GREAT WESTERN RAILWAY.

Telephone :
OSWESTRY 190.

Telegrams :
SECTIONAL, GREAT WESTERN,
OSWESTRY.

DIVISIONAL ENGINEER'S OFFICE,

OSWESTRY.

16th AUGUST, 1938.

Your reference :—

Please quote this reference :—

F.263/4.

APPLICATION BY BRIDGE REPAIRER J.S. JONES AND THREE LABOURERS, CAERSWS, TO BE PAID A SPECIAL ALLOWANCE IN RESPECT OF OF WORK PERFORMED AT BARMOUTH VIADUCT DURING JULY, 1936.

Confirming my 'phone message of this morning, please arrange to be at this Office by the train due at 11.13a.m. on Thursday, the 18th instant, together with Chargeman E.Jones, and bring your bag prepared to stay the night at Barmouth in readiness for the Inquiry to be held on Friday morning. Please also arrange for Labourers B. Davies and Phillips to be at Barmouth on Friday morning.

I am instructing Inspector Spooner with regard to Carpenter J.S.Jones and Inspector Egerton regarding Relayer P.Smout.

for J.A. DENNEY,

[illegible] MORRIS,

In reply to your

F 163

In your reply please quote

(45)

G.W.R. MEMORANDUM

From CAERSWS. ENGINEERING. Department.

July 18th 1938

To J. A Denney Esq Divisional Engineer Oswestry

Sir

Application by Bridge Repairer J S Jones in respect of work performed on Barmouth Viaduct

I am sending herewith information asked for in your memo of the 15th inst.

Yours obediently

for T J Morris

Ch

78,000 pads, 100 lvs.—B.M.—M/26 1937-8 (8) S

In reply to your

CAERSWS.

G.W.R. MEMORANDUM

In your reply please quote

(45)

From ENGINEERING. Department.

To Engl Morris Caersws

17th July 1938

Method of Scaffolding — Astro Viaduct: Pensarn

Dear Sir

I regret to say that I cannot give you the exact method of scaffolding the shore as it differs according to tides That is high and low water But the most of it was done by means of decking by means of ropes I dont keep a daily record of this myself But trusting this will give you the information asked for

Yours Obediently

Engineer

78,000 pads, 100 lvs.—B.M.—M/26 1937-8 (8) S

In reply to your

F.363

In your reply please quote

(45)

G.W.R. MEMORANDUM

From CAERSWS. ENGINEERING. Department.

July 16th 193[illegible]

To L. A. Penney Esq
Divisional Engineer Oswestry

Sir

Application by Bridge Repairer J. S. Jones
in respect of work performed at Dairmouth Viaduct.

In reply to your memo of the 15th inst
I regret that I shall not be able to get in touch with
Chargeman Jones today he Completed his week Friday night
and resides a distance of 30 miles from depot
I Shall be seeing Jones at Newbridge on Wye Sunday
next & will let you have the information asked for first
thing Monday morning the 18th inst Certain
Yours Obediently
for
T. D. Morris
I.C.E.

78,000 pads, 100 lvs.—B.M.—M/26 1937-8 (8) S

In reply to your F 263/4

G.W.R. MEMORANDUM

In your reply please quote

(45)

From CAERSWS. ENGINEERING. Department.

July 14th 1938

To J. A Denney Esq
Divisional Engineer Oswestry

Sct Application by Bridge Repairer J. S Jones + others in respect of work performed at Barmouth Viaduct July & August 1938

In reply to your memo of the 13th inst
The method of Scaffolding adtd Dr would be Similar to Scaffolding Barmouth Dr. The Poles & planks would be raised by ropes from ground as far as possible & over deep water would be lowered from top -

Barmouth Dr is approx 22' wide
adtd Dr " " 15' "

Yours obediently
for T Williams
JCS

78,000 pads, 100 lvs.—B.M.—M/26 1937-8 (8) S

In reply to your Telephone—190. *In your reply please quote*

G.W.R. MEMORANDUM

F.263/4 (45-1)

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

To Inspector Morris

Caersws

13th July 1938.

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

Application by Bridge Repairer J.S.Jones & others in respect of work performed at Barmouth Viaduct July & August 1938.

Following my letter of the 12th inst, I understand work was carried out at Artro Viaduct, Pensarn during September 1936, and shall be glad to know the method adopted in scaffolding the work.

S A Summers

In reply to your | Telephone—190. | *In your reply please quote* F.263/4 (45-1)

G.W.R. MEMORANDUM

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

8th July 1938.

