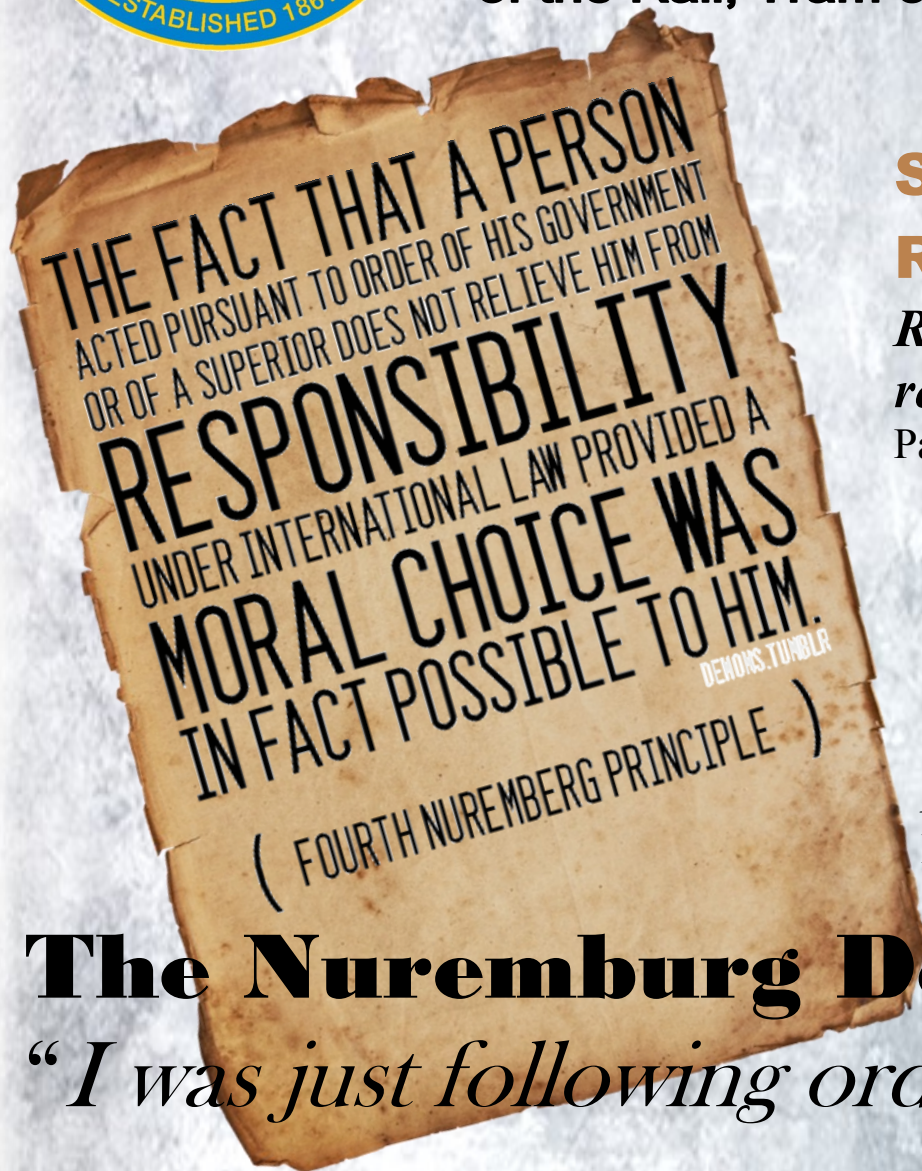




RT&BU LOCOMOTIVE DIVISION LOCO LINES

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

EDITION 61 SEP 2014



SPADs

Reduction Plan

*Reducing incidents via
reclassification*

Page 7

Trauma

Management Policy

Rebutting the claims

Page 5

The Nuremburg Defence

“I was just following orders”

DIVISIONAL EXECUTIVE

DIVISIONAL SECRETARY:

DIVISIONAL PRESIDENT:

DIVISIONAL ASSIST. SECRETARY:

DIVISIONAL VICE PRESIDENT:

DIVISIONAL DELEGATES

METROPOLITAN SUB-DIVISION:

PACIFIC NATIONAL SUB-DIVISION:

PACIFIC NATIONAL (EX FREIGHT) SUB-DIVISION:

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LOCO LINES

EDITION 61 SEP 2014

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Publisher
Marc Marotta

CONTENTS

| | |
|---|----|
| Secretary's Report—Marc Marotta | 3 |
| Scholarships | 6 |
| Assit-Secretary's Report—Jim Chrysostomou | 7 |
| V/Line Report—John Marotta/Wayne Hicks | 8 |
| Signal Sighting Report—Metro | 10 |
| Cab Committee Report | 11 |
| Talkback with Hinch | 12 |
| RTBU Election Notice | 14 |
| Nelson's Column | 16 |
| Article— | |
| Are You A Victim of Crime? | |
| Psychology and Family Support | 20 |
| Where Is It ...? | 22 |
| Have Your Say! | 26 |
| Article | |
| Heritage Organisations Hurt Rail History | 32 |
| Retirements and Resignations | 33 |
| Membership application | 36 |

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SECRETARY'S REPORT

By Marc Marotta
Divisional Secretary



Metro Intrusive Behaviour

One of the fundamental rights we expect in Australia is the right to choose your own doctor. In a workplace context, while there may be legitimate situations where an employer seeks a medical assessment of an employee, it is acknowledged that employees should be afforded the right of privately consulting the doctor of their choosing for medical treatment.

However, it appears Metro do not hold the same view...

The Incident

On 16 May 2014, a driver had an accident and sustained a number of injuries. The Metro driver was on duty and was at the Frankston station, whilst the member was moving out of the cabin, they slipped and ended up between the train and the platform. The driver dislocated their knee and sustained bruising and abrasions.

At this point in the episode, Metro's activities plunged to new depths. The driver that sustained the injuries was administered first aid by another driver at the platform. The injured driver then contacted the allocation officer and reported the injury, and also contacted her immediate supervisor to advise she was off sick until further notice. She was assisted to the taxi rank just outside the Frankston station to go to her own GPs medical clinic only a few blocks from the Frankston station. Once she arrived at the clinic the nurse took her to the recovery area and elevated her leg, cleaned the abrasions and applied ice packs whilst waiting for the GP to attend.

During the ride to the clinic the injured driver was contacted by a Metro Manager who ordered her to wait for a Melbourne-based Metro Manager to attend. The injured driver quite rightly replied that unless the Metro Manager had a medical degree, it was far more productive to attend her GP that was minutes away. She also had to endure a number of other phone calls allegedly querying her health.

Whilst in the medical clinic with the GP, two Metro Managers arrived at the clinic. The doctor had completed the dressing of the wounds and prescribed some pain killers and had advised the reception area to order the injured driver a taxi to go home. When she came into the

reception area she was confronted by these two managers, who demanded she go with them to attend Metro's prescribed doctor. She advised that she had just completed medical treatment and had a script and was waiting for a Taxi to escort her home. The Metro Managers then promptly spoke to reception and demanded the Taxi be cancelled and again requested her to go with them.

By this stage after being injured and possibly suffering a mild form of shock she became afraid and went into the female toilets to get some respite. She contacted the RTBU Loco Div Assistant Secretary Jim Chrysostomou and described her situation and felt that she was under siege by Metro. Jim spoke to the two Managers and advised them that they were infringing of her rights and to desist from their activities. One of the Metro Managers said that he was just following instructions. The Assist Secretary advised that this matter will be put into the hands of the police if they don't desist.

The Fallout

The senior manager was so affronted by the orders given by Senior Metro people, that we understand he had subsequently tendered his resignation and true to form Senior Metro Management didn't wait for the notice period but stripped him of his work phone, computer access and told him to leave the premises before the close of business that day.

The injured driver has subsequently been subjected to numerous disciplinary hearings with Metro. It was only after the Loco Division advised that under no circumstances that our Division would accept any negative outcome against our member and that we would take that matter to whatever legal tribunal necessary to overturn this sort of persecution. So Metro didn't discipline her but still said that she didn't adhere to Metro values...whatever that means.

Metro's unreasonable policy of intruding into employees' right to seek private medical treatment will be vigorously opposed by the Locomotive Division.

For Drivers' Information

If you injure yourself in the course of your duties or you report sick, Metro managers currently advise that if you don't attend their doctor they are standing you down—which is incorrect.

Metro is actually not required to pay you until you submit either a medical certificate and/or a WorkCover claim. This is merely a tactic to intimidate you into accepting the Metro-nominated doctor.

Member's enquiry

This photo was sent with accompanying query as to whether it is a genuine Metro bulletin. After careful examination, I've come to the view that in fact, although it looks authentic.

I don't believe Metro was the author.



Assistant National Secretary reacts to Metro's Propaganda

Members at Metro would be aware Metro's gone to a lot of trouble to disguise their real intent by badging it as 'Coping with Trauma'. Metro even put out a publication inferring Allan Barden's, Assistant National Secretary, involvement.

Below is his email to me.....

Hi Marc,

I Refer to our conversations and the subject and I am quite horrified at what you have advised me of the alleged practises of certain Rail Managers in Metro when a driver has had a traumatic incident.

The establishment of the Tracksafe Foundation, in collaboration with the RTBU, ARA and other rail operators was to make a significant difference in the number of incidents and the resultant trauma to our members and all rail employees generally.

There is nothing in this framework that suggests any use of the management of trauma to be utilised for disciplinary reasons nor does this framework even contemplate restricting the rights of employees, to seek help from their own medical practitioners!

I noticed on the Metro Memo dated 6th August that my name is mentioned in that memo without my knowledge.

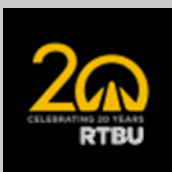
Even though I support the TracksafeTrauma Management Framework, I have not endorsed any Rail Operator specific policy for trauma management.

I have not been involved in the development of the Metro Trauma Management Framework nor have I sighted their document.

To have my name on that Memo as an inference of my support for the Metro package, and not to even have the courtesy of advising me, is just completely inappropriate.

It is disappointing to have something as serious as the management of trauma being used as some sort of management tool, and not for what its true purpose should be, and that is to provide a best practice approach to managing trauma and thereby minimising the risk of adverse mental health outcomes.

Regards



ALLAN BARDEN Assistant National Secretary

Rail, Tram & Bus Union Australia
Celebrating 20 years of amalgamation

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Department of Education and Early childhood Development

Student Scholarships Opening November 2014

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 \$350 each 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 9** and one must be currently completing **Year 6** in 2014 and be sons or daughters of financial members of the Public Transport Union Victorian Locomotive Division.

Each scholarship is for One 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 One year.

ASSISTANT SECRETARY REPORT



By Jim Chrysostomou
Divisional Assist-Secretary

SPAD's, Lies and Video Tapes

With an increase in SPADS across the network, one operator is leading the charge by reducing SPAD incidents, how? Excellent question! It seems that the magic formula to reduce SPAD's is through reclassification. Not since the KGB during the cold war have we seen stealth like military tactics applied that erases history and were SPAD's cease to exist (SPAD....what SPAD).

Recently, Metro Trains Melbourne (MTM) has developed a SPAD reduction plan via a glossy booklet. This booklet professes to be the panacea in SPAD risk reduction by concluding the fairy tale with 30 objectives that have been rebadged and polished to appear like fresh ideas.

