

# Eveleigh Loco Shop Committee, Central Committee.

## FIRST ANNUAL REPORT

1926-1927.

To the Unionists of Eveleigh,—

It is with feelings of pleasure that I commence to prepare this report of the first committee of its kind functioning purely as a Trade Union activity, that the Eveleigh shops have ever known, and whilst our success has not been phenomenal, still we have much work of a very beneficial nature to report upon, and, in all, I think that a step in the right direction has been made in forming a committee of this character, and if any measure of support is forthcoming to the committees which you will be asked to elect for the ensuing year, then one may safely say that there is nothing that cannot be attempted and achieved.

The Central Committee, composed of 11 delegates, first assembled for business on the 21st of April last year, and the following were then in attendance: Messrs. Rushton, L.E. Shop; Webb, Coppersmiths; Long, Old Foundry; Maher, Blacksmiths; Clenhall, Millwrights; Hooke, Foundry; The Rail-Shop; Melrose, New Loco; Ford, Old Shop; Burns, Machine Shop, and Daffy, Yard Gang.

The following were then elected to take office for the year: A. Pitt, President; C. Melrose, Vice-President; J. Hooke, Secretary; and J. Burns, Treasurer.

A committee was then formed to draft rules and constitution. When the committee had decided on rules, etc., a combined meeting of all shop committeemen was called when the rules were endorsed. It was early realised that the committee would have a vast amount of work to do, and amongst the first matters to be drawn to the attention of members was the state of congestion on the overhead bridge at Redfern, and this question led to the necessity of getting official recognition by the management for the committee, and with that end in view, a deputation was appointed to wait upon the management. After considerable delay, this deputation was at last successful.

At this stage the Committee decided to collect the subscriptions from the employee-unionists, as provided in the rules, with the result shown in the balance sheet.

The road was now clear for action, and as the electrification scheme at Redfern Station accentuated the frightful congestion on the overhead bridge, we spared no effort to get the situation eased. After many weeks of weary trying we at last got an auxiliary entrance made available for the convenience of Illawarra Line travellers, thus easing the situation a little.

## N.S.W. Railways Workshop Committees. Loco. Branch Central Committee.

### BALANCE SHEET FOR YEAR ENDING FEBRUARY 28, 1927

To Contributions—		INCOME.	
	£	s.	d.
Old Paint Shop	0	8	3
Foundry	2	14	9
Old Erecting Shop	1	11	6
Boilershop	0	17	6
Patternmakers and Carpenters	0	11	3
Old Foundry, No. 1	0	13	9
Old Foundry, No. 2	0	9	3
Blacksmiths, No. 1	0	17	9
Blacksmiths, No. 2	0	14	6
Yard Gang	0	8	3
New Loco	1	5	6
Blacksmiths Spring	0	8	9
	£10	16	0
EXPENDITURE.			
	£	s.	d.
By Stationery, etc.	0	5	9
“ Rubber Stamp	0	6	6
“ Typing 24 Copies Rules and Constitution	0	2	6
“ Cheque Book	0	5	0
“ Bank Charge	0	5	0
“ Last Time and Fares—Deputation to Holiday	1	12	10
“ Postage	0	1	9
Total expenditure	£2	19	4
“ Cash in Hand	£1	1	8
“ Balance to Credit G.S.R. N.S.W.	6	15	0
Total Credits	7	16	8
	£10	16	0

Audited and found correct this 7th day of March, 1927.

(Signed) W. J. CARLTON  
A. DAFFY

Auditors.



But though we have never let up on this question, no great relief has been obtained. We saw that the time table was the cause of congestion, and we appointed a deputation to the Minister on that question, without result, on account of the crowded state of the lines.

Some other matters which were dealt with by the Committee at this period were the following: Unprotected workers at the Old Foundry (situation relieved); exposed hot-water urns (wherever possible it was promised to shelter them); pay windows—foundry employees exposed to the weather (arrangements made to pay in shops when the weather was bad).

The matter of annual holidays was another matter which the Committee was asked to attend to, and a mass meeting of employees was called and the views of the men were obtained and presented to the management, and arrangements perfected in accordance with the majority's wishes.

It was about this time that the Committee began to experience great difficulty in gaining interviews with the manager, and our work was being terribly hampered in consequence; so, for a while, the Committee concentrated on this phase of the situation and obtained some relief. Another valuable concession was obtained in the shape of an option being granted to those who desired to take out their holiday pass for the week prior to the holidays.

The Committee also took charge of the Anti-Referendum Campaign within the workshops, and was remarkably successful with every meeting that was held.

The Committee was unable to get, for employees, the right to book seats when travelling on a pass.

It was about this time that the Committee's memorable fight over the availability of passes was carried on, and in an eventful tussle, lasting over a very considerable period, the representations of the Committee were, to the letter, conceded, and there is no doubt that if the Committee had done nothing else during the whole year, that one case alone justified its existence, but some thanks must be accorded to the Minister for Railways for his great assistance in this matter.

The Committee had occasion to see the manager about the reception of telephone messages over departmental lines, and after a rather strenuous fight the manager conceded the following: That in cases of illness, death or important domestic matters, an employee would be allowed to take his own message; but in other cases the message would be transmitted to him.

A foreman in a shop caused the Committee to take a rather trivial matter to the office, as he seemed to impugn the efforts of the Committee; but we do not think that he will offend again.

A very great deal of congestion and inconvenience was being caused owing to the lack of definite information as to the destination and stopping places of trains on the electric service. We obtained definite action on this

matter, but so far have not provided the relief desired. Members who work in the boiler testing shop will appreciate our efforts to get some relief for them from the noise, etc., of the oil-blower, but we are not over optimistic in this case of absolute success.

We are now engaged upon the biggest thing that we have so far tackled—that is, for the provision of refreshment dining rooms. We have circularised the other States for information appertaining to this subject, and we are also collecting information from private firms around Sydney where these rooms are in operation. We realise the nature of the task that we have undertaken, but we will press on and will not rest until our plans fructify.

This report is necessarily much abbreviated, and it would take a volume to do anything like justice to those members whom you elected to do your work, and I at least cannot allow the opportunity to pass without giving my meed of praise to the unselfish loyalty and devotion of the members of the Committee with whom it has been my greatest pleasure to associate, and it is only right at this stage to explain also that this is only the report of the General Committee, and when one considers that in every shop an individual committee has been working for the betterment of the men, then it will be seen that a very valuable medium of articulation has been created for the railwaymen, and every effort should be made by everyone to see that encouragement and support is given to those who are sent along to this Committee to work in your interests, and though our finances are in a healthy state, that is only due to the strictest economy on the part of your Committee, and I at least believe that the funds should be augmented by a further subscription of 3d. throughout the shops.

Trusting that the enthusiasts will dispel any apathy that might exist, and that between us we may make great strides forward in the coming year, I am,

JACK HOOKE, Hon. Secretary.