To Inspector Morris

Caersws

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

Application by Bridge Repairer J.S.Jones & others in respect of work performed at Barmouth Viaduct July 1938.

With further reference to the above, reference has now been made by the N.U.R to work carried out on the viaduct from 2nd September to 23rd September 1936.

Will you please let me know what work is referred to, and the actual dates and the numbers and grades of the men employed on same.

The matter is urgent.

For J.A.Denney.

In reply to your

Telephone—190.

O.

In your reply please quote F.236/4. (45-1)

G.W.R. MEMORANDUM

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

13th May, 19 38

To Bridge Inspector Morris, CAERSWS.

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

In reply to your memorandum of the 12th instant, I am today returning two right thigh boots, The other one, however, has not yet been returned from Paddington.

for J. A. DENNEY,

Rec 16 May

In reply to your | Telephone—190. | *In your reply please quote* F.263/4 (45-1)

G.W.R. MEMORANDUM

From DIVISIONAL ENGINEER'S OFFICE,
OSWESTRY.
25th March 1938.

To Inspector Morris
Caersws

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

Application by Bridge Repairer J.S.Jones and three Labourers, Caersws, for special allowances, in respect of work performed at Barmouth Viaduct July & August 1938.

In connection with this matter, it is necessary to have a thigh boot, or boots, actually worn on the job.

If boots of only one size and height were worn, one boot only need be sent, but if boots of more than one size or height were worn, one boot of each size and height should be sent.

Please arrange to forward to this Office per return, advising me train sent by.

L A Denney

In reply to your

In your reply please quote

(45)

G.W.R. MEMORANDUM

From CAERSWS. ENGINEERING Department.

21st Mar 1938

Copy

To Dup Mon

Examination of Barmouth Viaduct July & August 1936

Dear Sir

As you ask me to give you information on the claim by J.S. Jones and the three Labourers for wearing thigh boots while on the Examination of the above, When this work commenced on the 15th June 36 Bridge Repairer W Lewis was in charge Myself relieving in Office Caersws. When I went back to take charge of the gang at the above. I found that the work could not be done with ladders where pools of water lay so I had poles and planks to scaffold.

78,000 pads, 100 lvs.—B.M.—M/26 1937-8 (8) S

In reply to your | Telephone—190. | 0. | *In your reply please quote* F.263/4 (45-1)

G.W.R. MEMORANDUM

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

18th March, 19 38

To Bridge Inspector Morris, CAERSWS.

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

APPLICATION BY BRIDGE REPAIRER J.S. JONES AND THREE LABOURERS, CAERSWS, FOR SPECIAL ALLOWANCES IN RESPECT OF WORK PERFORMED AT BARMOUTH VIADUCT, JULY & AUGUST, 1936.

Following my letter of this morning, in order to obtain full information, if necessary get in touch with Acting Foreman Jones, Portmadoc, and let me have full particulars by Monday morning next, certain.

G A Dennis

In reply to your

Telephone—190.

O.

In your reply please quote F.265/4. (45-1)

G.W.R. MEMORANDUM

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

18th March, 1938

To Bridge Inspector Morris, CAERSWS.

200 pads, 100 lvs.—B.M.—M/28 1937-8 (8)