The not so surprising aspect of this booklet is that it overwhelmingly focuses on the end user, which means you can guarantee that MTM will impose further useless and unrealistic obligations on the Driver through a *'Professional Driver Handbook'* authored by some shiny bum not so professional manager.

If we analyse some of MTM's safety contributions since being the franchise operator, we find the following;

- Safe working procedures not applied correctly i.e. No Tran Authority issued during a point failure because allegedly Moorabbin is now station limits.
- Allegations of unauthorised person Driving train i.e. CCTV footage for the alleged journey disappears.
- SPAD occurs with alleged rolling stock failure i.e. SPAD reclassified and train not tested but returned to service.

- Involved in a SPAD, no that's not a SPAD you're right to continue Driver. When you complete your return journey you then get stood down on arrival at Flinders Street because you've had a SPAD (Train on time).

These are only some examples and there exists more innovations to safety.

An unrelated example of Metros conduct is;

A Driver is injured at work at her depot and then seeks medical attention near the injury location. The injury was reported to various management representatives and resulted in the Driver being off injured until further notice. After receiving medical attention two managers appear in the waiting room of this Drivers personal clinic and accost the Driver.

At this stage frightened for her safety, the Driver retreats to the female toilets in the hope that the male managers won't follow her. Now without going into the detailed particulars because of an ongoing process, MTM sought to discipline this Driver for 'Failing to comply with a reasonable and lawful request by not disclosing her injury to the managers in her clinic outside of working hours'

The end result was that MTM believed this Driver was guilty on 2 counts. The first judgement made on the refusal to comply with a reasonable and lawful instruction 'GUILTY' and the second judgement in the MTM court of law, failing to comply with MTM's values and behaviours 'GUILTY'.

Now, I, like many others, am all for safety and what improvements can be made but the set benchmark is there for everybody.

Only once this company and others accept that they are here to develop and improve the workforce will there be any improvements made.

A pecking order management style with dictatorial behaviour ultimately leads to the demise of any organisation.

This is historically speaking of course.

V/LINE REPORT

By **John Marotta**
Divisional Vice-President
Wayne Hicks
V/Line Passenger



caused a couple of safety hazards; the first being that people enter the rail reserve to steal sleepers and the second and more pressing issue is the potential of sleepers being placed on the track. This has resulted in a provisional improvement notice being issued for the Ballarat/Ararat corridor.

Standard Gauge:

The issue of the standard gauge has once again taken a turn for the worse and speed restrictions have been put in place on the corridor with the East Line being the most adversely affected. This is due to the amount of mud holes that are appearing on the corridor and the insufficient maintenance.

Vline have been asked to have Oh&S delegates trained in the Com Care system so that a Com Care Inspector be utilized should the need occur. In my opinion this will not take place as Vline currently use the contract they have with ARTC to deal with track conditions and believe this is the appropriate course of action.

The Federal budget cuts to rail have already resulted in a decrease of 42c for 2013/2014 with an escalated reported decrease of 68.7c in the 2017/18 budget.

With such drastic budget cuts, what hope is there for fixing bad tracks?????

RRL:

The green field's site from Deer Park to Manor is almost complete and training will commence in October this year.

Simulator:

The simulator has fallen by the way side with members feeling ill after the experience. To date, a resolution has not been reached.

Vline:

Recently a Company by the name of Southern Short Haul Rail (SSR) wanted to be trained from Melbourne to Warrnambool and return. The process commenced using a Vline Instructor to train an instructor from SSR on the route. Due to training not occurring quickly enough, SSR employed the "Instruction Company" to train their own employees. The only problem is the "Instruction Company" had not been trained through Warrncourt loop and when enquiry's were made as to the instructor's credentials, it was ascertained that he had self-assessed.

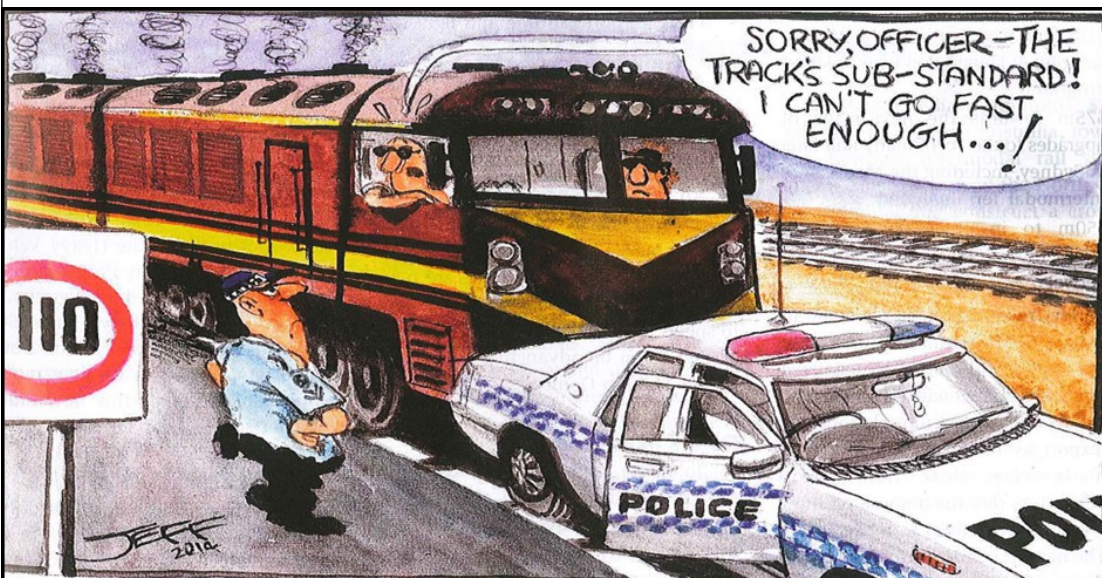
After negotiations with Management had taken place, the Vline trainer was then used to complete the training of the SSR trainer.

Once again this highlights that the processes that are currently in place do not work. Vline does not conduct any formal checks and balances to validate qualifications of individuals or companies.

Further meetings will take place with management as part of the consultation process to work through this not re-occurring.

Sleepers:

The replacement of sleepers on the Bendigo and Ararat corridors is ongoing. Sleepers are being left behind rather than being picked up or sold. This has in turn



Qualifying drivers

Congratulations to the following members who passed their drivers exam and are now Qualified Drivers at V/Line.

Sophie Dowdy
Simon Ward
Wayne Donaldson
Adam Brooks
Peter Kavanagh
Matthew Skirrey

Restructure:

How the face of Vline is changing, with the old management structure being pushed sideways and the new brigade brought in from other states to change the culture. OH&S advisors are now employed in Ballarat, Bendigo and Geelong with many more changes to come. You would think the "Spark" model is coming to you soon!

Bifurcation:

Bifurcation of ACN cars, BN and Z Cars west end has been ongoing for twelve months and has been raised as a safety issue and has been alleviated to the next level for a response.

RAILWAYS AT WAR 1939-45

RAILWAYS AND THE 'HOLOCAUST'

By Keith Fender

THE darkest episode in the history of world railways undoubtedly centres around the role they were forced to play in the transport of civilians to Nazi death camps during the Second World War.

In what has become known as the 'Holocaust', 11 million people – more than half of whom were Jews – were killed on an industrial scale. Almost all were transported by train.

Shortly after Hitler's anti-semitic regime came to power in Germany in 1933, jobs in many government departments, including the German State Railways (Deutsche Reichsbahn) were closed to people of Jewish descent.

Just before the outbreak of war, many Jewish children were sent from Germany to live abroad by parents who could not get visas for themselves. These 'Kindertransports' took some youngsters to the UK via the Hook of Holland to Harwich ferry – and a monument at London's Liverpool Street station commemorates the special trains that saved thousands from an uncertain future. Sir Nicholas Winton, a British national who saved more than 650 children from

Prague, had his efforts commemorated by the 'Winton Train' main line charter in 2009.

In June 1941, German forces invaded the USSR and rapidly occupied much of western Russia, Ukraine, Belarus and the Baltic republics. Three months later, German and Austrian Jews began to be sent by train to Riga and other locations in the Baltic republics and Belarus, where most were put to death almost immediately.

The SS security service then began to build concentration camps with gas chambers specifically designed to kill on an industrial scale. These were located in Poland and were chosen to be near main railway lines to enable rapid transportation of victims from across Europe. Auschwitz, for example, in the Polish town of Oswiecim, was a junction on the main line from Krakow to Prague.

Between 1942 and 1943, at least 1.7 million people were mass-murdered in three camps established specifically to kill Jews. The period just before and after the Normandy D-Day landings was one of the most intensive with 434,351 Jews transported to Auschwitz on 147 trains from

"Millions of people were taken to their deaths by train"

Auschwitz Birkenau today: The Nazi concentration camp in which more than a million people died has become one of the biggest tourist attractions in Poland, receiving more than 1,500,000 visitors a year. The railway sidings inside are seen with the entrance in the background, considered by many to be the nearest thing on earth to the mythical gates of Hell. KEITH FENDER

Hungarian stations between May 15 and July 9, 1944, following the German occupation of Hungary in March 1944.

From the occupied Netherlands, trains ran from a transit camp at Westerbork, north-east of Zwolle, to Auschwitz. Where the trains were going was not a secret, what would happen to the passengers was. (They were told they were being "resettled in the east").

Deutsche Reichsbahn not only received payment for transporting millions of people to their deaths, but it took a percentage from the one-way tickets sold to the SS at discounted group fares on these so-called 'charter trains'. Most used windowless boxcar vans – designed originally for livestock or dry cargo – although some of those from western Europe used passenger coaches. Food and drink for the journey was normally insufficient or non-existent and by the time the trains arrived at their destination, many passengers were already very weak or even dead.

The number of passengers carried varied from about 1,000 on some long-distance trains to 5,000 on shorter routes, e.g. from Warsaw to Treblinka. Trains that returned empty (which most did) were not charged for and those that carried freight out of the camp (largely stolen possessions) were charged at freight rates.

Even though most of Europe was in the hands of the Germans,

the deportation trains were operated by whichever rail operator they were travelling on – so trains from Compiegne and Drancy, in France, were worked by SNCF to the German border, where DR took over, trains from Hungary by MAV and so on.

Poland, where the death camps were all located, was mostly administered as a separate area and the railways were run by the Ostbahn (East Railway), largely using former Polish State Railways rolling stock and employees, but with German management.

The SS went to great lengths to avoid information about what was being done in the camps spreading to the outside world via railway staff; so once trains had reached the area, they would be halted and then later be shunted into the camp sidings by German or SS personnel to avoid loco crews seeing what was going on. Nevertheless, some Polish railway workers managed to keep secret records.

All trains run under German supervision had detailed passenger lists and the majority of these also survived the war, enabling historians to say with certainty who was deported and when.


Belgium was the scene of an (only partially successful) attempt by resistance fighters to stop a deportation train from Mechelen to Auschwitz in order to free those on board in April 1943; the only



German 'Kriegslokomotive' No. 52.6340, in wartime grey livery, at Łódź Radegast station – now a memorial – on September 26, 2012. More than 6,000 of these 2-10-0 'war locos' were built during the Second World War and it is likely that some hauled the deportation trains. KEITH FENDER



Below: Auschwitz Birkenau in the period 1942/44: Victims, assisted by prisoners wearing the striped camp clothing, are herded off a train of enclosed wagons to await their fate. The sidings here have been left exactly as they were at the end of the war.



time this happened anywhere in Europe.

