



RT&BU LOCOMOTIVE DIVISION

LOCO LINES

**Newsletter for Locomotive Enginemen
of the Rail Tram & Bus Union Victoria
EDITION 63 DEC 2014**

Metro sees the light

DIVISIONAL EXECUTIVE

Secretary

NAME

Marc Marotta

MOBILE

0414 897 314

Assistant Secretary

Jim Chrysostomou

0404 814 141

President

Wayne Hicks

0407 035 282

Vice President

John Marotta

0414 864 702

DIVISIONAL COUNCILLORS

Metropolitan

Kevin Duggan

0448 880 249

Metropolitan

Paris Jolly

0422 790 624

Metropolitan

David Mortimer

0404 898 023

Metropolitan

Sharon Brown

0404 813 936

V/Line Passenger

Howard Hand

0447 841 206

V/Line Passenger

Matt Billman

0400 245 195

Pacific National Bulk

Ross Bramwell

0427 392 428

Pacific National Intermodal

VACANT

LOCO LINES

EDITION 63 DEC 2014

Loco Lines is published by the Locomotive Division of the Australian Rail, Tram & Bus Industry Union – Victorian Branch. See the bottom of this page for the Locomotive Division's business address, telephone, e-mail and website details.

Loco Lines is distributed free to all financial members of the Locomotive Division. Retired Enginemen also receive the magazine for free. It is made available to non-members at a cost of \$20.00 per year.

Advertisements offering a specific benefit to Locomotive Division members are published free of charge. Heritage groups are generally not charged for advertising or tour information.

Views or opinions expressed in published contributions to *Loco Lines* are not necessarily those of the Union Office. We also reserve the right to alter or delete text for legal or other purposes. Contributions are printed at the discretion of the publisher.

Loco Lines, or any part thereof, cannot be reproduced or distributed without the written consent of the Victorian Locomotive Division.

Publisher
Marc Marotta

CONTENTS

Secretary's Report—Marc Marotta	3
Presidents Paragraphs— Wayne Hicks	4
Election Results	6
Vice Pres Report-John Marotta	7
V/line Report— Howard Hand	8
Metro Report—Paris Jolly	9
Cab Committee Report	10
Retirements	11
Membership application	12

*Best wishes for the festive
season and a
happy and safe welcome
to the new year
to all our members and
your families.*

RT&BU-LD Address: Level 6, 1 Elizabeth St,
Melbourne Victoria 3000
Ph: 9682 1122 Toll Free: 1800 134 095 Fax: 9682 3344
mail: reception@rtbuvicloco.com.au

RTBU LOCOMOTIVE DIVISION WEBSITE
www.rtbuvicloco.com.au



SECRETARY'S REPORT

By Marc Marotta
Divisional Secretary

This addition of Loco Lines is truncated because the current work load of all the office bearers and the interruption of the Union Elections that have just concluded.

Metro sees the light

The locomotive Division has pursued Metro and WorkSafe for 18 months in the Victorian Civil and Administrative Tribunal (VCAT) because Metro wanted to put trains into service and keep trains running without working headlights and tail-lights.

WorkSafe was brought in to adjudicate. WorkSafe made the pronouncement that they do not judge whether a work practice is safe or not, they only ensure there is a system of management to manage a fault. Do I hear you say 'what a load of double speak and bureaucratic bottom calling'? -probably in a lot stronger language!

The laws on union bans left us no choice but to embark on a long and torturing journey, not to mention expense, to pursue Metro and WorSafe in a legal jurisdiction.

The commencement date of the hearing in VCAT was the 12 November 2014. The media started to take interest in this issue with an article in the paper and interviews on talk back radio.

Metro, it seems, reacted and a meeting was convened on 10th November 2014 with Jim Chrysostomou, Paris Jolly, myself and our council from Maurice Blackburn, Metro and their council.

Amazingly within an hour a solution was negotiated, which in sort is NO trains being brought into service without operating headlights and tail-lights.

I'm only sorry that WorkSafe was not exposed as the fraud they are! No need to expose Metro, everyone knows what they are.

Wishing all members and their families Seasons Greetings and a Safe and Happy New Year.





PRESIDENT'S PARAGRAPHS

By Wayne Hicks
Divisional President

Locomotive Union Elections:

With the union elections behind us now, members have shown support for the locomotive division elected delegates by way of an overwhelming majority vote.

It is reassuring to know that due to such a positive response, members are obviously confident in the way in which the Locomotive Division is moving forward.

