

*Hours.*

7. That forty-eight hours shall constitute a week's work for all grades of the service, and that overtime rates be paid for all time worked in excess of these hours. Gangers and surfacemen's time to count from trolly stand to trolly stand.

8. That not less than nine hours be allowed off duty between shifts in the train-running departments.

9. That each day's work shall stand by itself so far as the Workshops Branch is concerned.

10. That Way and Works men be paid wet or dry and for all time travelling under the Department's instructions, and when finished their week's work be allowed to travel home by the first available train.

11. That intermittent time be abolished—*i.e.*, that members shall not be booked on and off duty at short intervals, thus spreading their day's work over twelve and fourteen hours, for which they receive no additional pay.

12. That fifteen minutes' additional time be allowed for preparing and putting away engines. This is not to include engines engaged in regular shunting-work.

13. That all guards be booked on duty at least thirty minutes before the departure time of their trains.

*Allowances.*

14. That lodging-allowance be paid according to Regulations 44, 45, and 46.

15. That the words "sleeping accommodation" in Regulations 44 and 45 be defined by Parliament.

16. That paragraph 6 of Regulation 55 be struck out.

17. That Regulation 73 be struck out.

18. That when members are transferred at the convenience of the Department all expenses incurred be defrayed by the Department on production of vouchers.

19. That ten days' leave be granted to all members of the Second Division, and that one additional day be granted for each five years' service after fifteen years.

20. That all passes and privileges given to members be of equal value.

21. That the free passes formerly issued to members' wives and housekeepers be restored, and the words "privilege ticket" in Regulation 59 be struck out, and the words "free passes" substituted.

*Appointments.*

22. That Parliament, in the interest of the men and for the public safety, lay down the principle that guards shall be appointed from shunters, signalmen, and storemen, and that no one shall be appointed to the position of guard who is not a competent shunter.

22A. That men employed on dining-cars and in Government railway sawmills be placed on the permanent staff, and given the same privileges and right to appeal as other members of the service.

23. That the promise made by the Hon. Hall-Jones to place casuals of over five years' service on the permanent staff be given effect to.

24. That juniors who have served their period of probation shall be placed on the D.-3 list according to length of service.

*Punishments.*

25. That Parliament consider and define the time a man shall be kept under suspension and awaiting the decision of the Department.

26. That the method and severity of punishments meted out to railway men be considered by Parliament.

*Superannuation.*

27. That the benefits of the Workers' Compensation for Accidents Act shall not in any way interfere with the benefits derived under the Government Railways Superannuation Fund.

28. That Parliament give members who retire or may be dismissed the right to continue their payments into the Superannuation Fund and participate in the benefits, seeing that in many instances they are too old to join the National Provident Fund or make other provision for old age.

29. That Parliament consider amending the Government Railways Superannuation Fund in the direction of providing for the widow and family of a retired member.

*Departmental Inquiries and Appeal Boards.*

30. That the decision of the Appeal Board be final.

31. That the constitution of departmental Boards of inquiry be so altered as to give members of the Second Division representation on the same, and the right to be represented by an independent outside advocate.

32. That appellants going before the Appeal Board have the right to be represented by an independent outside advocate.

*General.*

33. That all regulations embodying questions of principle be incorporated in the Classification Act.

34. That the division barrier in the Railway service be abolished, and that equal opportunity to rise be given to all.

35. That all guards be supplied with a mileage table from any station to any station to enable them to compute fares and charges on goods and parcels correctly.

36. That the uniforms be restored to shunters and goods-shed porters.

37. That full civil and political rights be granted to all Railway servants