the Secretary was instructed to forward several items to D.R.S.S. for attention.

Traffic has been fairly busy, and we have a couple of Maryborough drivers for the extra work involved in transporting the golden grain. Unfortunately, Driver Bill Dyer was suddenly recalled home on account of his youngest daughter, who has always been a great disappointment to both Driver Dyer and his family for the sad loss they have sustained.

Fireman Jack Howard, who recently took ill while working a train to Woomelang and had to have an immediate operation performed for ulcer in the stomach, has made a good recovery and expects to resume duty in a few weeks’ time, in which hope all the Donald railway staff, independent of branch, join.

On Sunday, February 2, the Donald railway picnic was held at Cope Cope. Favoured with delightful weather, everything went with a swing, thanks to the efforts of the Committee. Our worthy chargeman, Fred Rowley, donated a cup, which was duly won by a worthy dhargeman, Fred Rowley, to the efforts of the Committee. Our worthy chargeman, Fred Rowley, donated a cup for the Rowley Loco Handicap, which was duly won by a worthy dhargeman, Fred Rowley, donated a cup, which was duly won by a

—C. H. MORRISON.

GEELOONG.—The monthly meeting was held at 10 a.m. on Sunday, February 9, Comrade Hillhouse presiding over a fair attendance of members. It was pleasing to notice some of the old faces again at the meeting; we hope they will continue to attend during the long runs and to support them. Seats and rubbish tin are again provided in shed for use by members, and it is hoped that rubbish will be placed in the tin, to avoid any complaints by Depot Foreman. Work at this depot is very brisk, and everyone is working at top pressure. There being a vacant place on the Coal Board, Fireman W. King was elected to fill same. Complaints were very numerous; some were listed for D.R.S.S., Depot Foreman, and there was a list for the General Secretary.

The next meeting, being the quarterly one, the Secretary wishes all members to see him, as quarterly cards of contributions will be available.

—G.K.

HAMILTON.—The monthly meeting was held at the railway station at 10.30 a.m. on Sunday, February 9. Mr. W. Smith presided, and there was an excellent attendance of members. This is the only way comrades can ascertain what the Union is doing in the matter of combating the powerful forces opposed to the worker. The bulk of criticism generally emanates from the individuals who are blissfully unaware of their Union’s activities.

Minutes of previous meeting having been read no amount of explanation will items arising from this heading were deferred for consideration under general business.

General Business.—Mainly of a domestic character, but vitally affecting our local conditions of work, as if the many objectionable practices foisted on us by the clerical gentry foisted on us by the clerical gentry are not challenged they will become our daily routine; therefore, comrades, it is up to you to continue attending once a month, for away from the meetings you can do nothing whatsoever for yourself, your colleagues, or the workers in general. Meeting closed at 12.30 p.m.

—DIogeneS.

JOLIMONT.—The ordinary meeting of the Jolimont Branch was held in the Loco Hall on February 9 at 10.30 a.m. As Mr. N. Pout was on duty, Mr. K. Shaw was voted to the chair. Several items were listed for the Executive and two for E.R. Inspector. But the members gave most attention to the proposed deputation particularly on the question of the long and trying shifts which are so plentiful on present roster, not forgetting the 5/ saving effected on 50 men 60 shift on Sundays. No amount of explanation will convince the members that this was not a deliberate attack on their conditions, which, however much it may gratify anyone with a permanently hounded mind, is as much against the interests of the Department as the interest and health of the men. Members expressed the wish that when the matter is explained to the Commissioners someone will be pulled up short, instead of exploiting a position which was left open by a gentleman who apparently thought
the departmental officers above such conduct, was waged in the way being left open for "a progressive management," the ambiguous clauses in the award only provide an opportunity for the officers, who, official who hopes that his zeal may be regarded as a further reason for an increase in his salary. Many items were listed for attention by the officers, and on some of the major grievances it was decided to await the results of the deputation to the Commissioners, which it is hoped may bear fruit in the form of more consideration by those responsible for the conditions of a large body of employees, who, by their exemplary conduct and loyalty deserve much better treatment. A reminder is given to members that the Branch Committee meets on the fourth Friday of each month at 7.30 p.m. at Jolmoont.

The meeting closed at 12.30 p.m. J.G.

KORUMBURRA.—The annual combination Union dinner and smoke social was held on February 2 at Norman's Hotel, and, like the previous ones, was a great success.

Comrade Fraser, A.F.U.L.E. in a very capable manner, presided over a large and representative gathering. After a splendid dinner the smoke social was held, during which a number of toasts were honoured and a fine musical programme presented. Mr. C. Franklin was present on b.half of the Executive, and Mr. Morsey and Mr. Randalls on behalf of the A.R.U.