RTBU State Elections:

In my time on the Railways, I have never witnessed such a desperate campaign by a faction of the union. A significant amount of money was used in their campaign which included using another union to make annoying telephone calls to members (often more than one call), to persuade them to vote a particular way, even questioning their intelligence by offering to assist them with filling out their voting card. It was very clear that Political factions within the Labour Party, including delegates from the National Office of the RTBU supported a particular faction of the union.

VLINE:

An email had been circulated to all in sundry with the following information:

Loco P16 is missing and cannot be located at either Southern Cross or anywhere at Sth Dynon. We have no record of it going to Newport shops or anywhere else. If found please advise NCC/Cars office.

A subsequent email followed on the same day advising that the loco was located in the storage roads, please disregard.

Pacific National had put out a staff notice at Geelong,

Maryborough and Ouyen advising that a preventative maintenance program for broad gauge grain trains was to be implemented on the 7th December 2014. This procedure is consistent with the current standard gauge procedure. Therefore there will be no requirement to conduct a full train examination (FX) prior to departure from Geelong with the exception of a GX examination. A full train examination (FX) will be completed after 56 days.

The Division raised concerns with compliance and safety within VLine. Questions have been asked as to what mechanism was used for Pacific National to introduce this procedure on the broad gauge. The Division were informed that VLine were not aware of any such implementation. However VLine responded at a later date advising that they had since spoken to Pacific National and the procedure is in accordance with Pacific National's accredited safety management system. You may draw your own conclusions as to how things are achieved within the rail system!

Happy Retirement:

I would like to personally thank Terry Sheedy (El Presidente) for his dedication and commitment to the Union for 41 years as a Union Representative. I wish him all the best in his retirement and a well earned break travelling around the country with all the other grey nomads.

Festive Greetings:

I wish members and their families all the best for the festive season.

Please Note:

CHISTMAS IS CANCELLED

Apparently, YOU told Santa that you have been GOOD this year ...



He died laughing



The Faceless Men:

In an unsuccessful attempt to discredit Union Officials, an anonymous article titled '**Loco Lies**' was circulated amongst Train Crew. Despite slandering the accused people by name, the author/s conveniently omitted their name from the article. No credence can be given to such spineless boneheads who are happy to write about others without having the guts to provide their name. Evidently whoever wrote such a derogatory article did not achieve what they set out to, as proved in the recent Locomotive Division Election results. Clearly our members have a much higher intelligence than those who wrote the document, aptly titled '**Loco LIES!!!!!!**'



Pictures above courtesy of Wayne Hicks

LOCOMOTIVE DIVISION ELECTION RESULTS

Locomotive Division

President

Wayne Hicks—Uncontested

Vice President

John Marotta 1078

JJ Styles 193

Secretary

Marc Marotta 1076

Darren Lamont 195

Assistant Secretary

Jim Chrysostomou 1014

Brian Hill 255

Metropolitan Sub-Div

President

Kevin Duggan uncontested

Vice President

Craig Bishop 561

Leonard Thompson 173

Secretary

Paris Jolly —uncontested

V/Line Pass Sth Cross

Sub-Div

President

Wayne Hicks 111

Matt Billman 75

Vice President

John Marotta 123

Mick Collins 62

Secretary

Howard Hand —uncontested

V/Line Pass T'gon/Sale

Sub-Div

President

Michael Scott— uncontested

Vice President

Matthew Richardson—uncontested

Secretary

Robert Morgan —uncontested

V/Line Pass Ballarat PN M'brough

Sub-Div

All VACANT

President

VACANT

V/Line Pass Seymour

Sub-Div

Vice President

VACANT

President

Charles 'Wheelbarrow' Szeligiewicz—
uncontested

Secretary

George Cooper— uncontested

PN Dimboola

President

Peter Ross-uncontested

Vice President

Tim Paech—uncontested

V/Line Pass Bendigo

Sub-Div

Secretary

VACANT

President

Neville Brown— uncontested

Vice President

Mark Tobin—uncontested

Secretary

Neil Sheard —uncontested

PN Geelong

President

VACANT

Vice President

VACANT

Secretary

Richard Guest —uncontested

V/Line Pass Geelong

Sub-Div

President

Paul Stephenson— uncontested

Vice President

Ivan Repusic 19

Kelvin White 18

Secretary

Graham Hood —uncontested

PN Intermodal

Wimmera/Dimboola

President

VACANT

Vice President

VACANT

Secretary

VACANT

PN Intermodal

Melbourne

President

VACANT

Vice President

VACANT

Secretary

VACANT

PN Central

President

Richard Gordon 30

Richard Edwards 28

Vice President

Nick Lapthorne 33

Mark Reeder 24

Secretary

Ross Bramwell 31

JJ Styles 27

VICTORIAN BRANCH ELECTION RESULTS

President

Darren Lamont 2444
Wayne Hicks 1901

Senior Vice President

Victor Moore 2541
John Marotta 1850

Junior Vice President

John Anderson 2511
Parris Jolly 1890

Secretary

Luba Grigorovitch 2737
Jim Chrysostomou 1683

Assistant Secretary

Phil Altieri 2543
Marc Marotta 1857



VICE PRESIDENTS REPORT

By John Marotta
Divisional Vice-President

I'd like to personally thank all the members that voted and supported us during the 2014 election.