For half a century after the war, the role of the railways in deporting hundreds of thousands of people was largely ignored by the rail operators in Germany itself,

but plans by DB in the mid-1990s to demolish the part of Berlin Grunewald station from which thousands were deported to their death led to public protest and in 1998 DB inaugurated instead a formal memorial on the site.

NB. Although there is a vast amount of information on the 'Holocaust' online, some of it is inaccurate or biased, so for this article we have endeavoured to use reputable sources, specifically:

- The Auschwitz State Museum - www.auschwitz.org
- The United States Holocaust Memorial Museum (Washington DC) www.ushmm.org

Further reading:

The Most Valuable Asset of the Reich, Vol 2 1933-45, Alfred Mierzejewski, University of North Carolina/Chapel & Hill, London, 2000

Sonderzüge in den Tod, Böhlau Verlag, 2009 (in German).

The Twentieth Train, Marion Schreiber, Atlantic Books/Grove Press 2003.

Holocaust Journey, Martin Gilbert, Weidenfeld & Nicholson 1997.

SIGNAL SIGHTING REPORT—METRO

By David Mortimer

Calder Park

The next major project to be delivered to the metropolitan system is stabling facilities at Calder Park. The initial project is for 3 sidings holding 2 x 6 car sets. Access and departure will be from the city end only. A shunt will be provided to move equipment from one road to another without coming onto the main line.

The main issue with this facility is that the design was compromised around the positioning of the air gap for the substation at Calder Park. The end result of this is that whilst signals and position comply with overlaps, braking distances, etc. it means that to enter the yard a driver will be doing 40 kmh for a kilometre before leaving the down main line.

At the desktop stage it was attempted to get an additional home signal prior to the yard that would permit a 65kmh from the main line and reduce to 40kmh prior to arriving at the yard home signal. This was not contemplated by the design team.

This design was accepted on the basis that it is only short term operational issue and will be resolved when stage!!!! is completed. Timing differences between the 2 scenarios is approximately 20 seconds at most but operationally this will cause delays, with the obvious micro management issues with newly installed Doootty Managers justifying there existence.

Construction is advancing at a good pace, remember that this is a Metro Project, with mainline points to be positioned in a September shut down of the Sunbury line. These points will be clipped out to permit operation along the main lines until the project is delivered in December 2014.

There will be no station at Calder Park until stage??, but space has been set aside for this. So for those going to Calder Park access will be from Holden Road for a while.

X'trap Operation to Frankston.

The political imperative to deliver on the promise of X'traps to Frankston continues. Just how many may be at the crux of the promise, but deliver the premier will.

Signalling along this corridor is one of the factors in the operation of the X'trap along this corridor. But no expense is too great to cover safety critical issues as signage to tell the populous that pollies are doing something, repair to station platforms, providing shelter to all those extra customers who will see them deliver on the promise. But signalling? The drivers are being excessive in their claims.

To date not one word on additional signals, repositioning or upgrading of existing infrastructure. In fact the last conversation on this was an indication that why worry we don't need to do anything until next year August 2015, actually.

Clearly signalling at Richmond on the down end of the local and throughs Caulfield's is substandard with current equipment. With X'traps we even loose the trips so it is a blind departure from platform. Remember you must hum the last signal so as you remember the signal you are parked directly under, because you are a professional driver.

Why then are there co-actors on the Burnley group, but powers to be now consider it not necessary on the Caulfield group now? Why are the numerous reports on requirement for good operation of X'traps on this corridor being ignored? What has changed? Maybe profit to China. Maybe a new level of micro management will solve the problem.

SPADS

At the moment SPAD's are running at the same level as 2013 and are at present approximately the same as this time last year. Historically the trend is still moving up, but there are more drivers overall and we are driving more kilometres per year. Also the number of signals we pass per day has increased.

With the completion of RRL, KRESP, Springvale and Mitcham the number of distractions around lines with high density of signals should be reduced. But still issues around SAS, SAY and missing signals completely is concerning.

SPADs will be an obvious issue that will invoke management overdrive. The incident of a driver testing positive to drugs after a SPAD has implications of general public interest (via the media) calling for actions that may not be the best available.

There are obvious issues are around training and selection process (How do you miss drug use?). At the other end how do we have very experienced drivers with large number of year's service being involved in a SPAD.

One pressure recognised with shift workers is the inability to change/alter their work environment and subsequent psychological pressure that this can place on a person.

These issues maybe but are not limited too; fatigue management as a result of rostering, TARDIS style requirement for on time running, belligerent train controllers, micro management techniques at inappropriate times and complete lack of understanding on what is going on out there. Profit and Safety can exit together, but safety does cost.

Use all your skills and manage your cab accordingly. Out there you are the person.

CAB COMMITTEE REPORT

By Karl Costanzo

Cab Committee Coordinator

We have been busy, working in conjunction with the radio committee to get the ICE radio fitted and tested on the Standard gauge 'N' classes. Two have currently been fitted and the last should be completed before September. (N464, N473 and N463). If you get a job on the 'gauge', there is an ICE radio module in the driver's quiet room at Southern Cross for you to familiarise yourself if you need it.



Above, is the cab layout after the fit out of ICE radio. I know it will take some getting used to having the speedo mounted like this, but due to the awkward size of the HMI (human/machine interface) screen and the small font size, it had to be mounted as close as possible to the driver, without any loss of vision through the wind-screens/ side windows. Also, the HMI screen is within your gaze of the track whilst in motion.

If the HMI was mounted in the centre of the cab, and to meet the human factors requirements, it would result in a loss of vision on either side of the centre windscreen pillar. The speedo mounted here results in no loss of vision. If the HMI was mounted anywhere else in the cab you would have to crane your neck to see it.

Loco seats. It has been a slow process to get the 'N' classes fitted with the new seats. This is due to the fact that it is done when a loco is at Newport W/S during overhaul (ICC and CCO). The number of overhauls a year has been reduced to 3 by management. 11 have been done since about 2010, and at this rate it will take

about another 5 years to complete. I find this to be unacceptable and have asked to have the project fast tracked. Recently, Newport were instructed not to go ahead with any modifications for N460, including the new seats. I enquired as to why and coupled with our agreement, suddenly the instruction was reversed. Drivers continue to book the old seats on rough tracks and they are being replaced like for like. Assuming that money is also being "saved" from being spent on the tracks, lost time injuries have nowhere to go but up.

Locomotive toilets: These are in an appalling state due to there being no parts available to fix the obsolete toilet units. Flush mechanisms defective, leaking fluid over the outside of the toilet onto the floor. Maintenance does their best to patch them up but they are well past their replacement date and we have requested new ones. We are standing by for a response.

Vlocity: Drivers were recently issued a "drive to the conditions" notice, advising us to alter our driving methods during adverse rail conditions. This is one way to address the wheel slip/slide problem that is plaguing the Vlocity fleet. Recently, I lost 15 minutes to Kyneton on a down Bendigo service due to not being able to gain rail adhesion past notch 2 and taking caution on approach to platforms, as the wheels were locking up. Control called me and enquired as to my lost time. I advised him of the situation and he told me to say no more.

In light of slip/slide testing we carried out in April this year, I have requested management to look at fitting sand boxes to the TM (centre car) as fitted to Vlocity 38. The standard requirement is to have 6 axles operating over the sand on the rail head in both directions of travel. This would comply with the standard. I believe all TM cars have the provision for mounting these extra sand boxes and think that it would improve adverse wheel/rail conditions significantly. The engineering fix is to make a software mod to the sanding sequence, which works for Vlocitys in multi-unit only.

The new build is progressing slowly, with the first to appear around Grand final weekend for testing as I'm informed. There has been no progress with the modified cab steps as yet; we are still waiting for one to be fitted as a trial. Recently a headlight test was carried out to test several options to replace the original (centre two) headlight beams. Reliability is the main reason, but we hope to get a light that compliments the HID pencil beam headlights with something that gives a good spread of light on both high and low settings.

That's it for now. Karl Costanzo.

TALKBACK WITH HINCH

By Michael A Hinch

Passenger Sub-Division—Southern Cross

Selfish, arrogant bastards.

Management at the Pass have decided that as of the end of July 2014, we will no longer be permitted to wear short sleeved shirts and short pants, even on the hottest summer days. It's a cheap trick to introduce this rule in winter because they know it will be easily enforceable policy by the time the heat gets here.

The selfishness and arrogance of this edict simply beggars belief. What about Vitamin D deficiency? What about heat stress? What about dehydration? What about extreme discomfort? Oh whoopy doo, we are worried about a bit of sunshine on our legs and arms. Isn't that what sunscreen and hats are for, for Chrisake? Oh but how silly am I? We are trusted with hundreds of lives and millions of dollars' worth of equipment each and every day but we are apparently too stupid to know how to apply sunscreen.

Never mind about the biggest industrial threat to our health since asbestos, namely diesel smoke. Apparently management are either ignorant of the findings of the World Health Organization (WHO) or just don't give a stuff. If either one weren't true they wouldn't be concerned about the sun's rays and would be finding ways to protect us from the very real threat of cancer CAUSED BY THE DIESEL. This is the finding of the WHO. Perhaps our unobservant management has failed to notice the drivers all around us dropping like flies with cancer. I have pointed out before in this publication that the WHO is not simply saying that diesel is linked to cancer. Oh no, they are saying quite emphatically that diesel CAUSES cancer. What are Management doing about that? I tell ya'.. sweet naff all.

So, let's treat our employees like gulag slaves and make them suffer in the summer heat. Well management, just suppose you all get off your backsides and come out of your air conditioned office on a forty degree day and come and marshal locomotives with me while wearing WINTER CLOTHING. You know you wouldn't because you would be too afraid to do something that you are determined to subject your employees to.

Climate change is here and the number of days in the extreme heat range is increasing each summer at an alarming rate. This policy is selfish and cowardly. Oh and, just in case I am one of the unfortunate ones to develop cancer as a result of your (management) total lack of concern for the workforce, by virtue of the direct influence of diesel (drivers have the onset of cancer in the hundreds of percent per head higher than any comparable group in industry or indeed society) and I am not only suffering a life threatening disease but suffering

the effects of heat stress, it will be such a comforting thought to me that you don't give a stuff!

Radio rollout.

Recently our End to End (EtE) radio frequencies have experienced yet another evolutionary frequency change and our conventional channel, LTR 1 is being moved to LTR1 New. This entire project has been very poorly rolled out. Honestly, who is coordinating this deal? Apparently some kind of a repeater device was installed on a nearby building which was supposed to be able to convert the old signal to the new and vicky verca. For at least the first ten days, this repeater thingy caused interference noises which were kind of alien. It sounded a bit like the sound effect we used to get when we were kids and used a clothes peg to fasten a playing card into the spokes of the back wheel on our pushbikes and got a very satisfying clackity clack noise. Then it turned out that the Zone Two Train Controller (West Tower) didn't have the new frequency so he couldn't hear us if we called on it. Good work . . . repeater thingy. Then the Zone Three Controller (RRL Panel) only had the New frequency, but he too could not hear us if we called on the old one. You go you good repeater thingy you...

To be fair, it only took a week or so to fix the repeater thingy. It is supposed to work efficiently for 100 kilometers but anecdotally it doesn't work much past Footscray and even then only when it feels like it. The conductors are all supposed to have radios that are converted to have both channels and if they don't, the repeater thingy is supposed to compensate.