A special meeting was held in the Institute classroom on Sunday afternoon, February 2, to hear Mr. Franklin speak on Union matters.

Mr. Fraser, in the chair, presided over a large meeting, quite a number of A.R.U. comrades coming along in response to a return invitation which we had received to attend the meeting in the morning. Mr. Franklin gave a very interesting address on Union activities, and also in his characteristic manner a very enjoyable and informative speech on socialisation.

At the conclusion of his address a number of questions were asked our comrades, who answered same satisfactorily. A vote of thanks to Mr. Franklin concluded an enjoyable afternoon.

—D.McC.

MARYBOROUGH. — The usual monthly meeting was held in the Workers' Hall on Sunday, February 9, 1936. In the absence of President W. Dellar, the Vice-Chairman, Comrade W. Bartlett, occupied the chair. There was a very fair attendance, and most marked the appearance of a number of the younger members, which goes to show that they are beginning to take an active part in Union matters, which augurs well for the coming year. I am very sorry to report, owing to a slight defect in colour perception, my Secretary, T. Chamberlain, tendered his resignation as Branch Secretary, believing it to be in the interest of enginemen, owing to being removed from the footplate, and the possibility of being transferred from Maryborough. The branch accepted the resignation with very great regret, as Frank has rendered his branch 100 per cent. service, and has been what every member of his branch terms a "true blue unionist." Every member of this branch wishes him the best of luck and hopes that with a spell from the strenuous life of an engineman he will again be restored to his former calling. However, the branch could see no other way out but to elect a new Secretary, and I am pleased to say that when applications were called by the chair we got a volunteer from one of the younger brigades in the person of Mr. H. Edmonds, and we hope he is well spared to carry the fight to a successful issue. Work in this depot has eased off greatly, and we have the "off, no work" for the supers again, which means that they have a hard and long row to hoe. The correspondence and news letter were listened to with interest. Some items came up for a fair share of discussion also a few items of interest. We notice that the tendered their resignations as Branch Secretaries, which augurs well for the coming year.

The preparation time for "S" class engines was next revised now that they are being converted from grease to oil bearings, and they cannot be prepared in the time allotted. The smoke boxes, with their improved front end, takes some considerable time to clean spark arresters, with the improved scraper provided.

We have a lot of members off on sick list at present, and sincerely hope that they will soon be restored to health.

Drivers on loan from North Melbourne are returning; one has already done so, and two more are to return when drivers arrive from Ballarat and Shepparton.

—J. C. MANGAN.

TRARALGON.—The ordinary meeting of Traralgon Branch was held on February 9, Mr. A. J. Wilson presiding over a fair attendance of members. Minutes of previous meeting were confirmed and correspondence was received. A motion was carried protest against the position of super c'eener at Bairnsdale being excluded from the list of positions considered for standardisation. The motion was carried.

Drivers on loan from North Melbourne are returning; one has already done so, and two more are to return when drivers arrive from Ballarat and Shepparton.

—J. C. MANGAN.

WODONGA.—The monthly meeting of the Wodonga Branch was held on Sunday, February 9, Comrade J. Bagley presiding. The minutes of the previous meeting being confirmed, correspondence was read and received. General business was very quiet this time, with only a few local items of interest. We notice that the response from our members for the seamen is nothing like what we would like to see. It is very hard to make pages speak outright, and it is just as hard to get the members throughout the State realise what this assistance does mean to the men's health. Enginemen should be entitled to some system of long service leave, as well as shorter hours of duty.

The preparation time for "S" class engines was next revised now that they are being converted from grease to oil bearings, and they cannot be prepared in the time allotted. The smoke boxes, with their improved front end, takes some considerable time to clean spark arresters, with the improved scraper provided.

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seamen. Work at this depot is still keeping up, and holidays are gradually being worked off. During our meeting our Past-Chairman (Mr. J. O’Donnell) was presented with a certificate from this branch for the good work and service rendered during his term of office. The usual speeches and responses were given. As this was all for this time, the Chairman then declared the meeting closed.

—G. H. Lynch.

Vigilant Committee Activities

The following items were forwarded by the Vigilant Committees:

**DRIVERS.**
That more suitable hoses be supplied for washing out ashpans.
That goods roster men working on long Sunday jobs—i.e., Stony Point, Warburton, etc.—be given the following Saturday off.
That the unsatisfactory method of effecting relief be taken up.
That instruction re auto-coupling equipped engine being placed on the train in the case of double-heading be carried out.
That places of men off roster on account of transfer, etc., be filled in order of seniority.
—J. A. Fell, Secretary.

