



RT&BU LOCOMOTIVE DIVISION

Loco Lines

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

EDITION 52 AUGUST 2011

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David and Goliath

LOCO LINES

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Publisher
Marc Marotta

Contents

Marc Marotta — Locomotive Divisional Secretary	3
President's Paragraphs	5
Letters	8
The late Steve Anderton	8
The late Paul Hansen	8
The late Jack Boyce	9
Continuous Service on the Footplate In Victoria	9
Talkback from Hinch	10
Union Election Results	12
Where Is It ...?	14
Nelson's Column.	23
The Letter Book	28
Red Star Railways	30
Post SPAD Review (Metro)	31
Visual Management Board (Metro)	31
New Electric Train Selected for SA	34
Puzzle	35
Loco Division Membership Application	36

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FRONT COVER: The Locomotive Division in Victoria challenges the might of Australia's current Industrial Relations system.

Marc Marotta — Locomotive Divisional Secretary



WISH to thank all of the members that supported our team in the recent elections. I hope we can do justice for the faith that has been shown in us.

METROPOLITAN SUB-DIVISION Calls of Concern

Now, what have we found so far? Metro Trains Melbourne, a new so-called Chinese owned private company, is currently in charge of the metropolitan electric train passenger service. On the first day in the role as Divisional Secretary I met a Driver being summoned for an interview (“just a chat”) because he dared to be off sick, even though he had completed the requirements of the Enterprise Agreement and submitted a sick leave application and medical certificate. He had been telephoned at home whilst off sick.

When management was challenged about this they stated “they were checking on his welfare”. We put a stop to it immediately, but that’s apparently what they do in Hong Kong (China).

There is another theory to MTM’s sudden interest in Drivers’ welfare. If a Driver is off sick, the 20 plus bosses they have in place can ring the work mobile and if the phone is on or is answered, MTM can obtain the data from the mobile phone towers which gives the location of the phone. If for example an individual lives in Taylors Lakes and the mobile phone is picked up from the Torquay tower, MTM becomes “concerned” about the Driver’s welfare and seeks to have an interview with the Driver.

Trains That Don’t Stop

The Sandringham Incident

The Driver concerned approached the Home signal at Sandringham which displayed a Low Speed Caution 350m from the impact point. The Driver’s error was that he passed the signal at 31km/h. The brakes locked in the second notch of braking and remained locked until the collision at 16km/h. The train was travelling at 18.03km/h, 24m from the baulks. The Union reminded MTM that at 18.03km/h, in a brake test, if the brake is placed in Emergency the train should have stopped 6m before the impact. MTM had the excuse that the Driver was speeding and

rather than addressing the problem of the brakes it’s easier and cheaper to blame and punish the Driver. THE MESSAGE TO DRIVERS IS, YOU MUST STRICTLY ADHERE TO THE PRESCRIBED SPEED. Don’t give this mob an out.

The Pakenham Incident

The Driver changed ends and drove from Dwarf 8 which is 660m from the impact point. The Driver’s error was that he allowed his train to reach the speed of 42km/h, which was 485m from the impact point. The brakes failed to retard the train and at 24m from the impact, the speed of the train was 17.83km/h. Again, in a normal brake test if the brake is placed in Emergency it should have stopped 6m short of the impact point. This time MTM was desperate to make an example of the Driver because of the media interest in the incident. MTM wanted to dismiss him; they had an excuse and claimed publicly that the Driver was speeding.

The day after these incidents MTM’s Human Resources department leaked to the media that these incidents were Union orchestrated and that’s why I had to respond to these disgusting and foul MTM suggestions in the media.

The Macleod Incident

The Driver involved entered the back platform at slightly below prescribed speed and the X’Trapolis train brakes failed and the train went over the baulks. MTM was robbed of an excuse to blame the Driver and made no claims in the media other than the telling statement “the train did not stop”.

I hope the message is clear to you now. Don’t even go 1km/h over the speed.

The MTM Mob

I’d like to refer readers to Ernie Nelson’s column [p.25] which I think you’ll find revealing about Mr Andrew Lezala, the chief of MTM. Some things don’t change. In Mr Lezala’s case, a champion of privatisation, he was head of a privatised UK company which expired under his leadership, but he was quick to get in for his cut of the public funded bail-out. Is history to repeat itself?

Metro management is populated by UK front men taking instruction from their Chinese masters. MTM has embarked on a campaign of intimidation of Drivers in which they had compiled a list of Drivers they wished to interview. The interviews which I attended revealed a range of unsubstantiated allegations which were soon exposed as such, that could be described as Fit Ups. But in one interview I heard a clerk trying to conduct what I would describe as an inquisition. “Driver you lost 4 minutes in the section; are you over cautious?” I asked if he understood that the Driver was on a Medium Speed

aspect under which he travelled for 5km at 40km/h instead of track speed of 80km/h. The comment from the clerk was that maybe it's his train handling strategy. The clerk had no idea but he had his orders to persecute this Driver, which was to put him on a final warning with dismissal hanging over his head if he ran late again. They were not successful on this occasion.

Members should be aware of the cast that has been assembled by MTM and Hong Kong masters. They're the ringleaders. Mr A. Lezala, who we refer to as Cash & Carry Lezala, has an impeccable record of cashing in on taxpayer funded bail-outs (see *Nelson's Column*). Then there is Simon Lane or also known as "Phone It In Simon Says Lane". Giving orders from his mansion in an exclusive suburb of Perth.

