

RT&BU LOCOMOTIVE DIVISION LOCO LINES

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

EDITION 58 SEP 2013

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the world we
live in!

Full Article page 7



LOCO LINES

EDITION 58
SEP 2013

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Publisher

Marc Marotta

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Secretary's Report

By Marc Marotta
Divisional Secretary



Taxes at Work.

As a Tax payer in this state I hope that my taxes are used in a manner that benefits the community in which the taxes are levied.

Metro Trains, the current franchise holders of the privatised Metropolitan Train Service for Melbourne, are currently advertising internationally for staff. They offer a range of positions within the rail industry for foreign applicants.

The Excerpts below are from Metro Trains Melbourne's website and can all be found at <http://www.metrotrains.com.au/careers-international/>

Excerpt 1

METRO IS ACTIVELY SEEKING RAIL SPECIALISTS IN A RANGE OF DISCIPLINES

- Design engineers
- Electrical engineers
- Overhead lines and distribution engineers
- Project and senior project managers
- Rolling stock engineers
- Signal engineers
- Substation engineers
- Signal maintenance technicians
- Schedulers and planners
- Signallers

On their website they state their commitment to growing the rail system; they claim they are backed by a strong team of shareholders, some of which are overseas companies; they extol the virtues of living in Melbourne; they claim they are supported by the Victorian Liberal Government, who is supported by the taxpayer, Metro's take from Victorian Tax payers in 2012-2013 was 1.2 Billion Dollars (see Adam Carey's article on page 16); they encourage any potential overseas applicant to contact them and they offer a range of benefits which are listed in their advertisement as per excerpt 2.

The proposition that my taxes are used for potentially arranging 457 Visas, relocation assistance, and salary packaging to foreign nationals in my view is not good use

of my taxes. I would prefer to see my taxes being used to qualify young people in Australia, the sons and daughters of Australian tax payers, in these occupations rather than seeing what is being offered in the Metro advertisement.

Excerpt 2

Moving to Melbourne with Metro's help. When securing a position with Metro, we will provide assistance for you to move to Melbourne.

That assistance, depending on your circumstances, could include:

- Arrangement of 457 Visa
- Relocation assistance
- Salary packaging
- Living Away From Home Arrangements (LAFHA)
- Initial provision of temporary accommodation ,and
- Advise on other taxation benefits.

If you're keen about relocating to Melbourne, Australia's most livable city, Metro will assist with your plans before you leave home by:

- providing you with a confirmed offer of employment,
- And offering you relocation services to smooth your transition.

I do not remember this being mentioned when privatisation was forced upon the community by another Liberal State government. The question is 'is it the best use of Australian tax payers money?'

If you do not agree with Metro's advertisement you should contact your local State Member of Parliament and lodge a protest and ask them to investigate Metro's activities.

It is my strong belief that if a Liberal / National State Government is re-elected in Victoria, they will privatise V/line.

V/Line

The V/line Enterprise Agreement has been signed off by the Napthine Government after what I would describe as interference and stalling of the process. They claim that they're following the "public sector workplace relations policies".

The State Liberal Government signed off on the enterprise agreement on 15/8/13. This allowed the agreement to be put to the members for a vote. It has taken 13 months to reach that point. This was not achieved without a struggle. The Locomotive Division

had initiated proceedings against V/Line and ultimately the Victorian State Government.

There were other discussions behind the scenes about what action the Locomotive Division members might contemplate taking that finally got the attention of the powers that be. At the time of writing meetings are being conducted statewide to vote on the agreement.

V/Line Simulator

V/Line has installed a simulator which is a reproduction of a V/Locity Unit. The driver will have vision of door operation on both sides of the train and platforms when departing a train.



*Above: The simulator cab layout
Left: The entry into the simulator
Right and top right photos: Dash with speedo and other instrumentation in operation.*

The instructor who is stationed outside the simulator can program a number of faults that a driver may encounter on the track and is also able to simulate conditions like a wet track with constant wheel slip.

The person in the simulator will have the instrument operating with the sound effects of equipment operating with door alarms and brake application, being simulated.



Pacific National Rural and Bulk E.A

Pacific National Rural and Bulk new Enterprise Agreement negotiations are under way for a Victorian agreement, we are somewhat hampered in what might be achieved as a pay rise because of the N.S.W Pacific National Rural and Bulk has already been agreed.

On the plus side Victorian P.N has had significant growth in their business which is a positive in negotiations. Rosters and how they are applied is the never ending issue in freight enterprises.

In conjunction with the P.N. Bulk new Enterprise Agreement, Qube Logistics, S.C.T, Rail Pro and Aurizon are all beginning negotiations simultaneously.

Metro Trains

A new manager has been installed at the sparks after what can only be described as an abrupt and callous sacking of the previous head of train services Mr. P Ramsey. They say you can tell a lot about an organization by the way they treat their own people. The new boy on the block is Mr. T Young who comes from Queensland. We had some issues with communication as we are unable to understand what he means when he speaks, not because he is from Queensland but because he speaks in jargon and he has very little knowledge about the rail industry. We have all been issued jargon translation books and we are hoping to develop a working relationship.

Right to withdraw your labour (to take strike action)

In discussions with members in various enterprises across Victoria, members are starting to realize how much workers' rights and representational rights were removed by John Howard's 'Work Choices' Law and its bastard child the Australian Fair Work Act 2009.

As it stands today, if an employer claims that industrial action 'is threatened, impending or probable' or is being organized, evidence of it may take the form of overheard meal room banter or someone who states they heard the Union discussions, Fair Work Australia will make orders and these individuals and the Union may be subject to penalties. The fact that discussions amongst individuals may be characterised as breach of the law, in my opinion, is a threat against free speech and exchange of ideas. This fundamental right not only has been removed but has been placed in category of law breaking or illegality.

Australian Labour law is some of the harshest and restrictive in first world countries. Things are not going to get better with Abbott Liberal Government. That is one of the reasons why the Locomotive Division is

supporting the proceedings against of WorkSafe and Metro in the Victorian Civil and Administrative Tribunal to bring them to account over a matter in what any common sense appraisal would appear to be out of order. (We will keep you informed in the progress).

A matter of this sort, pre Work Choices Act and Fair Work Act, we would have simply declined to operate trains under those conditions and with the F.M.P not in the previous Metro E.A. That is now illegal. There is no way to maintain standards or trains as it's become illegal to try.

Contrast this with countries that have a right to withdraw their labour, guaranteed in their various constitutions in countries like Germany, Finland, Poland, Portugal, Turkey, Greece, Italy, and Spain, but in Australia workers have no such rights.

Secondary boycotts are when, for example, train drivers might withdraw their labour to support nurses or ambulance officers; this is strictly illegal. But countries like Sweden, Belgium, Finland, Hungary, Greece, and Denmark are able to take strike action for other workers in their country and also in support of workers abroad if the members so choose.

In my time as an office bearer for the Union, I have never been an advocate of strike action, but I firmly believe we should have that right. LL

Injured?

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RTBU Locomotive
Division Members**

We fight for fair.™

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- Free telephone Legal Advice to RTBULD members
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 - No win—No Charge *
- *Conditions apply

**CALL RTBULD RECEPTION FOR
YOUR REFERRAL**

President's Paragraphs

by **Terry Sheedy**
Divisional President



Two Bob Millionaires

Well the Liberal Government romped the Federal Election in with the large support of the Two Bob Millionaires (the working class) who have been too well off under a Federal Labor Government. To these naïve working class voters who think that the Liberals care about them; think again. The Coalition Governments have always looked after big companies and the wealthy class which you are not.

We know it is called a democracy, which is a fancy word for confusion, just have a look at the voting for the Senate.

Let me quote a letter sent to the media regarding the billions of dollars Abbott is throwing around to buy the female vote to have babies up to \$150,000 per year in wages for the rich.

"Yes we certainly did things differently as new parents. We started at home and raised our children; our Mortgage was 30% of our single income (interest at 17%). We didn't have a second car, we walked the kids to kinder and school in all kinds of weather. We didn't have takeaway, didn't see a credit card, if we couldn't afford it we didn't buy it. We grew vegetables, planted fruit trees and learned how to knit and sew. We went without where necessary and lived within our means. We took responsibility for our family and didn't expect governments or taxpayers to. Thank you for reminding me how good I had it in the 1970's"

The so called working class now require a 30-40 square home, two new cars, double garage, brand new huge white goods, large screen plasma T.V's with surround sound and maybe a swimming pool, what the heck it's all on hock if we need more just go and renegotiate the bank loan; that to me is living beyond your means.

Who was the Government that got you through the Global Financial Crises without you going broke like a lot of European Countries and who has got you the lowest interest rates of all time, it certainly wasn't a Liberal Government who didn't have too many policies their telling you about, they make them up as they go and tell you we have a mandate from the electorate.

To all you Two Bob Millionaires you're in for a shock as Abbott and Co attack your wages and working conditions

that they're not telling you about but you might have to renegotiate that bank loan again, as for the rest of us we have to suffer along with you, suffer in your jocks.

Smokers Beware

On 6th September 2013, Group Train Driver Manager, Central Group, Mr Peter Byrne issued a memorandum to all Drivers that the entire Swanston Street frontage of Flinders Street Station is now declared a No Smoking Area.

It's the first time I knew Mr Byrne was an elected Melbourne City Councilor as this area is certainly Melbourne City Council jurisdiction. Mr Byrne goes on to threaten our members "should this warning be disregarded Disciplinary Procedures Will Follow".

We ask on what grounds can Metro discipline members for smoking in the street, they would be better walking around the corner into Flinders Street and see where his fellow managers meet for a smoke or better still provide a smoking area.

Any member booked for dropping butts or littering in the street by a Melbourne City Council By-Laws officer deserve their full punishment. **LL**

Don't get slugged at tax time.....



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Assistant Secretary

By Jim Chrysostomou
Divisional Assist-Secretary



Social Media, the world we live in...

With credit to Maurice Blackburn lawyers: Kamal Farouque, Principal and Enrico Burgio, Associate

Definition - Social media refers to internet sites and mobile apps which allow individuals and groups to develop content and share information via online networks of people. This includes such sites as Facebook, Instagram, Twitter, Vine, MySpace and YouTube and can be a mass form of communication.

The lines between public and private are progressively diminishing in a case **Rose v Telstra**, Vice President Ross analysed when out of hours conduct can give rise to a valid termination, namely when:

- Objectively viewed, the conduct is likely to cause damage to the relationship between the employee and the employer, or
- The conduct damages the employers interest, or
- The conduct is incompatible with the employee's duty as an employee.

The conduct of the employee must be of such a nature as to indicate a repudiation of the employment contract by the employee.

There are three areas where social media and employment law intersect:

1. Employees expressing their frustration with work online,
2. Employees posting photos during and after work hours,
3. Excessive use of social media during work hours.

In a case **Stusel v Linfox Australia Pty Ltd [2011] FWA 8444** An employee was dismissed for making negative comments on his Facebook page about management, which management found amounted to sex and racial discrimination, Mr Stusel contended that the comments made were not derogatory and that he had maximum privacy settings on his Facebook page.

Commissioner Roberts held that comments had "very much in favour of a group of friends letting off steam and trying to outdo one another in being outrageous" the Commissioner was also critical of the company's failure to have a social media policy. The case before Fair Work Australia Commission (FWC) resulted in orders for the employee to be reinstated, finding the employment relationship could be re-established.

The case was appealed to the FWC Full-Bench and was dismissed. An application is now before Federal Court for judicial review.

The FWC Full Bench: Justice Boulton, Senior Deputy President Harrison, Commissioner Deegan, stated:

[25] The posting of derogatory, offensive and discriminatory statements or comments about managers or other employees on Facebook might provide a valid reason for termination of employment. In each case, the enquiry will be as to the nature of comments and statements made and the width of their publication. Comments made directly to managers and other employees and give wide circulation in the workplace will be treated more seriously than if such comments are shared privately by a few workmates in a social setting. In the ordinary discourse there is much discussion about what happens in our work lives and people involved. In this regard we are mindful of the need not to impose unrealistic standards of behaviour and discourse about such matters or to ignore the realities of workplaces.

The implications of posting photos online were realised in a case **Antony Dekort v John Tavern Pty Limited t/a Blacksmith's Inn Tavern [2010] FWA 3389** when the employee represented unfit for duty on 30 and 31 December 2009 and sought to claim sick leave. The employer had a photograph from a Facebook page showing the employee participating in New Year's Eve celebrations and when confronted the employee was unable to explain his actions. The employee's application was dismissed as not having any reasonable prospects of success.

In a further decision, two employee's of a pump manufacturer were fined \$1,500 by the Victorian magistrates court after planking at work. They were charged for breaching the *Victorian Occupational Health and Safety Act*. They were dismissed from their employment.



A AP, 'Plankers Bonkers? Workers fined for Facebook foolhardiness' The Age, 8 September 2011.

Richard O'Connor v Outdoor Creations Pty Ltd [2011] FWA 3081

The employer terminated the employee's employment one day before his resignation was due to take effect after they (employer) discovered 3,000 chats in his google mail account. Commissioner Gooley concluded that excessive use of social

media for personal reasons during work hours may constitute misconduct but there was insufficient evidence to support a finding of misconduct in this case. The company was ordered to pay the employee compensation for the day he would have worked.