**FIREMEN.**
That men to be relieved in order to return passenger from Seymour be notified at Tallarook, in order that they may be prepared to return.
That a protest be lodged against the delay in hearing the case for a shorter working week.
That a roster for men going on annual leave be posted and followed.
That repairs to shed roof, etc., be expedited.
That signing on at places other than the depot be discontinued.
That when notices are posted that water is not available at E.R. stations it be also shown where water is to be taken.
J. H. Anderson, Sec.

**CLEANERS.**
The first meeting for 1936 was held at the Loco. Hall on Wednesday, February 5, 1936, and judging by the large attendance of cleaners a very good year is assured. There is some satisfaction in being associated with the live-wire Cleaners’ Vigilant Committee when one sees the results already obtained and the confidence members have in our old Secretary in promoting him to Chairman of the branch. So, you cleaners, give your representatives something to do. Make use of the box in the cleaners’ room, or, in other words, “Help us to help you.” The following items were sent along for consideration by the branch:

That when men change shifts for reasons other than Union work or sickness in family they take up the junior position on the shift. If the change is a mutual one the senior man must take up the position of the junior man and the junior man retains his right position.
That the staging at sand house has not yet been provided.
That extra scatting be provided in the cleaners’ room.
That in order to prevent the prevalent thefts from the bike room the previous system of having a man in charge be again introduced.
That a further batch of supers be made permanent.
That food lockers be provided, as at present stores such as kerosene and oil contaminate food; that failing relief in this direction the matter be brought under the notice of the Department of Health.
That we again protest against overtime being worked while men are standing down.
That a clerk be kept on duty between the hours of 12 noon and 1 p.m. on pay days to attend to men querying their time.
That when vacancies occur in the present 31 guaranteed supernumerary positions they be advertised for applications.
—H. Crosthwaite, Sec.

**ASSIST YOUR BRANCH SECRETARY BY PAYING YOUR CONTRIBUTIONS QUARTERLY**
Why Enginemen Should Have Shorter Hours

No. 2 Speed Increases

To use the term of racing followers, enginemen are always on their toes from the time they sign on until completion of their shift. There is a marked increase in productivity as far as speeding up is concerned. It does not matter which branch of enginemen's work is taken, whether it is pilot work, goods roster, or passenger running, great reductions have been made in the time previously allowed for the work performed. If we take pilot work, for example, it will be seen that the regular pilots have rostered work to do, and are working to capacity for the whole shift, and if any delay takes place it means that regular rostered trains will be late away. Apart from the monotony of the work of shunting, and being confined to the small space of a pilot engine, which in the summer time becomes very humid, the enginemen have the responsibility of closely watching the shunters, whose lives are in the hands of the engine crew.

The shifts of those working in the pilot groups are most irregular, junior men being taken off pilot jobs to run goods trains, while the junior men cannot say with certainty what they are doing from one day to another. Most of the work done by pilot engines is performed in the congested areas, which calls for extra vigilance on the part of the enginemen. The goods trains throughout the State have been speeded up, and in order to make engines perform the tasks set them enginemen have to call on all resources in order to run trains to time.

The following extract from the Commissioners' report for the year ended June 30, 1934, shows how the Department is receiving greater returns from enginemen:—"Operating statistics present a clear indication of the value of train control systems. Between 1925-26 and 1933-34 the standing time of locomotives per 1000 miles run has been reduced from 22.4 hours to 15.4 hours; the speed of goods trains in 'miles per train hour' has been improved from 9.9 to 11.2; and the 'gross ton miles per train hour' has advanced from 5.5 to 4.8. The improvement in the latter figure, which is the index of efficient goods train operating, and is the summation of load, distance of haul and speed, of course, has been assisted materially by the provision of larger engines and automatic couplers."

It is shown clearly by the figures in this report that since 1925 the haulage, speed and running of engines have been considerably increased.

Let us compare the time occupied by a "C" class engine running a goods train to Seymour in 1929. The time from station to station was as follows:—Melbourne to Essendon, 27 minutes; Broadmeadows, 26 minutes; Craigieburn, 20 minutes; Donnybrook, 15 minutes; Beveridge, 23 minutes; Wallan, 9 minutes; Heathcote junction, 15 minutes; Kiltmore East, 13 minutes; Broadford, 15 minutes; Tallarook, 23 minutes; Seymour, 13 minutes.

To-day a "C" class engine running a goods train over the same journey is time-tabled to do the trip 32 minutes faster, the time allowed being:—Melbourne to Essendon, 24 minutes; Broadmeadows, 20 minutes; Craigieburn, 16 minutes; Donnybrook, 12 minutes; Beveridge, 14 minutes; Wallan, 9 minutes; Heathcote Junction, 12 minutes; Kiltmore East, 13 minutes; Broadford, 13 minutes; Tallarook, 20 minutes; Seymour, 13 minutes.

