



**RT&BU LOCOMOTIVE DIVISION**

# **Loco LINES**

**Newsletter for Locomotive Enginemen of the  
Rail, Tram & Bus Union – Victoria**

**EDITION 51 FEBRUARY 2011**

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# Loco LINES

EDITION 51  
FEBRUARY 2011

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**Publisher**  
Brian Hill

## Contents

<b>Brian Hill —</b>	
<b>Locomotive Divisional Secretary</b>	<b>3</b>
<b>Darren Lamont —</b>	
<b>Divisional Vice President</b>	<b>4</b>
<b>Letters</b>	<b>5</b>
<b>Obituaries</b>	<b>6</b>
<b>An open letter to the greater railway community.</b>	<b>7</b>
<b>Central Sub-division Report</b>	<b>7</b>
<b>On the Soap Box</b>	<b>8</b>
<b>Election Statement</b>	<b>8</b>
<b>OH&amp;S: Passenger Sub-division</b>	<b>9</b>
<b>Locomotive Division Scholarships</b>	<b>12</b>
<b>Letter of Scholarship Appreciation</b>	<b>13</b>
<b>Loco Liveries</b>	<b>14</b>
<b>Talkback from Hinch</b>	<b>16</b>
<b>Back on the Footplate</b>	<b>18</b>
<b>Changes at Hamilton</b>	
<b>From <i>The Victorian Railways News Letter</i></b>	<b>19</b>
<b>Asciano Dumps Controversial Boss</b>	<b>21</b>
<b>Where Is It ...?</b>	<b>22</b>
<b>QR National to Slash Jobs — Voluntarily</b>	<b>26</b>
<b><i>Stopping All Stations</i></b>	
<b>Book Offer</b>	<b>27</b>
<b>Loco Division Membership Application</b>	<b>28</b>

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**FRONT COVER:** Veteran diesel-electric locomotive B80, which began its railway career in October 1953, stands at the back of South Dynon Loco in the livery of Chicago Freight Car Leasing Australia (CFCLA). It is currently leased to Metro. PHOTO COURTESY WAYNE HICKS

## **Brian Hill — Locomotive Divisional Secretary**



■ AM not surprised to be informing members that this office has been advised the remedial measures ARTC supposedly recently undertook to repair the damaged track on the Sydney to Melbourne rail corridor, due to mud holes, has failed to fix the damaged trackbed. The amount of mud holes has grown over recent months

In Victoria the amount of track damage between Tottenham Loop and Seymour has not been satisfactorily addressed by ARTC, with similar significant damage starting to develop on the newly commissioned west line from Seymour to Benalla Loop.

As raised previously I am advised the damage continues to develop because of the cheap and nasty work practice underpinning the upgrade. The lack of regular maintenance, such as drainage and the fouled ballast, is a direct result of penny pinching after a less than transparent tender process. In my opinion, from the onset of the project it would appear ARTC have done very little to ensure contractors are doing the work as tendered and are still not requiring that the contractor doing the remedial work in those worse affected areas is addressing the drainage and lifting the track off the bed.

The ARTC company profile and mission statement identifies its commitment to a strong, efficient, sustainable national rail link through innovation and in collaboration with customers and stakeholders. As a network provider ARTC asserts to deliver safe, reliable and competitive rail transport to improve reliability and reduce transit times on key corridors.

Consistent with past practice ARTC as the network provider achieve this by providing and maintaining a network that is less safe than rail operators should expect. They are extremely reluctant to apply temporary speed restrictions to reduce the impact on Train Crews and operators because of the political sensitivity and financial penalty.

ARTC regularly demonstrate a disinterest in problems raised by train operators and insist that all

issues of safe train operations including SPAD mitigation, overlaps and rough track are not their responsibility and the network provided is fit for purpose.

Recent advice to this office is that the Crew on the latest in-cab rough track inspection from Melbourne to Albury were informed by an ARTC track supervisor that ARTC only had funding for remedial works for ten more days on the North East Victorian corridor, with no hope of more funding forthcoming until next financial year.

If this situation is not successfully addressed before the onset of winter by ARTC and the Federal Government, the rail industry will again be seriously affected on the Sydney to Melbourne corridor.

This will result in substantial speed and operational restrictions being imposed by various parties and operators to ensure the health and safety of employees is addressed, and result in delays to services.

The Division has concerns with the safety and livelihood of RTBU members and will take whatever steps are necessary to ensure the high standard of safety and operational ability that the industry requires is maintained, and not compromised by ARTC's negligence.

I am of the belief that urgent discussion with the stakeholders must be arranged, facilitated by the Department of Transport, to address this situation with the intention to improve and ensure the performance and efficiency of interstate rail infrastructure with the objective to not only increase capacity, but listen to understand and respond to the market.

Negotiations are ongoing between this Division and V/Line Passenger on several matters of interpretation, such as the time allowance for needs breaks which resulted in an agreed review concluded some time ago identifying 256 shifts currently rostered without sufficient time. Another matter was Travelling and Incidental (T&I) expenses for Trainee Drivers training at country locations.

The only outstanding issues now are some claim anomalies and management's intention to address the entitlement at the next EA negotiation.

As members are aware there has been a claim put on V/Line Passenger in regard to the application of overtime payment under the current agreement, which may require to be dealt with under the dispute resolution process. ■■



## **Darren Lamont — Divisional Vice President**



**Y**ET another year rolls past and while some might sit back and reminisce on what was, I suggest now is not the time.

The industrial climate regularly impose on the Union and its members due to the public and government scrutiny of the rail industry, continues to manipulate outcomes of agreements attached to public transport with regular accusations from experts that the Union is holding back change that public transport needs. We the Union must take every opportunity now to prepare for the future challenges the Division and its membership will face if this line of thought continues, or is considered a legitimate threat to the direction public transport is intended to be taken.

Reliable information and gathering a background to make an educated, informed decision has always been essential to officials and representatives for members of a Union. It is with the correct current information, and where necessary professional advice, that decisions should be made on every issue being negotiated by the Union for its members. The information highway is open to all those who wish to be more informed and is utilised to the advantage of members.

The Loco Division's website needs to become another tool used by members. While it currently provides information such as *Loco Lines* and current and previous agreements, there is still a need for continual improvement with this type of media to provide up to date, real time information and links and improve the feedback to members and provide a further forum for members' opinions and views, whatever those views might be. Any member wishing to learn more about agreements and the process, I suggest you look at the Fair Work Australia website and take the time to compare old and current agreements as well as different companies and industries.

Members should take the time to read what I considered not only to be "tools of the trade" for representatives but what is also valuable every day information to ensure members can make the right

decision when being instructed by supervisors to breach a procedure. Some of the very helpful and informative publications are the *Rail Safety Act*, Legislation and Regulations and the *Occupational Health and Safety Act*. While most of it is very heavy going you will be surprised by what your responsibility might be under law and as I have learnt over the last few years, the answer is in the detail of their own documents.

I guarantee you will come away with something learnt. Please take the time to have a browse around the WorkSafe, Transport Safety Victoria, Australian Transport Safety Bureau and the Department of Transport websites. Even venture into your company's intranet (only if you have been trained by your company to operate a computer) and keep an eye on what they're up to.

Technology is moving faster than ever before and it is quickly forgotten that there are trains with modems and GPS tracking which allow the remote download of live and recorded data. Remote control shunting with locomotives has been around overseas for a long time.

The technology that has been developed for remote monitoring of infrastructure to reduce manpower costs to companies has resulted in unintentional methods of monitoring trains and Train Crews, such as level crossings with remote monitoring that warn of short ring times.

Other states are currently dealing with proposals by rail operators to install in-cab video and voice recording and even external cameras on the front of trains as an excuse to assist with level crossing accident investigation, that will identify whistle and headlight usage by the Driver. The issues attached to this technology such as the security of the footage (keeping it off YouTube), privacy laws or the interests of the Driver are not even considered by the industry paid consultants.

With the greater use of technology come warnings that members should be aware of if you are not already. It is easy to forget that nearly everywhere you go and everything you do is either being recorded by CCTV or on a data logger, or by pencil and notepad by any transport company or government (DOT) employee and one of the hundreds of thousands of punters near a railway line or members of the public travelling on trains waiting for something to happen with mobile phones at the ready. Members must now be more vigilant and accept that the employer is now using whatever means possible to cover their arse when there is an incident.