Practical tips for using social media

- There is **no general right to privacy in Australia** when it comes to social media. Employers may be able to take disciplinary action against employees if online activities has an impact on the employment relationship.
- Be careful about bagging bosses, employer, clients or co-workers on social media, particularly with the open social media account or are friends with co-workers or clients.
- Check your social media settings. You might want to consider having them set at the highest possible level and avoid having your account accessible by the public at large.
- Be careful in “liking” or “re-tweeting” comments which may have a negative impact on your employer’s reputation. They may imply agreement.
- Check to see if the employer has a policy regarding the use of social media.
- If you have open social media, think about how and what photos you post, which may be perceived by perspective employers checking up on you. Post from Stusel; “The probability of being watched is directly proportionate to the stupidity of your act”.

Victorian and Civil Administration Tribunal (VCAT)

On the 28 August there was a compulsory conference at VCAT that was scheduled as a follow on from a previous directions hearing on safety matters that relate to trains being kept in service with no headlights and or smashed windscreens.

The matter before VCAT is in relation to a decision WorkSafe made that endorses suburban electric trains being kept in service that we believe to be unsafe.

Metro Trains Melbourne were invited to attend the compulsory conference as an interested party but the invitation that we put forward was declined by the new Head of Train Services. As a result of Metro Trains declining to attend the Senior Member for VCAT issued orders that Metro Trains Melbourne Pty Ltd be joined as interested parties, a further directions hearing was scheduled for 16 September 2013.

In the directions hearing of the aforementioned, Metro Trains counsel put forward an argument that the detailed particulars of trains being kept in service with smashed windscreens and inoperative headlights be submitted as part of an application by the Health and Safety Representative so Metro Trains could fully understand the nature of the safety concerns before they (Metro) would consider attending a

compulsory conference. Further representation made by Metro counsel were based on the jurisdiction of VCAT.

A compulsory conference has been set for 28 October 2013.

See something, Say something

There have been an unprecedented number of incident that go unreported to the Union. Currently on the metropolitan network the Locomotive Division is investigating about seventy-five separate incidents that have allegedly occurred in the past three months that have been reported to the employer and relate to driver safety. For some unknown reason these incidents have not made the daily train performance reports.

If any driver is involved in an incident on the network that requires a verbal or written report (e.g. trains kept in service with critical defects, vandals bypassing safety apparatus, cab invasions, incorrect allocation of train preparation etc., etc.) notify the union with the particulars via email: reception@rtbuvicloco.com.au, fax: 9682-3344 or telephone: 9682-1122 this is a far better option than venting on Facebook, that is if you would like something done about it.

It is important to provide evidence when involving regulatory bodies to ensure that the law is applied.

At any time that a driver is confronted with an unsafe situation and a representative of any organisation instructs, demands or attempts to coerce a driver to put themselves in harm’s way, respectfully decline and report to the Union.

News in brief

- Random downloads are being conducted to ensure speed and rule compliance e.g. running brake tests, Rule 1 – section 3, train management etc., etc. Be aware that several drivers have been disciplined as a result of this process.
- This year SPAD’s on the sparks have surpassed the amount for 2012 – 32 which was the lowest year for signals passed at danger to the highest level ever documented for 2013 – 49 with a high percentage caused by driver’s trying to maintain the timetable. As a grade our primary function is to run from point A to point B safely and not adopt the company values of *On Time Running is King*.
- Drug and alcohol testing will commence shortly with non-invasive random testing as an early indicator and thorough testing if results are positive.
- If you have submitted a WorkCover claim or are in the process, contact the Union for advice and assistance to ensure that you are across your rights and entitlements under the claims management process as prescribed under the Accident Compensation Act.
- Driver competency – If you have not performed a particular task, driven on a certain route, prepared a specific type of train or undertaken any other requirements of your job role then you must notify your respective crew manager to organise training. **LL**

ARE YOU COVERED?

AGAINST SICKNESS OR AN ACCIDENT

SPECIFICALLY DESIGNED FOR ALL VICTORIA: RTBU: RAIL EMPLOYEES

OPTION: 1

GROUP POLICY No: 5105228

THREE LEVELS OF COVER AVAILABLE

\$200 Weekly Benefit For **\$16.00** Per Fortnight

\$250 Weekly Benefit For **\$17.60** Per Fortnight

\$300 Weekly Benefit For **\$23.62** Per Fortnight

❖ **PLUS:** \$10,000 ACCIDENTAL DEATH BENEFIT, AT NO EXTRA COST (AUTOMATICALLY INCLUDES YOUR SPOUSE)

❖ **PLUS:** \$5,000 FUNERAL BENEFIT, (ACCIDENTAL DEATH) AT NO EXTRA COST (THIS BENEFIT ONLY APPLIES FOR MEMBER)

❖ EASY METHOD OF PAYMENT VIA PAYROLL DEDUCTIONS ❖ PREMIUMS TAX DEDUCTIBLE

❖ AUTOMATIC ACCEPTANCE, NO MEDICALS REQUIRED ❖ 24 HOUR WORLD-WIDE COVER

❖ 7 DAYS WAITING PERIOD ❖ 104 WEEK BENEFIT PERIOD

❖ STRESS AND ANXIETY RELATED CONDITIONS (THIS ONLY APPLIES TO TRAIN DRIVERS)
AUTOMATICALLY COVERED, IF THE CONDITION IS A RESULT OF AN ACCIDENT (FATALITY OR NEAR FATALITY)
WHILST THE DRIVER IS DRIVING A TRAIN ❖ 7 DAYS WAITING PERIOD ❖ 26 WEEKS BENEFIT PERIOD

❖ PAID IN ADDITION TO SICK LEAVE & WORKERS COMPENSATION (UP TO 100% GROSS YEARLY INCOME)

EXCLUSION: ALL PRE-EXISTING CONDITIONS – PLEASE READ PDS FOR ALL EXCLUSIONS

FROM AGE 60 TO 68 **ACCIDENT ONLY** AND REDUCED PREMIUM APPLY (SEE BELOW + CONDITIONS APPLY)

\$200 Weekly Benefit \$11.92 Per Fortnight **\$250 Weekly Benefit \$12.64 Per Fortnight** **\$300 Weekly Benefit \$17.20 Per Fortnight**

AGE 60 TO 65 – 52 WEEKS BENEFIT PERIOD–14 DAYS WAITING PERIOD ❖ AGE 65 TO 68 – 52 WEEKS BENEFIT PERIOD–28 DAYS WAITING PERIOD

OPTION: 2

AFA: INDIVIDUAL POLICY

VARIOUS LEVELS OF COVER

\$500 Weekly Benefit for **\$26.80** Per Fortnight

\$600 Weekly Benefit for **\$32.16** Per Fortnight

\$700 Weekly Benefit for **\$37.52** Per Fortnight

\$800 Weekly Benefit for **\$42.88** Per Fortnight

7 DAYS WAITING PERIOD

\$900 Weekly Benefit for **\$48.24** Per Fortnight

\$1,000 Weekly Benefit for **\$53.60** Per Fortnight

\$1,200 Weekly Benefit for **\$64.32** Per Fortnight

\$1,500 Weekly Benefit for **\$80.40** Per Fortnight

• **PLUS** \$25,000 ACCIDENTAL DEATH AND \$5,000 FUNERAL BENEFIT, AT NO EXTRA COST

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• 7 DAYS WAITING PERIOD • 104 WEEKS BENEFIT PERIOD • 24 HOUR, WORLD-WIDE COVER

• NO MEDICALS REQUIRED • PREMIUMS DO NOT INCREASE WITH AGE

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• FOOTBALL COVER: 28 DAYS WAIT & 26 WEEKS BENEFIT (\$7.00 EXTRA PREMIUM APPLIES)

• 14 DAYS WAIT AND 52 WEEKS BENEFIT APPLIES WHEN YOU REACH 60 YEARS OF AGE

• ACCIDENT ONLY COVER APPLIES FROM AGE 65 (RATES ARE REDUCED TO 50%)

EXCLUSIONS: WORKERS COMPENSATION AND ALL PRE-EXISTING CONDITION

RefUO:1/2013



For Information Please Contact Us

ALL RISK PROTECTION Pty Ltd ❖ Richard Morris: 0412 262 858

Grace: (02) 9692 0302 ❖ 282 Trafalgar St, Annandale, NSW 2038

email: grace@allriskprotection.com.au

Department of Education and Early childhood Development

2014 Student Scholarships Applications open November 2013

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.

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.

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 2014 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 2014 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



Nelson's Column.

By *Ernie Nelson V-Line Passenger Southern Cross station*

This column contains poisonous libels and vitriolic slanders, colourful language, nudity, violence, and smut of a general nature and anything else that helps sell Magazines, if you don't like it hit the road Mate! Email me at booze.up@myplace.come.ok or call toll free 1800 SOD ORF.

Any similarities between depicted and real events and people in some sections of this column is purely coincidental, so suck it up Princess, get over it, use this as therapy and get on with your life, Sport.

Metrol, Control and VicTrack.



The good old days, we didn't know it then.

Have you ever noticed how Metrol has a manic need to please the Commies, to the extent that a train from another operator will be blocked (whether passenger or freight) to allow a late running spark or even an empty electric train to go ahead of it?

I had noticed on the sparx during my tenure with C.C.R. (Communist China Railways aka Metro) when running empty cars to Westall from either FSS or Pakenham that my train seemed to be given unnecessary precedence over other operators with either important freight or long distance passengers which seemed odd then, but being a Driver going home at the time I didn't query it, I just went.

Since I have landed at V/Line Passenger it has become all to evident, a case in point is on Wednesday 21st August, 2013, I was running 8432 which is the 19:32 out of Traralgon Up Bairnsdale passenger train, this train ran on time all the way to Flinders Street arriving about 3 minutes ahead of schedule owing to good run up the Caulfield Throughs around the Up Pakenham that I followed from Dandenong as scheduled.

What happened next after arriving at Flinders St, being held for the very same up Pakenham that arrived at 22:00 to form the 22:01 down Pakenham, so far so good as my train was due out at 22:02 to make a 22:06 arrival at Southern Cross/Spencer St.

By 22:10 I was starting to get somewhat agitated still sitting at Flinders St after several failed attempts to get Metrol to answer the phone, (22:06, 22:07, 22:08 and 22:09) before I managed to raise the Western Signaller at 22:10, I enquired if I would get a run before I ran out of fuel and at 22:13 I got a run after sitting there for a total of 14 minutes, from 3 minutes early to 11 minutes down without moving a muscle.

I asked the signaller, "If I had painted Metro on the side of my train would that have given me a better chance of getting a run?" He replied, "Of course."

While we're on the subject what is wrong with the Signallers at Craigieburn/Sunbury Signal Box, you just cannot get them to answer the radio and if you can raise Metrol to get them to talk to Craigieburn you're doing a little better but usually you've gotta get Control to talk to Metrol to talk to Craigieburn, so Metrol can tell Control to tell you what's going down.

This to me makes a strong case for Metrol and Control to be removed from the operators and come under the purview of VicTrack to remove any bias, this happens in the UK where the Strategic Rail Authority controls all Safeworking operations.

Better still end the privatization farce now, we effectively import our suburban rail operations by paying foreigners to run it into the ground while reaping huge profits (\$Ms pm) to send back home instead of reinvesting that money back into our creaking infrastructure and maybe even providing a proper *VicTrack* Local Train Radio in sparks so a real 2 way conversation can take place between all Trains in an emergency instead the "System" they've got now.

What do you reckon? I know, I know preaching to the converted.

Privatization Farce.

In the interest of transparency there should be a broad ranging inquiry examining the alleged benefits of privatization as a whole and it should examine the activities of both the Labor (Laboral) and Coalition (Libor) Governments (they're both as bad as each other) to determine if the whole thing has been a bonus to Victoria or a Cash Cow for Multi-National Privateers.

I know its airy fairy stuff as no government will investigate current or previous government of any colour lest there be retributions in opposition and we all know they both do each other's dirty work while feigning disgust, the bastards.



Rules for Survival for Union Hopefuls.

My advice is don't do it, however if you insist here are some tips for you to ponder. Not all my own experiences more like political facts of life based on observations if you please.

1. Trust No one in a politically charged environment.
2. Watch your back but not at the expense of your front.
3. Being stabbed in the back is an occupational hazard.
4. Being stabbed in the back means you are important if you weren't you'd be stabbed in the guts.
5. Keep your friends close and your enemies closer.
6. Allegiances are tenuous at best.