It will be seen that considerable speeding up has taken place on this run since 1929, and the decrease in time allowed in the different sections varies from three minutes to nine minutes, while two minutes have been deducted from the engine requirement time allowed at Wallan. This makes a total of 34 minutes less on the trip to Seymour than was the case in 1929.

Another example that can be taken is the South-Western goods, run with improved "C" class engine. This is an Interstate goods train. An examination for the time-table will show that in the run from Melbourne to Ararat 113 minutes less is allowed today than was the case in 1929, and as in the previous example, from three minutes to nine minutes have been cut off every section.

In the Eastern Gippsland district the time allowed a through goods with ruling grade load from Melbourne to Traralgon has been decreased from 18 minutes to 12 minutes. It has been decreased by 16 minutes, and the saving in time per section varies from one minute to four minutes.

Through goods trains on the Goulburn Valley run are completing the journey from Seymour to Tocumwal in 11 minutes less to-day than was the case in 1930. Compared with 1930 the running time is reduced by six minutes. A most striking example of the speeding up of goods trains is seen by comparing the 1929 time-table in the run to Wodonga with a through goods, although the run consists of ascending a heavy grade for about 48 miles, the improved "C" engines now cover the journey in 35 minutes less time.

Throughout the whole of the State drastic cuts have been made in the running of goods trains, as the foregoing examples show. Every minute taken off the running time puts a greater tax upon the enginemen in strain and tension. The running of passenger trains has been made during the last few years been revolutionised, and in accordance with Departmental policy considerable acceleration has taken place in the passenger service. The men doing this branch of enginemen's work have a very responsible and exacting task, as the speed of trains is increased, and so the physical strain placed upon the men. Many new rest jobs have been introduced, with the result that the men concerned have very little home life.

Fast as the running of the Sydney Limited has always been, several alterations in the running time have been made in the last few years. Within the last few months the running time has again been reduced. In the run from Melbourne to Albury the time-occupied journey is 4 hours 20 minutes, as against 4 hours 50 minutes, while 30 minutes is saved on the up trip.

The time allowed in the running of the Adelaide express, Melbourne to Serviceton, has been reduced by 42 minutes on the down, and 13 minutes on the up journey since the 1930 time-table. The previous time allowed was 506 minutes on the down and 488 minutes on the up, as compared with 464 minutes on the down and 475 minutes on the up.

The following extract was taken from the Commissioners' report for the year ended June 30, 1930:—"In pursuance of our policy of improving the passenger train services, the following curtailments in travelling time were effected during the year:—6.40 a.m., Melbourne to Bendigo, 30 minutes' reduction; 7 a.m. Bendigo to Melbourne, 15 minutes; 3.15 p.m. Bendigo to Melbourne, 10 minutes; 6.15 p.m. Maryborough to Ballarat, 10
minutes; 8.10 a.m. Balranald to Echuca, 20 minutes; 8 a.m. Melbourne to Serviceton, 60 minutes; 5.6 p.m. Melbourne to Ballarat, 15 minutes; 6.45 Melbourne to Ballarat, 35 minutes; 7.40 a.m. Melbourne to Ballarat, 25 minutes; 4.30 p.m. Melbourne to Ballarat, 25 minutes; 4.30 p.m. Melbourne to Adelaide, 15 minutes; 1.30 p.m. Dimboola to Ballarat, 65 minutes; 11.15 a.m. Melbourne to Geelong, 30 minutes; 9.50 a.m. Geelong to Melbourne, 30 minutes; 5 p.m. Seymour to Melbourne, 45 minutes; 6.18 a.m. Seymour to Numurkah, 19 minutes; 6.8 a.m. Numurkah to Melbourne, 52 minutes; 7.20 a.m. Albury to Melbourne, 23 minutes; 5.30 a.m. Melbourne to Albury, 23 minutes."

Since these accelerations have taken place many further cuts have been made in the running time of passenger trains.

For example, the time allowed from Melbourne to Warragul has been reduced by 273 minutes, while the journey from Melbourne to Yarram has been lessened by 43 minutes on the down end and 41 minutes on the up trip. Since the 1950 time-table from 17 minutes to 25 minutes on the "down" Bendigo passenger running is being saved, and on the "up" trip from 19 minutes to 34 minutes in the time occupied.

It does not require an analytical brain to understand how the reductions in running time and the extra strain and responsibility disclosed in this article will have its effect on enginemen.

—N. PULLAR.

(to be continued)

Central and Jolimont Branch Loco Self-Denial Fund

The annual meeting of the Self-Denial Fund was held in the Loco Hall. There was a large attendance of members. The balance-sheet disclosed that the year 1935 had been above normal years. The heavy sick list throughout the first half of the year, together with the high amount paid in sick benefit, made such a heavy demand on the funds that it was necessary at the half-yearly meeting to reduce the sick benefit by £1 per week.