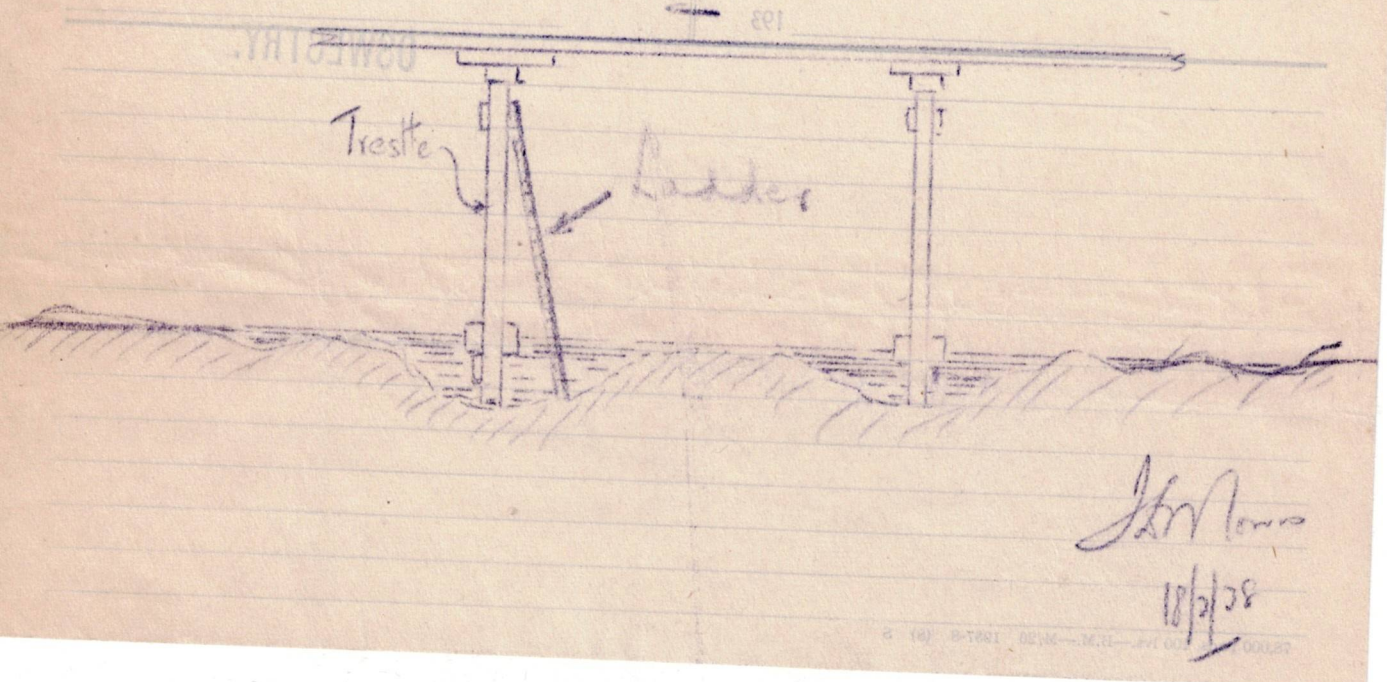
APPLICATION BY BRIDGE REPAIRER J.S.JONES AND THREE LABOURERS, CAERSWS, FOR SPECIAL ALLOWANCES IN RESPECT OF WORK PERFORMED AT BARMOUTH VIADUCT, JULY & AUGUST, 1936.

Confirming telephonic communication of this morning, I attach a copy of the points raised regarding the above, upon which I shall be glad if you will furnish the required information, per return.

for J. A. DENNIS

18/3/38

Barmouth Viaduct



18/3/38

E.O.Ref. F. 263/4.

APPLICATION BY BRIDGE REPAIRER J.S. JONES AND THREE LABOURERS, CAERSWS, FOR SPECIAL ALLOWANCES IN RESPECT OF WORK PERFORMED AT BARMOUTH VIADUCT, JULY & AUGUST, 1936.

INFORMATION REQUIRED ON THE FOLLOWING POINTS :-

(1) DEPTH OF WATER:

In your letter it is stated that the greatest depth of water would be at the base of the piles and this would be spanned by ladders or planks used by the men in examination, which indicates that they did not walk in the water at those places.

In the notes of discussion at the meeting of the Departmental Line Committee on 27/4/37, the following observations are recorded :-

> "Mr. Jones: It was pointed out to the Inspector. Water had been over the tops of his gum boots. I went there a month ago when the tide was out and found there were pools of water around the piles. The men had to get into them to get the ladders up. On the Dolgelley side the pools were very deep - over the top of his thigh boots. The men should be entitled to something."

Further, it was stated by you at that meeting that "Inspector Morris reports that the maximum depth of water was 2'3"."

In view of the inclusion in the draft statement of facts for submission to the Industrial Court of a statement that

> "This necessitated the men walking at times through pools of water on the sand of depth varying from two or three inches up to 2ft. 3ins"

it is essential that the facts as to the depth of water in which the men walked should be definitely ascertained and stated.

(2) PREVIOUS ALLOWANCES:

A full statement of facts should be furnished in respect of each of the four cases mentioned in your letter, giving also the number and the grades of the men employed, viz :-

LLANILAR - Reconstruction of Underbridge - M.R.O.1137
DULAS BRIDGE SCAFELL - Reconstruct after Storm damage
CRICCIETH - Repairs to culvert.
POOL QUAY - " " "

Each work should be fully described, including the depth of water in which the men stood and/or worked, with a statement as to whether thigh boots were worn or not, and the amount of allowances paid. [illegible] other information available from [illegible] Office).