7. Your enemies' enemy is your friend.
8. People you think are your enemies or allies may actually be either.
9. Conspiracy theories are the order of the day and no matter how you try to explain events, you will be guilty of collusion with management against the members, without any supporting evidence.
10. You will be judged by others to a standard that they often fail to meet themselves.
11. Trade Unionists should not go on to be Non Union Managers or Bosses without a good reason and support of the Union.
12. Place yourself outside of #11 and it is a long cold winter for your 'sole my friend.
13. Everybody has a price; you'll have to find out how much.
14. Speaking of prices and 'soles, if you have to sell your 'sole, make sure you get better than market value for it.
15. When you write stuff for Union Journals, you will invariably get some drongo come up to you and say "See that shite you write in *LocoLines*, well I don't read it!" when you inevitably ask "How do you know?" same drongo will have a brain fade, realize he is a drongo and say "Just is!" and storm off embarrassed.
16. Exact same drongo will be convinced the article that he "Didn't read" is about him personally even though you don't know this deadshite from Adam.
17. Beware of disloyal people; they walk among us.
18. Speaking of which you will be surprised to learn, once gaining office, just how many Union members are also members of the Liberal Party, talk about a buck each way. Find out who the Libs are and tell them nothing that can be of use to Liberal party HQ, Libs can be toadies and snitches.
19. If you are unfortunate enough to become Secretary or President at Sub-Divisional or Divisional level you will discover it's just like being the President of the United States of America in several ways.
 - a. Under resourced and over stretched.
 - b. People on both sides of the fence will think you're a bastard.
 - c. You will become privy to a lot of Private and classified information you'd rather not know.
 - d. You will become the target of various lobby groups pushing ruthless agendas.
 - e. Management and Members alike, are prepared to tell filthy lies about other Union officers and members to try and destabilise your administration or just out of plain malice, advise them, (*before you take any action on their bitchfest*) to put it in writing so you can check the veracity of statements made, with a view to litigation, may as well make a few bucks along the way.
 - f. Your Cabinet or Council will agree to a document with a company, only to find when they, the company, furnish a "clean" document it has been altered beyond the normal boundaries of credibility.
 - g. There is an Area 51 because you are in the middle of it and it is chock full of Aliens, 50% of whom are your members.
20. Every Enterprise Agreement you ever do will be wrong and others even though they have never made the effort to stand for office themselves will criticize bitterly, without offering an alternative.
21. People will be convinced that the Union Executive should report back at least three times daily during EA negotiations, report backs should only happen when there is something to report. You can always ring up Loco Hall for info.
22. During EAs *EVERYTHING IS ON THE TABLE*, whether you like it or not, that is the law of the Commonwealth of Australia.
23. Learn to not to totally count on the support of your comrades as they will often let you down.

24. Develop your acting skills as you will be playing to a fickle audience.
25. Always forgive your enemies, but not until they've been hung.

Hope this doesn't put you off nominating, good luck, Huey knows you'll need it in spades.



New Enterprise Agreement.

V/Line has finally come to the party on the Enterprise Agreement 13 months after it was due and no doubt after receiving it in the post we will all have differing ideas about varying parts of this document that has been a long time in the making, but before people get all worked up about it they should at least wait until the Executive have gone through the document at report back meetings. Just remember that the sections of the document cannot be read in isolation from other sections, you've got to start at the front and work your way to the back.

Be mindful that an Enterprise Agreement is just that, in that the parties agree to pursue the agreed work practise changes to ascertain if they are indeed feasible, in other words a broad outline without the nuts and bolts.

I can't speak for V/Line EAs but I can for Connex/Metro EAs where past agreed work practise changes had proved unworkable, counter-productive or just plain impossible.

The Union has always complied with the law and advised the Companies of the likelihood of the Initiatives chances of success, only to have the Companies insist on the changes going in, don't forget that under WorkChoices and WorkChoices II (Fair Work Act) the Union is not in a position to deny Employers the right to make inclusions and vice versa, although weighted heavily towards Employers.

Anyway we're all adults and we'll make up our own minds when the time comes, but read the Doco carefully.

Meanwhile in Spring Street.



Alpha Male Dents Naptime just leaving a Cabinet Meeting to tell Treasury to "Pay those Bludgin' Railway Bolsheviks", saying, "Pharque Moi, (That's Anglo/French you know), first the Jacks then the Teachers and Nurses next the Ambos and Fireys are gunna give me the shites pack of Commie b'stards. How much can a Koala Bear?????"

A Magazine for all Drivers. Remember it's your Journal too so write in on any relevant subject you like. Even to have a go at me, I'll make sure it's published, as submitted with your pre-approval. See ya later, Drive.

Retirees will pay for the Paid Parental Leave scheme



[Robert Gottlieb](#)

A big chunk of Tony Abbott's parental leave scheme will be paid for by retirees and those saving to retire. The slug to retirees has been engineered by the Coalition backroom and joins the Reserve Bank's lower interest rate drive in the inter-generational attack game, which the older generation is losing.

That fact that very few media outlets picked up the fact that retirees and those saving for retirement would pay a slice of the parental leave bill shows that the inter-generational game is not widely understood.

But it explains why Shadow Treasurer Joe Hockey was correct in saying the scheme was revenue neutral and laughed off the latest ALP claims saying it was not funded. Like the bulk of the media, the ALP did not understand what Abbott, Hockey and Co. had done.

Let me explain how the funding plan works. First there are a series of offsets where the new plan replaces the old schemes and cuts out double dipping. These are genuine savings.

Then Abbott and Hockey impose a 1.5 per cent levy on taxable company incomes of \$5 million or more, which will affect about 3200 companies who represent the bulk of company tax raised.

But the levy will be offset by a 1.5 per cent fall in company tax so profit-wise there is no effect on large corporations (and small companies win because they do not pay the levy).

But then comes Tony and Joe's sleight of hand attack on retirees. Many big corporate taxpayers, like banks, pay around three quarters of their profits out in dividends and there is constant pressure from retirees for companies to payout more, especially now interest rates on bank deposits have been reduced. Most dividends (but not all) are fully franked because they come out of tax paid profits.

So a superannuation fund obtains a franking credit equal to the tax paid by the company. Those franking credits are currently calculated at a tax rate of 30 cents in the dollar. When the

Abbott-Hockey plan is introduced the franking credits will be calculated on the basis of 28.5 cent in the dollar. They are worth less and so the retirees and those saving to pay for retirement cop the bill because Abbott and Hockey have simply swapped a tax for a levy aiming to lower the franking credit.

It is a clear attack on the older generation to benefit the up and coming generation.

Now most of you know my approximate age so you will realise that I am biased because I am one of those that the Coalition are attacking. And you can also argue that I should be happy to fund the next generation and to improve the overall productivity of the nation's work force.

But those struggling retirees and those saving to retire will be horrified that not only are the older generation helping those with mortgages via lower interest rates but they are now seeing their franking credits reduced to help the younger generation.

The sad thing is that neither the bulk of the media nor the ALP understood what Abbott and Hockey were doing. The retirees will understand very quickly what the Coalition is doing. But Tony and Joe know it is unlikely to change their vote.

Read more:

<http://www.businessspectator.com.au/article/2013/8/19/economy/retirees-will-pay-paid-parental-leave-scheme#ixzz2cPLwnGhf>



Transport giant Aurizon considers viability of new Pilbara railway

Inside Business Updated **Sun 28 Jul 2013, 12:51pm AEST**



Lance Hockridge says Aurizon is still investigating whether to build a new rail corridor.

Rail and freight giant Aurizon is continuing to assess the worth of building a new rail line in the Pilbara as it seeks more exposure to Australia's iron ore mines. A new stand-alone, open-access

railway in the Pilbara would cost about \$10 billion to construct and on current projections would need the support of at least a few miners.

Aurizon, formally known as QR National before it was privatised in 2010, has ruled out attempting to buy into Fortescue's existing Pilbara rail line, saying the company has no interest in being a passive minority investor in somebody else's line. However, it has been in talks with several smaller miners including Atlas Iron and Brockman Mining over the possible new Pilbara railway.

Aurizon's chief Lance Hockridge has told the ABC's Insider Business program the company was now concentrating on what it called the East Pilbara industrial railway. He says Aurizon is continuing its examination, despite concerns that falling iron ore prices would make it impossible to guarantee returns on the multi-billion-dollar investment needed. "This is a 30 to 40-year business, we're very much in the early stages of our investigation," Mr Hockridge said.

"We would look to the viability of building a dedicated greenfield line, dedicated in the sense of being dedicated to all of those miners who presently don't have access to the majors, to the dedicated lines. "In other words, the concept is essentially around the heart of being open-access. It would be open to all comers as opposed to being dedicated to individual miners."

However, he said it would be preferable to also have Fortescue's iron ore on its potential new railway line. "The point of the matter is though it takes two to tango and that's not what Fortescue or others are talking about at the moment," he said. "I emphasise again it's at concept phase and we need to do a good deal more work and we're encouraged with the progress so far, but there are self-evidently a whole range and raft of issues that we're got to get through before we get to anything which is more definitive."

Aurizon has been talking to Perth-based Atlas Iron, Brockman Mining as well as other smaller miners. "We're talking to a wide range of people," he said.

"Ongoing demand for iron ore to decide rail line's future"

Mr Hockridge acknowledged the likelihood of such a line will depend on the future demand for iron ore. "We do a lot of independent analysis," he said.

"We have the opportunity to talk to a lot of the end customers; we have the opportunity to be able to gather the sort of information from third-party sources. At the end of the day we continue to be optimistic. "It's clearly not the kind of growth rates that we might be experiencing or indeed expecting a year or two ago, but nonetheless, looking at the continued GDP growth in China for example, looking at the cross-over with that and the steel intensity in China, our view is that fundamentally this is and will remain a good business for a long time. "The amount of growth will continue to be there for a long time yet to come."

He said technology would play an important role. "For example in the operations space ... the ability to be able to run longer trains, more efficient trains, have more disciplined cycle times in our operations," Mr Hockridge said.

"Fundamentally having the best technology in the business is going to underpin that and we gave some examples of where we're number one or number two in the world in the use and application of some pretty interesting technology which is going to be able to underpin in my view that kind of capability."

"Rail haulage would prove 'a far cheaper' transport option"

One of the miners in talks with Aurizon, Atlas Iron, acknowledges the new rail proposal could be a "fantastic solution". A mine-to-port rail link is widely considered to be vital for Atlas Iron's future success. Atlas managing director Ken Brinsden told Inside Business that rail transport was an opportunity being investigated.

Atlas is currently paying about \$13 per tonne to haul its iron ore to Port Hedland by truck. He says rail would likely be far cheaper. "No-one's been able to establish a benchmark for Pilbara rail haulage, but when we look at what else happens around Australia, maybe the east coast coal networks or even the little bit of iron ore that makes it to the railway in the Northern Territory, I guess they're paying in the order of five to six cents a tonne per kilometre," Mr Brinsden said.

"Clearly there's an opportunity to be on the rail, and rest assured we're looking for solutions like that so we can come up with a logical and commercial and more sophisticated infrastructure solution that makes sense for the business. "It's fair to say we've got a discussion going on with quite a few people and at the end of the day the Aurizon solution might very well constitute a fantastic solution for the Pilbara as a whole."

"When you've got an infrastructure provider looking to provide a service that is not a participant in downstream markets, then that in itself might make for a very good service. "I guess the challenge, if you like, in the development of a network like that proposed by Aurizon, its first hurdle for development is a high one ... it's an expensive exercise building this sort of infrastructure in the Pilbara."

However, Mr Brinsden says the Aurizon proposal would need more than two customers. "We've made no secret that Atlas is not really in a position to justify rail in its own right," he said.

"If a network like Aurizon is going to be able to get up in the Pilbara, then there's no doubt in my mind it needs multiple customers."



Meanwhile at a Railway Organization near you!

ARTC launches new OZ safety technology.

[Rail Express](#) — last modified Aug 21, 2013 01:13 PM

The Australian Rail Track Corporation (ARTC) has launched an Australian-designed mobile rail safety innovation dubbed the 'TASS.'



ARTC's 'TASS'

The Track Awareness Support System, or TASS, is a unique, portable device that warns rail safety workers of incoming trains by harnessing the power of ARTC's 3G national train communications network.

Comprised of a beacon and a tripod, the TASS pinpoints train movements using GPS reports from in-cab train digital radios and Telstra's NextG network for data connections to detect when locomotives reach a certain distance from track workers and then alert workers to this via a siren and flashing lights.

ARTC executive general manager technical services, Mike van de Worp, said the mobility of the system and the reach of ARTC's national train radio network ensures the organisation's maintenance teams can easily deploy the TASS system in the "remote corners" of ARTC's network including along the Nullarbor.

Weighing in at less than 10 kilograms, the beacons have been designed to be robust, portable, quick to setup and easy to use.

"It seems a simple device, but a lot of planning and hard work has gone into the design and development of TASS and the software behind it, and like the iPhone it is this simplicity which makes it so brilliant," de Worp said.

TASS has been undergoing a four-month live field trial at locations across NSW since June, including the North Coast, Hunter Valley and Main Southern Line toward Melbourne.

"Trains can take well over a kilometre to come to a stop, so having an additional layer of safety that ensures track workers are clear of a work site when a train is passing through can only be a positive move," de Worp said.

The TASS units cost around \$5000 each to produce and the system is designed to complement existing rail safety rules and procedures.

ATSB finds sub-standard sections of Sydney-Melbourne rail.

(Tell us something we don't know for once ATSB.)

Rail Express — last modified Aug 28, 2013 12:45 PM
By Oliver Probert

An investigation by the Australian Transport Safety Bureau has exposed flaws on several sections of track on the interstate line between Melbourne and Sydney.



North-East in all its glory!

The ATSB found flaws in the ballast of several sections of track between NSW and Victoria. Photo - ATSB

The results of the ATSB's investigation, which was kicked off in 2011, show that, following the installation of concrete sleepers, the formation and ballast depth for new track in many areas throughout Victoria and, to a lesser extent, New South Wales, were below Australian rail track Corporation (ARTC standards).