With the reduction in benefits, and the reduced amount of sickness during the closing month of the year, the fund closed for the year with a credit balance.

During the first half 136 members declared on the fund, and during the last half-year 164 members were on the fund, an increase of 28 members over the first Half-year.

The reduction in the amount paid in sick benefit would have been far greater had it not been for the Trust Fund Account being available. The number of members and wives of members deceased during the year was 11. Death levies amounted to 11/ per member for the year.

TRUST ACCOUNT

The Trust Account on December, 1934, had a credit balance of £5495/5/7, interest £9/1/11. Deposits of £150 during 1935 made a total of £737/17/3. Withdrawals during the year to meet the heavy sickness amongst members totalled £560, leaving a credit balance of £17/17/3 on December 12, 1935.

CONTRIBUTIONS

The total contributions collected during the year amounted to £2104 11/6; refunds received, £35/15/5; drawn from trustees of Trust Account, £500; interest, £1/7/11; making a total income of £2827/5/4.

SICK PAY

The amount of £2011/7/8 was paid in sick benefits during the year. Death allowances, £449, making a total of £2451/7/8 for sick and death allowances for the year.

MEMBERSHIP

The total number of members who declared sick on the fund for the year was 255.

The average weekly payment of £87/13/7 sick benefit was paid. For the half-year ended June 13, 1935, 494 weeks' sick pay was paid for at the rate of £2/10/ per week, and for the half-year to December 6, 1935, 512 weeks were paid for at £1/10/ per week, or a total of 1006 weeks at an average of £2 per week for the year.

Nine hundred members were on the books at December 6, 1935—a loss of 10. Resignations and retirements, 11; struck off unfinancial, 4; deceased, 4; total, 19. Ten new members joined the fund.

COMMITTEE'S REPORT

Owing to the heavy demands on the fund, a committee was appointed during the year to investigate the finances of the fund, and to make a recommendation to the annual meeting of members as to the maximum amount the fund could pay as a weekly sick benefit, so as to ensure that every member falling sick would receive the same amount in sick benefit during the whole of the year.

The Committee, which included the auditors (Mr. T. Smith), and to whom all credit is due for the comprehensive report which was compiled and presented to members, stated that, taken over a period of 9½ years (which was equal to 4½ years and two weeks), the total payments made for that period were £17,002/5/10. The total income received for the period was £16,624 18/1, showing debit balance of £467/4/9, which amount was drawn from the Trust Account to meet the sick benefits over the above period.

As a result of the Committee's investigations it recommended that the amount of £2/2/ per week should be paid for sick benefits, and in view of all the circumstances the members decided to adopt the Committee's recommendation for the year 1936.

It is the aim of the Managing Committee during 1936 to enroll every person who is eligible for membership as a member of the fund.

If you are not yet a member, and hold the qualifications necessary to join, get in touch with the officers of the fund at once. Protect yourself and your family in the event of sickness overtaking you. Any person who has dropped out of a previous fund unfinancial may rejoin the new fund by the payment of 10/.

T. DAWSON, Secretary.
Engine Time Dispute in Queensland

Many of the reports dealing with the above dispute, which appeared in the daily press in several of the capitals, were so grossly misleading that it is felt that a brief outline of what took place will serve to indicate to members the exact facts.

Following the introduction of the 1935 Railway (Industry) Award, trouble was experienced with the Queensland Department regarding the duties to be performed in the 45 minutes allowed for stabling. Subsequently the Union submitted to the Commissioner's interpreter the following question:

"Clause 40 (1b) of the 1935 Railway Award prescribes an allowance of 45 minutes for stabling engines, whilst Clause 40 (2b) prescribes that such time allowance shall be for the purpose of 'examination of the engine, booking repairs, completing sheets and special reports, and signing on duty.' On October 22, 1935, Driver T. Kissick and mate were paid the allowance of 45 minutes for performing the foregoing duties, and in obedience to instructions they performed additional work. The additional work and the time taken will be seen from the following:

Cleaning the fire, 25 minutes; blowing out the smoke box, 5 minutes; filling the tender with water, 5 minutes; running to the coal stage with the engine and coaling, 10 minutes; sanding the engine, 3 minutes; taking the kit to the tool store and removing the toolbox, 3 minutes. How should the enginemen be paid for carrying out the duties additional to those set out in clause 40 (2b)?"