Vline

The job ahead will not be an easy one with the change in Managers and their style of running the business is a different style to what has been in the past, with draconian attitude of letting us know that their Boss, instead of working together and providing a real service to the public, like getting the ride quality of standard gauge track to Albury improved and maintain it to a level without having a blanket speed restriction imposed by V/line. Numerous speed restrictions have also been applied by A.R.T.C. to reduce complaints or injury to passengers and staff.

There is a requirement to have a maintenance program to "N" class toilets to provide a healthy and hygienically clean environment. Some of the other things that have been implemented are not wearing shorts under the banner of health & safety.

And when asked who made this decision without any consultation or a risk assessments with affective parties. The answer we received is we don't know, but we will consult at a later date, but meanwhile train crews will comply with the procedure with not wearing shorts, while other employees including managers with their policy of casual Friday's haven't been instructed to do so.

Instead of addressing the four pages long list of health and safety concerns with some that have been sitting on

list for four years or longer. (The shorts issues were not put on the list by us or management) this is something that has just evolved.

Uniform has been an issue with sourcing a Jacket before winter, which has turned up for summer. Women have been in the Driving grade at V/line for at least three years and are still waiting for a suitable female Drivers uniform; you may assume nothing takes place because of the saving of money or politics or the high turnover of staff.

A meeting with engineering and the managers of operations in an attempt to stop test runs on velocity's and to quote engineering there is no need to do test runs as the repairer should be held accountable for the reliability of the rolling stock.

The next thing is not to do Bio washes on the rolling stock unless it is from a fatality, this is once again to keep the trains running, this also was rejected on the grounds you need to fix the problems that currently are in place today.

Be under no misconception the Metro model is coming to a place near you,.

*H*ave a festive season and I wish all the members and their families a Merry Christmas and a Happy New year.



SOUTHERN CROSS REPORT

By Howard Hand

Secretary—V/line Southern Cross Sub-Division

Firstly I would like to thank everyone for their support at the recent election and look forward to working with the elected office bearers for the betterment of everyone.

RRL

It has certainly been a busy year with changes throughout the industry the main change being RRL coming on line with the new tracks to Sunshine and the connections to the Ballarat and Bendigo corridors.

We are now undergoing training on the Greenfields corridor from Deer Park junction through to Manor junction which will continue right through to April when revenue services should come on line.

This new corridor incorporates two new stations, Tarneit and Wyndham vale, which will be a great addition to services for the area and with talk of 20 minute services will be a welcome increase in work for Train Crews both at SCS and Geelong.

Door locks:

Due to obsolescence, the existing Lockwood V series locks are all being replaced with a new Assa Abloy lock system. The Assa Abloy "Protec" locks are purely mechanical while the "Protec Cliq" locks have an electronic component for greater security.

This system is to be rolled out across all Vline property. The external doors and the driver's door are fitted with the Protec Cliq locks, while each of the locker doors are fitted with the mechanical Protec locks.

The four "C" security levels are retained, and the triangle keys and drivers control key are not affected by this change. Crews will need to get into a habit of charging these keys on a regular basis so as not to have it fail at some remote location leaving one up the creek without a charged Protec Cliq Key. Perhaps if we get into a routine of charging each pay week.

Wendouree:

All Southern cross crews will be trained in Wendouree as only a small number of crews are currently trained through Ballarat as per agreement.

This will be taking place soon as they have PDT/ RDS availability. Remember Don Armstrong always said "you should never be doing anything you're not qualified in".

Radios:

Currently Vline are having problems with the new radio change over with failures from Dandenong to Ballarat which has caused issues across the state, including a Chinese community station broadcasting over the Geelong network causing issues for train crews.

Channel 10 TTB is now up and running and has been successfully tested by our Radio committee members from SCS to Manor Junction.

Seasons greeting and a safe New Year to all!



METRO REPORT

By Paris Jolly
Secretary—Metropolitan Sub-Division

With another year nearly gone I would like to wish all the drivers and their families a Merry Christmas and a happy new year.