The nature of our employment sees both members and the public who, for whatever reason, record and



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video trains and the people who work with and around them. I would ask you all to consider what could potentially be uploaded onto the net for public viewing as anybody might be and is watching and—or downloading the footage.

At present the Victorian Pacific National Bulk Agreement is being negotiated, with the inclusion of Drivers from all states who actually work for PN on the negotiation team, which has so far been heading in the right direction, but like always when you think

everything is running smoothly, a small item could end up being the stumbling block. My thanks to reps J. J. Styles and Ralph Rowe for the amount of work put into this agreement thus far.

Also by the time this article comes out, the ballot for the El Zorro agreement will have determined if the members have voted to accept or reject their agreement and as above the representatives such as Richard Ackland have been at the forefront of the negotiations. **LL**

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## Letters

Dear Darren,

I wish to inform my fellow prisoners and Philistines that I have my case for parole to the Prisoner Review Board.

As many of you know I have been on extended day release, with the reports from this regarding my ability to assimilate into society being favourably reviewed by the Board.

I have granted me an unconditional pardon effective 19<sup>th</sup> November 2010, and I wish to resign from the RTBU-LD effective from that date.

Prisoner 514276  
GRAHAM MACDONALD  
HMAS Prison V/Line  
Or  
The World's Oldest Kindergarten

(Passenger Sub-division, Geelong)

\* \* \*

Dear Brian,

It's time, while I still have time (some may well say it's about time), for me to go!

As a consequence would you please accept my resignation from the RTBU, to coincide with my retirement from Metro on 4<sup>th</sup> December 2010.

While I'll miss the companionship of fellow Drivers at Flinders Street, the great memories and experiences as an Engineman will live on.

Kind regards and best wishes to all.

RICK ANDERSON  
(Metropolitan Sub-division, Flinders Street)

\* \* \*

Dear Colleagues,

Over recent months we at Appleton Dock, being 30 in number, experienced a restructure by Asciano of the Patrick Ports rail business.

Some 12 Drivers were picked up by PN Intermodal to hook and pull the Griffith train. A further 14 men were picked up by the Bulk Group PN to hook and pull the remaining services at the docks, Tocumwal, Warrnambool and Mildura trains.

Subsequently four Drivers were left over, I think by design, to work the pilot only for Patrick – no mainline working at all. Fortunately one Driver was picked up by Bulk at South Dynon then there were three. After contacting the Union office the Divisional Officers became involved in discussions with PN regarding manning the pilot and its legitimacy.

The outcome was beautiful. PN decided to book an appointment with Fair Work Australia to decide what should occur in relation to the last three standing, and Fair Work Australia based their decision on the redundancy clause of the existing UCA. I would say much to their disgust.

Myself, Dale Stewart and Brian Eaton were therefore granted a redundancy severance payment. This result is I feel the best possible outcome for the three of us so we can continue our careers with other operators in the rail industry.

Had we stayed at the docks we collectively would have been the hardest worked at this location whilst losing a considerable amount in take-home pay and superannuation contributions.

I would like to take this opportunity to sincerely thank Brian Hill (Divisional Secretary), Darren Lamont (Vice President), J. J. Styles (Central Sub-division Secretary) plus Richard Gordon and Grant Spurrell (Roster Committee) for their excellent work in achieving a positive outcome through these last few months.

Good work.

PETER WHYKES  
(El Zorro) **LL**

## Vale R. J. “Ricky” Kaleta

5.5.1957 – 6.12.2010

by Michael A. Hinch,  
Passenger Sub-division, Southern Cross

“**M**ORNING trendsetters, P15 to anyone for a radio check, how do ya read me, ovah.” Does that sound familiar?

It is 04:00 hrs, Rick is on the airwaves with that unmistakable call sign and consequently the universe is somehow in balance and it would always bring a giggle. Someone would immediately respond, “Gotcha Rick”. Or if it was me I would answer, “Gotcha there young Ricardo,” and he would know it was me. I often told him, blessed are those who do early day shift because it means that I don’t have to.

I am not ashamed to say that I shed a tear when the news of his passing reached me, because I had lost a dear friend. In the broader context we had all lost the living humour and manner of a complex character whom was simultaneously saint and scallywag, careful listener and quick wit, insightful yet ponderous. A comrade. A fellow Locomotive Engineman.

Other than his family and his occupation, one of the focal points of Rick’s life was of course his artwork. Every loco bloke who came through the last few decades will have a favourite. I loved ’em all.

I was once heavily involved with Neighbourhood Watch and Rick used to do drawings for our watch publications and these drawings went all over Australia because they truly illustrated the theme of the newsletters.

In one publication, we were focusing on a car theft awareness campaign and the need to lock and secure your car etc. Rick did a drawing of four wheels, sitting on the ground in the configuration of a car and joined together with a heavy chain and padlock. The thieves might have got that car but they sure didn’t get those wheels.

However his best work was of course his insightful and humorous railway cartoons. In the 80s and 90s, Rick used to draw the CREW OF THE WEEK, in which he would caricature some of the genuine characters on the job. Many of these works adorned the walls of the depot and the fuel point office. Many of you would remember those with affection.

Always ready to cheekily send up a workmate, he would often draw hilarious depictions of real life events.

For example, there was the time that one of our workmates was asleep in bed at his home during a burglary and soundly slept straight through it. Rick did a drawing of him fast asleep in his bed which was sitting on some house foundations and the rest of the house was gone. I won’t mention your name – Mark.

### Rick’s Service History

On 23<sup>rd</sup> June 1975, Rick passed his “first half” exam and became a Junior Trainee Engineman unqualified at South Dynon. The unqualified part meant you could only be a Fireman (Second Person these days) on slow goods trains and pilots.

On 27<sup>th</sup> January 1976 he became an Engineman Class 1 after passing his 500 Hours exam, which meant that he could fire on passenger trains and fast goods. He passed his “second half” and advanced to Engineman Class 2 on 6<sup>th</sup> September that same year. He advanced to Engineman Class 3 upon successfully passing his Driving exam on 1<sup>st</sup> November 1979. He then proceeded through the natural progression to Class 4 and 5.

In these latter days Rick was an instructor. There are many who owe Rick their appreciation for their training and his guidance.

Rick and I had a partnership of sorts over the years. My words and his artwork. You would all be familiar with our collaborations in this very publication. I would phone him up and tell him what I was writing about and he would instantly begin to envision brilliant comic themes to illustrate the point that I was trying to make. This publication will be sadly the poorer without a cartoon or two by R. J. Kaleta.

In the new Train Crew building at Spencer Street, we will have a feature wall which will display Rick’s artwork. Management has kindly agreed to fund the provision of signage and frames etc. To that end I am indebted.

Rick had three brothers and a sister but not many would know that one of them was his twin brother.


Rick is survived by his loving wife Lesley, son David (currently a Driver at V/Line Southern Cross – his dad’s depot), daughter Olivia and soon to be daughter-in-law Stacey.

If he had an enemy in this world then I am certainly not aware of it. I would wish for Rick, wherever he is, to have top greens down the grade and no permissible overload. Just a well marshalled train, a half decent dyno and a good run into the yard.

Farewell Trendsetter. 

## Vale Dick Ziems

**D**ICK ZIEMS died on 6<sup>th</sup> December. He was 77 years old. He passed for Driving in 1958 and went to Wallan as a “Fireman Q” [i.e. an unclassified Driver].

Dick later passed for Loco Foreman and worked out of Melbourne until his retirement. He ran many a Diesel Class at South Dynon. Dick lived in Seymour. 

## An open letter to the greater railway community.

AS YOU may all now be aware, our esteemed comrade, Locomotive Driver Ricky Kaleta, has sadly left us. Most of you would be aware of his mastery as a cartoonist and of his artwork. Together with the Kaleta family, I have proposed that a book of Rick's artwork and cartoons could be published and marketed to the Loco and railway community with a view to raising funds for the Peter Mac cancer research hospital. This gesture would indeed be a fitting and lasting tribute to the memory of one of our own and hopefully help the noble cause of cancer research.

In order to achieve this, we would need an absolute number of pledges from all of you to ensure we have a secure investment before we commission the publication. For a short run edition we would require at least 200 committed buyers. We are not looking at an expensive book, but the

actual cost cannot be calculated until we have the definite numbers.