The Interpreter declined to give an interpretation, and the North Brisbane Branch of the Union decided to test the matter by prosecuting the Commissioner for non-payment of time worked (31 minutes extra) by Driver T. Kissick on 7/12/35. Shortly after the summons was issued the Department posted a notice to the staff in the following terms:

"It has been decided not to pay any additional allowance other than those provided for in the award. The allowance of five minutes for movements in loco, yard when stabling locomotives was provided under the 1931 Staff Regulations as one of the duties to be paid for when stabling engines. Now that the schedule of time allowances has been rejected by the Court, and enginemen awarded a flat rate of 45 minutes for stabling engines, the five minutes for movements in loco, yard should not be paid. Similarly, payment of an additional three minutes at Mayne for putting off toolbox and ascertaining the road in which the locomotive is to be placed should also be discontinued. With regard to the seven minutes allowed for proceeding from the carriage shed to the loco. points at Mayne, clause 40 (1) (c) provides that no time shall be paid for traffic duties after trip, when the engine is cut off on arrival, other than that occupied in running to the shed. On arrival at Mayne enginemen should be paid, as traffic time, for the time occupied up to arrival at the loco. points. Enginemen will please note and arrange."

The North Brisbane Branch, at a meeting held on Sunday, January 26, decided that Enginemen would not coal, sand or turn any engines when stabling at Mayne or Woolloongabba. This resolution was put into effect, with the result that the Department had to put on extra sets of men to relieve men on all incoming engines. Subsequently the Department submitted to the Arbitration Court the following questions for interpretation:

"Clause 40 (1b) prescribes the payment of 45 minutes to train enginemen for the stabling of their engines in the locomotive yard or shed.

(1) Does the payment of such 45 minutes embrace the undertaken work carried out in the locomotive yard during the stabling of the engine by the train enginemen?

(a) Coaling engine in locomotive yard?
(b) Turning engine in the locomotive yard?
(c) Movements of engine in locomotive yard?

(2) Are trainmen entitled to any additional payment for the time occupied by the shed staff in sanding the engine during the course of the stabling operations?

(Answer).—Yes, where the engineman is required to stand by or is detained whilst the shed staff are doing the sanding. Clause 40 (5) makes it clear that this is not a stabling duty of the enginemen after a trip."

In connection with the prosecution which the Union launched against the Commissioner in the case of Driver T. Kissick, this was heard before Mr. J. J. Leahy, P.M., in the Industrial Magistrate's Court on the 5th February, and in view of the decision of the Arbitration Court judgment was entered in favour of Mr. Kissick by consent.

Now that the matter has been settled in favour of the Queensland Division, it means that in future enginemen will be paid for the time occupied in coaling and sanding additional to the 45 minutes allowed under the award for stabling.
West Australian Division

Following on conferences which have taken place between the West Australian Division of this Union and the Commissioner for Railways in that State, the Award which has been in operation in that State has been re-enacted for a further term of three years from January 1, 1936, subject to certain amendments which were agreed to by the Commissioner and accepted by the members by ballot.

The Basic Wage is as follows:

1. **Per Week.**
   - Metropolitan Area: £3 10 6
   - S.W. Land Division: £3 11 2
   - Rest of State: £4 5 7

2. **Cleaners' Rates—**
   - 17 years and under 18 years: 60% of Basic Wage.
   - 18 years and under 19 years: 70% of Basic Wage.
   - 19 years and under 20 years: 75% of Basic Wage.
   - 20 years and under 21 years: 87 ½% of Basic Wage.
   - 21 years and over: Margin of 6/ per week over Basic Wage.

3. **Firemen's Rates—**
   - (a) Third Class (first year's service): Margin of 10/ per week over Basic Wage.
   - Second Class (over 1 and up to 21 years' service): Margin of 15/ per week over Basic Wage.
   - First Class (thereafter): Margin of 21/ per week over Basic Wage.
   - (b) Fireman with 10 years' service after appointment as fireman and holding driver's certificate: Margin of 24/ per week over Basic Wage.

4. **Drivers—**
   - (a) 4th Class (1st year's service): Margin of 27/ per week over Basic Wage.
   - 3rd Class (2nd and 3rd years' service): Margin of 30/ per week over Basic Wage.
   - 2nd Class (4th and 5th years' service): Margin of 38/ per week over Basic Wage.
   - 1st Class (6th year and thereafter): Margin of 46/ per week over the Basic Wage.
   - (b) Drivers-in-charge: 12/ per week extra.

The conditions section of the existing Award will be continued intact in the new Award, except for the following improvements (see words in black type):—

Clause 22.—Free Passes, Privilege Tickets, etc.—

(1) All drivers and any ex-driver who have been regressed (either through reduction in the number of drivers or for physical disability) and firemen who hold drivers' certificates—One first-class station to station pass on the occasion of the annual and/or long service leave to cover the full term of leave due.