I can confidently report that on many, many daily services there are frequent instances of both the conductor not having the extra channel and in that circumstance, the repeater thingy says....' No..."

At Pass, we are rolling out the new frequency s l o w l y... So only the western corridor is using it at this juncture and presumably the other tracks will follow suit in time. Which led me to wonder, "What are the other companies doing??"

So, as a little experiment, while running a train up from Geelong, I gave one particular freight company's train a *roll by* at Little River on the old channel and got no response. So I turned over to the new channel and bugger me there he was. I asked him how long his company had been using the new channel and he replied that they had been using it since the day we implemented it on one corridor only. "Why," he asked "isn't everyone using the new one?"

Then at Laverton I gave a *roll by* to another freight company and he was on the old channel. I asked him when his company would be changing to the new channel and he replied..."What new channel?" Fantastic, so if I have to *Red Light* the driver of a train from another company, then I have to go channel surfing. Well done Department of Transport. *I loves ya' woik.*

Tasmanian Fantastic.

I recently had the exquisite pleasure of visiting the Tasmanian Tourist West Coast Wilderness "Rack and Pinion" Steam Railway. My hosts were Mr. Tristan McMahon (Driver) and Ms. Ally Hume (Fireman). This railway system currently operates out of Queenstown in the West Wilderness region. The technology is a century old but is amazing none the less. Gradient factors are predominantly around the 1 in 20 mark, but the climb up into the station known as the "Dubbil Barril" is a remarkable 1 in 12. This is where the pinion gear, located beneath the boiler of the loco, engages the third rail "rack." The loco is equipped with two regulators. One controls traction at the wheels and the other controls the grip upon the rack.

I have to say that I was privileged, as an old hand railway man to be granted a brief cab ride, I have never seen such amazing team work as in this loco cab. These two young people had a level of understanding and communication about the equipment and its use that I have rarely seen on the footplate. This unit is an Oil Burner. This means that the fireman Ally, has to apply the right amount of juice at exactly the right second to encounter and conquer these enormous gradient factors. Tristan has such a calm and confident command of the equipment that he is seemingly effortless in his ability to negotiate the enormous challenges of this rail system. One regulator for the wheel traction system and another regulator for the rack.



Above: Tristan and Ally with their pride and joy.

Don't get caught!

The new RRL track has been opened up between South Kensington and Sunshine and it is indeed a very impressive piece of engineering.

However, I want to warn all Pass drivers using the new section about a real fair dinkum trap. Coming on the up over the Maribyrnong River, the track slopes down suddenly and sharply onto a Home signal.

Now we all know how wonderful the V/locites **aren't** at stopping in the wet. Be bloody careful, if it is raining and this signal is at danger BRAKE EARLY AND BRAKE

LIGHTLY. Otherwise if there is a movement coming out of the South Kensington run around loop and your v/locite (inevitably) locks up, then the obvious result will be a nasty collision. This is one of the few flaws in an otherwise very well designed project.

I might also point out how disheartening it is to see the new infrastructure attacked by the ugly scourge of graffiti, not only at the end of construction but indeed from its beginning. Can't we stick some PSO's out there and catch these bloody vandals at night?

Safety in sound

For the sake of the young ones, allow me to give you something of a written image of the past in terms of the struggles we have had to fight and endure in the many years prior to your entry into the job and the system. I feel that it is necessary to let you know just how difficult the struggles were so that you might just appreciate what it is that you have today and why you are enjoying the benefits of this job. Our job did not get this way by accident.

We struggled and suffered for it.

A part of the recent (last two decades) evolution of our job was the near across the board Introduction of Driver Only Operation (DOO). The fight to save our conditions during this struggle was championed by the likes of Peter Bermingham and John Chiswell who represented us as the DOO representatives. At the time I was the sub divisional secretary of the Central Branch and I remember very vividly the lengths that these blokes went to secure our position.

The main reason I am, as much, reminiscing here is because I recently overheard a new young driver in our meal room mockingly reading through the new EBA conditions upon which we will, at Pass, henceforth observe the new vehicle fault management protocol. The young person stated "Oh big deal, we will be expected to run a train if the am fm radio isn't working..."

When DOO was introduced, many home grown and international studies relating to the safety of DOO were poured through at very great length. The one determination that came back as an internationally recognized and accepted standard was that the effect of background noise, particularly radio and music were proven to be a SAFETY IMPROVEMENT in that they increased concentration. So young ones, trust in the sacrifices of those who fought the fights that make your job a safe one today. Don't take it for granted.

RTBU UNION ELECTIONS

Nominations Open 1st September

Close 22nd September 2014

**Nomination forms can be picked up from Reception or
downloaded from the Loco Division Website**

www.rtbuvicloco.com.au

Railway Reunion



All grades

Maryborough Railway Station V.R.I Room

**October 18th 2014
2:00pm onwards**

Drinks and Meals available minimal cost

Contact

Mr Clint Hardefeldt - 0439 616 453

Mr Richard Smith – 0400 610 483

Mr Clint Hickson – 0400 797 687

Mr Alan Humphrey – 0419 236 184



NELSON'S COLUMN.

By Ernie Nelson V-Line Passenger Spencer Street.

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.

Industrial Culture Change!

Industrial Culture Change is a corporate euphemism for Ethnic Cleansing which really means De-Unionisation of the workforce by fair means or foul, but mostly foul.

It starts when you get a new CEO at your company who is usually a subscriber to the H.R.Nichols Society and Institute for Public Affairs Conservative/Liberal think tanks policies, which to the proletarian masses, (i.e. you and me), means lower wages and outlawing Trade Unions.

It starts when your CEO appoints Managers who have a pedigree in companies such as National Express or Ansett, usually none of these people have any coalface experience in the industry they are supposed to be running, it progresses with communiqués from the Boss saying we all luvs yous, and follows a predictable path in that any recognition of service through various means will cease without any word from Head Office and then the attacks and sackings start in the guise of stand downs and investigations that can take months to complete.

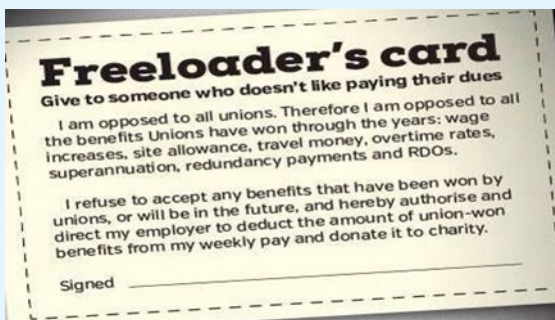
The purpose of all this is to generate fear in the workplace through intimidation and veiled threats against Union Officials and Members.

A sort of simultaneous application of Fellatio and Buggery a very important skill to make one feel good AND pharqued at the same time.

This of course drives down productivity which engenders resentment from a sullen workforce, who if they have the skills other operators can use start to leave for greener pastures.

There is a company called **Costco** which is an American retail giant now in Australia that has a policy of paying excellent wages for the retail sector, has no problem with staff unionizing and provides numerous benefits and discounts in the firm belief that a happy and contented workforce is very productive because it doesn't want to kill the goose that lays golden eggs.

Blue Collar Tories.



I could never work out how railwaymen and women become supporters of the Liberal National Parties, talk about turkeys voting for an early Christmas.

These dumb arses will then tell you to quote one that you can be a member of the Liberal Party and a good Unionist all the time maintaining a straight face.

I gotta tell ya if you're a member of either of the Coalition parties then maybe you should Pharque orf outta the Union and see if the Bosses' parties will look to your interests, talk about conflict of interest writ large.

Car industry post 2017?????



Thanks to Tony and Joe, your ideology has set this country back 100 years

Social Media.

When you use Social Media usually all comments are visible to your lists of contacts and everything you say enters the public domain and you can be sued or made to answer for it in other ways depending who you're slagging off.

So be real careful about what you say, dirty laundry should not be washed in public.

If you have an issue with someone, man up and say it to their face or S.T.F.U.

Metro's True Function.



Enough Said Really.

Photo by Agent Wheelbarrow who has far to much time on his hands.

The Seagull Manager.

A Seagull Manager is a person that takes on any management task usually paid less than Drivers just to get it mentioned on their résumé as they climb the greasy pole on their way to the top of the pile.

They're a bit like monkeys in a tree, the monkeys on the top branches of the tree look down and see smiling faces, while the monkeys on the bottom branches look up and see nothing but arseholes.



Seagull Managers demonstrating their abilities at managing Human Resources.

While I was on the Sparks, I ended up at Westall Workshops for about 13 years where I was employed by the PTC, Bayside Trains, M>Train (NX), KPMG Liquidators of NX, Connex and Metro and their Seagull Managers, before leaving for V/Line in 2011, the point being I had 6 employers in 13 years but the same locker in the same building at the same address the whole time and I'm still here and they've all but one (MTR who I believe may be on borrowed time my snitches in Spring Street tell me), pharqued orf.

So why are they called Seagull Managers? Because they fly in squawking and all aflutter, try pinch everyone's chips, shit all over the place then fly off to the next bludge leaving a mess for those left behind to deal with.

Speaking Of The Evil Empire.

I heard Metro had a cull on a scale that NX used to have wet dreams about.

They sacked a manager who was deemed to be too close to the Union which couldn't have been further from the truth if it tried, he now works in NZ for Veolia (Connex) of all companies. Another chap who worked at V/Line Manpower in the past copped it up the cousta without warning and a bloke who I had dealings with when I was at Metro wanted to resign to take up a new position was sacked on the spot and thrown out by security my sources tell me.

Just gotta love Metro, they're fair and just, you know fair bastards and just arseholes.

Hand-lamps and Potholes.

Ever notice how some people are like pot holes because you swerve to avoid them and some people are like hand lamps because they're dim and gotta be carried, how dim? I hear you ask, well I'll tell ya they think Sugar Diabetes is a Greek boxer. I think there's something in that for all of us.



Early Christmas Carol.

By An Anonymous Sydney Spark Driver.



It's Every Drivers Mago. Remember it's your Mago too so write in on any relevant subject you like Seeya later, Drive!



Letters From Lance Adams As Forwarded To Me Via Email.

Sent: Tuesday, June 17, 2014 2:48 PM

Subject: Problems at Yea.

I am once again experiencing email problems. I can compose & send emails, but although the programme Icon informs me that mail is there, I cannot access it. This makes things unworkable until I work out what to do. I have downloaded another copy of the email programme, & after a shut down & restart I will see if that works. I might be a bit scarce for the next few days, until I can get on top of this problem. I have contacted the local computer help guru, & I am waiting for him to return my call. Please advise anyone who is interested of the problem. The best way to contact me is on the landline as this email system is unworkable. I can send but cannot receive.



I have attached an image of a W on the yard pilot at Ballarat. A 280HP Walker bound for Donald used to operate to Ballarat via North Geelong every morning changing over at Ballarat & returning in the afternoon to Melbourne via the straight. It was on one of these round trips, I snapped this shot. Enjoy.

LANCE ADAMS

Sent: Wednesday, June 18, 2014 10:56 AM

Subject: Perseverance

I am going to persevere with my computer. It is still doing strange things. Some new inward mail is getting through & some is not. I sent a test message to myself & it did not make it through. I have selected some images to send to you, the rest require image enhancement before sending. Dave should be back soon with the rest of the images he has taken home for scanning, done. Then we might start on image manipulation on all the scanned items. If possible could you please send me a test email & incorporate the word "Dimboola" to see if I get it, or what my computer does with it.