I would also like to thank the hundreds of members that offered their support and assistance in the recent Union election, it was good to see we have the overwhelming support of the Driving grade.

Congratulations to all successful candidates in all Divisions and we look forward to getting back to business and continuing to work together for the greater good of the Union.

Metro Trains:

The year has been extremely busy with Metro continuing its anti-Union stance. Metro are attempting to try and bog us down with rubbish in order to use up our resources. This has been their style now for some time and it has not worked to date and I cannot see it working in the future.

We have seen managers come and go and with any luck next year we may see another company go. With the recent change of government our wish may just come true.

National Locomotive Meeting:

I recently attended the National Locomotive Divisional meeting in Sydney and it appears

we are not on our own, the problems that we face are similar to our comrades in the other states. The big companies are all attacking the Unions, they get their lines from the anti-union lawyers and use whatever means they can to remove our conditions.

The RTBU National body has realised this and has set up legal fund that each division can use in their fight against these companies. The Victorian Loco Division has had this in place for a number of years as we could see what was on the horizon.

It is extremely important that we use every means possible to protect our conditions.

New Enterprise Agreement:

It is now only weeks away before we start negotiations for the next Enterprise Agreement with Metro. There are numerous things that we will not concede and we will be fighting to improve what we currently have.

If you have any particular items that you wish to have placed on the log of claims please send the office an email with your suggestions.

As a Union official we are here to work for you, this goes both ways the Union is only as strong as its members.

CAB COMMITTEE REPORT

By Karl Costanzo
Southern Cross

The Cab committee has been busy, recently, involved in testing and delivery of the new Vlocity trains currently being built in Dandenong.

So far you may have seen VL 52, 53 and 54 in service before Christmas. The new door locks seem to be giving a few hassles, with crew members unable to gain access to the cabs, even though their key has been charged. The new build will continue until all 3 car trains are delivered up to VL59.

Then the TM car construction will commence and will see all remaining 2 car sets built up into 3's. This will coincide with a mid life refresh of these cars which are around tens years old already. The new external livery will be applied, as well as seat refurb, carpets and hand grabs in line with the new trains.

Driver's would have noticed recently the state of the carpet in the cabs of these units. We hope, also to get a list of items funded, to upgrade to electric mirrors, foot whistles and the new cab access steps to complete the fleet. I'm sure this mid life will include ICE radio as well.

Other ongoing mods are the wiper/ washer mod, which allows the driver push button washer function, independent of the wiper switch. This will enable you to test the washer jets before attempting to smear that small dead bird all over your windscreen at 160km/h and losing your vision! Some of the variable speed air con fan switches have failed and seem to give an 'off' or 'full' fan operation and no in between.

There have been reliability issues of late with traction engine and gen set faults keeping Cummins employed. Also coupler faults seem to be on the increase which can give rise to any number of strange, seemingly untraceable faults. A couple light test button is also on our agenda.

As they say "you can't make a silk purse out of a sow's ear" and so a Vlocity is a Vlocity and we can't change that.. But we can try to make it a safer, better work environment.

Locos.

We are pressing management to speed up supply and installation of the new type driver's seats. As track conditions degrade, fatigue and injuries rise.

ICE radio fit out is progressing on the 'N' classes, with roughly one a fortnight passing through South Dynon for upgrade. N451, N453, N456, N458 and A66 on the broad gauge, and all standard gauge locos are fitted.

I would like to thank all members for their commitment to the Cab Committee this year, helping to maintain and improve our workspace, I wish all a merry Christmas and Happy New Year.

RETIREMENTS AND RESIGNATIONS



Terry Sheedy

Dear Marc,

I write this note to you with a great amount of satisfaction and appreciation in that I am now officially retired I have to resign from the union, my beloved Locomotive Division.

I would again like to thank yourself for your great leadership and foresight for the Locomotive Division R.T.B.U.

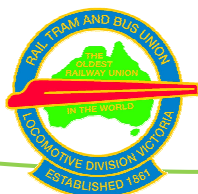
I am sure that the membership appreciates the amount of time, including weekends, and the huge amount of travelling that occurs in representing all Locomotive Division members. I know that I depart the scene as a wiser individual than when I was elected in 1973.

I would like to thank all the Divisional Officers, Councillors and members for their great support of the Locomotive Division which was again at the forefront of the recent union elections.

So until I call in on a social visit, I would like to wish yourself, Jim Chrysostomou, Wayne Hicks, Paris Jolly and John Marotta all the best in future battles for the rights of workers in the Locomotive Division and members should remember that the union is only as strong as its members and with you at the helm I defiantly know that we are in a strong position.

Yours Sincerely

Terry Sheedy



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, Trainee 2 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.