Our spies reveal there is quite a bit of friction between those two about who is to be top dog in MTM. My prediction is that when things start to unravel for MTM they will be finger pointing, blaming each other for the mismanagement of the Metro system.

These individuals are paid astronomically high salaries which you and I pay for from our taxes.

Their Posse

We refer to them as the dirty half dozen, whose mission is to degrade the Driver's quality of life and reduce their work conditions. We have already seen attempts to introduce: extension of shift length to 10 hours, reduced meal break and repetitive running in the new proposed rosters.

That's when we discovered MTM's attitude towards agreements like the roster code; their view is "it doesn't apply to us". The situation could be described as a Mexican stand-off at the moment.

The dirty half dozen are led by:

Mr Nick (The Little Swinging) Dickson. An English boat person, the invisible man – "he who should not be named or seen" – known for his tough talk behind closed doors. Self promoted as slayer of Asian mine workers.

Mr Billy Bunter Brown. Given to nervous hand gestures and unmanly high pitched squealing in the presence of "the low workers", being us (*his description*). He has a chequered history of once being a Union official, and his activities in the printing industry and HR for the ambulance are not enviable. I've yet to meet someone with a positive thing to say of our Billy Bunter. The Dominator of the Sheltered Workshops.

Mr Ian Young. With *There's Something About Mary* hair – aka "Precious" or "Hawaii Five-0". Reminiscent of a 1950s B grade leading man. A very well groomed, not so tough, guy. Actually a

somewhat fragile guy, but still "the scourge of the flour mill workers".

Honest Col Shaw. A veteran flim flam man, the high priest of the "now you see it now you don't" school of industrial relations. But Col knows one thing: not to tell too big a lie as they have a habit of coming back to haunt you.

Mr Bolshy Walshy. (*Bolshevik: Russian Communist*.) Conflicted by his working class origins and his elevation to the not so dizzy heights of MTM manager. He has had to say things under oath that may have serious repercussions. Remember, once you sell your soul you have to dance to your master's tune. The downside is that the Nuremberg Defence will not save you (*"I vos just following orders"*).

Mr "The Sweeney" Ramsey. For the younger readers *The Sweeney* was a 1970s TV show about tough Pommy guys (*look up oxymoron*). Desperate to live up to the image, is given to hubris (*insolent pride*), quick to jump to conclusions, not a person to judge things on the merits, a Mr Fixit for his governor Lezala. His dress sense is questionable, often appearing like an extra from the movie *Midnight Cowboy*.

Cash & Carry Lezala and his posse make carnival folk look like choir boys.

ENTERPRISE AGREEMENT NEGOTIATIONS

Pacific National Rural & Bulk

Pacific Grain

Jim Chrysostomou and I have been negotiating with PN and have rejected an offer of 5%+5%+5% over three years. The rejection was not based on the overall quantum of the offer, but rather some of the proposed changes held within the document. One of the issues in contention is the level of payment for overtime shifts on off roster days. Our claim is 1.5 of composite rate (new aggregate rate).

Other issues mainly revolve around rostering. The creation of the composite rate by amalgamating a number of allowances seems too high a price, for that is a small return in this rate. Potentially the cost to depots that do rest jobs is too great. Our next scheduled date for negotiations with PN was 23rd June 2011.

P&O TRAIN OPERATIONS

On 7th June 2011 there was the first visit from the RTBU Locomotive Division to new members and existing members at P&O Train Operations. P&O have been operating in Victoria since 2009 with an Enterprise Agreement signed off by the National Office from that date. The state Divisional did not have a copy of their EA. After discussions with P&O management a number of misunderstandings were

cleared. The failure of the past Divisional Officers to introduce themselves to the potentially new members after an invitation from P&O management is unforgiveable. P&O opened from two depots – Dimboola and Dynon (for the older members what was the old Standard Gauge Dynon Yard).

V/LINE PASSENGER

Far from being the workers' nirvana as some perceive it, V/Line narrowly averted an industrial response because of phone tapping of Drivers' calls to the Passenger Yard controllers. The practice ceased, but I see only sinister motives from V/Line.

XPT

V/Line's role in trying to remove Victorian Drivers off the XPT service appears to be one of the passive accomplice. That's taking an optimistic view. I have sighted an internal memo from CEO of CountryLink Mr Mason's office to V/Line, wishing to terminate the inter-service agreement.

I have contacted Mr Mason and advised them that matter hinges on the ownership of one six-car set of the XPT, which was purchased by Victoria and whether it has been ceded to NSW or not. This would determine the Victorian Locomotive Division disposition on the issue. At the time of writing it seems that there has not been a transfer of ownership, however there has been a suggestion that Sydney Depot is involved in this push.

As things unfold we will keep you advised.

WALKING TIMES

The Locomotive Division has a case before Fair Work Australia regarding V/Line not making provisions for Drivers to have an off-train needs

break of 20 minutes, plus walking time to and from the point of relief. So a situation could arise, and has, where a Driver relieved at Southern Cross station has the ten minute walking time to the depot and then nine minute walking time to the yard to pick up his or her train which affords them a leisurely 60 seconds for a needs break.

V/Line's position is that because there are no words in the EA that they must afford you the walking time, they don't wish to make provisions for it. This matter has been in contention since August 2010. That's when it should have been challenged.