Image 1 is of an afternoon cross at Beaufort.

Image 2 is a snap of the Dimboola yard looking towards the loco depot, with a Rainbow train being up in No 1 Road. Image taken from Dimboola signal box.

Image 3 is a view of a late model T Class in the crane road at Cudgewa,

Image 4 is an Up train standing in the Rushworth yard.

Image 5 is the Up afternoon goods departing Swan Hill for Kerang behind a late model T class loco.

Image 6 is an image of a late model T Class loco standing in No2 road at Yea on a Sunday afternoon.

Enjoy the images of yesteryear, & more when David returns & we can do the rest of the project & manipulate the images that are too dark to use as they are.

LANCE ADAMS

Date: 19/06/2014 2:25:14 PM

Subject: Dimboola message received, & another old image for you to enjoy.



Your "Dimboola" message arrived OK & I think I have worked out my email problems. It appears the programme just drops the new emails at random in the programme, & I have to look for them, rather than have them neatly arranged in received date order & it has given me a lead on my dilemma. I have just had a call from Dave Richards, who informs me that the scanning of the remaining slides (about 400 images) has been completed, & that he intends to come up to Yea on the last weekend in June. This is the weekend my Brother & I are attending a book launch in Kyneton, on the former Redesdale Railway. My Brother plans to come to Yea on Friday the 27th, do a day return to Kyneton on the 28th for the book launch, have the Sunday with me in Yea topping up our lubricators & replacing upper cylinder lubricant. He then plans to return home on Monday the 30th of June. If Dave wants to join us for a gargle on the Sunday, he is most welcome. It sounds as though he was quite impressed with the contents of his scans, so I will be forwarding some more images once he has made his return visit & returned the original 2 wooden cases of slides to me.

In the meantime I have decided to attach an Image of a K Class loco arriving at Horsham in the 60's with a Pass from Ararat & Melbourne, This train started as a 0910 ex Melbourne, & after the diesel loco was removed at Ararat this engine was dropped on & took the train onward the 50 miles to Horsham where another engine change took place for the final 20+mile dash into Dimboola & return working on No 34 Pass (Known as the peanut) because of its usual 2 car train at the end of its long journey of 203 Miles. What ever engine was free ran this service. It usually was a J Class, but on this day it was another K. This ended up being the last regular steam hauled service on the VR.

Enjoy the image, & more to come as soon as I get the images back from Dave in a couple of weeks or so.

The Image of the Rolls Royce car being unloaded off the flat car in Shed road at Mansfield, has been located & scanned & has survived the passage of time. It appears I might have the only shot of this rare event! After doing the lap of honour around the Mansfield town centre, & returning his nibs back to the Timbertop school, the car was reloaded & we took the whole lot back to Yea the next day ex rest. Rest jobs to Mansfield, were common for Yea crews. Some services were long day returns (12-15 hours) Others were rest & return.

My last rest job to Mansfield was with David Keamy, now of Seymour, when he was a Trainee sent out here. We used to stay in the Delatite Hotel if the barracks on the extreme down end of the Mansfield platform were used by another resting crew in advance. Delatite OK but barracks Spartan.

I think I may have another image of the Horsham-Dimboola Pass with a J class on it. I will go and look for it, once I have sent this email

LANCE ADAMS. Yea: 19/06/2014



Transport Health
HealthInsurancebyDesign

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

AVOID THE MEDICARE LEVY SURCHARGE

If you're single and earn over 88K per annum or a couple/family with a combined income in excess of 170K and you don't have hospital insurance, you will pay a Medicare Levy Surcharge of 2% of your taxable income.

Any form of hospital cover will exempt you from the surcharge. So not only will you avoid the extra expense but enjoy the benefits of private insurance-great cover at everyday low rates especially for people working in the transport industry.

So don't pay unnecessary tax next financial year – talk to us today. 1300 806 808 www.transporthealth.com.au

ARE YOU A VICTIM OF CRIME?

Assistance for Crime Victims

The Victims of Crimes Assistance Act 1996 is Victorian State Government legislation introduced to assist Victims of Crime to recover from acts of violence committed against them that result in either PHYSICAL or PSYCHOLOGICAL injury.

If you can obtain assistance from elsewhere, such as Workcover or Transport Accident Commission, the Victims of Crime Tribunal, VOCAT, requires you to exhaust those avenues first. However, many crime victims are able to access benefits from more than one source as a result of the legislation.

Categories of applicants

PRIMARY VICTIMS

A primary victim is anyone who is injured as a result of:

- An act of violence committed against him/her e.g. assault, threat or robbery
- Trying to arrest someone whom he/she believes has committed an act of violence
- Trying to prevent an act of violence
- Trying to aid or rescue someone whom you believe is a victim of an act of violence

SECONDARY VICTIMS

A secondary victim is a person who is injured as a result of:

- Being present at the scene of an act of violence and who is injured as a direct result of witnessing that act of violence

Types of Available Assistance

SPECIAL FINANCIAL ASSISTANCE

Financial assistance (cash payment) is dependent upon the type and severity of the crime and awards range from \$650 to \$1300. (NOTE: this payment is separate from the payment made to drivers after a fatality). The maximum award is \$10,000 but again depends on the severity of the injury and the nature of the crime.

In addition, drivers are also able to claim other benefits such as:

- Reasonable medical expenses
- Loss of earnings
- Other benefits, such as interstate travel to assist in recovery

As a Victim of Crime, you are able to claim benefits whether the incident occurred at work or away from work. The Victims of Crime legislation can be complex and it is recommended that drivers seek clarification and advice from specialists in the area.

CASE EXAMPLE ONE

A driver is assaulted by a passenger while on duty. This could include a physical attack or threat to harm. While Workcover would cover loss of wages and medical expenses, you are eligible for cash compensation up to \$1300. In addition, you may also be able to claim some further loss of wages and other benefits that would help in your recovery. Garry Nicholson would be able to provide further details.

CASE EXAMPLE TWO

Sometimes drivers are confronted by passengers or family members at the scene of a fatality. There have been incidents where a family member has threatened a driver, causing the driver to lock himself in the cabin for protection. In this case when you are threatened, or in fear for your safety, you are eligible for compensation.

Remember, the act of violence can cause either PHYSICAL OR PSYCHOLOGICAL DAMAGE. In such circumstances you are eligible for a payment of \$1300 through VOCAT. Higher payments would depend on the nature of the incident.

This article was compiled by Michael O'Neill, consulting psychologist, and Garry Nicholson, a specialist VOCAT practitioner.

To check if you are eligible for compensation, contact:

MICHAEL O'NEILL
PSYCHOLOGIST, CBD Health,
Tel: 1300 726 315 Mobile 041818 1944

GARRY NICHOLSON
SOLICITOR Tel: 9899 8271

PSYCHOLOGY AND FAMILY SUPPORT

PSYCHOLOGY SUPPORT SERVICES ARE AVAILABLE THROUGH THE RTBU LOCOMOTIVE DIVISION

Like all members of the general community, drivers face a range of daily problems.

These can include:

- Anxiety and depression, outbursts of anger, feelings of panic
- Stress and not coping, mood swings, general agitation
- Sleep disturbance, impaired concentration and loss of interest in work
- Marital conflict
- Problems with children and parenting
- Health, fatigue and energy issues
- Feelings of despair and hopelessness, loss of interest and suicidal thoughts

Given that drivers and their families face ongoing pressures, the union urges drivers to consult with a psychologist before problems get out of hand. Drivers are able to access an experienced psychologist through the union with no out of pocket costs.

To access free counselling services, contact either the union or Michael O'Neill, Psychologist, CBD Health. With a referral from your doctor under the MENTAL HEALTH CARE PLAN, you are able to have ten free consultations. There are no costs as the sessions are bulk billed.

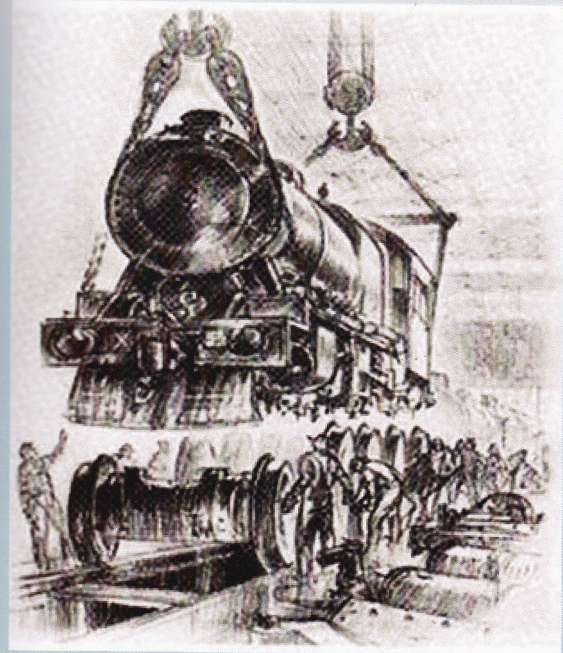
Michael O'Neill has counselled drivers and their families for 25 years and is experienced in all aspects of rail.

Contact either the Union or Michael O'Neill, Psychologist, CBD Health.

CBD HEALTH
12 Wellington Parade
East Melbourne
Tel: 9416 0185 or 041818 1944

LEARNING A TRADE

Life as a Victorian Railways Apprentice
Fitter and Turner 1944 to 1949 and Afterwards



GORDON J R SMITH

"Learning a Trade is a book about my early childhood and my love of trains that eventually led me years later to become an apprentice fitter and turner with the Victorian Railways. The book is divided into three parts in which I describe my life before, during my apprenticeship and a few years after becoming a tradesman, when I sailed abroad to the UK in 1951 as one of the first backpackers to leave Australia and work at my trade in England..... The five years of my apprenticeship from 1944 to 1949 at the Newport Workshops were no ordinary years. WW2 was in a critical stage and the workshops were manufacturing a large range of war equipment. One of these was a Garratt locomotive being built at Newport as part of the war effort, on which I worked on the first day of my apprenticeship and to its completion. ..."

AA5 size book of 250 pages selling for \$45.

Contact :
Gordon Smith
vgddg9448@bigpond.com

WHERE IS IT?

with Trevor Penn and Des Jowett
edited by Warren Banfield



THE previous *Where Is It ...?* [below right] was at Toora, on the former Yarram and Woodside line in South Gippsland. The photo was by Steve Bucton in September 1976.

The winners who correctly guessed Toora were Paul Grossman (MTM Newport) and Michael Butterfield (MTM Dandenong). There was no winner this time from 'The Loco'. Meanwhile if you think you know the location of the

photograph on the *opposite* page, 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, Sparks and Loco, will be drawn two weeks from distribution of the current *Loco Lines*. Prizes can include a Union mug, or a cap.

Good luck!

RECOLLECTIONS OF RAILWAY OPERATIONS IN TOORA IN THE 1960S AND '70S

by Steve Bucton

Loco Driver and Trainer

PN Bulk Rail, South Dynon

I WAS born in Yarram and lived in Toora, SE Victoria, for most of my early years until I was a 19 year old.

The local railway operations were a major part of my young life, coming from a family with many ties to the industry, all in the mid north of NSW – my family's former 'home base'.

My father worked in the operations then management side of the milk production industry. The whole family moved to Toora in 1955, from Taree in NSW, and I appeared late the following year.

My very earliest vague recollections are of steam trains plying back and forth to and from Yarram from about 1959–60. I had no idea what loco classes they were.