"As a result," the ATSB found, "the track was particularly vulnerable to degradation in vertical alignment/twist (ride quality and mud-holes)."

This vulnerability, the bureau said, was further worsened at times by disturbance in some sectors due to scarifying into a shallow ballast bed for the insertion of concrete sleepers, as well as at times, inadequate ballast depth below the new concrete sleepers.

Highly fouled ballast that retained water within the track structure was also found to be creating problems, as was heavy rainfall during 2010 and 2011, and several other factors.

The ARTC was positive with the findings, however.

"While the ATSB has outlined some areas that require attention by ARTC, we are pleased that no systemic issues were found that might compromise the safety of rail operations where the track quality was below standard," ARTC chief executive, John Fullerton, said.

"The ATSB has indicated the program we are applying to the track will correct most fouled ballast and drainage problems, and ARTC will be reviewing the report to identify any further measures that might need to be considered or applied to our current program of works.

"The positive news is that train reliability and performance along this corridor has improved markedly over the last eighteen months and many temporary speed restrictions have been removed as a result of the sustained track improvement works ARTC has underway."

The ARTC said the ballast issues raised in the ATSB's report are being dealt with by the rail corporation's ballast rehabilitation program.

"We welcome the comprehensive analysis by the bureau," Fullerton continued.

"It is in all of our interests to have the best performing track possible and ARTC looks forward to continue improving the quality and overall competitiveness of the national interstate rail network so we can grow rail's share of the national land freight task."

Aurizon flags small profit, iron ore jump, more job cuts.

Rail Express — last modified Aug 21, 2013 01:13 PM
Courtesy Aurizon By Jennifer Perry

Aurizon's underlying profit excluding one-off costs was up 16% to \$487m in the year to June 30 (FY 2013). Underlying earnings before interest and tax (EBIT) was up 29% to \$754m, up 29%.

Aurizon chief executive lance Hockridge told reporters on Monday that while the company was operating in a “subdued growth environment” concerns about a China slowdown hitting the mining sector were overstated.

“Even the most modest levels of growth translates into very large absolute numbers,” Hockridge said.

Big ore increases

The big growth in revenue for Aurizon’s Western Australian iron ore haulage business (\$160m) was driven by an 82% increase in volumes hauled in FY 2013, with nearly half of that growth coming from the company’s Karara Mining contract.

Underlying EBIT for the iron ore business jumped 203% (\$65m) in the year to June 30.

The growth of Aurizon’s iron ore business is set to continue with the company predicting iron ore volumes to increase by a further 21% in FY 2014.

Flattening QLD coal market

On the coal side, Aurizon’s coal business hauled 193.7mt of coal for FY 2013, up 4% from the previous year, netting the company \$63m in underlying EBIT, reflecting a 25% increase on the previous period.

The breakdown of tonnes hauled by Aurizon says a lot about the current state of Australia’s coal market, with just a 3% increase in Queensland tonnages – from 151.7mt to 155.8mt – whereas NSW tonnages jumped by 12%, from 33.9mt to 37.9mt.

Aurizon attributed the slow growth in FY 2013 coal volumes to the loss of the company’s Anglo contract in 2012, flood-related interruptions in Queensland due to ex-cyclone Oswald which saw the company’s Blackwater system closed for 12 days and the Moura system for 19 days, and volatile global demand.

The company predicts coal haulage volumes to rise by 5% in FY 2014.

“We believe there will be continuing growth, albeit modest, in Queensland’s Bowen Basin and that in turn will drive the demand for further port capacity,” Hockridge said.

Freight business slows

Aurizon’s freight business which services bulk minerals and commodities, agricultural products along with general and containerised freight transported just 49.3mt of freight compared to 53mt the previous year representing a decrease of 7%. Underlying EBIT decreased by 66% to \$45m.

The company attributed the reduction to the loss of its grain haulage contract with CBH in WA.

While acknowledging flat market conditions, Aurizon said its intermodal business secured contracts totalling \$50m in new revenue during FY 2013.

Job cuts & management changes

Aurizon announced further job cuts and several management changes on Monday.

Hockridge said the company has earmarked \$230m in potential job cuts and asset sales during the next two years, on top of the 921 voluntary redundancies during FY 2012.

“Job cuts are going to be an important component but it’s very broad ranging,” he told reporters.

Affected corporate support and operations staff would be informed this week.

Management changes include the departure of two senior executives, with executive vice president business development, Ken Lewsey, and executive vice president business sustainability, Greg Robinson, to leave the company.

Both roles will become part of a smaller refocused executive management team reporting to the MD and CEO.

Senior vice president enterprise business development, David

Welch, will take on a bigger regional leadership role as Aurizon’s most senior representative in WA following Lewsey’s departure.

Hockridge said he had reshaped the roles and responsibilities in his executive leadership team as Aurizon entered the next phase of its transformational program.

“Mike Carter will move from the role of EVP Network to lead a new combined Strategy & Business Development function,” he said. “Alex Kummant will move out of the strategy function to become the new executive vice president network.”

JV to develop business case for MAX light rail.

[Rail Express](#) — last modified Aug 21, 2013 01:12 PM

Western Australia’s Department of Transport has selected the Parsons Brinckerhoff and AECOM Joint Venture to develop a business case for Perth’s \$1.9bn MAX light rail network.

The JV will form an integrated services team and work alongside the department in developing the business case. This is the second stage of the WA Government’s study into the proposed 22km Metro Area Express (MAX) light rail network.

PB was the lead consultant on the previous project stage, delivering all aspects of the concept design for the east-west alignment.

The first stage was part of the government’s overall strategic plan to improve Perth’s public transport network and included feasibility and concept design for the development of a 13.5km light rail network within the east-west alignment.

Parsons Brinckerhoff regional director for Western Australia Paul Reed said the team enjoyed working on the ground -breaking project.

“Parsons Brinckerhoff and AECOM are working in close collaboration with the DoT to deliver a strong business case for the MAX project,” Reed said.

AECOM transport director Graham Holden said stakeholder engagement would be a key focus in developing a sustainable, world-class, “yet affordable” light rail solution. “A strong business case will depend on the support and endorsement of stakeholders and the community,” Holden said. “The JV team is committed to working collaboratively with the community to mitigate risks and foster support for the project.”

AECOM has previously provided stakeholder and community engagement services for the MAX project, as well as bus rapid transit options for the department.

MAX project director David Thomas said the “visionary” project would introduce a new era of public transport to Perth. “MAX will support the city’s transformation by providing a frequent, high-capacity service in the inner-north and central west and eastern suburbs of Perth,” Thomas said.

Construction is scheduled to commence in 2016, with the first stage of the network due to be operational by the end of 2019. \$432m over four years was committed in last week’s state budget towards building the light rail network, which will connect Perth’s northern suburb and its CBD, and will run east to Victoria Park and West to Queen Elizabeth II medical centre.

Bulk strong, containers weak for Asciano’s 12/13 result

[Rail Express](#)— last modified Aug 28, 2013 12:45 PM
by Oliver Probert

Coal haulage and bulk ports were the two key highlights of Australian transport and infrastructure company Asciano’s annual report, released last week. But poor results in Asciano’s container rail and ports divisions countered that slightly.



Container freight was a weak point for Pacific National in 12/13, but bulk freight forced a good result for parent company Asciano.
Photo - Pacific National

Asciano, which owns and operates Pacific National railways in Australia's eastern states, as well as Patrick bulk and container ports all around the country, reported a 7.8% rise in underlying revenue and other income in the 2012/13 financial year, finishing at \$3.73bn.

The company's earnings before interest and taxes (EBIT) were also up, rising 12.5% to \$693.8m.

The positive figures were despite soft results for Pacific National (PN) Rail, and Terminals and Logistics, Asciano's subsidiaries responsible for container freight and container ports, respectively.

Asciano managing director, John Mullen, called the 2013 financial year "extremely challenging" for both PN Rail and Terminals & Logistics, saying: "Intermodal and container port volumes succumbed to the general malaise in the domestic economy."

What kept Asciano's figures up were its other two major subsidiaries: PN Coal, and Bulk & Automotive Port Services.

As suggested by PN Coal director, David Irwin, to ABHR earlier this month, PN Coal's volumes were strong throughout the period despite the doom and gloom surrounding the market of late.

PN Coal, which covers all of Pacific National's bulk railway operations, handled 138.5mt of product in 2012/13, a 15.5% increase.

It recorded 24.04bn net tonne kilometres, a 20.3% rise. EBIT for PN Coal alone was up 28.9%, to \$287.9m.

Mullen said PN Coal's healthy growth was "driven by new contracts in Queensland and growth in volumes being hauled by selected customers in the Hunter Valley."

Another significant point was PN Coal's capital expenditure, which dropped 65.7% to \$209.5m. "Spend during [2012/13] reflected capital invested in the completion of the state of the art provisioning and maintenance facilities at Greta and Nebo, investment in rolling stock for contracts that commenced during the period with BHP Mitsui Coal (BMC) and Anglo American and the contract with Rio Tinto Coal Australia commencing in November 2013," he said.

Asciano's waterfront bulk handling division, Bulk & Automotive Services, also "had a very strong year," according to Mullen.

The division saw an underlying revenue growth of 38.1% to \$680.5m. Mullen credited "increased activity at a number of our bulk port sites" as part of the reason for this growth.

Blast from the Past.



South Dynon Locomotive Depot 27th July 1985. A member sent me this Photo, but alas I cannot recall whom it was, I think it may have been Murray Parkinson. E.N.

Historically significant articles.

Brimbank
Leader

Sunshine rail disaster, 100 + 5 years on
15 Apr 2008 @ 10:01am by Kellie Cameron



ONE hundred and five years ago 44 adults and children died in Victoria's worst railway disaster at Sunshine.

On April 20, 1908, a Bendigo train hurtled towards Sunshine station, where a train running late from Ballarat had stopped to let off passengers. Many were returning from the Easter long weekend. Not all carriages of the packed train fitted alongside the platform, and the driver shunted the train forward to let off passengers in trailing carriages.

Sunshine then stationmaster Frederick George Kendall, with only 10 minutes left of his 10-hour shift, was among the first to see the approaching Bendigo train and thrust up his kerosene lantern into the night to warn driver Leonard Milburn of the train ahead.

At 10.50pm, after a series of human errors, the Bendigo train hit, the impact reducing the last five carriages of the Ballarat train to a splintered wreck.



The 44 dead remained for 69 years the worst death toll in Australia's railway history. In Granville in NSW in 1977, 83 people were killed when a section of bridge collapsed on a passenger train.

Many of the passengers at Sunshine were killed on impact, and all were in the rear wooden carriages of the Ballarat train. Others trapped inside died of horrific injuries or were suffocated by gas from broken light cylinders. Up to 500 people were injured, 139 seriously.

The front engine of the Bendigo train derailed but was not badly damaged. Its impact speed was estimated at nearly 70km/h.

Locals who rushed to the scene searched in the dark for survivors.

It took more than an hour for relief trains with doctors and medical supplies to arrive from Spencer St.

At 12.20am on April 21, the remaining carriages of the Ballarat train pulled out of Sunshine for Spencer St, carrying the dead and injured.

Bendigo drivers Mr. Milburn and Gilbert Dolman and stationmaster Mr. Kendall were charged with manslaughter but later acquitted.

Mr. Milburn said at the time that his train brakes had failed and that Mr. Kendall had given him line clearance.

A royal commission into the disaster was called for, but never happened.

Victims were paid the equivalent of \$250,000 compensation.

Historians say Mr. Milburn died in 1935, a broken man.



Destroyed Carriages at Sunshine.

THE MONTHLY

If Those Trains Had Only Run ...

[Robyn Annear](#) April, 2008

God works for V/Line, the Victorian country rail service. Actually, it's God for short; full name Godfrey, he's an ex-conductor now employed on station duties. "Pass us that stapler, God," you'll hear a colleague say to him. But not even having God on the payroll could, in all probability, have averted the disaster that befell the Ballarat and Bendigo 'up' trains on Easter Monday 1908 at Sunshine, 12 kilometres from Melbourne.

The outlying industrial settlement of Braybrook Junction had been renamed Sunshine after the sprawling Sunshine Harvester Works relocated there from Ballarat, two years earlier. Many of the implement-maker's workers had followed their jobs thence and, under the bullying patronage of the works' owner, HV McKay, Sunshine was taking shape as a model working-class community.

Its location made Sunshine the ideal place for McKay's enterprise to thrive. Railway lines from the north and west converged there, and Melbourne, with its port, was not far distant - far enough, though, for the Harvester Works to be exempt from restrictive metropolitan labour laws. But in 1907 the new Arbitration Court refuted McKay's claim that the wages he paid were "fair and reasonable". The ruling in the Sunshine Harvester case established the principle of the minimum wage in Australia, based on "the normal needs of the average employee, regarded as a human being living in a civilised community".

On the night of 20 April 1908, a hundred years ago, upwards of a thousand people were packed aboard two trains hurtling towards Sunshine. It being the end of a four-day holiday, extra carriages had been borrowed from the suburban lines, making the trains twice their usual length. Even so, they were stuffed beyond capacity, with 12 passengers squeezed into six-seat compartments and yet more standing in the corridors. Families, cricket teams, even wedding parties had been scattered through the trains, some finding seats fore, others aft.