This book would indeed be a limited edition and that in itself has the bragging rights to owning a copy of the Kaleta works. We would hope to include as much of Rick's back catalogue as we can fit in. I would be hopeful that no Victorian rail person or enthusiast would consider their own bookshelf complete without a copy of the artwork of R. J. Kaleta. Please folks, don't allow Rick's legacy to pass. Please phone one of the numbers below and pledge a purchase and help the cause of cancer research.

Thank you, and on behalf of the Kaleta family.  
(Michael A. Hinch)

Michael Hinch: 0427 872 752

David Kaleta: 0433 646 491

## Central Sub-division Report

by J. J. Styles  
Secretary

**T**HE Central Sub-division has members working at Appleton Dock and South Dynon Train Crews for Pacific National (PN) Bulk Rail. In 2010 the Central Sub-division held Ordinary Meetings on 12.1.10, 20.5.10, 3.7.10, 7.8.10, 11.9.10, 6.11.10 and 4.12.10. A Special General Meeting was held on 24.9.10. In 2011 the Central Sub-division will be meeting on the first available Saturday afternoon of each month at the Railway Hotel near North Melbourne station (well known to many members as "The Big House"). Union members are welcome and members can stay for social discussion and drinks after the formal meeting which generally runs from 3pm to 5pm. Our first meeting was held on 8.1.10 and the room was already booked for 3pm-5pm on 5.2.10.

I would like to thank all the Union representatives for their services in the past four years. I would especially like to thank the Divisional Secretary Brian Hill and Vice President Darren Lamont for their efforts and representations regarding FREIGHT issues and PN Bulk Rail matters over the last four years. Members should be aware there is currently an RTBU election being run by the AEC and representatives must be elected for the next four years.

At the Central Sub-division the following Union representatives have been elected for the next four years. Peter Hoiles is President and J. J. Styles is the

Secretary. We have two Committee members from Appleton Park Train Crews being Alan Loveridge and David Clark. We also have Keith Porter and Warren Soderman from South Dynon Train Crews.

Nominations closed on 31<sup>st</sup> December 2010 for two elected Health & Safety Representative positions at Appleton Park Train Crews Designated Workgroup and two elected Health & Safety Representative positions at South Dynon Train Crews Designated Workgroup. The HSRs elected for a two-year term starting on 3<sup>rd</sup> March 2011 were Richard Gordon and Peter Hoiles, James Styles and Darren Wood.

The nominal expiry date for the 2007 Pacific National Victorian General Freight and Industrial Division and Grain Division Union Collective Agreement (UCA) is 31<sup>st</sup> December 2010. EA negotiations have commenced for a future agreement and PN Bulk Management plans to move toward a combined future agreement covering Bulk Rail in NSW and Victoria. There are differences between the classification structures in NSW and Victoria and the Management EA representatives are presenting various documents for consideration by the Union. PN Management will be seeking further efficiencies and the Union will need to respond. Union EA representatives have already indicated that a four-month cycle for the aggregate wage is unlikely to be agreed by the membership. The Union representatives are proposing to move toward total remuneration payments rather than a base rate and aggregate allowance. This may involve rolling up allowances into a total rate.

South Dynon Train Crews welcomes some new members who joined the job as Trainee Locomotive Drivers during 2010. The new members are Matthew Cante, Richard Edwards and Michael Schadee Van Dooren. **LL**



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## On the Soap Box

by J. J. Styles

National Vice President, RTBU

**Responsibility for all political comment in this column is taken by the aforementioned Officer.**

**M**EMBERS should notice there is an AEC run RTBU election taking place. It is the responsibility of the Union members to elect their representatives. A good Union Representative provides leadership, takes direction from the members and is supported by the members.

Members should consider carefully who they should vote for in the current RTBU election. Disregard the lies, innuendo, misrepresentation and sheer spin. Remember the points that make a good representative.

It is important to support those who will represent the whole of the Union membership.

I wish to make an attempt at humour. The Union is organised into Branches and Divisions. There are State Branches and there are Divisions. The Locomotive Division is further DIVIDED into Sub-divisions. (I make this point knowing that some members believe we have Sub-branches. Please STOP

doing IT! WE HAVE SUB-DIVISIONS IN THE LOCOMOTIVE DIVISION...) And the Metropolitan Sub-division seems simply divided... Perhaps we should RED LIGHT right now!

The concept of Unionism is the members uniting for the good of the whole membership. Much as I would like to go back to the old days of telling the boys to pull together (an AFULE slogan) it is time to become united and begin acting as a Union should act. Do we remain a divided Union or do we advance and become a UNION?

Let us support representatives who will work for the UNION and the whole membership of the UNION. And please vote accordingly!

Onto our National Union. We now have a new National Secretary called Bob Nanva. He has been an RTBU National Organiser and has now been elected unopposed for a four-year term as the National Secretary.

Most of the other National Officers' positions are honorary and require a two-year term. **LL**

## Election Statement

by James Joseph (J. J.) Styles

**M**EMBERS have asked me to nominate for the position of National Vice President (Rail). I have made the commitment because I believe I can continue to contribute to the RTBU nationally.

I make the commitment to represent the rank and file. I will take direction from the Union members and report back as required.

One project underway is a re-write of the RTBU Rules. I believe that the current Union Rules are too convoluted and derive from the amalgamation of the different Unions into the RTBU. I think the Union members now need Rules that will better serve their real interests.

The rules should be clearer and more functional. How do we achieve Rule revision?

We can incorporate model rules from such organisations as the Australian Electoral Commission. We can take the good parts of the old AFULE Rules

and re-incorporate them into the Locomotive Division rules. We need to make the Victorian Locomotive Division more representative and that can be done by altering the current structure. It is important to have Union representatives committed to better rules on the National bodies of the RTBU.

About half of the Union membership is in New South Wales. The National Union tends to be controlled by representatives from New South Wales. I think it is important to keep some balance and elect National Officers from various States besides NSW.

I also think it is important to have Locomotive Drivers represented at the National level.

If you would like more information please call me on 0417 572 811 (P) or 0427 018 963 (W).

**This statement was written and authorised by J. J. Styles, 7 Charles Street, Seddon Vic 3011. **LL****

## OH&S: Passenger Sub-division

by **Wayne Hicks and Ron Hall**  
**Southern Cross**

**W**E LIVE in a constantly changing—evolving world. When the *OH&S Act* was proclaimed in 1985 it was a good thing for the Victorian workers, protecting their safety and making employers accountable for unsafe workplaces. The Act gave workers opportunity to get involved in setting up safer workplaces.

It required the employer to consult with employees and OH&S reps and develop safer systems, and work practices with plant and infrastructure.

There was also a requirement to comply with regulations and standards, as well as keeping records and auditing for transparency.

The *OH&S Act* was backed by state legislation for enforcement. WorkSafe inspectors were given certain powers and could be called in to intervene by either party or in an advisory role.

The focus was to generally back the OH&S rep's safety concerns when there was no resolution in the workplace to reduce workplace injuries and clean up unsafe workplaces, and in those days to get the employer to take OH&S seriously.

Well, things have changed to a point where OH&S reps now have to front the WorkSafe inspectors with a bullet-proof safety argument and armed with a substantial supply of documentation and records specific to that safety issue at that location to pass the scrutiny of the inspectors should they be called in (and they usually are). It can be a bit of a lucky dip as to which inspector enters the workplace. Some are supportive of the rep's safety concerns, whereas others have recently made rulings where they won't recognise potential risks or hazards and another quoted that not unlike conditions encountered on the street (comparing pathway conditions, water pooling and mud to our pathways).

These kinds of ruling make you question where we are heading. Have we reached a plateau in workplace safety? Is the government happy with the level of reported workplace injuries and safety statistics?

I would have thought we would always make trying to improve safety in the workplace an ongoing process with encouragement from WorkSafe.

The whole process has shifted more towards self regulation, with the employers setting up their own safety management systems and risk assessment processes. What the larger companies do is bring in safety consultants—facilitators with the aim of

developing a glossy umbrella of figures, charts, graphs and records that justify and protect management positions and create a façade that workers' safety is really the company's top priority.

It's the gloss and dazzle effect (spin) for when safety audits are due for accreditation.

But is this really how it is at the coal face, when we have workers using their own leave for work related injuries? It's a lot less hassle to go off sick rather than injured and go through the process of why and justifying how you obtained an injury and in some cases re-enact the whole event.

So what we know is happening is that employees are carrying workplace injuries and not reporting them or using their own leave credits for recovery instead of employers taking ownership and responsibility for them. This is more common with injuries that are harder to diagnose e.g. soft tissue injuries, strains, stress related injuries and longer term wear and tear injuries (the ones with no wound or blood evident).