Our next hearing in Fair Work Australia was scheduled for 28th June. Until the matter is resolved, as per negotiations V/Line will continue to pay the wasted meal allowance on the identified shifts.

NORTH EAST CORRIDOR

After obscene amounts of Victorian taxpayers' money have been expended on the upgrade between Melbourne and Albury, I can quote from the report by local delegate Craig Aldridge after running empty cars from Melbourne to Albury and return. "The track is rougher, slower and more dangerous than before the shutdown." In his view "after 2½ years of so-called upgrades, the track is only fit for freight services".

The report identifies numerous faults from poor visibility of signals, multiple mud holes and the amount of lateral sway in moving trains. I can't blame V/Line for this or even Australian Rail Track Corporation (ARTC). Because the money has been spent it's more that the contractors engaged don't have the capacity or expertise to do rail tracks properly. I think a fair description of this is as the dividends of privatisation. **uu**

President's Paragraphs

by Terry Sheedy
Divisional President



Time to Update

THE Divisional Committee meeting held on 15th April 2011 endorsed the restructure of the Divisional Sub-divisions and a redraft of the Victorian Branch Rules to reflect such restructure.

At present we have the Metropolitan Sub-division with a total of approximately 870 members which include six outstations that have unofficial Union representatives. This needs to be rectified.

V/Line Passenger Sub-divisions are six in total:

Southern Cross, Geelong, Bendigo, Ballarat, Seymour and Traralgon. Seymour incorporates Wodonga and Bendigo incorporates Kyneton.

While all of these Sub-divisions are large enough to facilitate three office bearers, they are not large enough for seven committee members.

Then we have Pacific National Victorian Bulk & Grain. Pacific National Central, Maryborough (which incorporates Bendigo, Mildura and Ouyen), Dimboola and Geelong.

Pacific National Intermodal includes Wimmera and Melbourne. Also other smaller companies such as QR, El Zorro and P&O TA, who need some representation whether it be a co-ordinator, organiser or delegate, as it is a waste of time calling elections for three officers and seven committee members and the embarrassment of the AEC recalling nominations and having the same "no nominations" as the first round of balloting.

The other major issue is the imbalance of membership representation on the Divisional Committee which is completely out of balance for the Metropolitan Sub-division and V/Line Passenger Division.

This important issue was dealt with at the Committee meeting held on 9th November 2009 where motion №8 details an increase for the Locomotive Divisional Committee representatives by two for the Metro Sub-division and by one for VLP, but the then Divisional Secretary failed to act on the motion from the Divisional Committee and expected anyone else to carry out Secretary's duties.

Lockout – Pig's Arse

One for the history books as the Metropolitan Sub-divisional Committee had an enthusiastic number of members attend a Special Meeting at Federation Square (approximately 80 members signed the attendance book) following Metro Trains Melbourne locking out the Divisional Secretary Marc Marotta and Divisional Assistant Secretary Jim Chrysostomou (both pictured).



The reason for the lockout was the alleged charges of assault by a Driver at Epping who has proven himself to be a vexatious litigant or some might say serial "pest". Metro Trains Melbourne will try any means to stop our members attending meetings

throughout the metropolitan area to hear the Divisional Officers inform members of Metro Trains Melbourne's intentions of not recognising the Fault Management Protocol, Rostering Code and the Driver Training Scheme.

Workplace Bullying

The CEO of Metro Trains Melbourne stands accused of being a Workplace Bully by all Train Drivers. There is the old saying, "if you throw enough mud some of it will stick".

Mr Lezala has battered down the hatches in the Spring Street Bunker, calling a media conference to snipe at his employees and doesn't let the truth get in the way of a good story, won't meet the Union, won't return phone calls.

Towards the end of 2010 Mr Lezala informed the media that "Train Drivers are sabotaging the system" because the fudged figures of cancellations and on-time running weren't satisfactory for MTM to dodge government fines. Mr Lezala accused Drivers of knocking trains out of running, regarding defects. The facts are that MTM are not doing the prescribed

maintenance on the trains as they bring in this great greenfields timetable where all these extra trains run during peak hours, mainly express or empty one way.

This timetable does not allow for trains to be out of service for maintenance. MTM informed the media

that they were having an investigation into this alleged sabotaging and they would report back. We are still waiting, as they found no evidence.

Then again in April this year, Mr Lezala accused Train Drivers of deliberately driving slower, up to 10–12 minutes on some tracks; there had been one Driver sacked, one transferred and six had been put on final warnings for driving slow; these ten drivers were represented by their Union at all interviews.

Well $6+2=8$, not 10 as Mr Lezala quoted. One Driver was sacked after the Craigieburn collision and

Lezala, our members are still waiting for an apology in regard to these accusations, and at least tell the truth when you are spinning these fairytales to the media, and stop being a “Workplace Bully”.

Red Means Stop – What a Blue

As the inaugural member that had the Signal Sighting Committee set up in the early 1980s, I am disillusioned by the path this committee is taking. Once upon a time we had about three purple lenses in dwarf light signals in the state, which according to the Rules and Procedures was a Stop aspect.

Nowadays Westinghouse cannot manufacture a purple lens but they can obtain a BLUE lens and they are breeding like rabbits, in fact they are replacing the world-known colour for STOP which is RED. Blue is a soft colour and doesn't have the same impact on Drivers as red.

Just ask the SPAD Committee in regards to the Dwarf signal with the blue lens at Craigieburn which a dozen Drivers passed at the Stop position. First the signal was raised but Drivers were still having a SPAD, then the lens was changed to RED for Stop, and have not had a SPAD since. What's that tell you?