There ought to have been 27 minutes between the two trains, but both were running late: the Ballarat train by 41 minutes, the Bendigo by half as many and gaining. Neither train that night was designated an express, but Leonard Milburn, the Bendigo driver, had instructions to make up time by driving *as if* for an express, speeding through stations unless there were passengers to put down.

The Ballarat train arrived at Sunshine first, at 10.47 pm. A good many passengers were getting off there, refreshed and ready for work after spending Easter in their old home town. The train being so long, the driver stopped with the front half alongside the platform, leaving the rear carriages dangling back around the curve, where the Ballarat track diverged from the main line. Once passengers for Sunshine had unpacked themselves from the front carriages, the driver eased the train forward, "in order that ingress and egress from the rear carriages might be facilitated". But before he could bring his charge to a standstill, the Bendigo train ploughed into the back

of it, concertinaing three first-class carriages, one second-class and the guard's van. In a moment, all were reduced to matchsticks and splintered glass. Then they caught fire .



In the circumstances, it seems miraculous that *only* 44 people died that night. Of the 400-odd injured, nearly all were aboard the Ballarat train, the portion not crushed having been thrown forward by the collision. Victor Eddy, dozing in the third car from the rear, was lucky to have been thrown clear through the window, and escaped with both legs broken. "It was a terrible funny sensation," he told a reporter. "I can't describe it. Like nothing else I ever knew." On the Bendigo train, most passengers were aware of nothing more than a sudden stop. One of the few who "got a bump" was Robert Marshall, seated near to the engine. "The young man in front of me butted me in the chest with his head. I lost my hat. Someone laughed. I do not know what for." He sounded bewildered at the banality of it.

One eyewitness to the carnage likened it to a battlefield, only worse. "Events like these," said a medic at the scene, "take six years off a man's life" - if they didn't end it altogether. Besides cries and moans, there were people calling out, "Have you seen Jack?" and "Archie is all right!"

A big room at the Harvester Works was put to use as a makeshift hospital. The dead were laid out along the platform at Sunshine, in the waiting room, and even on the bare plain where the station stood. "One young woman lay near the north end of the platform," reported the *Argus*. "She was dressed in white, and a hatbox was beside her. The box was torn asunder as though it had been pulled to pieces by horses. A handkerchief was placed over her face."

"It is awful! Awful!" was the first reaction of Premier Thomas Bent. His next was, "There seems to have been a blunder somewhere."

Fewer than 36 hours after the crash, the finger of blame was pointed at Driver Milburn, known (said the *Argus*) as "Hell-fire Jack", "a name given to drivers famed for fast, and sometimes reckless travelling". One of Milburn's colleagues was quick to correct that definition. Far from signifying rashness, he said, the nickname was bestowed as an honour to crack drivers of the passenger expresses, of whom Milburn was one.

"What is 'wicked'?" asked the foreman of the jury at the inquest, seeking to clarify the coroner's definition of the term "culpable negligence" ("It must be criminal, wicked negligence"). "Does it mean a form of malice?"

"Not in the world," the coroner replied. "The most innocent man does a thing of this kind."

Over 12 weeks, the inquest heard a great deal about isolating cocks and "fouling the line" and glasses of shandygaff taken with dinner, besides the problem of sticky triple valves in the supposedly indefectible Westinghouse brake. On 10 July 1908, three of the "most innocent" men - the two drivers of the Bendigo train and the Sunshine stationmaster - were found responsible for the accident and charged with manslaughter. Their wickedness having amounted to a combination of human error and institutional complacency, though, all three were eventually acquitted. After more than 30 years as a driver, Leonard Milburn claimed to "know nearly every sleeper on the Bendigo line". The one-time Hell-fire Jack was shattered by the crash, his nerves completely unstrung. Giving evidence at the inquest, he sobbed - "a broken-down man", his counsel called him. He never drove again.

A dirge commemorating the disaster, set to the tune of 'If Those Lips Could Only Speak', ran: "If those trains had only run / As they should, their proper time ..." Time and trains, of course, have been indivisible for as long as there has been rail travel. Before railways connected them, towns obeyed a local, mutable version of time. Timetables made time fixed and unforgiving, synchronicity the thing. (Factories, too, with their steam-whistles and clocking-on, helped make time a tyrant. In Sunshine now, where the Harvester Works' former acreage is overrun by shopping mall, multiplex and car park, subsumed by Melbourne's sprawl, all that remains of the factory is its clock tower. Hard by the railway line, it stands forlorn, still marking time.)



Yet in 1908, the inquest heard that the Bendigo train ran late on 135 out of 147 trips. Now, as then, being a regular train passenger (sorry, 'customer') is like taking instruction from a Zen master. You *cannot* hurry: if a train's late, it's late.

Approached in the right way, rail travel fosters stoicism and a capacity for reverie. Besides, for any month that V/Line fails to meet its punctuality targets - and that's *every* month - my quarterly pass entitles me to compensation. I fill in the claim form at my local station and receive one day's free travel. A gift. From God.

Robyn Annear is a writer and historian based in Castlemaine, Victoria. Her books include *A City Lost and Found: Whelan the Wrecker's Melbourne* and *Fly a Rebel Flag: The Eureka Stockade*.

Published in The Monthly, April 2008, No. 33

Coroners Finding into the Granville Train Crash 18TH January 1977 in Sydney, New South Wales.

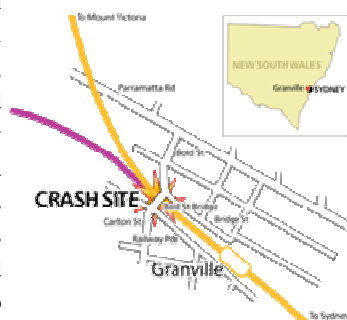


Electric locomotive 4620 where she came to rest 18/01/1977

Inquest into the Death of Brian Francis GORDON, Brian Gilsener KNIGHT, Margaret Emma LYON BROWN and others near Granville Railway Station at 08:12 18/01/1977.

CORONER: Mr Campbell, I have considered your further submission and of course I have closely studied all the evidence, but I do consider that on Mr Osman's evidence that the angle of flange wear on the leading wheels of the locomotive is one of a number of factors to be taken into account. In respect of my findings the evidence disclosed that at about 8.12am on the 18th January, 1977, the Locomotive 4620 of the passenger train 108 was derailed whilst negotiating a left-hand curve travelling east on the up main western line near the Granville Railway Station. As a result of this derailment the Locomotive came into collision with the northern trestle supporting the upper decking of the Bold Street Bridge. It continued on demolishing the eight steel stanchions of that trestle, coming to rest on its right hand side, two hundred and twenty feet further on. In its progress a steel electric power line was sheered off at its base and this mast suspended by overhead electrical wires came into collision with carriage number one, demolishing same. Carriage number two suffered little damage and came to rest clear of the bridge. When the train came to rest the rear leading ends of carriages three and four respectively, came to rest under the Bold Street Bridge. At this point of time the bridge collapsed onto these carriages. Deaths occurred in carriages one, three and four, totalling eighty three.

Most certainly there is no evidence to support any indictable offence against any person, the speed of a Locomotive was within the prescribed limits and the Driver and Crew of the Locomotive acted properly at all times. There has been some publicity of hostility directed towards the Driver but on the evidence, no blame at all could be attached to him and it could be said he was no more than a victim of the roster for that day.



The evidence presented before the Judicial Enquiry constituted under the Railways Act, has been accepted in evidence by me. And further witnesses were called at this hearing. On the evidence I am satisfied that the derailment was due to a combination of factors.

*One, the condition of the permanent way,
Two the static widening of the gauge,
Three a capacity of lateral rail movement,
Four, poor track geometry,
Five, the angle of wear on the gauge face of the high rail and
Six, the angle of the flange wear on the leading wheels of the Locomotive.*



I find the derailment was then due to the application of sufficient lateral force to the high rail whilst negotiating a curve at a sufficiently high speed coupled with the incapability of the flange angle of the leading wheels of Locomotive 4620 and the angle of wear on the gauge face of the high rail. Recommendations were made to the Judicial Enquiry and the Railway Board of Enquiry and I understand these recommendations have been adopted by the (Public) Transport Commission. The Commission is also cognisant that of the evidence given before me by Professor Keys and Mr Osman. The magnitude of the rescue operation and the dangers involved are well known, the operation headed by the Police and the Police Rescue Squad was most efficient and it is reassuring to know that there is a body capable of mounting co-ordinating and coping with a rescue of this magnitude and that such an organisation is available twenty-four hours a day. Praise must be levelled at supplementary units concerned and of course volunteers from the public sector. Identification of bodies is a most difficult task and this was carried out in a most proficient manner by members of the Disaster Identification team. The register prepared and tendered to this Court by Detective Sergeant Brown deserves a commendation. The records shows that there was no delay in the arrangements for the release of bodies for burial and this reflects the high degree of organisation by the Police, Doctors, Forensic assistance and staff attached to this complex. Finally I do thank the Police charged with the duties of investigating the disaster and the efficient manner in which the investigation was carried out. And to you Sergeant McGoldrick and Sergeant Rixon for assisting me in this inquest. And Sergeant I do propose to notify the Commissioner of Police of the names of various police officers involved in the investigation, commending them for their outstanding work.



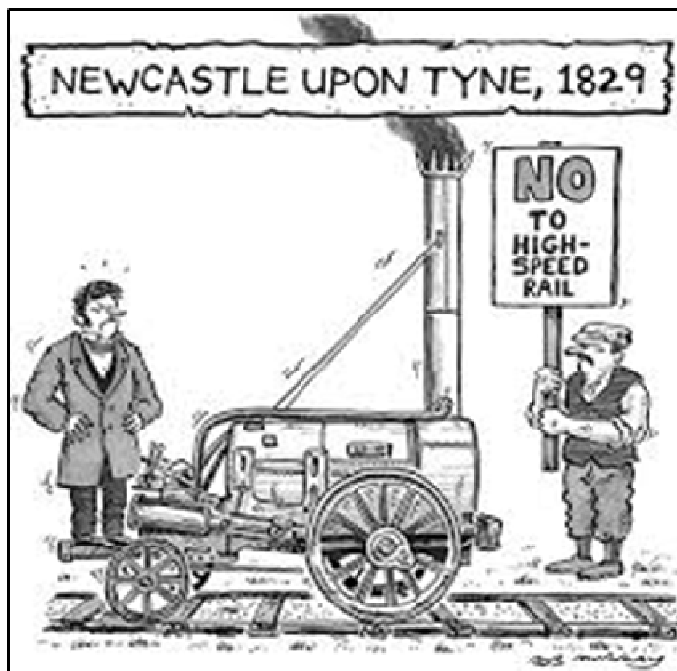
Rescue workers amid the carnage.

Accordingly I find in respect of the death of Eric Ball, the deceased on the 18th dayperhaps I might deal withSergeant with the deceased who died otherwise than near the railway station. In respect of the death of Brian Francis Gordon, accordingly I find that the deceased on the 21st day of January 1977 at Prince Henry Hospital Little Bay died of the effects of injuries sustained near the Granville Railway Station as a result of a train in which he was a passenger derailing on the up main western line. In respect of the death of Brian Gilsener Knight, accordingly I find the deceased on the 21st day of January 1977 at the Royal Prince Alfred Hospital Camperdown died of the effects of injuries sustained near the Granville Railway Station as a result of a train in which he was a passenger derailing on the up main western line. In respect of the death of Margaret Emma Lyon Brown, accordingly I find the deceased on the 13th day of February, 1977, at the Royal Prince Alfred Hospital Camperdown died of the effects of injuries sustained on the 18th day of January, 1977, near the Granville Railway Station as a result of a train in which she was a passenger derailing on the up main western line. In respect of the deaths of Brian Gordon and Brian Knight, the derailment took place on the 18th January, 1977. In respect of the remaining eighty deaths, the names of the deceased are set out in a schedule attached to the evidence, accordingly I find each deceased on the 18th day of January, 1977, near the Granville Railway Station, died of the effects of injuries sustained then and there as a result of a train in which he was a passenger derailing on the up main western line. By the NSW Coroners Office 1978.



Memorial to 83 people who lost their lives at Granville.

Cartoons.



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Transport companies suck \$2.6 billion

Adam Carey

Published: The Age—July 12, 2013

Victorians paid more than \$2.6 billion last financial year in subsidies to the state's public transport operators, less than a quarter of which made its way back into the public purse through fares. And the multibillion-dollar bill to taxpayers - already more than \$10 billion - is forecast to grow in coming years, defying the predictions of those who spearheaded the system's privatisation 15 years ago.

Victoria's public transport system was privatised in 1999. Then premier Jeff Kennett predicted at the time that subsidies would steadily fall to the extent that public transport would eventually generate revenue for the state—\$18.5 million a year (\$28.05 million in 2013 dollars) by 2013-14, he said.

In 2012-13, state government authority Public Transport Victoria made more than \$1.2 billion in service payments to private operators Metro Trains and Yarra Trams, \$935 million to bus companies and \$49 million to Asset Co, which manages Southern Cross Station. It also paid \$361 million to regional rail and coach operator V/Line, which is a government-owned corporation.

Just \$589.8 million of the total service payments bill - 22.2 per cent - was recovered through paid fares, a level considered well below international best practice.