The downside to this for the employee (victim) is that the injury may linger on or it may re-occur at a later date and the employee wears the cost factor too.

Of course for the employer it's win-win. More injury-free days, less claim forms submitted which helps their insurance premium, and when their safety accreditation is due they can run with their gloss and dazzle.

So where is it all heading? Well, there are more changes and challenges on the horizon – harmonisation of all the state OH&S Acts into one national Act with a proposed introduction in 2012.

Most of this will be based on Victoria's model which we have been told provides better coverage for employees (I cringe when I think what employees must be up against in other states).

There are plans for new regulations in this national Act with one of those being regulations on fatigue for drivers (road transport drivers at this stage) but these regulations may filter through to the rail industry.

There are also plans to refine terms in our current Act like "as far as reasonably practicable" and duty of care to primary duty of care which points towards sharing the blame with your employer; a bit like what happens in a road accident when even though you obeyed all the road rules and didn't cause the accident you still share a percentage of the blame because you were there and didn't prevent the accident from occurring.

Scary and challenging stuff to work through in this constantly changing—evolving world.

### On The Local Scene

The Geelong fuel point has opened and training is in progress after many meetings and trials. The fuel point operating instructions are based on the

instructions and times allocated for Ballarat East. Two roads and six hoses in total but a maximum of two hoses fuelling in one road at the one time with a designated fuel point Driver and an assisting Driver.

Lots of ongoing risk workshops and assessments with the Regional Rail Link project. Platforms 15&16 are being constructed now and a small shared Crew room will come with that.

The South Dynon standard gauge wash project is nearing completion.

No further news on the North East standard gauge project however more meetings were scheduled for January 2011.


Concerns have been raised with management about emergency road access along RFR corridors where it was identified that access gates have been locked and emergency services not being able to gain access. An agreement has been put in place – see attached letter [below].

We had an incident with Sprinter 7020 where the brake failed going from EP mode to fail-safe mode. See attached documents [opposite].

### **Heritage OH&S**

This year we've had burns kits placed on all mainline steam locos which consist of a large sterilised burns sheet, 2 x 2 litres of clean water (extra water carried in the van) and saline water vials placed in the first aid kit.

The cotton high visibility vests have arrived and will be ready for issue to steam Crews for this year's steam season.

We've been working through the issues with VicTrack and the heritage operators for a permanent loco preparation site in Newport Yard, West Block and nearing resolution on location and requirements for the prep facilities and Crew access to better amenities. 

In regards to our discussion yesterday I can now confirm the following;

V/Line has consulted with Victoria Police (Transit and Emergency Management Divisions), Metro Trains, and other Emergency Services regarding emergency access to the rail reserve.

It has been confirmed that there is no generic Emergency services lock available. V/Line will issue a generic 1P key to all police regions, not only on the Bendigo Line but throughout Victoria. The key will be issued to police vehicles so that they are constantly available and are not limited to stations where they are not readily available. Victoria Police have confirmed that for ambulance attendance in the rail reserve police will attend as well.

Train Control will amend the callout procedure to stipulate police attendance is mandatory for ambulance attendance within the rail reserve (note this is not required for ambulance attendance at stations).

Police are still required to notify Centrol before entering the rail reserve as per normal procedure.

We will commence ordering the keys as soon as the Victoria Police supply us with the numbers required and locations for delivery. We have an undertaking that this will be a priority. In the interim we will start with issuing the keys along the Bendigo corridor and roll it out further as we receive the required information.

If there are any concerns let me know but this basically covers off all the issues we discussed yesterday.

Regards Rhett

**Rhett Buckley** Manager, Security





10 December 2010

Wayne Hicks  
RTBUILD

Dear Wayne,

I write to you regarding the incident that involved Sprinter 7020 on Wednesday 16<sup>th</sup> December 2009 in the car siding at Southern Cross yard. The incident was related to the automatic brake not functioning when required by the driver as a result of the electro pneumatic brake failing on 7020 due to a faulty brake rack encoder. Faiveley, the original equipment manufacturer, undertook an investigation into the cause of this failure and found that it was possible to lose the signal from the leading cab to the brake rack but still receive a signal from the trailing cab, which would not allow the system to revert to shadowing air brake. While this was not a factor in this incident, it is a deficiency in the original design and will be rectified.

Sprinters 7020 and 7005 have been fitted for trial with key switch operated relays in each cab to break the feed to the brake rack from the non-active brake controller to ensure that the shadowing brake will function if there was a fault in the electro pneumatic brake circuit. The trial has been in place since mid May 2010 and has not had any issues. The system has been tested and approved by yourself and other driver representatives during the month of November and December 2010 in both single and multi unit operation and has proven to be successful.

An information notice for this modification has been produced to issue to all drivers and attached for your reference. A modification program has been initiated to fit the relays to all Sprinter vehicles which is anticipated to be completed by 14<sup>th</sup> January 2011. As discussed, it would be appreciated if you could remove the multi unit operation restriction on Sprinter 7020. I am available to discuss any queries relating to this matter.

Yours Sincerely

Graham Perry  
General Manager – Engineering

Cc Geoff Arthur  
Donald Armstrong

## SPRINTER INFORMATION NOTICE – S3

Issued by Fleet Engineering 10/02/2010

Rev 0

### Sprinter Shadowing Brake Relay Modification

Drivers/Maintenance staff are to take note of the following:

The incident that involved Sprinter 7020 on Wednesday 16<sup>th</sup> December 2009 in the car siding at Southern Cross yard was related to the automatic brake not functioning when required by the driver as a result of the electro pneumatic brake failing on 7020 due to a faulty brake rack encoder. Faiveley, the original equipment manufacturer, undertook an investigation into the cause of this failure and found that it was possible to lose the signal from the leading cab to the brake rack but still receive a signal from the trailing cab, which would not allow the system to revert to shadowing air brake. While this was not a factor in this incident, it is a deficiency in the original design and will be rectified.

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An added advantage from doing this modification is that all brake controllers in trailing cabs will be isolated and will not cause brake issues in the active cab if they are moved to or left in an applied position. Please note that the emergency brake can still be applied in a non active cab by operating the brake controller.

The modification program has been initiated to fit the relays to all Sprinter vehicles which is anticipated to be completed by 14<sup>th</sup> January 2011.

Distribution: All drivers  
Train Crew Manager  
Bombardier Maintenance Staff



# RAIL, TRAM & BUS UNION LOCOMOTIVE DIVISION

14/222 Kings Way South Melbourne Vic. 3029

TEL: 96821122 FAX: 96823344 TOLL FREE 1800 134095

EMAIL: rtbu@iprimus.com.au

REF:

\*\*\* FOR POSTING

## CIRCULAR

**Attention: Members of the Victorian Locomotive Division**

**Subject: LOCOMOTIVE DIVISION SCHOLARSHIPS**

The attached scholarships are available for children of financial members of the Locomotive Division. Applications can only be made online at the following address:

<https://www.eduweb.vic.gov.au/scholarships/>

**Students will need their 'end of year' results to apply for a scholarship.**

Students may apply for more than one scholarship.

Students must provide all the information that is requested of them in the application form and click on the '**Submit**' button to lodge an application. Failure to do so will result in the application being invalid.

Year 12 students must either record a VCAA **study score** for VCE Unit 4 results or **Satisfactory/Unsatisfactory** for VCAL subjects.

**Principals must verify the 'end of year' results for primary and secondary students.**

Please check the closing date for applications on the application form of the scholarship you wish to apply for as NO late applications are accepted.

**Brian Hill**  
**Divisional Secretary**

---

### The Frank Carey Memorial Scholarship

Two scholarships valued at \$700 will be awarded after consideration of the student's school involvement and end of year results together with the student's involvement in a community group (such as sporting, church, hobby or charity). One student must be currently completing **Year 10** and one must be currently completing **Year 7** in 2011 and be sons or daughters of financial members of the Public Transport Union Victorian Locomotive Division. Each scholarship is for two years and carries an allowance of \$350 per year.

### The Steve Gibson Memorial Scholarship

Two scholarships valued at \$600 will be awarded after consideration of the student's school involvement and end of year results together with the student's involvement in a community group (such as sporting, church, hobby or charity). Students must be currently completing **Year 10** in 2011 and be sons or daughters of financial members of the Public Transport Union Victorian Locomotive Division. Each scholarship is for two years and carries an allowance of \$300 per year.