Went to Altona Sidings at Newport and found that the RED lens had been replaced with a BLUE lens. No, no they say it's not BLUE it's PURPLE. Cut the crap and revert all signals to RED lenses for the STOP position. I am definitely not colour blind as these soft BLUE lenses are not PURPLE and do not conform to the Rules and Procedures.

Alterations such as this rubbish should have been put to the Locomotive Divisional Committee for debate and

decision as all our members on the Signal Sighting Committee are answerable to the Locomotive Divisional Committee.

Imagine blue lenses replacing red lenses at road traffic lights – CRASH, CRASH, CRASH. **LL**



one Driver transferred back to the general class following an incident at Pakenham. NO DRIVERS were interviewed and NO Drivers were put on final warnings. MTM were having another investigation and they would report back to the media. Well Mr

Letters

I wish to advise that I will be retiring on 30th July 2011, and as such from this date tender my resignation from our great Union.

I would sincerely like to thank Gerard O'Keefe for his invaluable work and assistance over the last 20 plus years. I would also like to pass on my gratitude and admiration to all past Union Officials and Councillors, especially Marc Marotta for his herculean leadership over a long period with such a difficult and changing work environment.

Best wishes to all my friends and colleagues.

JOHN MADIGAN
(Passenger Sub-division, Ballarat)

* * *

At Metro we as Train Drivers are going through arguably the most uncertain times this industry has seen. The management here have made false and misleading statements about Drivers in particular to the media. They have never retracted from this, and as a result Drivers have been abused and I'm told even assaulted by an already belligerent public. These public statements relate to the running of trains in particular, and other issues. I for one signed a letter of employment with the current operator which they clearly do not want to honour, and as a result the Locomotive Division is now in dispute with Metro.

As a condition of my employment I can't communicate with the media in any way, shape or form about my employer's business, but they freely make liable [*sic*] and derogative remarks about Drivers and that includes me for which, in my view, they should be held accountable.

As previously stated Drivers are at "the receiving end". This company seems to have the approach that they can do what they like, how they like and when they like, and only stop when opposing forces hold them back. There's no doubt about it, that hopefully if we pull through this undamaged with an existing EBA that they want to not honour, then what about when it ends mid 2012?

A bit like surviving cancer only to get a relapse. I would say that this is the biggest threat to the conditions on this job, which also include possible group running, extended shifts and lots of other nasties too numerous to mention, that I have ever witnessed. Our predecessors in the Locomotive grade toiled long and hard. Finally I would say in our defence that we have strong Union representatives, in

particular the Divisional Secretary who should be applauded for his commitment to the retention and betterment of the Driving grade here in Victoria.

ROBERT AQUILINA
(Metropolitan Sub-division, Epping)

* * *

I would like to say a big thank you and express my gratitude to everyone who knew and worked with Steve, who came to his funeral to pay their respects. For the collection of money and the generosity of co-workers' donations of public holiday pay, I thank you all. I have been completely overwhelmed by everyone's kindness through this sad time.

Thank you to Terry Sheedy and the office ladies, to Wes Gordon and Trevor Forrest for their help, support and kindness. Thanks go to Brian Hibberd for the kind words he said about Steve at the funeral.

Steve loved his job on the electric trains and always spoke fondly about his workmates. He took pride in his position as an On Job Trainer and Union Rep.

Steve passed away unexpectedly; he had just finished his treatment and was talking about getting back to work. We as a family sincerely thank everyone from the bottom of our hearts. We will never forget your kindness.

JANE ANDERTON AND FAMILY

* * *

Dear Railway Family,

I would sincerely like to thank ALL of Paul's friends and colleagues for their support and contributions after Paul's passing.

Paul enjoyed driving trains but loved the job because of the camaraderie, which I am now lucky enough to experience for myself.

I would like to thank Terry [Sheedy] and Wes [Gordon] for their ongoing assistance.

I am continually in debt to Darren Gloury for his friendship as well as Russell Jackson, Peter Scheggia, Shane Noonan and Bruce Hewish ...

who also spent precious time with Paul and I shortly before he peacefully passed away. A bond that we will always share.

I miss Paul terribly but am strengthened by the care and concern that I have been shown.

Warm regards,
LESLEY HANSEN LL



An Irish Blessing
May the road rise to meet you,
May the wind be always at your back,
May the sun shine warm upon your face,
The rains fall soft upon your fields,
And until we meet again,
May God hold you in the palm of his hand.

May God be with you and bless you:
May you see your children's children,
May you be poor in misfortune,
Rich in blessings,
May you know nothing but happiness
From this day forward.

May the road rise up to meet you
May the wind be always at your back
May the warm rays of sun fall upon your home
And may the hand of a friend always be near.

May green be the grass you walk on,
May blue be the skies above you,
May pure be the joys that surround you,
May true be the hearts that love you



Special thanks to Gary, Julie & Matthew for their musical arrangements and to Father Laurie for being a friend of the family for over 25 years. Anthony, Rosalie, Dairdra, Brian, Marcia and their families thank you for sharing in today's celebration. It is a great comfort to us. Your friendship and prayers are sincerely appreciated. Following the burial at Warrnambool Cemetery, you are welcome to join us for light refreshments at Our Lady Help of Christians Foyer.