Dad's job took him and us away from Toora, to Merino in Western Victoria, for about three years from 1961 to '64, then returning back to Toora and his position of Production Manager. This enabled me some relative freedom to wander about the factory confines unfussed by modern safety standards, or being told off for being there.



What fascinated me most were the rail based operations in and around the local Tooralac Milk Products (later Unigate Australia, then Bonlac) factory, with incoming traffic of open wagons of briquettes for the boiler house as well as many empty vans of all types for loading with outwards domestic or export milk products.

The station at Toora was quite a hive of activity at train times; a typical weekday's activities commencing in the morning at 7.12 am with the Up Yarram pass arriving, collection of van goods and any passengers, then departure on towards Korumburra and Flinders Street. The Down goods would arrive around mid morning. The



The Down Yarram goods led by T410 has van goods performed at the passenger platform in Toora. September 1976.
(Cropped and enhanced Kodak 'Instamatic 126' image.) PHOTO BY STEVE BUCTON

picture of T410 submitted as the 'Where Is It?' was one such example. Shunting would be done from either end of the yard, depending on the types of wagon to be dropped off. 'Fly shunting' was very common to drop wagons from the Up end, slipping them in towards 4 road and the goods shed. Inwards traffic would be vans or opens with assorted produce for local stores or farm equipment suppliers, empty sheep or cattle trucks for sale days as well as the already mentioned briquettes and—or empty vans for the factory.

Shunting at Toora could be quite involved on the days when the factory was served (most days), with the briquettes and vans left in 3 road. The loco would run around and then propel the many wagons toward the two factory sidings. Briquette trucks first, into the left track, towards the unloading bay. There was capacity for about eight wagons at a time, with a gentle downward slope to the dead end.

The empty vans for outward loading would be placed towards the dead end of the right track, where the gentle slope ensured the ability to gravity shunt them to the loading dock. Additional vans for loading would also be re-used once emptied of inwards goods, from the goods shed—4 road and added to empties consigned to the factory.

There was also an occasional GY of grain brought in, for the grain store at the factory store, used to make various stock feed supplies for local farmers. A drop down receival chute was used to collect the grain from next to the platform on the south side of the grain store.

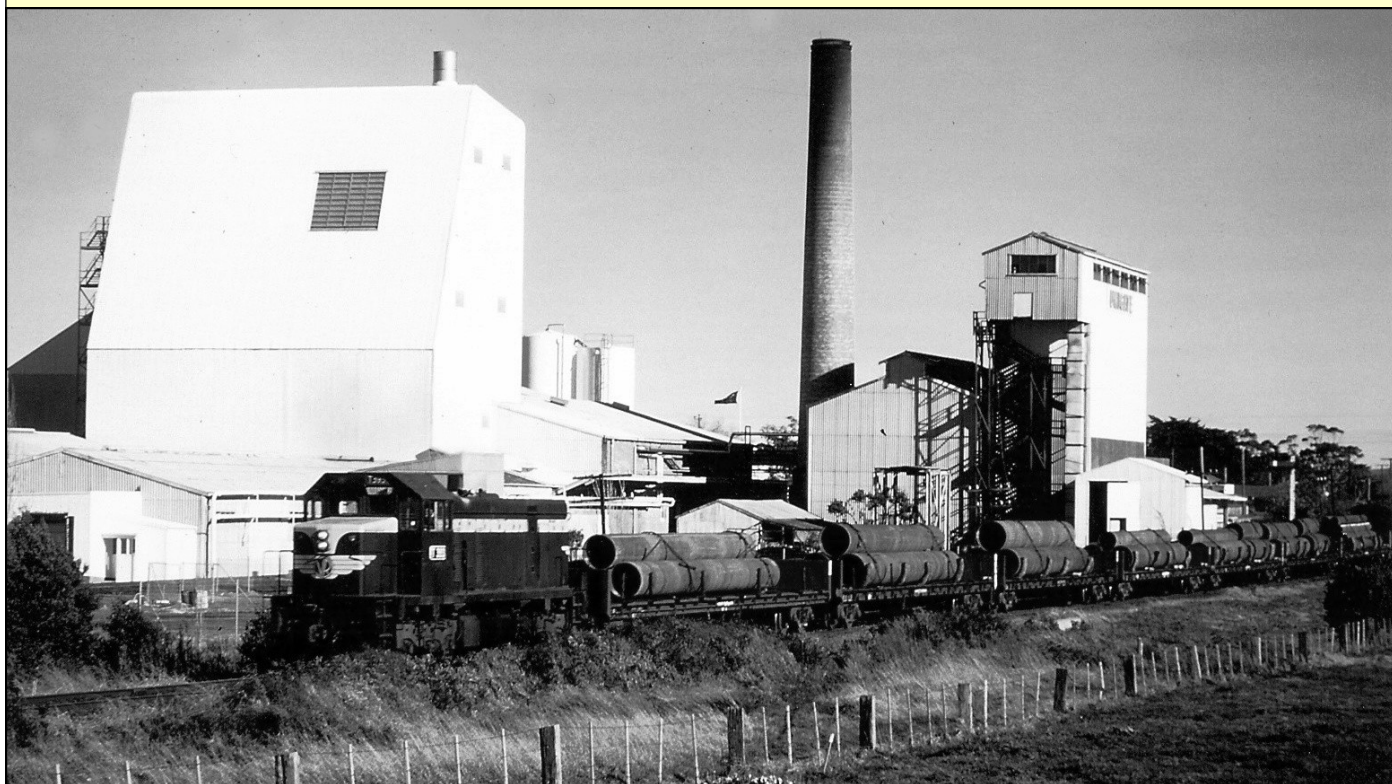
On some days van goods would be unloaded at the passenger platform, into a small shed opposite. Another view of T410 on that goods shows this taking place.

After the Down goods departed there was still much local activity. On sale days stock would be loaded into M or L wagons to go to market. Local shopkeepers could be seen unloading vans of produce onto their old trucks, occasional use of the cantilever crane to lift farm equipment out of open wagons, as well as the hive of activity at the factory.

In the briquette receiving road, wagons would be placed over a large grille covered in-ground hopper, with the briquettes taken by conveyor inside to the hopper feed for the boilers. The wagon doors would be opened allowing some of the load to drop out until partly empty. An operator would then use a large winch-operated shovel to drag the briquettes out, quite hard manual work, until almost empty. Last remnants were swept out, no waste.

Over at the produce loading dock, vans would be rolled up to the dock with pallets loaded in and lined up on the floor of the van. A long rolling conveyor would then be pushed out from inside, to convey bags of powdered milk products from inside the loading bay, to the doorway of the van. Two or three workers at each end would shuffle back and forth with the bags onto the conveyor, being plucked off inside the van and onto the pallets. Manual handling in its purest form. On a busy day up to ten, four-wheel vans of the U or B types would be loaded.

Late afternoon arrival of the Up goods would see the next flurry of activity, firstly being the exchange of large electric staffs and pulling up with the van just on the platform if the train was not already too long. The guard would wander up to cut off the loco and run via 2 road to the factory siding lead, going first to pick up the loaded vans. The sight of the loco disappearing into the bowels of the factory complex always fascinated me ... did I get any



T393 on a Down Barry Beach goods passes the Unigate Milk Products factory in Toora. The pipe traffic would have been for one of the oil or gas platforms built and transported to Bass Strait. August 1981. PHOTO BY STEVE BUCTON



The Up Yarram pass arrives at Meeniyah with B63. Waiting in № 2 road is T344 on a very short down Yarram goods. The crews will change here, with the Yarram based crew returning home and the Korumburra crew going on towards Melbourne.
September 1977. PHOTO BY STEVE BUCTON

photos of this ? NO!

All the loaded vans would be pulled out clear, then reversed onto the briquette wagons on the other track. Clearance would not occur until all wagons were empty as a rule, or a more complicated shunt to clear the empties would be required; not the crew's preferred way to do it.

All wagons ex the factory would be hauled up into 2 road and cut off if it was sale day, to collect the loaded stock wagons, as well as any other wagons to go. All shunted together back in 2 road, then onto the train, when the driver would do brakes as the guard did his paperwork for the altered load. All work concluded, the train would slowly pull out and roar off towards Foster and Korumburra.

At around 8.23 pm Mondays to Saturdays the Down Yarram pass was due. This would be a busy time for the guard and SM, with a LOT of van goods usually conveyed on the pass and any passengers to alight and be met by family.

This was pretty well steady traffic into the late 1970s, by which time I had moved to Melbourne, only visiting at holiday times.

Saturdays were relatively quiet with only the Up and Down Yarram pass operating, but even so, much van goods was conveyed as well as the occasional passenger.

A major development on the line from the late 1960s was the opening of the Barry Beach Marine Terminal, with the spur line to it, from a point on the down side of the former Agnes station, between Toora and Welshpool.

This provided much greater traffic flow, with additional heavy traffic of pipe and steel products, for the construction and supply of the Bass Strait oil and gas platforms. Pipe traffic to Barry Beach often led to significantly built up regular goods traffic, or even pipe block specials operating direct to the terminal.

On one such occasion in the late '60s, I was woken one night by the humungous sound of a very heavy freight heading to Barry Beach. Our house at the back of the factory had a direct view of the rail line on the east side of the factory, so I was able to dash to a lounge room window to see the ghostly outline of two BIG locos, each with four portholes: a pair of B class on a very long pipe special, at about 2 am.

Pipe traffic continued until the last of the platforms was completed around 1986.

Principal motive power on the line was the T class, with occasional appearances of a B class on either pass or goods, with some rare visits by Y class locos.

In my many years at Toora I got to know some of the local railwaymen, many of whose names I no longer recall, apart from a lovely older gentleman guard, Arthur Moore, who readily befriended me and would sometimes take me for rides during school holidays on the Up pass, changing over with the Down goods of a morning, or the reverse of an afternoon-evening, always assisting him with the van goods on and off the pass.

Also of note were the occasional relieving loco staff from Melbourne. Some of these gents I met from around 1971 to 1973 were: fireman Tony Smith (working with driver Ray Fox I think his name was, a decidedly unfriendly old cuss towards me); Neville Gee (with fireman Alan Moriarty); and Greg Dixon (with fireman Zach McCreddin?).

I would become friends with some of these gents thereafter and work with some as well, after joining 'The Loco' on 29th October 1979.

These were great days for the railway in the district, with significant use made of the system.

It was sad to see the decline, then closure of this once 'Great Southern Railway'.

HAVE YOUR SAY!

Intervention Order

After hearing Metro Managers attending employees' homes on the rouse that they are 'checking on your welfare,' I was even told of one manager jumping the back fence. Is it a possibility for me to apply for an Intervention Order against Managers doing that?

R.B. (name withheld)

Dear R.B.,

I don't think that's what Intervention Orders were designed for and the likelihood of you being successful after going to so much trouble is very low. But, if you're really concerned about your security: my advice is to buy a big angry dog.

Marc Marotta

Interference in Union Elections

I saw on social media that a driver is claiming they've confirmed Metro is sponsoring two candidates in the upcoming union elections—and that one of those candidates will chauffeur Metro CEO Lezala to a driver send-off. It goes on to say that he will name additional candidates once he can confirm them. Is it legal for Metro to fund their own candidates?

Anon

Dear Anon,

I am surprised to hear these claims. I don't know if it's true or not—and I would advise caution when taking information from social media. It's been my experience that nothing good comes of it. To answer your question, I don't know if it's legal or not.