(3) TREACHEROUS SAND:

It is contended by the men's side that the sand is treacherous to such a degree that the men sunk up to 6" or more in places. The nature of the sand should be stated, and if your answer to (1) above is that the men walked or worked in water 2'3" deep, treacherous sand would cause increased depth, and it is necessary to state whether this was to the extent of 6", which would, of course, give support to the claim that water went over the tops of the thigh boots.

(4) DAMAGE TO SOCKS:

The latter written by the Secretary of the Company's side to the Secretary of the Employees' side of the Departmental Line Committee on the 13th November, 1936 was based on information furnished by your letters of 26th September, 1936 with enclosure, and 9th November, 1936, and I enclose a copy for your information. What happened at your interview with Jones, Davies and Phillips which satisfied you that the complaint subsequently made of bilstered heels and damage to socks could not be substantiated? What observations have you to make on the statement made in Mr. Marchbank's letter of 7th July, 1937 to the General Manager that :

> "Further, clear evidence of the damage to the men's socks through the continual wearing of the thigh boots was produced at [illegible] Committee."

Although your letter states there was no urgency in the carrying out of the work necessitating the men taking any undue risk in wading, it was stated by Mr. Jones at the Departmental Line Committee meeting that "men would go into the water without waiting for low water." This statement was not refuted, but it should be stated whether or not the men did actually go into the water without waiting for low tide, and whether this course was necessary.

(6) THIGH BOOTS WORN WHILE CLIMBING LADDERS:

In Mr. Voisey's letter of 3rd September, 1936, it is stated that:

> "Each man had a ladder in the water to gain access to their work the men had to wear thigh boots."

Apparently the four applicants only were employed upon the job with the Chargeman. Is it the fact that [illegible] of work which necessitated their wearing thigh boots, and kept them on for climbing the ladders,

Telephone:
OSWESTRY 190.

Telegrams:
SECTIONAL GREAT WESTERN,
OSWESTRY.

GREAT WESTERN RAILWAY.

DIVISIONAL ENGINEER'S OFFICE,
OSWESTRY.

Your reference:—

834

23rd SEPTEMBER, 1936.

Please quote this reference :—

F. 263.

APPLICATION BY LABOURERS J.S. JONES, B.DAVIES, P. SMOUT AND N. PHILLIPS, CAERSWS, FOR SPECIAL ALLOWANCES IN RESPECT OF WORK CARRIED OUT AT BARMOUTH VIADUCT.

With further reference to this matter, the Secretary of the Employees' side of the Departmental Line Committee has stated :-

"These men claim that by wearing the thigh boots their socks are ruined, also blisters form on their feet causing great pain, the men have also complained of cramp after they have been working in thigh boots."

It is essential that the fullest information be furnished in regard to the above, and I shall be glad to know whether any complaint was made by the men either to the Chargeman, Foreman or yourself, and whether evidence of the alleged blistering or cramp was observed by either of you.

BRIDGE INSPECTOR MORRIS,
CAERSWS.

STRY 190.
Telegrams
SECTIONAL, GREAT WESTERN,
OSWESTRY.
Your reference :—

GREAT WESTERN RAILWAY.

DIVISIONAL ENGINEER'S OFFICE,
OSWESTRY.

5th SEPTEMBER, 1936.

Please quote this reference :—
F. 263.

APPLICATION BY LABOURERS J.S. JONES, B.DAVIES, P.SMOUT & N. PHILLIPS, CAERSWS, FOR SPECIAL ALLOWANCES IN RESPECT OF WORK CARRIED OUT AT BARMOUTH VIADUCT.

With reference to the copy of letter sent you on 29th July last in connection with theapplication for an allowance of 6d. received from the above men whilst working at Barmouth Viaduct.

Will you please let me have replies to the following queries :-

1. In what depth of water where the men working.
2. How many days were they working under these conditions before the erection of scaffolding.
3. Upon what date or dates was the work performed.

for J.A. DENNEY,

BRIDGE INSPECTOR MORRIS,
CAERSWS.

In reply to your

Telephone—190.

COPY.

G.W.R. MEMORANDUM.

In your reply please quote F.263. (45-1)

From DIVISIONAL ENGINEER'S OFFICE, OSWESTRY.

To Labourers J.S.Jones, B.Davies, P. Smout and W. Phillips, CAERSWS.

29th JULY, 196

200 pads, 100 lvs.—B.M. 1934—12/33 (8)

In reply to your application of the 23rd instant for an allowance of 6d. for the wearing of thigh boots, as the circumstances of this case involve no hardship, I am unable to agree to your application.

for J.A. DENNEY,