Celebrating the Life of

John Boyce



Jack

November 28th, 1919 - March 21st, 2011

'Those we love don't fade away,
They walk beside us every day'

Our Lady Help of Christian's Church
Warrnambool
Monday, March 26th, 2011
at 2 pm

Jack Boyce later in his career was a Driver at Warrnambool and retired in the 1980s. LL

CONTINUOUS SERVICE ON THE FOOTPLATE IN VICTORIA

Comrades of the Footplate ...

Some years ago, in reaction to the distress many members felt about being disenfranchised by the loss of Seniority which was brought about through change of employer, I decided to create a symbol which would serve as a unifying gesture. Enginemen are proud of their service history but this is often not reflected in the recognised time of service of any individual company, even though those people have unbroken continual service on the footplate.

I had a range of badges struck which identified those members as a person whom had served those many hard years, regardless of their spot on the Seniority List or the recognition of their employer.

I am happy to announce, in response to great demand and with the generous financial assistance of the Spencer Street and Electric Train Drivers Social Clubs, that these badges are once again available to eligible members.

If you have served continuously on the footplate, there are badges available which recognise 20 – 25 – 30 – 35 and 40 years of service, whether you have worked at only one company or six. That is the whole idea. The cost of each badge will be \$3.00. This offer is open to members at all companies. Badges can be obtained at Flinders Street from Rob Mennen and Derek Smith, and at Spencer Street from me. If you are a member at a different company, just call me on the number below. Each member must have a reasonable means of verifying his or her *bona fide* years of service and a record will be kept of each recipient. **Only Enginemen are eligible to purchase a badge. NO-ONE ELSE.**

Michael A. Hinch
0427 872 752

Talkback from Hinch

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

The Future Is Now

G'DAY Comrades. Just how long have hand-held electronic storage media been in existence? I was pushing this issue for Enginemen back in the early '90s.

Let's take stock of what everyday requirements we have as Enginemen across the board, be you V/Line, Metro or Freight.

Rosters – roster books. On the wall of every depot of every mode of rail is the depot roster. When we run a roster over a yearly basis, it needs to be posted and issued on a daily basis.

Rules and Regs books. We all need access to them but in the field this is impractical.

Fault manuals. We carry them in the field, but they are largely cumbersome and impractical.

Weekly Notice – easy to carry.

Special notices, safeworking guides, system knowledge, master train plan, addenda etc. It goes on and on.

Ladies and Gentlemen... We have the technology. It is time to stop cutting down another forest to produce the paper for all this stuff and introduce hand-held electronic storage media across the board as a basic standard for all Drivers. Once a week, we would perhaps surrender our media chip in favour of an up-to-date one or simply dock our media device onto our home computer and update ...

To quote John Laws, "You know what I mean." At V/Line, no more prep dockets. At Freight, consist information available at the touch of a button. At the Sparks, roster books available on line and downloadable. Just imagine it.

Knowing When It Is Time

The comments I make in this item are merely an opinion. They do not reflect upon any individual and they will very likely make me somewhat unpopular amongst some members. I feel however that these things must be said. We need to talk about the pachyderm in the kitchen. I do not shy away from that and reiterate ... this is only an opinion.

There are indeed a number of our members who have exceeded the generally accepted retirement age of 65. Why are these members still at work? There are several reasons and I am sympathetic to the financial ones. Someone has been taken to the cleaners by his missus ... I can understand that.

But the one reason I do not accept is – "Oh, it's his life, he doesn't have anything else." Well ladies, the sad fact is that one day sooner or later, he is going to have to face up to the fact that this part of his life must eventually come to an end.

I ask this question: What age is too old to be a Driver? Is it 90? Yes you say, then is it 86? Once again you say yes, this is too old. What about 79? Hang on, just stop me when I get to a number that suits everyone, including the ones who are over 65 because what is the logic for stopping at say 87 if there is no reason to stop at 65?

"Oh but I am fit." Yes you are, but if your motivation for staying on the job is not financial, why are you occupying a position which would benefit a young person with a family when you don't need it?

I just want to remind our now decidedly middle class (yes, that is right, we have lost our working class origins) membership that our Trade Union Forefathers literally SHED BLOOD for our right to such basics as an eight hour day and a decent retirement with dignity at 65.

Enough said; your conscience is your own.

Same Old Complaint

Once again I am compelled to remind my good colleagues about where we stand in the world of safeworking at V/Line. Our workmates, the conductors, have their job and we have ours. We are in charge of safeworking on each train and indeed its safe passage through each section. We are in charge of the train itself and we are responsible for the train departure times.

Conductors are responsible for the travelling public and luggage and ticketing. There is no place for any conductor being involved in safeworking or the observance of signals. I must encourage all of you to discourage conductors from making such radio transmissions as "Station work complete when you get the stick." For a start, sticks are out in the paddock (to quote Lyn Helsby in the Victorian Railways Institute classes) and signals are our province.

NO conductor should even be looking at a signal. It is not their job and we are paid to look at them because we and only we understand what Rule 1 Section 3 is. We and only we are qualified in tracks and signals. We and only we are the ones who pay the price if we pass a signal at Danger. Equally, it is angering when a conductor does his or her job correctly and announces station work complete and a Driver berates the conductor on the radio because the signal is not displaying a proceed aspect. You will only encourage the conductor to attempt to observe fixed signals and encourage them to attempt to make departure decisions based on the pretty colour on the signal.