### The Glenn Moorhead Memorial Scholarship

One scholarship valued at \$600 over two years (\$300 per year) for students commencing tertiary education in 2011. The scholarship will be awarded after consideration of the student's school involvement and end of year results together with the student's involvement in a community group (such as sporting, church, hobby or charity). The student must have completed **Year 12** in 2010, and be sons or daughters of financial members of the Rail, Tram & Bus Union, Locomotive Division.

### The Ken Mathews Scholarship

One scholarship valued at \$600 over two years (\$300 per year) for students commencing tertiary education in 2011. The scholarship will be awarded after consideration of the student's school involvement and end of year results together with the student's involvement in a community group (such as sporting, church, hobby or charity). The student must have completed **Year 12** in 2010, and be sons or daughters of financial members of the Rail, Tram & Bus Union, Locomotive Division.

AS A recipient of one of the two Frank Carey Memorial Scholarships available in 2010, I would like to sincerely thank all members of the RTBU Locomotive Division.

I am currently a Year 12 female student at Assumption College – Kilmore. In September 2010 I was fortunate enough to be part of a group of eight Year 11 students (four girls and four boys) who represented the College on an Immersion Programme travelling to East Timor. The awarding of this \$600 scholarship greatly assisted me with travel costs on this trip and I so very much appreciated being actively involved in such a worthy cause.

I would like to outline what this Immersion Programme to East Timor involved.

For most of 2010 prior to departing, our group was kept busy fund raising. One of our aims was to help the orphaned and impoverished children in areas around Baucau (a coastal town situated towards the north-eastern end of Timor).

The money we raised enabled us to pay local tradespeople to repair the roof and replace the collapsing ceiling in classrooms at the Primary School in a mountain village named Bercoli.

Other aims of our trip were to help teach English, help organise sporting activities and actively participate in the paving of an area beneath the many clothes lines of the Venilale Orphanage; we mixed and lay concrete by hand with the



guidance of one of our accompanying teachers who has a building qualification. Our fund-raising also enabled us to purchase some sporting equipment and other small items to distribute amongst children

of the Bercoli School and Venilale Orphanage.

Whilst in East Timor our group had so many life changing experiences, from the people we met to the places we went. Everywhere there were new stories and we could clearly see that for people with so little material wealth, they had so much love to give and were friendlier than any of us could ever have imagined. We played sport with a local group who proceeded to amaze us with their raw talent. We witnessed the horrible conditions students have to work under and how urgently needed the money we raised was. Perhaps the most touching moments of all were spent with hundreds of girls at the Venilale Orphanage. They made us feel enormously welcome during our time there.

Once again thank you to all of the RTBU Locomotive Division for your generosity in making these scholarships available.

*Casey Seeley*



## Loco Liveries

All photos courtesy Wayne Hicks



*ABOVE:* QUBE Logistics is associated with P&O. Their silver and yellow livery is shown here at Dynon on 12 cylinder Alco 8030, whose original owner was the NSWGR. The 80 class, introduced in 1978 and eventually numbering 50, was the first class of Australian locomotive to feature factory fitted cab air conditioning which was a major advance in working conditions for Enginemenn.



Wearing the defunct livery of R&H Transport Services from Newcastle, NSW, 442 class №09 is currently leased by El Zorro from CFCLA. 44209 is also an ex NSWGR Alco. There were 40 in the class, entering service from 1971.





Here at South Dynon, DL43 still wears the green and gold colours of its first owner, Australian National. And quite possibly the original paint from 1988! This Clyde-GM loco is now owned and operated by Pacific National. The DLs are powered by a 12 cylinder 710 series engine.

Poking its nose out of the shed at the Seymour Railway Heritage Centre, B74 displays the well known Victorian Railways blue and gold colour scheme. The *Spirit of Progress* train of 1937 was royal blue, lined and lettered with real gold leaf, but by the time the B class diesels arrived from 1952, it was yellow paint but still described as gold. This scheme is based on a design used on similar locomotives of the Erie Railroad in the USA, and was created by the GM EMD styling department. [VR](#)



# Talkback from Hinch

with **Michael A. Hinch**  
Passenger Sub-division, Southern Cross

## More Signs

**G**'DAY Comrades. Let's start with a silly question.

Why the dickens do we have a 90 km/h curve board at Sunbury (on the down) that does not and cannot apply to any track? It no longer belongs there and used to apply to a curve prior to Regional Fast Rail but the knuckleheads forgot to take it away. The speed through Sunbury is 160 km/h, not 90! Any chance someone out there in rail land can take a blueflame axe to it?

## Speed

According to the good book, the speed for any passenger train to enter a platform where it is scheduled to stop is 25 km/h. In this day and age, this speed is bloody silly.

The VLocity possesses an adequate tractive–adhesive effort in the dry (in the wet it is entirely another story) and the Sprinter can easily pull up at higher speeds. I would suggest that it is time to rethink our training and adopt something like the following formula – 30 km/h for a loco-hauled pass – 40 km/h for a Sprinter – 50 km/h for a VLocity. I am sure all the V/Line blokes would agree. Not to mention the fact that timetables do not seem to accommodate a 25 km/h platform speed. Every time I teach a Trainee to enter a platform at 25 km/h, we simply lose time.

## VLocity–Shmolocity

In the department of more complaints about the bargain basement heap of crap known as the VLocity, why does the EBIS (on board information system and exterior display) so often fail? When the Driver selects cab active, the EBIS prompt begins to flash in readiness for the code number to be entered. Enter said code and anchor it with the E key and supposedly it will scroll through the scheduled stops on the interior display as each stop is approached. For example, I may enter the code for a Ballarat bound train and the customers will be able to see on the display what the next stop is or at least that is the theory.

However, so often the stupid thing displays the first stop, say, North Melbourne and that is where it gets stuck. You arrive in Ballarat only to discover that North Melbourne is the next stop displayed. To you

technician blokes out there, any chance you could fix this thing? [And can we have “Clarkefield” spelled correctly? The VLocity embarrassingly displays “Clarkfield” –Ed.]

## A Great Escape

The later model VLocity has an escape mechanism built into the side cab-windows. It is a complicated bloody thing.

I have stood and studied on the topic, reading the directions for its deployment. Now, for those of us who are easily confused (and I am one of 'em) it really does take a bit of figuring out. I for one do not want to be scratching my head and reading a complicated diagram when all I want to achieve is a quick getaway in whatever emergency circumstance I may find myself. I don't want to have to think about it ... just do it!

Would it be reasonable to suggest that we should have a portable version of one these things set up so that in continuation class we could learn how to save our own lives without reading an Ikea catalogue?

## Plague Critters

Summer is upon us and we are all aware that locusts are a comin'. We are experiencing swarm conditions of other types of airborne cooties and you would not believe the mess these things make on a VLocity windscreen. In any one trip from any regional centre, the windscreen is next to useless by the time you reach town.

Now just imagine how the locusts are going! If you are smart, you dare not use your windscreen wiper ... very bad idea as this simply results in a bloody, greasy, smeary mess across your field of vision. One of my Trainees recently discovered this before I could stop him.

I for one, will be reducing the speed of any train on which the quality of vision has been compromised and I would urge the rest of you to do the same. You cannot trade safety for punctuality. If management were smart and just the slightest bit pro active, they would fit each end of each destination station platform with a high pressure fire hose and give us a fair chance at reducing the mess. A modest investment for on-time running I would have thought.

## Fanning the Flames

As a necessary component of my Certificate 4 training qualification, I was recently required to undergo fire fighting training. That is the deal where you go into the class, learn all about the different types of extinguishers and then go outside and set fire to a bucket. Of course everyone in the class gets a turn to give the poor bucket a good dousing. One of the most interesting parts of the lesson for me was





**VLocitys 20 and 42 show the differences between the old livery (left) and the new, in the Bank Sidings at Southern Cross. 25.7.2010. PHOTO FROM RTBU-LD COLLECTION**

the “use by” date stamp on all but water type extinguishers.

We were taught that each extinguisher must be re-stamped every six months. Seven months is permissible because (in theory) every loco or train cycles through for major maintenance every six months so it should not be far away from being replaced. When I put the question, “What if an extinguisher is over its time?” the answer came, “Then that extinguisher does not belong in traffic.” The bottom line here is simply a safety issue.