The full cost to the state of public transport subsidies is revealed in figures contained in Public Transport Victoria's corporate plan for 2013-14, seen by Fairfax Media. The plan reveals payments to bus operators alone will top \$1 billion in 2014-15.

The proportion of costs recovered via farebox revenue is forecast to rise modestly by 2016-17 to 24.4 per cent, by which time the annual cost of running the public transport system is projected to have risen to more than \$2.9 billion.

Monash University professor of public transport Graham Currie said the Kennett government's privatisation model had been doomed to fail from day one because the government had already made deep cuts. "They sold the international franchisee a dud because they'd already stripped the costs out," Professor Currie said. "So in many ways they ended up bidding on stuff that wasn't feasible."

After the withdrawal of franchisee National Express from Victoria, the Bracks government increased payments to private operators of trains and trams. Between 1999 and 2007 the annual subsidy rose from \$318 million to \$569 million.

While Victoria's farebox revenue is 22.2 per cent of subsidies, Melbourne's is closer to 30 per cent, according to the Tourism and Transport Forum. The industry group's report, Public Transport, Private Operators, found Australia's five biggest cities average 36 per cent cost recovery. Melbourne performed better than Brisbane's 23 per cent but worse than Sydney's 32 per cent.

Another 2012 report called State of Australian Cities, released by the federal government in December, observed that Australia's low farebox revenues threatened to hold the country back from proceeding with key major infrastructure projects. Fare recovery in Australian urban mass

transit systems is already well below international best practice and continues to decline, the report said.

It noted Australian cost recovery levels were low even when compared with some low-density US cities such as Washington, and San Francisco.

Public Transport Victoria's corporate plan does not set a target for increasing the rate of farebox revenue, but it lists three methods for seeking more value from public transport expenditure: increasing patronage, cutting fare evasion and yield management.

Professor Currie said the Coalition had already employed yield management methods by twice raising fares above inflation levels. He said the government could consider increasing fares during peak hour, or imposing a Parisian-style tax on CBD businesses that benefit from access to good public transport. There is a subsidy but the huge economic benefit [of public transport] for Melbourne is congestion relief, he said.

Public Transport Victoria declined to comment on its corporate plan, other than to say its farebox revenue figures did not include V/Line fares.

Visy fined for rights breach

Clay Lucas

Published: The Age National—Sep 18, 2013

Visy has been handed a fine by the Federal Court, after the packaging giant disciplined a safety officer at its Coburg factory for warning that a forklift with a broken reverse-beeper was dangerous.

Machine setter Jon Zwart has worked since 1988 at the Coburg plant where Visy manufactures cans and beverage containers.

In August 2011 Mr Zwart, who is also a workplace health and safety representative, noticed faulty reverse-beepers on two forklifts. Fearing someone might be struck, he concluded they were dangerous enough to take out of action. Forklifts without adequate alerts in loud factories can be dangerous, because workers wear hearing protection. Forklift drivers also often have obscured views.

Managers at Visy, though, later suspended Mr Zwart and told him his conduct would be investigated. "I immediately took this as being set up to be sacked," Mr Zwart said.

Federal Court judge Bernard Murphy fined Visy for taking action against Mr Zwart, for infringing his legitimate workplace right as a safety officer. "Adverse action against a health and safety representative exercising his or her powers [over safety concerns] must be treated as a serious matter," Justice Murphy said in his ruling. He ordered Visy and one of its managers to pay a total of \$52,470 to the Australian Manufacturing Workers' Union, which brought the action on Mr Zwart's behalf.

Fairfax Media asked a Visy spokeswoman about the ruling, but received no response. The union's state secretary, Steve Dargavel, said Visy had not taken safety seriously enough. He pointed to a 2008 incident at Visy's Wodonga factory where a woman was badly injured and required skin grafts after she was hit by a forklift, as a result of lax safety rules. The company was later fined more than \$100,000 over that collision.

Mr Dargavel was also critical of WorkSafe, which he said had failed to prosecute the company over the safety breach. "If it doesn't protect the person who raises safety concerns in the workplace, then people simply don't raise safety concerns," Mr Dargavel said. A WorkSafe spokeswoman said the authority rejected any suggestion it did not protect workers.



My apologies to all in regard to not having an article in Loco Lines for 2013, no excuses, just slack.

Let me begin at the start of the year, on February the 9th we had our,

7th Annual Poker Run

44 bikes and half a dozen cars met at Rockbank B.P. servo at 10:00, had a light breakfast or cuppa, looked over the other bikes and listened to DePom give the presidents spiel about what is expected from all riders and drivers on the poker run. Riders and Drivers then bought their merchandise, (T-shirts and stubby holders).

At 11:00 we left Rockbank and wound our way through Blackwood, Trentham and into Daylesford for our first stop at The Farmers Arms Hotel at Daylesford. There we enjoyed a cool drink as the weather was heading toward 30C and drew our first card of the run.

30 mins later we left for Elaine Hotel for lunch via Gordon, Mt Edgerton and Lal Lal, once there Bev (Publican) and the girls had everybody eating within 5 minutes of our arrival. After lunch, we drew our 2nd card of the run, fuelled up and got ready to leave.

Leaving Elaine we rode – drove through Meredith, Diduwarah, Staughtonvale, Lara and into Little River for our third stop at my favourite watering hole, The Little River pub.

We refreshed ourselves drew our last card of the run and left for our final stop at Bellbrae, parked the bikes for the night, and enjoyed another famous O.T.R. after party.

7th Annual After party

The after party began as soon as the last bike came through the gates of Geoff and Bronni's property in Bellbrae, The final 2 cards of the run were drawn and the winners announced, V/Line supplied the B.B.Q. and everybody chowed down on sausages and hamburgers and washed them down with the beverage of their choice. Nick "Inch High" Verhaar and Brad Oscar conducted numerous interviews for the O.T.R. DVD, and everybody put their hands in their pockets for the spinning wheel raffles that went throughout the evening. The band "3 On The Tree" started up at around 8:00pm and played many cover versions until they closed at around midnight, this is the bands last year with us and next year we welcome one of Geelong's top cover bands "The Trojans".

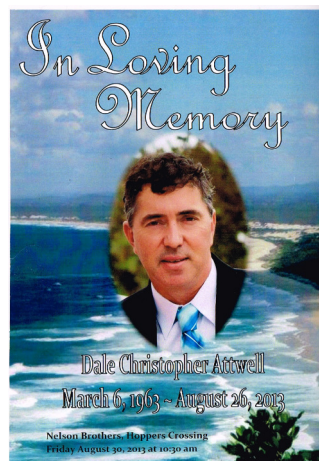
The OTR raffle was drawn on the property and the winners were:

G McKinnis-V/Line, D. Walker- V/Line, R. Blanks – V/Line.

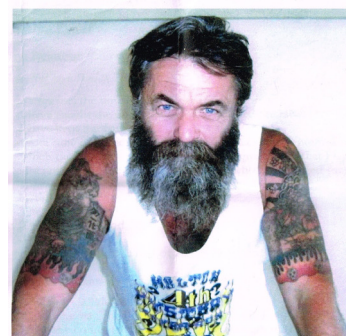
The Poker Run winners were:

S. Sheedy – Metro, G. Bourke – Metro, T. O'Malley – My missus

All in all, everybody appeared to have a great time and congratulations to all of the committee on organising a terrific run and sensational after party.



In Loving Memory



Kevin Michael Bouchier

19 September 1961 ~ 21 July 2013

Left to Right: The late Dale Attwell and Kevin Bouchier

The reason we have an O.T.R. has touched all of us this year, Kevin Michael Bouchier 19/9/1961-21/7/2013 and Dale Christopher Attwell 6/3/1963 – 26/8/2013, lost their battles with cancer and we also have a number of members still battling a number of illnesses; our thoughts are with them and their families at this time.



Battler: Kevin English

The O.T.R. General meeting will be held in October this year at the Bellbrae Hilton (The DePoms), everybody is welcome to attend as discussions for the 2014 Poker Run is on the agenda, if you are unavailable and would like to suggest an idea for the committee to consider, please email or pass a letter on to any of the committee members to raise on your behalf.

Best contacts Metro – DePom, V/Line – Shakey.

Just a quick reminder that the next O.T.R. run will be on Saturday the 8th of February and we will be selling tickets for our major raffle toward the end of the year, please support both.

Cheers Shakey!!

Introduction

AS A follow up to the *Sixty Miles An Hour* article in the last issue, we continue the cab riding theme with an extract from the monthly *Victorian Railways Magazine* of June 1927 (re-edited here by Warren Banfield).

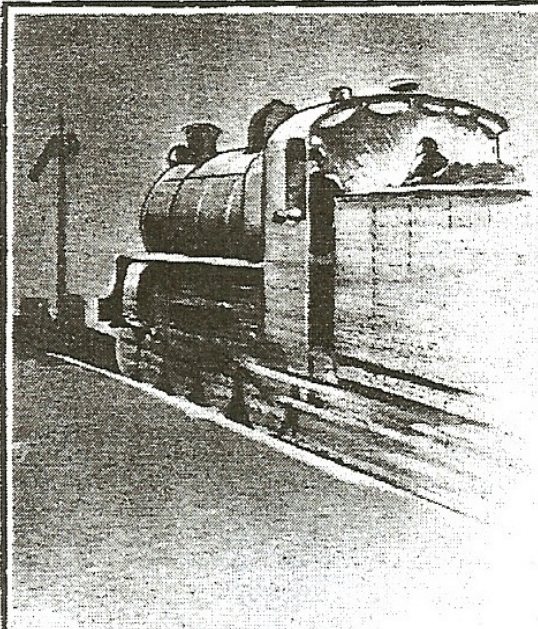
This wonderful, lavish journal, a brainchild of the brilliant VR Chairman Harold Clapp, evolved from the erstwhile *Victorian Railways Institute Review* but the production standards were much higher, being printed on glossy paper with numerous photographs.

Artwork and cartoon drawings from the hand of "Angus Mac" featured in most issues, and a pair of his illustrations accompanies this article. With segments such as *Why My Job Is Important*, with contributors ranging from a Station Master to the Departmental Rat Catcher, and *Good Service Brings Appreciation*, it was launched in 1924, sold to the public at station bookstalls for 6 pence and issued free to all employees, whose numbers reached an astonishing 30,000 at their peak before the effects of the Great Depression began to bite. The *VR Magazine* was caught up in the meltdown, and newsprint replaced the glossy paper in 1928 as the economy began to slide down the financial S-bend. The last issue, in September 1930, was succeeded by the sad little *Newsletter*, intended as a stopgap measure until better times returned to Victoria. The magazine was never revived, and *Newsletter* had to

suffice through the bitter, hard years of the 1930s. During World War 2 the content featured heavily censored news items, and letters from Our Boys at the Front. It was 1948 before *Newsletter* assumed the format fondly remembered by older employees (including this one) until its dismemberment by marketing "experts" in the early 1980s.

According to that infallible source, Wikipedia, Richard Joseph Hughes, a budding journalist and protégé of Harold Clapp, was only 21 when he penned the following little gem. Unlike the man from the *Argus* in 1893, young Richard stayed on the footplate all the way to Albury; quite a feat of endurance while perched on the hard, backless, Fireman's seat of a rough riding A2. The reference to the electric headlight (a novelty on the VR in 1927) flooding the road ahead with a blinding white light seems quaint today, as the Pyle National lights on the preserved steam fleet are VERY pale when compared with modern sealed beams... In later years Richard Hughes moved to Sydney to write for (Sir) Frank Packer's *Daily Telegraph* and briefly edited the Sunday version before finding post-war fame as a foreign correspondent based in Tokyo and Hong Kong. British author Ian Fleming based his character "Dikko" Henderson on Richard in the 1964 James Bond novel *You Only Live Twice*. Sadly, this talented man only lived once, and passed away in Hong Kong aged 77 in early 1984.

(Trevor Penn)



IN THE CAB of THE SYDNEY LIMITED

By RICHARD HUGHES

Illustrated by Angus Mac

COME for a ride in the cab of the Sydney Limited!
Make the 190-mile run from Melbourne to
Albury on the footplate!

You won't have much comfort. But you'll have plenty of incident, plenty of excitement and plenty of coal-dust.

PERHAPS flippant is too strong a word. And frivolous doesn't convey quite the correct meaning. But casual the man certainly was; unconcerned, indifferent, nonchalant. He stepped to one side of the engine cab, glanced at the Spencer-street clock, checked the time with his watch, lit his pipe, caught the eye of the stout perspiring guard—and threw him a kiss.

I turned from the steaming engine and looked back along the crowded station. Moist farewells and smiling farewells, sentimental farewells and prosaic farewells—half Melbourne,

standing on the long platform, was saying goodbye to the other half, leaning out of the train window (at least, that's what it looked like).

And here was one of the two men in whose hands the safety of these passengers lay, using one of those very same hands to blow irreverent kisses to the guard! I spoke to the man austere. I said: "Are you driving the Sydney Limited tonight?" He said: "No, I'm the fireman." I said: "Well, I've got a pass here—I'd like to travel on the footplate." He said: "Good-oh."