Impression of Footscray once the Regional Rail Link has been completed here, looking in the up direction from Middle Footscray. The two tracks at the bottom left are the dual gauge lines which disappear into the Bunbury Street tunnel, as they do now. Bottom centre, the suburban lines; bottom right, the regional lines. The Nicholson Street road bridge, devoid of its current buildings, is in the foreground.

IMAGE COURTESY D.O.T.



The fact remains that Drivers make decisions regarding train departure, not conductors. They merely advise us that their station work is complete. They do not understand what the signal aspect means, they are not qualified to know, they are not paid to know and it is respectfully none of their business.

If a SPAD occurs, the conductor does not suffer, we do. Why? Because we are responsible so, when you hear a conductor make any reference whatsoever to a signal, I urge you to remind them the signal is NONE OF THEIR BUSINESS!!!

Unless of course you would like to share your pay packet with your conductor every day, and if they would like to share the penalty if a SPAD occurs. Need I say more?

Come Forth and Be Recognised

Good news all ye jolly ex Freight Australia Enginemen of the old school. Your years of continual service at V/Line will be recognised if you make a legitimate claim. Did you simply stay at Freight when that scum buggerer Jeff sold the railways? Did you then go to Pass? Are you of the old school? Then find your original documents and submit them to prove you have continuous service and your years of service will be recognised.

As far as I know, brother Adrian (Moonbeam) Mooney was a pioneer and has opened up the door for the rest of us. My 35 years have been recognised. Hey, it is an issue of pride.

The Best Laid Plans ...

Close scrutiny of the proposed new Tarneit track reveals that it is not intended to include North Melbourne station in the mix. So imagine this – a

train comes in from the south-western regional group in the morning peak and any passengers for the underground must disembark at Footscray and join an already overcrowded sardine can called a Metro service so they can use the underground at North Melbourne to go to work.

Add to this the fact that the new track will have no overhead wires and you have a job lot of missed opportunities and mismanagement. The opportunity to improve the system has been dashed by the shortsighted design of the new track.

I have described before how simple it would be to slew the existing freight trackage over to create an island platform at North Melbourne. Make it bi-directional, sling overhead over it and bingo ... up to 40% of the heat taken out of the ridiculously overcrowded North Melbourne peak hour bottleneck precinct.

When will the knuckleheads in charge realise that the system is overcrowded? Every day trains run late because you just cannot squeeze in ten trains a minute where only five will fit. Breathtakingly, there is no plan for overhead above these tracks so you cannot route the likes of the Watergardens/Sunbury and Werribee services through it. The answer is manifestly simple. Share the traffic load across the board and give everyone a chance to run their trains on time.

I wish all of the reps recently elected at the elections good fortune and I urge all of you ... LET'S HAVE SOME BLOODY SOLIDARITY – UNITED WE STAND, DIVIDED WE BEG. Remember the catch cry of the AFULE (our mother organisation, for you newbies): "Tell the blokes to pull together!"

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

**RESULTS OF ELECTIONS 22ND FEBRUARY, 2011.
RAIL TRAM AND BUS UNION LOCOMOTIVE DIVISION.
EXECUTIVE OFFICE HOLDERS.**

Formal Votes only rounded to within one decimal place. First past the post electoral system. Victors in **Boxed bold italics**.

Position.	Names.	Votes.	Percentage.
President.	Richard Orme.	182.	17.7%
	<i>Terry Sheedy.</i>	<i>509.</i>	<i>49.7%</i>
	Keith Hoffman.	332.	32.4%
Vice President.	Mark Bau.	296.	29.0%
	<i>John Marotta.</i>	<i>728.</i>	<i>71.0%</i>
Secretary.	Darren Lamont.	214.	21.2%
	<i>Marc Marotta.</i>	<i>798.</i>	<i>78.8%</i>
Assistant secretary.	<i>Jim Chrysostomou.</i>	<i>677.</i>	<i>66.1%</i>
	Brian Hill.	347.	33.9%

Compiled by Ernie Nelson

**RESULTS OF ELECTIONS 22ND FEBRUARY, 2011.
RAIL TRAM AND BUS UNION LOCOMOTIVE DIVISION.
METROPOLITAN SUB-DIVISION.
EXECUTIVE OFFICE HOLDERS.**

Formal Votes only rounded to within one decimal place. First past the post electoral system. Victors in **Boxed bold italics**.

Position.	Names.	Votes.	Percentage.
President.	Richard Orme.	172.	27.1%
	<i>Jim Chrysostomou.</i>	<i>463.</i>	<i>72.9%</i>
Vice President.	Nick Verhaar.	183.	29.0%
	<i>Geoff Ralph.</i>	<i>450.</i>	<i>71.0%</i>
Secretary.	Paul Tonkin.	183	29.0%
	<i>Paris Jolly.</i>	<i>450.</i>	<i>71.0%</i>

Compiled by Ernie Nelson

**RESULTS OF ELECTIONS 22ND FEBRUARY, 2011.
RAIL TRAM AND BUS UNION LOCOMOTIVE DIVISION.
METROPOLITAN SUB-DIVISION.
SEVEN SUB-DIVISIONAL COMMITTEE MEMBERS.**

Formal Votes only rounded to within one decimal place. First past the post electoral system. Victors in **Boxed bold Italics.**