Further, each stamp must have a tiny number between 1 and 5 in the middle. If someone has simply taken a Phillips-head screwdriver and whacked a hole into the date plate, it is just as non-compliant as if it had not been stamped at all.

### Re-opening an Old Wound

Readers may recall that a few editions back, I reported on an incident in which the brakes of Sprinter 20 failed [see p.11 of this issue] and it headbutted Sprinter 7. Arising from this incident I was charged with being 2 (I kid you not) km/h over the speed, well duurr, it was out of control and I was also found guilty of moving the throttle beyond the second notch on a Sprinter in the yard.

Yes folks, there is such a rule exclusively for Sprinters.

Apparently it was a knee jerk reaction to some accident (sorry Mark) that occurred a few years back, before I returned from Freight. This rule was introduced on a document known as a VPO. Even though the VPO#157 was introduced in 2004, it did not become included into the continuation training package until 2007. (To all you Spark blokes, that is

the same as Lecture Hall. HMMM that is presuming you Spark blokes are allowed to have or read this publication.)

I came back in 2006 so due to the fact that I did not receive my yearly dose of clairvoyance I (and many like me) could not possibly have known about it. So this really does highlight the inherent deficiencies in the training scheme and is just as much a tribute to the dysfunctional nature of the traditional relationship between management and the Training Centre i.e. NO COMMUNICATION! The boss told me that the FINAL WARNING I received for what amounts to a mechanical failure is to be rescinded, and the person who did the investigation has left V/Line.

Actually he told me that six months ago and it still hasn’t happened, so I have been living under the cloud of an unjustified FINAL WARNING all this time. I have said to you all before that just as water falls to the lowest point, thus are the politics of blame. I am yet to see if the boss is good for his word.

In a footnote to this affair, there are literally hundreds of these VPO things floating around out there and I am supposed to be able to teach this stuff to Trainees but they mostly remain a mystery that management will pluck out of their arse every time an indiscretion occurs. The good news is that V/Line now own the training courseware and as we speak there is a sturdy band of chaps eagerly working at trying to bring it all into the 21<sup>st</sup> century.

Finally, I would like to wish every one of you a safe and happy 2011.

Regards,  
Michael A. Hinch a.k.a. Talkback LL

# Back on the Footplate

by Jim Rae  
Retired Driver, Seymour

REPRODUCED below is a little article by Jim Rae regarding the utilisation of Puffing Billy locomotive 7A in Walhalla last year. The narrow gauge (2' 6") railway from Moe to Walhalla opened in 1910. It closed beyond Platina in 1944 and beyond Erica in 1952. The final section, Erica to Moe, closed on 25<sup>th</sup> June 1954. At that time Jim was a Fireman at Moe and he fired for Driver-In-Charge Con Mangan on that last train from Erica in 1954, with locomotive 7A, hence the connection. Jim (cap and overalls) tells us that the lady in the top left photo with the walking stick is Con Mangan's widow. The article was originally published in *The Walhalla Chronicle* of September 2010. LL

## BACK ON THE FOOTPLATE

Thursday 27<sup>th</sup> May 2010 –

On approaching Thomson Station I could see smoke trails in the valley. I stopped the car and got out to survey the scene, another man was there, he asked me where I was from and I said Seymour. He replied that was a long way to come, you have just missed seeing the Loco. I said we are driving through to Walhalla for the weekend, he then said I hope you have a room booked as I believe there is no rooms left. I then told him I was the fireman on the last Revenue train Moe - Erica - Moe; he said don't move I want to shake your hand, so our weekend had started.

We arrived at Walhalla Railway Station and I could see 7A "Old Polly" standing there. I said to Valda, what a great sight. We then went into the shed and Michael Leaney came to me; I'm glad to see you, come in and meet the Drivers from Puffing Billy - Reg - , John Hay, Don Marshall, John

Patterson (from Walhalla) and Barry Rogers, also engine fitters and Cameron Hay. We then had our first trip to Thomson and back to Walhalla - Just great!! I was on the engine on the return trip, it was 56 years since I last fired this Loco. Valda had said no more than 3 shovels, as I am now 77 not 21 as I was then, but after 3 I forgot to count!!!

Saturday 29<sup>th</sup> May –

When we arrived at the Walhalla Station for breakfast, the Puffing Billy maintenance crews were cleaning 9A, polishing the brass funnel (I saw the tin of Brasso) and fitting flags and fans in the front of 9A. Before the train ran the 1<sup>st</sup> trip, Michael asked me if I would write on the smoke box as I had done on the last trip 56 years before. "Welcome back Old Polly 29.5.10", but on the last trip I had written "Farewell Old Polly 25.6.54".

On our trip to Thomson Station it was a sight to see so many people out of cars and waving and photographing the train. Of course there was much whistle blowing in the engine as I was

well known for that. At the station there was Devonshire teas waiting for the passengers, while the engine was placed on the opposite end to run back to Walhalla.

Sunday 30<sup>th</sup> May –

We had a thunderstorm during the night and about 60 ml of rain but that didn't dampen the spirits of anyone.

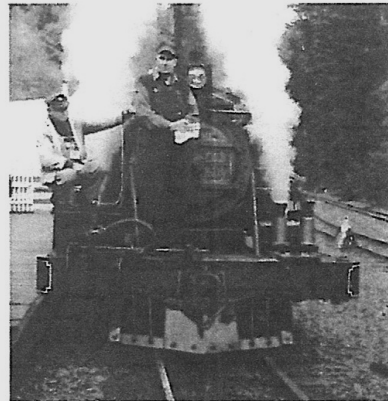
The track to Thomson was inspected prior to the departure of the train, and a rock fall was found near Happy Creek, so the train was delayed approximately 1 hour, whilst rocks were removed.

The engine number was placed back to 7A for the last day, as that was the original number when the line was de-commissioned 25<sup>th</sup> June, 1954.

Before the last trip on Sunday the President of WGR wrote on the smoke box "Old Polly see you back in 2011".

It was a wonderful 4 days of train running on the narrow gauge WGR that I will never forget.

Jim Rae





# CHANGES AT HAMILTON

Submitted by Wayne Hicks (published September 1967)



WITH the building of a new Loco Sub-Depot, quite a few changes have been made at the important rail junction of Hamilton. The old Sub-Depot was at Coleraine Junction, the best part of a mile from the station. This resulted in a unique distinction for Hamilton, as locomotives that travelled between the depot and the station had to carry a staff as they ran over a section of the main line. This is no longer necessary as the new Sub-Depot is close to the station.

The alterations that have been made include :

- the abolition of signal boxes and distant signals at Hamilton and Coleraine Junction;
- the conversion of points at those locations to hand operation (with Annett locking, etc.)
- the abolition of Coleraine Junction as an electric staff station.

The new Loco Sub-Depot, the latest to be established, has an office and amenities block that can accom-

modate 40 men. The amenities include lockers for enginemen, a hot water service for tea making, a food warming unit, and an ablutions section. The roof and walls of the building are insulated.

## History

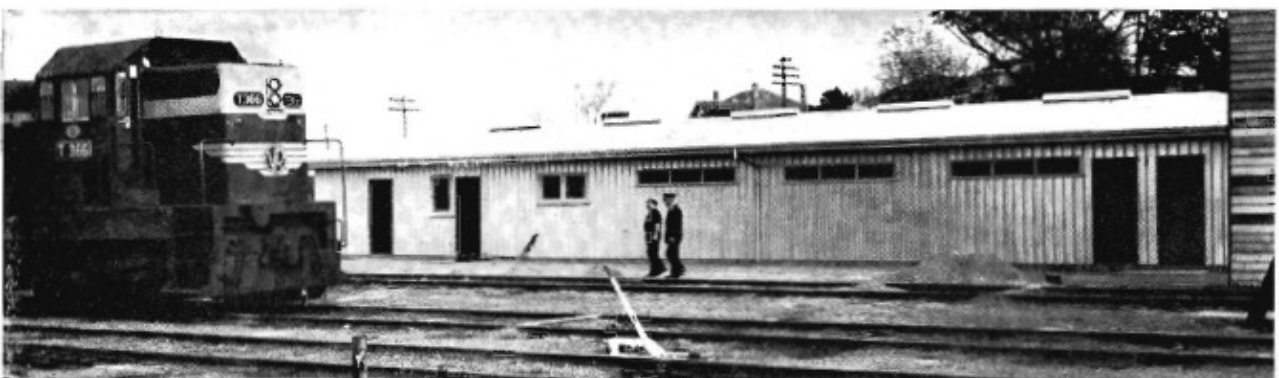
The township of Hamilton began with the building of an inn on the southern bank of the Grange Burn, a creek named by Major Mitchell when he passed over it in 1836. In the following year, the earliest settlers



Sub-Depot Foreman D. Russell (left) and Fireman J. Baker in the office of the new Sub-Depot.