Marc Marotta

P.N. Bulk

These new managers at P.N. Bulk, making decisions from so high up the corporate ladder that they have no idea about the everyday requirements of running train - do they really think they can scare us into taking permanent part-time jobs when the slack period for grain haulage occurs, so they don't have to pay us? I've had enough—I'm leaving.

B.B. (name withheld)

Dear B.B.,

It's true that these new managers for what is now just known as P.N., did talk about forced redundancies if they weren't able to get enough folk to sign on to permanent part time. The scorecard up to now: no one has volunteered to go permanent part-time. The issue that's retarded them was one that was unforeseen by the senior management—that is that the current qualified Loco Drivers are looking elsewhere to take employment, and if there is sufficient staff existing the organisation they'll have real difficulty meeting their contractual obligations for grain haulage. There are two questions that have been posed by the Union to management, that we haven't received a response to. The first one is: if an employee take permanent part-time and works two days a week, and supplements their income by taking additional work, and PN requires them to do more work—which takes precedent? And the second question was: can staff work for other rail haulage companies? I'm sorry to hear that you're leaving with a bitter opinion of the new management, but I wish you well in your future endeavours.

Marc Marotta

Aurizon

*I'm so glad to be out of that disgusting work environment where employees' conditions and family life is treated with contempt. They wonder why staff leave in droves—I can tell them why. It's because they treat employees like S**T.*

M.L (name withheld)

Dear M.L.,

I am glad to found somewhere better to work, It's true that conditions for employees in the Locomotive Division do vary—and Aurizon would probably not be top of the scale for conditions.

Marc Marotta

Reply to Lance Adams

I wish to respond to the comments attributed to Lance Adams, who wrote in the April edition of LocoLines page 28, about Loco Drivers at Rail Motor Depot. Mr Adams states that in 1972 Loco Drivers who went to the Rail Motor Depot were "treated like lepers" as they were on classified Loco Drivers' rate while the 30 year veterans were on a lower rate. Mr Adams also states that Loco Drivers did not want to know us and considered us "turncoats" and "traitors."

Let me inform you, readers, that I entered the Rail Motor Class February 1970. Included in the training was safe working to obtain yards brief and subsequent examination by a block and signal inspector. From my first day at the Rail Motor Depot, I and the other Loco

Drivers in the group were welcomed by all at the Rail Motor Depot and I found them to be amongst the best blokes to work with. They were most helpful and obliging in every way.

As for Loco Drivers regarding us as traitors and turncoats, I have never heard of anything of that sort. Mr Adams states that the animosity ceased in the 1980s when Rail Motor Drivers were to receive general class rates—let me say that I was a classified driver in the Rail Motor Class (along with others) and I was appointed Rail Motor Driver at Mornington on 24 August 1970 on full general class rate. In 1971 I was part of an arbitration court submission by the AFULE to bring Rail Motor Drivers up to general rate. I clearly remember the arbitration commissioner at Frankston and Mornington along with AFULE officials

observing the work I was doing. Shortly afterwards, Rail Motor Driver received a general class rate.

Furthermore, Mr Adams states that the Loco Drivers were not able to apply for Rail Motor positions because the Rail Motor Second Men had to be appointed first. When Mr Adams went to the Rail Motor Depot, the four remaining Second Men were permanent Second Men ineligible to apply for driving positions.

I'm hoping this clarifies the inadequacies of Mr Adam's correspondence. Regards to all,

Brian Higgins

Ex-Loco/Sparke Driver, now retired in Benela

Dear Brian,

Thank you for your clarification. I still have fond memories of your involvement in the Union all those years ago.

All the best,
Marc Marotta

It's Not Bullying When Metro Does It

Is this a fine example of "Metro values"? Three Metro Drivers are exchanging pleasantries in the corridor at Flinders Street—two unidentified men: in suits, one older and one younger, approach them. One of the Metro Drivers doesn't acknowledge them because he didn't know them. The older one demands to know why they weren't acknowledged. The Driver responds, "I don't know who you are and I don't have to speak to people I do not know." At this response, the older man yells that he was going to stand him down and the younger man storms off to the drivers sign-on area. The Metro Driver walks down to

platform 1 and is blocked at the ticket barrier in the middle of the platform by the older man who impedes his exit. The Driver turns and moves to the Elizabeth St entrance, where he can use a key to get out, with the older suited man in hot pursuit, yelling "Where do you think you're going?" The driver responds, "To the union office." The unidentified older man turns and left the scene.

W.S. (name withheld)

Dear W.S.,

I know there are always two sides to a story, but I have no reason to doubt there's been an increase in inappropriate activities by some Metro managers.

Marc Marotta

SPADs

Is this Russell Evans for real? Sprouting on about Metro core values—we in the workplace know what Metro core values are. That's to pay lip service to safety and driver welfare.

The real Metro core values is Victorian tax payer subsidies paid to them for their alleged on-time running, and hanging on to this cash cow they've got.

Metro's desperate to cling on to the franchise because it's like a licence to print money, especially when Metro writes all the statistics on additional services (i.e.: transferring trains for repair and declaring a service) and on-time running (i.e.: station skipping).

The sooner we vote Labor in, the sooner we might get rid of this filth.

M.P. (name withheld)

Dear M.P.,

It's true that the Loco Division has challenged Metro's approach to SPADs, which differs from all other rail companies in Victoria. I'm sure you're aware that some months ago a driver had a SPAD and was requested to drive a train some kilometres and de-train passengers at one station, reverse the train to take it to another location to shunt, and this driver proved to be under the influence of methamphetamines (ice). Every other rail operator would immediately relieve the Driver who had a SPAD, but not Metro. The Metro CEO made some public utterances regarding an extra layer of safety after a driver has a SPAD, and the Loco Division was advised that there was a 'process' devised by Metro that would assist in the assessment of whether the Driver was under the influence of drugs.

It turns out that this new procedure boils down to asking the driver if they had taken drugs. If the answer is no, then they are right to proceed.

In the case mentioned above, that individual was denying use of drugs for a week after the event. The Loco Division believes this is a horrible situation and "expediency" is a word that readily springs to mind as an explanation.

As an explanation, perhaps it's as simple as an equation of financial loss caused by a SPAD balanced against the risk to public safety and other members

sharing the tracks. It seems that Metro has made a choice.

Below I have reproduced the correspondence sent to Metro:

Dear Mr Dance,

I am writing in regards to the SPAD Risk Management document LX-TSD-PRO-XXX. This document states "that Metro must be satisfied that immediate relief from duty on site is not required" at Clause 14.2.2. The new method that Metro has developed for a shift manager/senior train controller to make the judgement if a driver does not require relief and may proceed is a series of questions. One of the questions at point 4 in section 2 of the Metro Document L4-DS-FOR-028 is deeply flawed and would have permitted the driver that was using ice in the recently reported incident to continue to drive a train with passengers, whilst under the influence of an illicit drug.

Another area of concern is also at Clause 14.2.2 of document LX-TSD-PRO-XXX and requires Metro to seek the driver's agreement to move the train and proceed. Again, this would have permitted the driver who was on ice, and denying use of any drug, to drive a train with passengers. It appears that this is merely an attempt to place the liability for any possible mishap onto the driver.

Mr Andrew Lezala, Metro's Chief Executive Officer, has recently made the following public utterances on a media outlet concerning the recent SPAD incident:

a. "[the recent SPAD incident] has rung alarm bells for us and we will be reviewing our procedure."

b. "This causes us to review...firstly, when do we relieve drivers, and how we are assessing if a driver is fit to continue."

c. In relation to mandatory relieving, "We need to review how often we are doing that and when we are doing that."

d. "We will review our procedures to try and get the next layer of security in place."

The Locomotive Division is of the opinion that these new procedures developed by Metro fail to reassure the travelling public that they are safe after a SPAD. We do not consider that they provide for a higher level of safety and security, as apparently promised by Mr Lezala.

The Locomotive Division believes that the only safe way to make a judgement about whether or not a driver is fit to proceed is to have the driver submit to a drug and alcohol test prior to moving a train involved in a SPAD.

We would appreciate your urgent response.

Yours sincerely,

Marc Marotta
Divisional Secretary

In regards to station skipping and ghost services, we in the industry are all aware of what Metro does. If Labor does get elected, I'm sure that they will apply a more analytical scrutiny to Metro's statistics when having to decide about the renewal of the franchise.

Marc Marotta

A Thank You

Dear Marc,

I'd like to thank you and your staff for sending me LocoLines newsletter. It was very good reading. Not much has changed since when I was teaching the girls - still they haven't got their own toilet. We had the same trouble in the 1980s. I don't know if I was talking to you or John at Spencer Street - maybe getting old -but Marc, I would like to still receive the newsletter. If there is a charge, please let me know and we'll fix that up straight away.

Well, mate, I will let you get back to the young stuff.

Regards,
Ken Haynes
Retired Loco Driver

Thank you Ken

Good to hear from you. For those that do not know Ken, Ken used to be a Driver Instructor at South Dynon. You will get the magazine and keep in touch.

Marc Marotta

V/Line Crash

I was in the mealroom at Southern Cross depot the other day and heard that the Driver of the V/Locity that collided with the Spark on 22nd August could not see the Spark because it didn't have any red tail lights. My Spark mates say that Metro's fault system allows their train to run without tail lights, and they're given the lowest priority maintenance fault category—which means they can run around like that for months. That can't be right can it?

M. R. (name withheld)

Dear M.R.,

I know that red tail lights are given a maintenance fault category—but I'm not sure if it's both or one. What I do know is that I've sighted faults booked on 20 August on motor number 427 the motor involved in the collision and allegedly rectified (fault number 1243313), and defective red tail lights booked again on 21 August and allegedly rectified (fault number 1243360). The accident occurred on 22 August and I believe the Driver when he claims not to have seen any tail lights. It will be interesting to see if the records are supplied by Metro to the V/Line investigators.

Marc Marotta

D.D.O.

I'm a newly qualified driver at Metro. I know that negotiations for the next EBA will start in the next few months. I'd like to have D.D.O.s put on the list for new trainees at Metro.

R.T. (name withheld)

Dear R.T.,

That's a request that's been made a number of times by newly-qualified Drivers at Metro. I can certainly put it on the list for negotiations with Metro, but I anticipate a long and difficult, drawn-out process for the next Enterprise Agreement. Hopefully it won't be that way, but that's my gut feel.

Marc Marotta

Seymour Turntable Derailment

Dear Marc,

Can you update on the investigation into the derailed loco and tanker at Seymour yard?

Concerned Heritage Driver (C.S.)

Dear Concerned Heritage Driver (C.S.),

Unfortunately I have no real good news. The Locomotive Division received a letter from the regulator requesting any further information that we might have on the matter, about seven weeks ago. I contacted the Driver who did the transfer of the Locos to Seymour and asked that he document what he has said he saw to be forwarded to the regulator—but, since that request, he has made himself difficult to contact and did not come in to make that statement. Do not be quick to make judgements, but it is not a good look and does not reflect well on the Locomotive grade in general.

Marc Marotta

Invisible Metro Train

Dear Marc,

I wish to report a disturbing incident that happened to me last night, Monday 1 September 2014. I was returning to Melbourne ex REST with the 1825, #8432 ex Bairnsdale. I had locomotive No465, No 2 end leading, and carriage set FN9 (BCZ257, BN26, BRN32, ACN27) along with power van PH452, giving me a combined load of 5 = 124m/229t. I departed Bairnsdale on time, but owing to numerous speed restrictions and passenger needs, arrived at Pakenham late at 2133.