Names.	Votes.	Percentage.
Stuart Moore.	242.	38.2%
<i>Eugene Xavier.</i>	<i>485.</i>	<i>76.6%</i>
<i>David Mortimer.</i>	<i>411.</i>	<i>64.9%</i>
Leonard Thompson.	085.	13.4%
Cheryl Brandner.	261.	41.2%
David Campbell.	303.	47.8%
John Barber.	159.	25.1%
Peter Murray.	107.	16.9%
<i>Rodney Oaff.</i>	<i>388.</i>	<i>61.2%</i>
<i>Anthony Smith.</i>	<i>372.</i>	<i>58.7%</i>
<i>John Millionis.</i>	<i>405.</i>	<i>63.9%</i>
<i>Marten Finger.</i>	<i>410.</i>	<i>64.7%</i>
<i>Kevin Duggan.</i>	<i>463.</i>	<i>73.1%</i>
Peter Mackinnon.	335.	52.9%

Compiled by Eric Nelson

**RESULTS OF ELECTIONS 22ND FEBRUARY, 2011.
RAIL TRAM AND BUS UNION LOCOMOTIVE DIVISION.
METROPOLITAN SUB-DIVISION.
TWO SUB-DIVISIONAL REPRESENTATIVES ON BRANCH DIVISIONAL
COMMITTEE, (DIVISIONAL COUNCIL).**

Formal Votes only rounded to within one decimal place. First past the post electoral system. Victors in **Boxed bold Italics.**

Names.	Votes.	Percentage.
Peter Murray.	032.	05.0%.
Richard Orme.	194.	30.4%.
<i>Paris Jolly.</i>	<i>379.</i>	<i>59.4%.</i>
Paul Tonkin.	164.	25.7%.
<i>Kevin Duggan.</i>	<i>337.</i>	<i>52.8%.</i>
David Campbell.	157.	24.6%.

Compiled by Eric Nelson

Where Is It ...?

with Trevor Penn
Passenger Sub-division, Southern Cross



THE previous *Where Is It ...?* [below right] was at Clarkefield, looking in the Up direction. The photograph was taken by Brian Goodwin.

The winners were Ray Jones (Metropolitan, Upper Ferntree Gully) and Michael Schaddee van Dooren (PacNat, Sth Dynon). Congratulations to them. Meanwhile if you think you know the location of the

photograph on the opposite page, call the Union Office on 9682 1122 or toll free on 1800 134 095. If you answer correctly (only one guess per competition) your name will go into a hat and the winners, one Sparks and one Loco, will be drawn two weeks from distribution of the current *Loco Lines*. Prizes can include a Union mug, or a cap. Good luck!

LOCOMOTIVE D3659 puffs gently away from Clarkefield [right and below] at the head end of the 5.04pm Lancefield pass on Melbourne Cup Day, 1st November 1955. What a wonderful collection of antique swing-door rolling stock!

The first vehicle is 18BC, outshopped by the firm of Wright & Edwards at their Braybrook Junction works in 1891 and classed AD^{AD} denoting a first class bogie car with a Guard's compartment. In 1910 it became 58AC when the present classification system was adopted; "C" instead of "D" came to denote Guard's accommodation, and around this time two extra passenger compartments were grafted onto the carbody.



PHOTO BOTTOM OF PREVIOUS PAGE: Our photographer, young Brian Goodwin, has exposed a second shot as the little train rounds the curve by the Up mainline Home signal at a spot now marked by a grove of pine trees. Brian rode the train from Spencer Street in that compartment with the open window, and had ample time to walk to the photo location thanks to a weird junction arrangement that required Down trains to set back through handheld weighted points before pulling forward onto the branch line. This may have been due to a 19th century paranoia regarding facing points on double lines, yet when Karlsruhe became a junction in 1880 a facing connection was provided to the Daylesford line, and for almost four years there was no interlocking!

Note the underfloor gas tank and roof mounted ventilators for Julius Pintsch's system of lighting by compressed oil gas. Developed in Germany in the early 1870s, on the Prussian State Railways it was for long universal and many German steam locos had Pintsch gas headlamps. It was used in long-burning navigation buoys, with the large float doubling as the gas tank. In 1876 it was adopted by the Metropolitan Railway with its long stretches of cut and cover tunnels beneath the streets of London, and by the turn of the 20th century gaslit rolling stock could be found world wide.

It was cheap to install and maintain, required no generator belts or batteries and the Welsbach mantles that replaced the old flat flame burners gave out a soft white light that many passengers preferred to the glare of early electric bulbs. There was just one little drawback ... a "regrettable incident" involving wooden bodied vehicles could easily turn into a gas fuelled inferno, and there were some horrendous train fires as a consequence. The Victorian Railways were

That semi-circular canopy above the Guard's compartment was part of an unfinished conversion to an electric Motor coach or Driving trailer. Demoted to a lowly second class car around 1930, the poor old thing was cremated at Newport Workshops on 24th June 1963.

The Lancefield Branch

In August 1879 the Honourable John Woods, Minister for Railways and Roads, introduced a parliamentary bill to construct a branch line, 14½ miles in length to run north from Lancefield Road [later Lancefield Junction, then Clarkefield] station on the Main Line to Sandhurst*. This was for the purpose of providing work for the unemployed of Melbourne.

The bill didn't get off the ground but another one, launched in September of the following year by the long forgotten Mr Patterson MLA, was more successful. The wretched unemployed were still wandering the streets as they pondered where their next meal was coming from, creating an image problem for the well-heeled visitors to the

*Bendigo from mid 1891.