(5) Privilege Tickets.—After six months' continuous service a worker shall be allowed privilege return tickets, first or second class, for himself, wife and members of his family under 18 years of age, also unmarried daughters over 18 years of age, and his parents, provided they are resident with and dependent upon the worker's earnings. The charge for privilege tickets to be half the single fare for the return journey, with a minimum of 1/ for adults and 6d. for children.

The principle alterations to the existing Award are—:

(1) Cleaners' percentages slightly increased.

(2) Firemen with 10 years' service after appointment as firemen have had their margin increased by 3/ per week of 44 hours.

(3) 4th Class drivers, 3/ per week increase.

(4) Firemen with drivers' certificates get 1st Class holiday passes.

(5) Parents are now included for privilege ticket concessions.

The new Award took effect from January 5, 1936, and will be for a term of three years.

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**BRANCH MEETINGS**

are held upon the **SECOND SUNDAY**

of Each Month.

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Why Not Attend?

A.—BALLARAT.
SUNDAY, DECEMBER, 8.

NO MEETING.

Comrades Webber, Gleeson and Pullar journeyed to Ballarat on Sunday, December 8, in accordance with arrangements made by telegram some 10 days prior to the date of meeting. They attended at the Trades Hall at the appointed time (5 p.m.), but only Comrade Whitworth (Secretary of Ballarat Branch of A.F.U.L.E.) was in attendance to hear them. They eventually found Comrade Jephson (local A.R.U. Sub-Branch Secretary), who stated that he had received no circulars advertising the meeting until Saturday afternoon, consequently he had taken no steps to make the meeting known to members. Subsequent enquiry disclosed that the printed circulars in question had been despatched from Unity Hall on the preceding Tuesday (December 3). There appears to be some grave fault in connection with this matter and the Branch Executive is being requested to have a thorough investigation made.

B.—BENDIGO.
SUNDAY, DECEMBER, 15.

Good enthusiastic well-attended meeting.

Joint Socialisation Committee (comprised of the three principal executive officers of both Unions) set up at conclusion of meeting.

In marked contrast to Ballarat, the meeting at Bendigo was well attended, despite a big counter attraction in the shape of a demonstration by massed bands. Comrade Galvin (A.R.U. Sub-Branch President) was in the chair.

Comrade Luscombe (A.R.U.) stated that the fact that a world crisis existed was suddenly and forcibly brought home to the knowledge of all railway and other workers of this country by the introduction of the iniquitous Premier's Plan. The drastic reductions brought about by this plan were still being borne by the workers. Shortly after this plan was put into operation, the A.R.U. and the A.F.U.L.E held a series of combined meetings on the question of the A.B.C. Rule Book. In connection with these meetings attempts were made to move in this direction of amalgamating the two Unions, but the much to be desired end had not yet been achieved. Since this time an A.B.C. slogan had appeared regularly on the socialisation page of the A.R.U. gazette. This slogan should be continued until such time as the amalgamation of the Unions became an accomplished fact.

The speaker then gave a brief survey of the world position to-day, and emphasised the urgent task of the members of the A.R.U. and the A.F.U.L.E. in the face of the grave unrest throughout the world to merge their forces into one strongly organised Union, with active shop committees, and to strike or take direct action, but to strike only when there was a realisation that the fact that the workers always win. Every organised struggle is bringing them a step nearer, and training and preparing them to achieve their great goal of Socialism, with its classless society.

Then came the period of parliamentary effort. Champions came forward and told the workers to elect them to parliament and all would be well. The workers were required not to strike or take direct action, but to spend a lot of time and a lot of money, and submit their grievances to a kindly benevolent Arbitration Court, where a nice paternal old judge would listen to their complaints and have them rectified. Are the workers undecreed in this utterly futile hope now? Do they yet realise that they never had nor ever will have the slightest chance of solving their problems by these means?

The speaker referred to the present world situation and the war in Abyssinia. He predicted that Mussolini would overthrown the régime and that the Italians will establish Socialism. He exhorted the workers to unite their forces and to organise and work together in harmony, as the massed bands were playing in harmony that day.