Locomotive being fuelled and rail motor cleaned.



The office and amenities block at the new Sub-Depot.

*The Victorian Railways News Letter*



Relieving Assistant Stationmaster S. Coles operates the Dunkeld-Hamilton staff instrument.



Leading Station Assistant F. Howman (right) receives a load of mail from Postal Officer N. Mendel.



Miss Judy Russell, telephonist and teleprinter operator, about to send a message on the teleprinter.

arrived at The Grange, as the settlement was called until 1851 when the name of Hamilton was adopted.

Squatters rapidly filled the district and, by 1846, hundreds of occupancy licences had been granted. The settlement at The Grange also grew, for there was a natural ford over the creek, and traffic between Melbourne and Portland went that way. The settlement was surveyed in 1856 and proclaimed a municipality in 1859. Ninety years later it became a city, and now has a population of 10,000.

In 1877 the railway came to Hamilton with the building of the Ararat-Portland line. A branch from Branxholme to Casterton was opened in 1884, and others followed—to Coleraine in 1888, Penshurst (1890), and Cavendish (1915). The latter provided links with Warrnambool and Balmoral. A line branching from Heywood runs through to Mount

Gambier, giving another connexion with South Australia's 5 ft. 3 in. lines.

#### The station

Hamilton may be called a depot station for the far south-western area, supplying wagons and locomotives as needed. Goods trains operate through it to and from Warrnambool, Coleraine, Balmoral, Casterton, Portland, Mount Gambier, and Ararat. Rail motors provide passenger services between Ararat (connecting with Melbourne trains) and Portland. Trains through the station average 14 in and 12 out daily (Mondays to Saturdays).

Stationmaster J. Leversha and a staff of 43 look after the traffic requirements at Hamilton. The station has a teleprinter connexion to Melbourne.

Some station statistics for the last financial year are: outwards passenger



Fireman Bob Gray makes some tea in the amenities section of the new Sub-Depot.



Train Examiner Stan Knappe does a brake examination.

September 1967





Storeman-in-Charge M. J. Fitzpatrick weighs out nails in the Works and Signal Store.



Mrs. P. Stevenson and Mr. A. K. Harcus (Relieving Manager) at work in the Refreshment Room.

journeys 11,062; goods tonnage in 30,370; goods tonnage out 3,449; total outwards revenue \$126,358. Wool railed outwards totalled 12,040 bales, and livestock 906 vans; the latter was unusually light owing to the drought. There were 67,200 inwards parcels.

During the peak of the oats and fertilizer traffic, up to 1,000 wagons a day pass through Hamilton. An unusual traffic item consists of mail in the form of Christmas cards sent by the Rehendar organization. As most people know, the originals of these cards are painted by armless artists.

The cards are printed in Hamilton, mailed from there, and the bags of mail railed to the capital cities of Australia. This traffic begins each August, and up to four tons a day are sent.

Other unusual freight railed from Hamilton consists of kelpies sent from the Elfin Vale kelpie stud at Coleraine. This is believed to be one of the biggest sheep dog breeding centres in the world. Mr. Tim Austin, proprietor of the stud, uses rail transport in preference to air because of the better facilities and cheaper freights provided by the railways. "The

large dog-boxes in brake-vans" says Mr. Austin, "eliminate the need to provide a crate. However, for air travel a dog must be crated, and freight paid on the combined weight".

Among the principal freight customers are Permewan Wright Pty. Ltd. (cement, hardware, oats and chaff), John Thomson Pty. Ltd. (general stores), and Frost Engineering Co. Ltd., manufacturers of drills.

Other railway activities at Hamilton include Works Foreman's and Road Foreman's Depots, a refreshment room, a storehouse, electrical fitting, and signal adjusting.

## Asciano Dumps Controversial Boss

by Matt O'Sullivan  
BusinessDay, Sydney Morning Herald  
(published 7.2.2011)

**T**HE controversial tenure of Asciano's chief executive, Mark Rowsthorn, has come to an abrupt end.

The ports and rail operator today appointed the former boss of DHL Express, John Mullen, to replace Mr Rowsthorn. Mr Mullen, who also sits on the boards of Telstra, Brambles and MAP Airports, will start at Asciano next Monday.

Asciano's chairman, Malcolm Broomhead, said in a statement today Mr Mullen would "lead Asciano into its next phase with his significant industry experience and proven track record".

Mr Mullen was chief executive of DHL Express from 2006 to 2009. Before then he was boss of DHL

Express's Asia-Pacific and also held senior positions at TNT for a decade.

Shares in Asciano fell 0.5 cents to \$1.65 in early trading. However, the stock is up 3% since the start of the year.

The company's fortunes have improved since it narrowly avoided collapse in 2009 when it was forced to raise \$2.35 billion to ease its crippling debts.

Asciano has never reported a full-year profit since it was split from the transport giant Toll Holdings in 2007.

Its losses widened to \$976 million for the year to last June, from \$244 million previously, after it booked \$1.13 billion in write-downs on its Patrick stevedoring business.

The salary and bonuses paid to Mr Rowsthorn and other executives have also been a sore point for many shareholders. Although Asciano is yet to make it into the black, Mr Rowsthorn has collected almost \$4 million in cash bonuses over the last three years.

Mr Rowsthorn's departure also comes after Paul Little, the architect of Toll Holdings, called it quits late last year. Mr Little's successor is due to be installed by the end of the year. **LL**

## Where Is It ...?

with Trevor Penn  
Passenger Sub-division, Southern Cross





THE previous *Where Is It ...?* [below right] was at Middle Footscray, looking in the Down direction. The photograph was courtesy of the Public Record Office (Victorian Railways pic).

The winners have been notified and congratulations to them. Meanwhile if you think you know the location of the photograph on the *opposite* page, call the Union Office on

9682 1122 or outside the metropolitan area on 1800 134 095. If you answer correctly (only one guess per competition) your name will go into a hat and the winners, one Sparks and one Loco, will be drawn two weeks from distribution of the current *Loco Lines*. Prizes can include a Union mug, or a cap.

Good luck!

ON MONDAY 24<sup>th</sup> January 1859 the first Footscray station opened for business, located just north of Napier Street gates on the Williamstown line. However, when regular services commenced on the Sunbury line on 10<sup>th</sup> February, almost three weeks elapsed before passenger facilities – a pair of platforms squeezed in between the Nicholson Street and Albert Street level crossings – were provided. Thus began the odd arrangement of two completely separate stations at Footscray, which endured for over 40 years.

In 1874 a contract was let for the erection of a proper station at the Nicholson Street site, and a decade later a subway was provided at this spot, known variously as Footscray Main Line station or Footscray North, and from 15<sup>th</sup> July 1889 as Middle Footscray. At long last on 16<sup>th</sup> September 1900 the present set-up at the vee of the junction came into



use and the Napier Street and Nicholson Street stations were eliminated. [continued on p.26]



**PHOTO BOTTOM OF PREVIOUS PAGE:** The station at Middle Footscray with its Up and Down side platforms formed an obstacle to construction of the separate Goods lines, and on 12<sup>th</sup> July 1927 a new island platform was opened on the west side of Victoria Street. Viewed from the edge of the underpass that replaced the level crossing with its hand operated gates, we see the austere new arrangement, all raw brick and concrete, with state-of-the-art chain link fencing. Signal post 12C on the left has lost two of the arms it carried in the *Where Is It ...?* photo, and only the West Footscray Down Distant signal, with a red arm and light, is left. Temporary post 12B on the Up side has lost the arm that protected Victoria Street gates, though a solitary Distant signal for Footscray “D” box at Nicholson Street will remain in use for a few more months. To the right of the picture can be seen the cleared area in readiness for the new Goods lines. ALL PHOTOS COURTESY PUBLIC RECORD OFFICE

**PHOTO TOP OF OPPOSITE PAGE:** The truss girders of the new Maribyrnong River bridge groan under the weight of four, 128 ton C class locos as the span is tested some time prior to the opening of the Goods lines on 21<sup>st</sup> October 1928. Looking east from Bunbury Street across the howling wasteland of the West Melbourne Swamp, the old course of the Yarra at a spot known to 19<sup>th</sup> century mariners as “Humbbug Reach”, is visible on the far right. This stretch of the river became a backwater on completion of the Coode Canal, circa 1890, thus forming Coode Island. The 26 members of the C class, constructed between 1918 and 1926, were touted as the largest and most powerful in the Commonwealth at the time of their introduction, but they were sadly underboilered, and their Firemen battled to maintain steam and water as they heaved coal the length of the narrow, 9 foot 7 inch long grate. The rubbish supplied by the State Coal Mine at Wonthaggi often caused fires to clinker, and prior to their conversion to oil burning in 1946 these monsters had a well deserved reputation as “mankillers”.