We had thought about including this postcard shot in the “Where Is It...?” quiz, and it took us a while to work out the location. Pristine A*828 leads a gleaming train of E cars as it “splits the semaphores” approaching Ascot Vale with what may be an extra division of the *Sydney Express*, renamed the *Sydney Limited* in 1925. (The CE brakevan of the first division would be marshalled behind the engine, with the Parlor Car *Murray* or *Yarra* bringing up the rear of the train.) The date is sometime after 26th August

1911 when 828 entered traffic, but must be prior to 26th January 1914.

On that date the Fog Arm on little post 30A, co-acting with the track circuited down Distant signal, post 30, on top of the cutting close to today’s Kent Street bridge, was abolished and post 30 was relocated, most likely due to electrification work. Ascot Vale signal box, a small wooden affair on the down platform with seven working levers, lasted until 17th June 1918 when three-position signalling, with upper quadrant arms, was

Enter the Driver

My credentials having been vised in this very formal fashion, I clambered up the two narrow steps and balanced myself on the sloping footplate. At the same time, from the pit side of the engine, two hands made an appearance, followed closely by a small blue cap, keen clean-shaven face, overalled body and a brace of overalled legs.

The fireman introduced me to the driver. The driver said he was glad to see me. He thought I would have an interesting ride. He was a man of few words, confident and capable.

The fireman told me to sit down. I moved along the footplate, cautiously. I felt in the way. I bumped against the handbrake, sat down heavily. On the fireman’s seat, fortunately. The seat was padded, I noted thankfully. The fireman smashed a couple of lumps of coal with a hammer. The driver rubbed his hands on a piece of waste and leaned out of the window.

Right Away!

I glanced at my watch. The driver drew in his head smartly, snapped “All right!”, dragged a lever towards him and released it. The engine shrieked. The fireman threw open the half-closed door of the furnace and deftly flung a shovelful of coal into the fiery depths. The driver did something complicated to the wheel in front of him and grabbed an end of a long double-handled lever. Steel ground

against steel. Steam hissed. The engine shivered and moved forward.

My watch was half-a-minute fast.

Through the window in front, I gazed along the huge throbbing bulk of the engine. Smoke vomited from the funnel. An unseen hand guided us over tangled points, across a maze of criss-crossed tracks, past the Dudley-street car sheds and on to the straight run to North Melbourne station.

Coal, more coal, and still more coal, was crunched from the base of the tender and crashed into the furnace. A pall of smoke swept over the cab, over the coal tender, over the guard’s van and along the roofs of the fast moving carriages.

There was noise, there was vibration, there was steam, there was heat. The electrification cables hung heavily over us. Defiantly the engine belched smoky steam at them. An electric train, bound for the city, roared past. My eyes were almost on a level with its roof. I drew back slightly. The “spark” had seemed confoundingly close!

We were ascending a steadily rising grade. “Oliver’s bank!” screamed the fireman. “Pretty stiff. One in 50 all the way. Lasts to Glenroy—.”

He spun a small wheel, whipped down a lever and dropped the furnace door. Again the scrape of shovel and coal sounded above the roar of wind and the thunder of wheels. Our speed quickened. Melbourne was gone, forgotten. Glenroy’s sub-station had been passed.

Broadmeadows huddled fearfully away from us. The puny trappings of the electric service terminated abruptly. The engine snorted in triumph, bounded on through a darkening world where the supremacy of steam was unchallenged.

The Climb to Heathcote Junction

More hills. Again we were climbing. Reluctantly the needle of the speed recorder dropped back. The shovel crunched, scraped and clanged, crunched, scraped and clanged. Smoke thickened. Night threw long shadowy arms from the horizon.

"We climb till—reach Heathcote Junction." Wind and engine mocked the fireman's stentorian bellow. "Then we get—good run—Seymour!"

The Junction came, whirled past in a confusion of lights and shadows. A pinpoint of green glinted reassuringly. Our electric headlight was switched on. A blinding white pool flooded the track for three-quarters of a mile and more ahead. The black shape of the engine stood out sharply against the glare.

Fast gathering speed, the engine rocked round a curve. No smooth passenger-car travel on the footplate. I pitched forward, was jolted to one side, strove to steady myself against the side window. Telegraph poles tore past on either side in a never-ending procession. Wind hurled itself with idiot fury against us. Faster and faster!

Crunch, scrape and clang again. Coal dust swirled and eddied in the cab. The glow from the flames beat upon the face and arms of the fireman. He lost his good-humoured appearance. He was Mephistopheles.

Forty-five, fifty, fifty-five—

Above the driver—crouching low near the window, his eyes always on the track—the speedometer needle rose steadily, Forty-five—fifty—fifty-five—fifty-eight—fifty-seven—fifty-eight—fifty-seven—fifty-eight—fifty-nine—sixty miles an hour! Pandemonium reigned. Shrieking, the engine swooped across a level crossing.

I bumped up and down, backwards and forwards. I decided that, after all, the seat couldn't have been padded. I

marvelled at the ease with which the fireman, pipe in mouth, balanced himself on the swaying footplate and swung shovel from tender to furnace.

Speed slackened slightly. The driver's hand was on the Westinghouse brake. The speed recorder showed forty, then thirty, and we crossed the Goulburn-river bridge and slid to a standstill at Seymour. The engine trembled like a racehorse after a gruelling steeplechase. The driver wiped his hands on a piece of waste.

A representative collection of bona-fide travellers left their carriages and surged into the refreshment bar on the platform, while the engine uncoupled and also moved away from the train for a drink. The driver lit a flare, swarmed down the steps and inspected the more vulnerable parts of his iron steed. The fireman spent his quarter of an hour respite on the top of the coal tender, desperately shovelling more coal towards the base. After sundry experiments, I managed to discover an easier sitting position.

Off, Again!

Again the warning shriek, and once more we were on the move. The engine shook itself briskly as it bumped across points and settled down for its 60-mile run to Benalla. We were in the automatic staff exchange section now. The fireman leaned from the side of the cab and watched the engine scoop up the station staff with a bare slackening of its breakneck speed.

So we roared northwards for another hour, ever following the long steel rails that stretched into the blackness.

As we neared Benalla, the fireman began to talk—or rather, shout—of crumpets. His and the driver's shift ended there. It was home and supper for them at Benalla. Fresh engine and fresh crew would appear on the scene. Much affected by the fireman's remarks concerning supper, I essayed to drink water from his mug. I gulped wildly and spent the next five minutes wiping my coat and sleeve. An inexperienced traveller on the footplate can't sip water safely.

The Change at Benalla

Farewelling my driver, fireman and engine, I waited and shivered on the windswept Benalla platform. Muffled and overcoated travellers mooched past in groups. The relief engine coasted in and coupled up. A young fireman and a cheerful, not very slim driver agreed with me that it was a cold night. "Perishing!" added the driver chattily. "Blanky!" amended the fireman more forcibly.

My new fireman had the same rhythmic swing as the first man, the same easy stance, the same sure crunch with the shovel—*crunch, scrape, clang! Crunch, scrape, clang!* Benalla was behind us.

I began to notice smaller details of my surroundings: the two impassive dials which stared steadfastly across the tender towards the van: the polished brass of the Westinghouse brake handle: the myriads of specks which danced in the yellow light from the furnace: the big oilcan which tipped from side to side on a sloping ledge: the pipes which ran from the floor of the cab to the roof: the bewildering profusion of small handles and wheels.

I turned to the window. I had lost all count of time, felt that I had spent my life in that rocking, vibrating corner. I



Crunch, Scrape, Clang!



ABOVE: In 1888, with lavish funds available for railway infrastructure, a Mr H. Cuttrance was awarded the contract to enlarge and modify the station buildings at Benalla, resulting in this glorious erection in fashionable polychrome brickwork. The ground floor housed refreshment rooms and there were offices above, while the three storey tower, topped with ornamental wrought iron, would have impressed Morticia Addams. The six-stall annex on the left served a vital function in the days before the introduction of corridor carriages, when travellers would make a desperate

rush for the toilets at each refreshment stop. As the decades passed, the offices fell into disuse and the refreshment rooms ceased trading.

By 1974 the end was nigh. Amid dubious claims of a termite infestation, and in spite of (or was it because of?) a National Trust classification, the building was flattened on the whim of a Works Foreman, and today the site forms part of the station car park.

PHOTO AND INFORMATION COURTESY OF SHUNTER ALAN RILEY, SOUTHERN CROSS



LEFT: Progress, 1974 style. PHOTO BY ALAN RILEY


found myself anticipating the blast of the whistle as crossing after crossing flashed into the dazzling light streaming ahead. I waited for the sharp decisive “snap” as we picked up the staff in our headlong career. Mechanically I checked the monotonous *crunch, scrape, clang—crunch, scrape, clang—crunch, scrape, clang* of the fireman’s shovel.

The End of The Run

Wodonga—cattle yards and a bright cluster of lights—lay asleep as we slowed down for the crossings outside the station. Away to the left, suspended in splendid isolation against the clouds, Albury’s famous flood-lighted war memorial pointed a white ghostly finger to the sky.

We rumbled across the Murray bridge, entered New South Wales territory, finished our long run at Albury’s attenuated island platform.

I jumped stiffly off the footplate. Sore and cramped, I was uncomfortably aware of an extreme grittiness of the face and neck. My eyes had appropriated a considerable amount of surplus coal dust. I rubbed my forehead with a white handkerchief and returned a black one to my pocket.

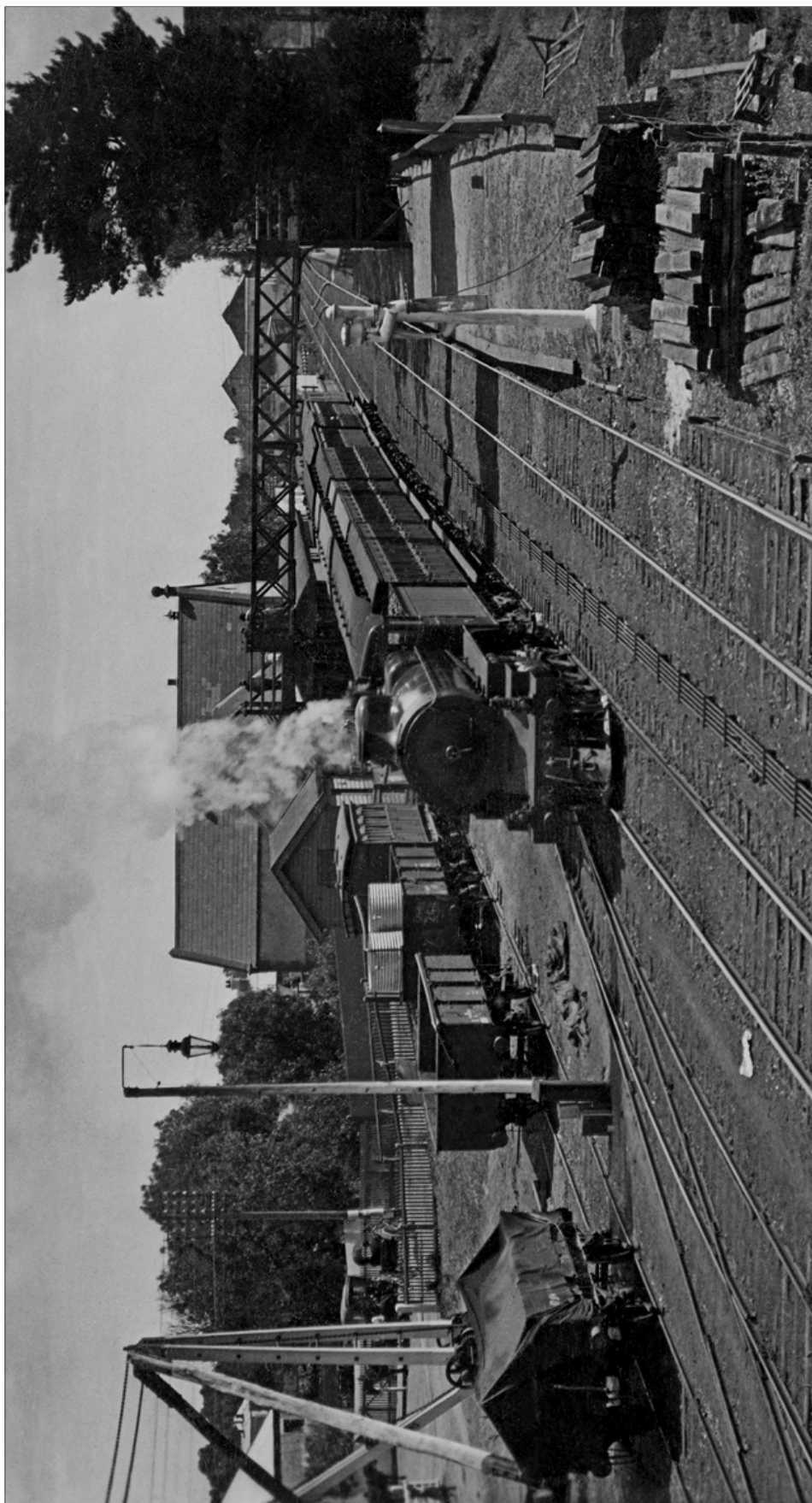
The driver leaned from the cab and eyed me critically. “You could do with a bit of a wash,” he observed. 