Having lost my path, I caught up to METRO service #4084, operated by a 6 car Comeng set, at Beaconsfield and consequently, had to follow it all the way in to Flinders St Station.

Although travelling at a reduced speed from Beaconsfield, I still had to stop at numerous signals on the way into Melbourne as the 'Spark' was stopping at all stations. As I approached Oakleigh Station, I was detained at Home Signal Post 40 from 2220-2221 and passed Post 40 at stop with the use of the illuminated red letter 'A.'

In accordance with Rule 1, Section 3, I then proceeded into the section with extreme caution. I had the headlights of N465 on high-beam. As I approached platform 1 at Oakleigh, I observed what appeared to be the home signal, Post 16, at the UP end of platform 1, at stop.

To my surprise, it wasn't Post 16 that I observed but the ONE illuminated tail-light of METRO #4084, above the former Guards seat. What alerted me to the presence of the suburban train were my high-beam headlights reflecting back at me from the chrome surrounds of the four headlights of the rear motor of the Suburban train.

That Suburban train was virtually invisible to me, even though I was proceeding with extreme

caution, knowing that the section might be occupied. There was only the ONE tail light illuminated at the back of the Suburban train and NO reflective material as a warning to approaching trains from the rear. THIS IS UNACCEPTABLE IN THE 21ST CENTURY.

I immediately brought my train to a halt in a section, stopping about two carriage lengths from the Comeng unit and sat behind the 'invisible' train until it departed platform 1 at Oakleigh. I arrived into platform 6 at Flinders Street Station and I presume it was the same 'Spark' that I followed, in platform 7, unless there was yet another Suburban train operating with only one working tail light at night! I

couldn't obtain the offending Comeng's unit number as it was departing Flinders Street Station, heading towards Southern Cross Station, as I arrived into Platform 6.

T.P.K. (name withheld)

Dear T.P.K.,

The Locomotive Division is very concerned about Metro's approach to safety and the maintenance of their trains. It's been subject to numerous disputes with them and in fact subject to a VCAT hearing about having no headlights at night on trains. It's clear to us that their priorities are skewed to something other than safety. The key message is: vote out their backers in the next state election.

Marc Marotta

**WE FIGHT FOR FAIR**

Injured?
We Fight Hard for RTBU Locomotive Division Members

- First Consultation free for RTBULD members*
- Free standard Will Kit
- No win—No Fee*

*Conditions apply

CALL RTBULD RECEPTION FOR REFERRAL

All Aboard the Metro Express

When the train franchise was awarded to the MTR consortium an English management team was assembled and the broom went through the Connex corridors.

The battle lines were drawn early and the Metro management team was marshaled to put the inferior colonialist's (Drivers) in their place. No expense was spared on assembling a gaggle of a homogenous team of 457 visa holders eager to crack the whip. After all, these people had survived the Thatcher era, clearly they were the superior race as they watched their own conditions eroded. These people came from a humble background but with grossly inflated salaries and titles a culture change was demanded.

The Metro express consist is powered by a steam hauled locomotive serviced by The HR team in conjunction with senior management. A driver was appointed and subsequently replaced, as was his replacement to offset a lull in management expectations after all drivers are expendable.

A conductor was appointed, an ambitious ruthless driver hater, plucked from obscurity eager to please his masters every whim. The conductor allocates seats on the train; up the front in first class were the 457 holders together with some half decent existing managers with appropriate people skills and operational experience. Unfortunately the conductor viewed these as not ruthless enough and they have been since detrained - Much like our passengers when bonus targets are in jeopardy.

Ambitious ruthless, sycophantic former colleagues occupy the remaining seats and the newly established duty managers whom have been given a first class pass.

The next car is filled with those clamoring over each other to get into first class Line managers and various managers alike with exorbitant salaries; obviously there are no budget constraints on cracking the whip. These lean and hungry individuals feast on an ambitious, insatiable appetite for recognition and promotion perfect candidates for the Peter Principle of management whereby individuals seen to be competent at their current roles are promoted to a level of incompetence and remain there forever.

The final car is filled with administrators, controllers and also runs dreaming of their day in the sun. People out of favor with the conductor but too proud to accept their fate.

Recently the train has deviated in course with sausage sizzles for drivers trying to promote an illegal scheme of control on driver's rights to doctors a scheme of a megalomaniac proportion. Also the conductor has rewarded a certificate to a driver for reporting a sick passenger, perhaps the certificate should be for the drivers ability to make contact with the new DTRS- another mismanaged cock up.

The metro express is fast running out of steam and with the imminent possibility of a change of state government a change of franchise will derail it.

The Phantom

Dear Phantom

Thanks for your contribution, does that mean you wear your underpants on the outside?

Marc Marotta

HERITAGE ORGANISATIONS HURT RAIL HISTORY

BY MARC MAROTTA

There are number of Heritage Organisations in existence—such as, Seymour Railway Heritage Centre and Steamrail Victoria at Newport. These organisations came into being because of a laudable aim of preserving rail history in our state. State governments have granted them use of state assets and various enterprises over the years have donated locos past their used by date or surplus to needs.

I recently attended a meeting with Pacific National, discussing the scrapping of a large number of locomotives in their fleet—a number of which would, and should be, preserved for their historical relevance. Unfortunately, Pacific Nation management have mandated that the locos surplus to needs will be tendered out and that part of the conditions is that these locomotives are to be scrapped.

It is difficult to argue against the direction the company has taken, because of the activities of some heritage rail organisations that have been recipients of locomotives and then entered commercial lease arrangement with other rail companies operating in Victoria, competing directly with Pacific National. I believe that is a more than understandable position from Pacific National.

I believe it's time there was review of Rail Heritage Organisations' charters, because they have been granted use of public assets and facilities for the purpose of preserving Victorian rail heritage. If we have a change of state government, this is certainly a matter that will be pursued by the Locomotive Division .

All these pictured Locos might be made into Hyundais due to the activities of Heritage Organisations.



S Class



S2 Class



P Class



A Class



H Class

RETIREMENTS AND RESIGNATIONS



Steve Spooner

Macleod

TO RTBULD,

I have retired on 30/4/14 and therefore wish to resign from the union. Thanks for all your hard work over the last 46 years.

Martin Van Geene

Driver Ringwood Depot

Dear Marc,

I am writing to inform you that I have retired from Metro Trains as of 10 August 2014. I would like to tender my resignation from the RTBULD effective as of 10 August 2014.

I wish to express my appreciation for the support from past and present union officials of the RTBU and former AUFLE throughout my 40 years in the rail industry.

Yours sincerely,

Paul Becroft

Just to inform you that I have ceased employment with Pacific National therefore I would like to resign from the RTBU as from 01/07/2014, I would like to thank you, and all past and present union officials for their help and support for me and my family over the 42 years of union membership. Also many thanks to all past and present union members who I had the pleasure of working with on the job.

Thank you all,

Stephen Grossman

Loco Driver—Geelong

Dear Marc,

After 41 years, 8 months, and 18 days I am retiring from V/Line Passenger as of Friday 27/06/2014. I hereby tender my resignation from the union as of that date. Many thanks to everybody.

J.A. Cavill

Dear Marc,

I will be retiring on 22/06/2014. Thank you all for your help and support over the years.

Terry ter Haar

Driver—Pacific National, Melbourne Intermodal

Dear Marc,

It is with regret I am tendering my resignation from the R.T.B.U.-L.D. as from the 21 June 2014. I have retired from the footplate, this is after several years of enjoyment there!

I would like to thank all union officials and members, the AUFLE, now R.T.B.U.-L.D. With special thanks to Marc Marotta, Terry Sheedy & Brian Head.

Since starting with the Victorian Railways on 14th January 1963 there have been lots of changes, the majority being for the better. It is going to be tough in the future, with this government's attitude and relevant bosses in charge of your workforce. Therefore, it is now more important to stick together; else, you will lose everything that was gained over many years this union has fought for its members!! Good luck and let the Force be with You!!

Regards

Alan Lenthall

Driver Mordialloc

Dear Marc,

I am currently on extended leave which will see me through to my retirement on 5 January 2014. So I will then also be resigning my membership from the RTBU.

I would like to thank you and all other union officials over the years for their help and advice—not to mention the blood, sweat, and tears that they put in for all the members over this time. Also I'd like to say goodbye to my workmates old and new who have made this a wonderful and interesting job for the past 40 years.

Times have changed and I wish you the best of luck dealing with the new industrial regimes that are taking over the workplace, and although they are old sayings, sometimes they are the best so: Pull together boys. Don't let the bastards get you down.

Regards,

Paul Grech

R.T.B.U.

After over 40 years as a Railwayman I have decided to retire on the 25 July 2014, and with great regret also tender my resignation from the R.T.B.U.—L.D..

I would like to take this opportunity to thank all past and present union officials for their assistance over the time that I have been a member. I wish all the members best of luck dealing with Metro. I know how difficult it has been to deal with the 457 imports, as well as the interstate (Qantas) ones as well. I genuinely believe if it was not for the current union officials, this company would have screwed us to the wall. Since Metro have been given the franchise, we have gone through 4 Train Service Delivery Managers, and there is more to come.

Thank-you,

Peter Scheggia

Dear Marc,

I am writing to advise you and the RTBULD that, after 38 years on the job, on both Diesels and Sparks, I will be retiring from Metro Trains and therefore resigning from the RTBULD. This will take place from the end of my shift on Tuesday 2 September 2014.

I would also like to take this opportunity to encourage all in the driving grade to remain united—stand your ground and respect our proud old tradition.

Cheers,

Brian Kibbis

This is a letter to advise you that I will be resigning from the union as from Monday 01/08/2014 due to me taking up a position as a Depot Driver Manager, beginning from 1/9/2014.

I would also like to thank you and the rest of the officials for their support and hard work over the years.

Regards,

Neil Tate

Ex KWD Driver

Dear all,

As you may be well aware, I retired from Metro on 11 July. Because of this, I wish to tender my resignation as a member of the Union from this date.

I hear on the grapevine that you have some interesting times ahead. I do wonder what Railway Men of the previous generation would think (both Drivers and Train Railway management.) I wish you all the very best for the future in your constant "square jawing" with the present management. As for me being retired, 3 days after my last day, my wife Bernadette and I were present with our first grandchild, a lovely little girl. So much for "retirement"!

Sincere regards,

Peter Dawson

Dear Marc,

On the 19th June I will be retiring from Pacific National and wish to tender my resignation from the Union from this date. I wish to thank all past and present officials for their assistance when required and to all my workmates for making the job enjoyable. Thank you one and all and best wishes for the future.

Kind regards,

Brian Head

Dear Marc,

Please accept my resignation from the RTBU as from 14 June 2014. As I have accepted voluntary redundancy from Pacific National Intermodal, I wish fellow members all the best in maintaining the best possible conditions.

Kind regards,

Geoff De Pomeroy.

On the 29th April 2014 I handed in my resignation and will be finishing with Metro on the 10th May.

From this date I will be resigning from the R.T.B.U. I would like to thank all for their support and hard work over the years that I have been a member and wish you all the best for the future.

Regards,



RAIL, TRAM & BUS UNION VICTORIA

LOCOMOTIVE DIVISION

RTBU Embroidered Merchandise Price List

Available only at RTBU Reception

| | 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 | \$10 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.