Comrade Webber then delivered the principal address. He stressed the necessity for a "Socialists" understanding if the workers were to make real progress towards their goal. It was possible to have one big union and one big mess. Only by organising along correct lines could real and lasting results be achieved. Every cog in the wheel of a locomotive was of the utmost importance, so with our social life and organisation every individual should have a correct knowledge and understanding of the part he should play. Reference was made to Britain as classic home of modern commercialism (or Capitalism). In the earlier part of the last century the great masses of the people were forced off the common lands. They were subjected to the most harsh and tyrannical treatment, being deprived of their means of livelihood, and then branded as rogues and vagabonds. We must never forget that we are workers organising ourselves for our own emancipation. Socialism will not automatically arise out of Capitalism, but must be organised for, fought for and created by the workers themselves. It was altogether surprising that the tragic fallacy of a parliamentary-created Socialism should have lasted for so long, and be even today still deluding great numbers of the workers. All evolutionary processes are accompanied by a revolutionary process, complete the cycle of evolution. The Workers of Australia will inevitably be faced with revolutionary circumstances, and possibly in the not far-distant future. Whether they liked it or not, such circumstances would be forced on the working class everywhere.

The speaker then gave a series of international conferences since the European War, all of them complete and abject failures. There was absolutely no way out—save by way of Socialism, created by the organised power and might of the workers. The worker is participating in the greatest fight of all history, the final and complete emancipation of the human race, and the establishment of a classless Socialist society.

Comrade Bollan, Secretary of the Local A.F.U.L.E. sub-branch, and Comrade De Grandi, Secretary, A.R.U. sub-branch, seconded a vote of thanks to the speakers.

Comrade Galvin (chairman) expressed appreciation and support of the remarks of the speakers.

Comrade Webber said that the best and most practical way of showing their appreciation was to set up a Local Combined Socialisation Committee, to organise further meetings and study Socialism, also to assist in bringing the members of the A.R.U. and A.F.U.L.E. into increasingly closer contact.

A Socialisation Committee as suggested was thereupon set up comprised of the three principal executive officers of both unions.

—L.H.L.
Open Page
Our New Racehorse

It is some time now since I chronicled the performance of "Arbitration," our Union racehorse. Most of you will agree it is time he was pensioned off; probably it would be advisable to shoot him. In any case, we have lost our head trainer, Mr. Arthur Samuels, who, we understand, has launched out as an owner. My sporting adviser states that he purchased a two-year-old, since named "My Constituents." He is by "Ready Money" out of a useful old mare, "Canberra." So far he has not disclosed his intentions, but the racing fraternity are well advised to follow this shrewd owner, as when he plunges (which is seldom) it is generally a case of take out. "My Constituents" is bred on staying lines; his dam possesses exceptional staying powers, and from the little we see of "Ready Money" we can rest assured that Mr. Samuels' new purchase is something virile. In any case, our congratulations are extended to this fortunate owner in his enterprise. "Arf a Mo" accepted the position of head trainer, and acting upon his advice we purchased "Socialisation." Comrade Pulski states that the breeding is right, and says, as far as he knows, "Socialisation" is the result of an accident: a meeting of "Brotherhood of Man" and "Good Oil." The preparation was long delayed on account of the serious breakdown of "Arf a Mo," who was also in charge of the plant's arrangements and vigilant committee. However, at time of writing he is again going strong, and all his activities are in full swing. Comrade Pulski carries on in his absence and prepared "Socialisation" for several country meetings. In conflict with the general policy of racehorse owners, these sports broadcast to all and sundry that they had a certain winner. The more money you backed him with the greater certainty he became. The backers couldn’t lose and the bookies couldn’t win. The punters, taken by storm, couldn’t believe it, and all sorts of questions were asked, and conjectures arrived at. Did Mr. Samuels reckon he was better than "Arbitration," who generally let his supporters down? What sort of a judge was "Arf a Mo," any way? Didn’t he and Bill Lewis persevere with O.B.U. for many years, and couldn’t even win a plate with him. Bill had long since ceased to be associated with him, and Bill is shrewder than most of us. Did Comrade Pulski know "Arf a Mo" when he saw one, for it must be remembered against him that he was trained among the blue hens, and would probably know more about poultry than horseflesh. On the other hand, there was Archie Dorky, with a big reputation for keenness and progressive thought, and he should know. Mostly the punters were careful, and some were even sceptical. Eventually it was decided to obtain special feed from Leslie Lipscombe, a specialist in equine foodstuffs, and try him out again at several large country meetings. In the meantime Messrs. Publicity and Boost (our advance agents) had been advised to empty out on him and to get everyone else to do likewise. All the while S. Aus. Jack is in the background ready to launch a commission when "Arf a Mo" says "Go." Bob, the stable boy, is watching his form and collecting times and performances of needy in the stables of the opposition. Tom Dorso and Harry Jiggs have been noticed hanging round, and Tom’s opinion is generally accepted as being of the safe and shrewd type. It is also rumoured that Charlie Collins is interested. If this is so, well, then, boys, there is something in the claim of "Arf a Mo" and Comrade Pulski that "Soe" is money from home, and the sooner you put in the sooner you take out, so get in early and, to use railway phraseology:

Help us to help you.

—H. J. HIGGS.
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