Where Is It ...?

with Trevor Penn

edited by Warren Banfield

Passenger Sub-division, Southern Cross



THE previous *Where Is It ...?* [right] was at White City, on the Down side of Tottenham on the main line to Sunshine. The pic, taken by an unknown photographer in late 1973 during a Swing-door train railfan charter, was looking in the Up direction. This charter was driven by then electric-train driver Gregory Dixon. The winners were Charles Lindrea (V/Line) and William Jackson (MTM), congratulations to them.

Meanwhile if you think you know the location of the photograph above, call the Union Office on 9682 1122 or toll free 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!

Talkback from Hinch

By: Michael A. Hinch

Passenger Sub-division, Southern Cross

Safe working needs to work safely

On a recent return run to the bush with one of my trainees, I was mortified to hear a radio conversation on the End To End (ETE) radio channel one, in which a Metrol Train Controller advised a Driver that there was a signal defect and that he needed to issue him with a verbal caution order. That part is fine, but the disturbing bit was listening, not only to the Controller issuing the caution order on the general frequency but the Driver being naïve enough to accept it. We have safe working frequencies for a reason. For all he knew the person issuing the order could have been Humphrey B. Bear in possession of a LTR (Local Train Radio) Ch 1 radio. The Controller should also have known better.

But then, in the Driver's defense, I thought long and hard about what is perhaps a bit of a safe working protocol detail that has fallen between the cracks. As I just mentioned, we have safe working channels for a reason.... for Centrol. But search as I may, I cannot find a safe working ETE channel for Metrol. Realistically, perhaps the operators concerned should have agreed to exchange their details over a post phone instead of in the general ETE radio domain but then again post phones are really dying out these days. So I put it to the Safe Working powers that be, something needs to be put in place to fix this little problem. A classic case of the left hand refusing diplomatic relations with the right.

I'm Impressed

As we have all seen, the Regional Fast Rail (RRL) works have commenced and been ongoing and the pace of the work has been a little startling. The changing face of the Western and South Western leads into the metropolitan area has happened at a dizzying pace. One can presume that much of the rapid progress would have been attributable to the otherwise good weather that the consortium would have wagered against given the fact that construction has been taking place through a very mild winter. You would imagine that the time schedule would have factored in the potential for the winter rains etc. which did not eventuate.

The first section of track was opened up for training purposes from the new platforms 15 and 16 at Spencer St to South Kensington via the Arrivals yard and the Spion Kopj. Reluctantly I agreed to learn this section by walking it because at the time accreditation had not been attributed to the section for the sake of traction operations, and I stress reluctantly because there are no walking paths or surfaces and it took a good deal of care to guard against rolling an ankle and the like. But....I gotta' tell you all that the engineering on this project (at least in this small example) is outstanding. Now, if the entire section from Spencer St to Manor is built to the same standard as this small patch, then we will have a superb chunk of infrastructure.

The rail is ALL 60 kilogram and it is ALL mounted on concrete. The signals are big, bright beautiful LED's and even the Dwarf signals in the Arrivals are vertical Tri Color. The bondings and track layouts are excellently engineered. For once...just once... someone (it appears) has built a track which is worthy of the 21st century. We all know what a bargain basement piecemeal effort the Regional Fast Rail was and is. We are painfully aware what an unmitigated disaster the North Eastern Standard Gauge is, so I cannot express the pleasure it gave me to inspect such a well-made piece of road. Let's hope the rest of it is as well built.

Bob's your Uncle.

Hands up all of you that have visited Bradie's Tavern in Strathfieldsaye (Greater Bendigo) in the heart of the Victorian gold fields? Well if you haven't been there then you are missing out. Bob Bradie is a veteran Loco Driver, (One time Locomotive Foreman back in the day) and all around nice bloke. He built a pub in Strathfieldsaye and gave it a very special theme. When you walk into the bar at BT, you are greeted with a rich helping of Victorian Railway culture and history that adorns the walls. Most particularly poignant is the tribute to Drivers that have lost their lives on the job. The photos, the memories and the history are not only of interest to those of us on the job. I have observed many a non-railway person absolutely consumed by the rail heritage which is thoughtfully displayed in Bob's Pub.

Not content to simply run a Pub which has (As KCP would say) "good Beer" and bloody good meals, our young Bob has struck upon an idea which may actually put Strathfieldsaye on the tourist map. Bob has purchased Locomotive GM 25. His intention is to return the Driver's cab into its original condition with all the controls etc. but the Engine room is destined to become a lounge bar and BBQ room situated in his beer garden. The City of Greater Bendigo has approved the plan and is very much on board. I cannot reveal too much more at this stage but suffice to say that Bob has very definite plans to expand upon this theme. This first project is expected to cost around \$50K but it (In my humble opinion) will be very much worth the cost and effort. Every rail buff on this mortal plain is going to want a photo of themselves with a beer in their hand sitting at the controls of GM 25, painted in the original maroon and silver of the former Commonwealth Railway. You can see the first stage of the project on the Bendigo Advertiser newspaper site listed below:

<http://www.bendigoadvertiser.com.au/story/1735432/video-braides-tavern-beer-garden-idea-not-such-a-loco-motive/>

Inconsistent Culverts

I still to this day shake my head in disbelief at the nonsensical sight of speed restriction signs at rail culverts and bridges on the Victorian network which still restrict the speed of G class locomotives over that of other locomotives. WHY are these restrictions in existence?! Can the powers that be recognize that the modifications made to both G and N class locos in later times dictate that they both have the same axle weight? Instead of slowing down passenger traffic by having to wait line on a freight train that is forced to slow down for these ridiculous restrictions, why can't we just face a simple fact? The G and N both weigh 128 ton wet. So, either let the G run over these bridges at 115 kph or slow the N class loco down to the same speed as a G. It's pretty simple...

Flexibility Folly

For those of us who remember a time gone by when the Victorian network had many an artery, I question the lack of foresight of consecutive Victorian government authorities in having failed to recognize the potential advantages of resurrecting the Somerton to Upfield track. It still exists though it may be rusted. It would make so much sense, most especially since the electrification of the Craigieburn section. Imagine the marvelous train running flexibility we would have if trains could be once again diverted from Roxburgh Park (Somerton) to Upfield and then on to the city. The timetabling potential would be worth the expense alone.

Michael A Hinch (Aka Talkback)

Letters

Dear Sirs & fellow Craft Members,

In just a few days it will be six whole years since I left the footplate. I am writing to you all with love and respect for the purposes of "closure" and to make a few apologies.

After being totally berated by an "acting" Fitter Foreman at Bayswater Workshops at 21.25 hours on Friday the 14th of September, 2007 I had, what people call, in "old language", a nervous breakdown. This event had been preceded by a significant number of unlucky events and fatalities; such is fate.

I have never recovered from that night and miss "The Loco" enormously. I remain on "WorkCover" from that night until the present day and have no current prospect of returning to the workforce. The Government "Medical Panel" just keeps saying I'm done!

I would like to thank the people who "saw it coming" and tried to prevent the catastrophic psychological collapse that was approaching. This was in particular: Mr Brian Gamble (Brian, I am so, so, very sorry); Mr Marty Van Geene; Mr Trevor Penn; Mr Peter Schwind and Mr Tony Villani. I sincerely thank you all for trying to "save me from myself".

Although they are gone I could not write this letter without thanking Veolia Environment ("Connex"). The "Act" as legislated provided for them to legally terminate me after twelve months being on Compo, but they did not. They allowed me to remain an employee until 23.59 hours on Sunday the 29th of November 2009 when they themselves, lost the suburban railway franchise. These days when people ask what I do I say, "Why, I work for Allianz!!!"

I also have another retort when people ask my occupation; I say "Why I'm putting a 23 year old Fijian/Indian woman through a "Bachelor of Pharmacy!" That is, I cost Allianz in excess of \$20,000.00 per annum at the local Olinda Chemist. His daughter is doing the degree.

There is so much I want to say but space in Loco Lines is limited, so I will narrow it down to the most important points. Please be patient ladies and gentlemen, this will go on for a bit!

I want to especially, beyond all comprehension want to apologise to the entire Enginemen's Craft for the awful mess I made of the eulogy at Mr Vern Dalley's funeral at Fawkner.

I would like to thank Maurice Blackburn - Ringwood, in particular Lawyer Kym Shaw and Ms Caroline Marston. At "WorkCover Assist" I would like to thank Peter Cestinucci and Jason Collomer. At the Accident Compensation and Conciliation Service, I would like to especially thank Dr Penny Webster. Also, ALL MY MEDICOS!!!! My counsellor John Hunter, Dr Krystyna Syrota, Eileen Collins, Ian Anderson, Melanie McGrice, Harry Frydenberg, and, saving the most suffering until last: my long suffering G.P. Mrs Aldona Jones and the eternally wise Professor David Patrick Horgan of Melbourne University.

Railway wise, I would like to thank: the late Gerald Dee, Mrs Lorna Dee, Mrs Anthea Cehun (nee Dee), Peter Gooding, Trevor Penn, Kevin Whelan, the late Bob Lawrence, the late Adrian Kiely, Reggy Pearson, Tony Peterson, Bill Elmslie, John "Flash" Gordon, Michael Kavanagh, Ms Caroline Dowell, Russell Wallace, Frank Hussey, Mr John Hearsch, Alan Hales, the late Maurie Diggle, Tom Murray, Steve Kelly, Liz Owen, Janine McMahon, Bill Kealy, Barry Lloyd, James Gueth, Greg Morrow, Margret Osborne, the late John Collier, Gavin McLaughlan, James Murty, the late Gerard O'Keefe, Adrian Power, Mark Seeley, Peter Thornton, Darren Wood, Bruce Edwards, Greg Phillips, Stuart Dawson, Peter Dunn, Ms Annette McKee, Noel Bamford, Mark Bau, Peter Case, Ted Haig, Stuart McColl, Mr Peter Byrne, the late Vern Dalley, Mick Maartensz, Phil Syrratt, Ron Howship, Kevin Lawrence, Mark Rosner, Ed Bukhardt, Miss Cathy Aldana, Mr Colin Shaw, the late Steve Gibson, the late Glen Morehead, the late Geoff Marks, Terry Sheedy, Mick Mangan, Phillip Dunn, Ian Kemp, Lyn Helsby, Ross Gorman, Trevor Kruger, Jock Bradley, Richard Gilbert, Chris Elliot, the previously mentioned men and finally Mr Marc Marotta.

I live an entirely new life now and NEVER travel on trains. Maybe someday I will sum up the courage, but for what magic and wonder I have experienced, and for the magnificent human beings I have met I am eternally grateful.

Just one last time, Trevor William Penn, I would be dead if it was not for your love and care these 27 years. Thank you for teaching me so much and saving my life!

I love you all,
Sean William Clyde Kelly.

* * * * *

To-
Mr Marc Marotta.

Marc as I will be retiring from metro train's on the 25 / 5 / 2013 I wish to resign from the PTU on this date. I would also like to take this opportunity to thank you all for your help, that you and the fellow union reps have extended over the years. I wish you all well in your future endeavors.

Darryl Cope. Westall depot.

* * * * *

Vale Dale Attwell. 6th March 1963-26th August 2013.

Long standing member and colleague Dale Attwell has passed away after an all too short battle with cancer.

Dale was an OJT at the sparks and many drivers had had Dale as an instructor and friend, he had just started a new chapter in his life by transferring back to V/Line to start conversion training when he was diagnosed with his illness.

Our condolences go to Dale's family and friends; both on and off the job.

Rest in Peace my friend.

E Nelson



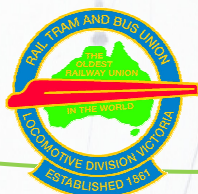
RAIL, TRAM & BUS UNION VICTORIA

LOCOMOTIVE DIVISION

RTBU Embroidered Merchandise Price list

Available only at Loco Hall

	Name of item	Price
	Polar Fleece zip up jumper Color logo	\$48.00 each
	Sweat Jumper (Dark Blue) Color logo	\$45.00 each
	Polo T-shirts (Dark Blue) Color logo	\$45 each
	Bomber Jackets (Dark Blue with Leather look sleeves) Color logo By special order	\$105.00 each
	Caps With small yellow RTBU logo	\$7.95 each
	Mugs	\$3.50 each
	Badges	\$3.50 each
	Keyrings	\$3.50 each
	Men of the Footplate: One Hundred and Thirty Years of Railway Trade Unionism 1861-1991	\$15 each



RAIL, TRAM & BUS UNION VICTORIA

LOCOMOTIVE DIVISION

Membership Form

I..... the undersigned hereby apply to become a member for the Australian Rail, Tram & Bus Industry Union, An Organisation of Employees registered under the Australian *Industrial Relations Act* 1988 as amended, and hereby undertake to comply with the rules and by-laws for the time being of the union.

Mr Mrs Ms Miss (Cross out which is not applicable)

Surname:.....Given Name:.....

Address:.....Post Code:.....

Home Ph. No:.....Mobile:.....

Email:.....Date of Birth:...../...../.....

Employer:.....Employee Number:.....

Date Commenced:.....Grade: Trainee or Qualified.

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

Work Ph. No:.....Work Fax No:.....

I certify that I have received a copy of rule 14, Notification of Registration from Membership

Date:...../...../..... Signature:.....

Please keep the following for your reference.)

Rule 14:

- 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:
 - 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 is 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 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.