**ABOVE:** Footscray “D” box, brought into use on 2<sup>nd</sup> September 1921 had the appearance of a recycled structure, a common practice in an age of cheap labour costs. Its purpose in life was to operate the interlocked crossing gates and “tramway square” overhead arrangements for the new electric tramway in Nicholson Street, but on 15<sup>th</sup> October 1927 it was swept away by the regrading and grade separation works after a short but doubtless busy existence. This view looks west from the station footbridge to the site of the “Mark 1” Middle Footscray platforms, situated just beyond the crossing between 1859 and 1900. The rock cutting on the left is the future alignment of the Main line, once construction of the Goods lines deep cutting begins.







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**PHOTO BOTTOM OF PREVIOUS PAGE: As bricklayers add the final touches to the retaining wall at the Melbourne end of the “cut and cover” style Bunbury Street tunnel, the crew of D<sup>P</sup>697 (probably the first engine to enter the tunnel) pose for the VR cameraman. “Tieplates” are a thing of the future, and the heavy rails are spiked directly to the sleepers. Circa 1928.**

On 10<sup>th</sup> December 1906 the Middle Footscray name was revived at a new location on the Up side of Victoria Street, and our photograph [top of p.23] is looking west from here.

The date may be some time after 6<sup>th</sup> July 1926 when the gatekeeper gained control of the Up Home signal on post 12C, formerly worked by a lever on the platform, and this would account for the arm at the Stop position to protect the (previously unprotected) hand-worked gates. The other arms on this post are the Distant signals for West Footscray, and Footscray “C” box that controlled the interlocked gates at Albert Street.

This neat little scene with the 1860s style gatehouse and the flourishing garden was about to change

dramatically as work began in connection with the new Goods lines.

Tottenham Gravitation had its genesis back in 1912 when the Victorian Railways resumed land in the area to provide a dumping ground for excavated earth and the remains of buildings removed in connection with the massive quadruplication and grade separation projects between South Yarra and Caulfield. On the completion of Tottenham Yard (a mere 13 years later) there was a need to connect South Kensington and West Footscray by a pair of Goods lines to separate the freight from the intensely busy suburban traffic in the Footscray area. **LL**

## **QR National to Slash Jobs — Voluntarily**

**by Dan Nancarrow**  
**Sydney Morning Herald (published 9.2.2011)**

**Q**R National will slash its workforce under a voluntary redundancy scheme, three months after it was privatised with a promise to keep jobs safe.

The company has stressed that redundancy packages set to be offered to 3,500 employees next month are entirely voluntary.

The freight haulage business, which was separated from Queensland Rail and sold last year, provided a guarantee to workers that their jobs were safe until at least the end of 2013.

According to a company spokesman, QR National will offer voluntary redundancies to more than a third of its 9,400 employees from March 4–25, in a move to keep the size of the company competitive relative to industry benchmarking.

The spokesman said no staff member would be asked to consider a redundancy package unless they asked for one.

“As part of QR National Enterprise Agreements reached last year a three-year employee guarantee was put in place with all Enterprise Agreements to be in effect until 31<sup>st</sup> December 2013,” he said.

“Therefore there is no provision for forced redundancy within those legally binding agreements.”

He said QR National could not reveal how many staff it was looking to shed as a result of the redundancy offer.

“As the scheme is entirely voluntary there is no way of knowing how many staff will choose to express an interest in redundancy or how many redundancy packages may be offered,” he said.

“There are approximately 3,500 employees that may be eligible to apply in the nominated areas for the proposed scheme but it is nonsense to suggest that all of those employees would put their hand up for voluntary redundancy or that QR National would accept all the applications.”

QR National generated \$4.6 billion for the Queensland government when it was sold off in a share float last November.

In October, QR National chairman John Prescott described speculation of job cuts as “misplaced”.

“Our efficiency drive is not coming out of head cuts – it is coming out of making the business better, carrying more tonnes on trains,” he said.

The Enterprise Agreements were announced by Managing Director and CEO Lance Hockridge in August last year, before the float of the company.

The agreement provided employees with a one off payment of \$4,000, as well as an average wage increase of 4% per annum and an employment guarantee for three years.

Today, the company spokesman refused to comment on whether the timing of the scheme was related to damage to the rail network from the Queensland floods.

In January, the company said it had cost \$10 million to repair tracks on its Central Queensland coal network. **LL**

# STOPPING ALL STATIONS

MELBOURNE'S UNFINISHED RAIL NETWORK / OPPORTUNITIES LOST

by Rick Anderson

Perhaps for the very first time, a very readable book which takes you back to the very beginning of railways in Melbourne.

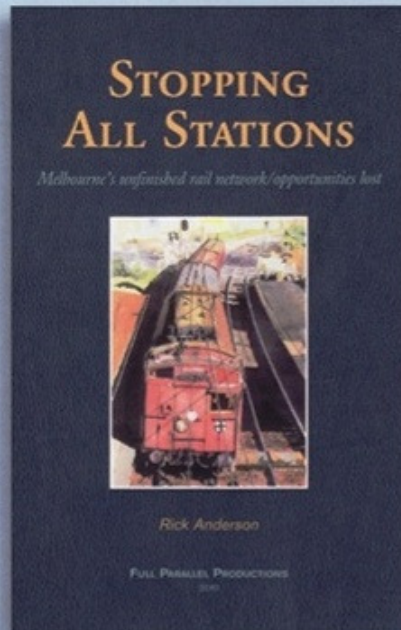
*Stopping All Stations* is a fascinating story! Why the timing was right, how slowly at first, small operators started out, quite separately, eventually to join forces, or sell up to the all powerful Victorian Railways, which reigned supreme over the suburban rail network for close on 127 years. Avoiding the temptation to get too bogged down in detail, it is a fascinating, often light-hearted account of how and why, the 'what ifs' and some of the consequences. It includes rare photographs, hand-drawn maps and reproductions of original paintings by the author. Now in the age of the motor car and 'privatisation', it highlights how our

great rail system is being taken for granted, slowly decaying in the face of Government

preoccupation with freeway construction. It puts it all in perspective, ... how it all started, ... how we ever got a railway at all! Maybe this book will serve as a wake-up call for responsible politicians to inject some new life into this important community asset, painstakingly built up on limited budgets over more than 150 years. Is there someone out there with the vision to take transport in this town to the next level? Perhaps we shouldn't hold our breath!

*Stopping All Stations* provides a rare look at Melbourne's own very special suburban transport system

and written by someone who has experienced its inner workings first hand.



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Location.....Work Address.....

Work Phone No. ....Work Fax No. ....

I Certify That I Have Received A Copy Of Rule 14, Notification Of Resignation From Membership.

Dated the.....Day of..... Signature.....

**(Please keep the following for your reference.)**

A member may resign from membership of the Union by written notice addressed and delivered to the Secretary of his-her branch.

A notice of resignation from membership of the Union takes effect:

Where the member ceases to be eligible to become or remain a member of the Union; or

On the day on which the notice is received by the Union; or

On the day specified in the notice, which is a day not earlier than the day when the member ceases to be eligible to become a member, whichever is later; or

In other cases;

At the end of three months; or

On the day which specified in the notice;

Whichever is later.

Any subscription, fees, fines and levies owing but not paid by a former member of the Union in relation to a period before the member's resignation took effect, may be sued for and recovered in the name of the Union in a Court of competent jurisdiction, as a debt due to the Union.

A notice delivered to the Branch Secretary shall be deemed to have been received by the Union when it was delivered.

A notice of resignation that has been received by the Union is not invalid because it was not addressed and delivered to the Branch Secretary.

A resignation from membership of the Union is valid even if it is not effected in accordance with this Rule if the member is informed in writing by or on behalf of the Union that the resignation has been accepted.