VERY lucky. Beginning in 1898 with the introduction of the AV and BV corridor cars on the Adelaide and Sydney expresses, Pintsch gas, freshly brewed on the premises at Spencer Street and piped across the viaduct to Flinders Street and Prince's Bridge, began to replace the feeble kerosene carriage lamps.

In April 1908 a gas lighting cylinder exploded when an Up Ballarat pass was violently rear-ended by an Up Bendigo in Sunshine platform with a loss of 44 lives. The resulting fire was extinguished before it could take hold but with many people trapped in the splintered wreckage, the result could have been much, much worse... The VR's enthusiasm for gaslit wooden cars continued, however, for many years after the Sunshine wreck. There were 103 G class suburban Tait cars, dual fitted with electric and gas lighting gear. The electric lamps were connected in series to the 750 volt supply off the busline circuit from a Motor coach, but on weekends and festive occasions the G cars could be utilised in steam-hauled excursion trains to Warburton or wherever. Beginning in 1923 these vehicles were built in dribs and drabs over the years, with the final one entering service in 1950!

Nevertheless, from the mid 1920s gas lighting began a long, slow decline in Victoria, with the conversion of the "top of the range" E and W cars and the gradual withdrawal of older equipment. Some of our readers will have memories of gaslit PL cars and the odd surviving BC that lingered well into the Swinging 'Sixties with lamps that now burned an unholy concoction of oil refinery waste and coal gas supplied from the West Melbourne gasworks in Cowper Street. And, as late as 1968 a BC bringing up the rear of a railfan trip from Ballarat had functioning gas lights! 1.11.1955

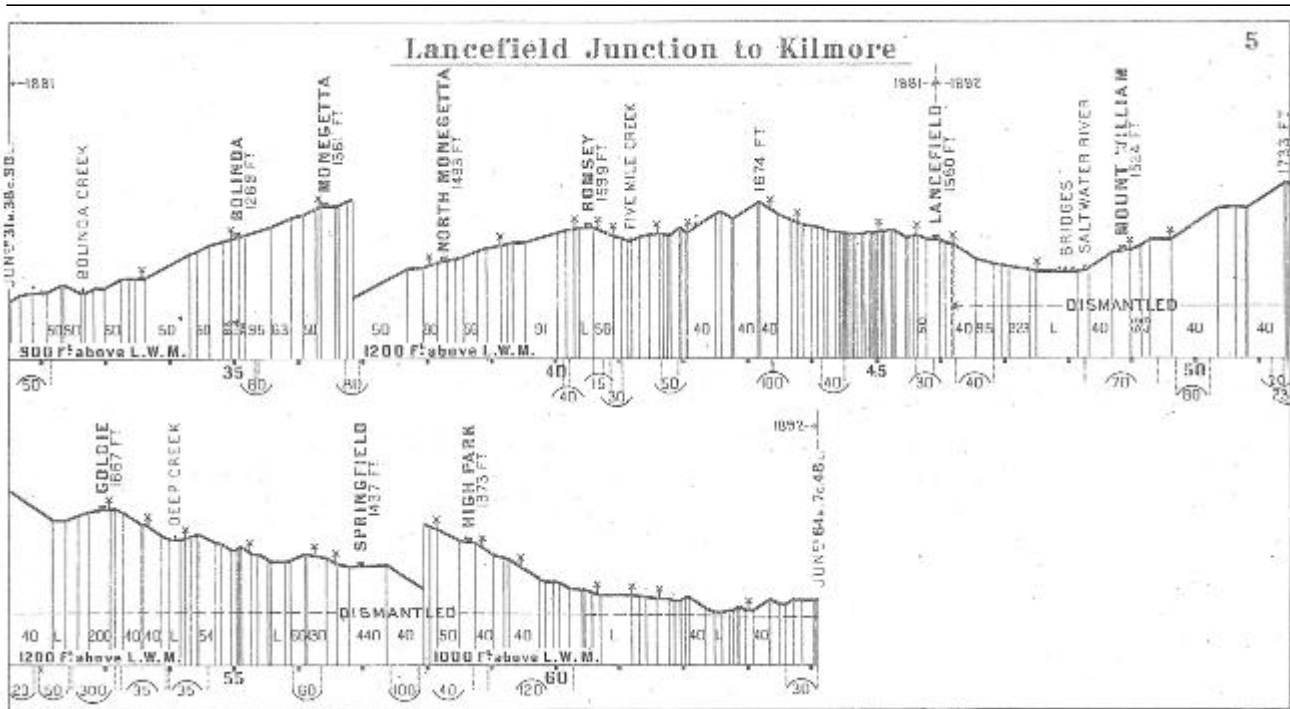
forthcoming International Exhibition in the Carlton Gardens. A contract was let on 26th October, and the railway opened for business on 7th June 1881. Not a bad effort!

In contrast to the glorious extravagance and subsequent financial hangover that accompanied the building of the initial main lines, the emphasis was now on obtaining more mileage for less cost. The Lancefield branch was a typical "light line" of the period, with timber structures and bridges, gravel ballast and flat bottom rail weighing a mere 60 pounds to the yard. Further economies were effected by omitting gates at all but two of the ten level crossings, and with the absence of a turntable at either end of the line.

Tender-first running was deeply unpopular with Enginemen, and one can imagine the Fireman madly bucketing water from the tender tank in an attempt to lay the coal dust prior to departure. At least there was a shed in which to tuck the little green engine away for the night.

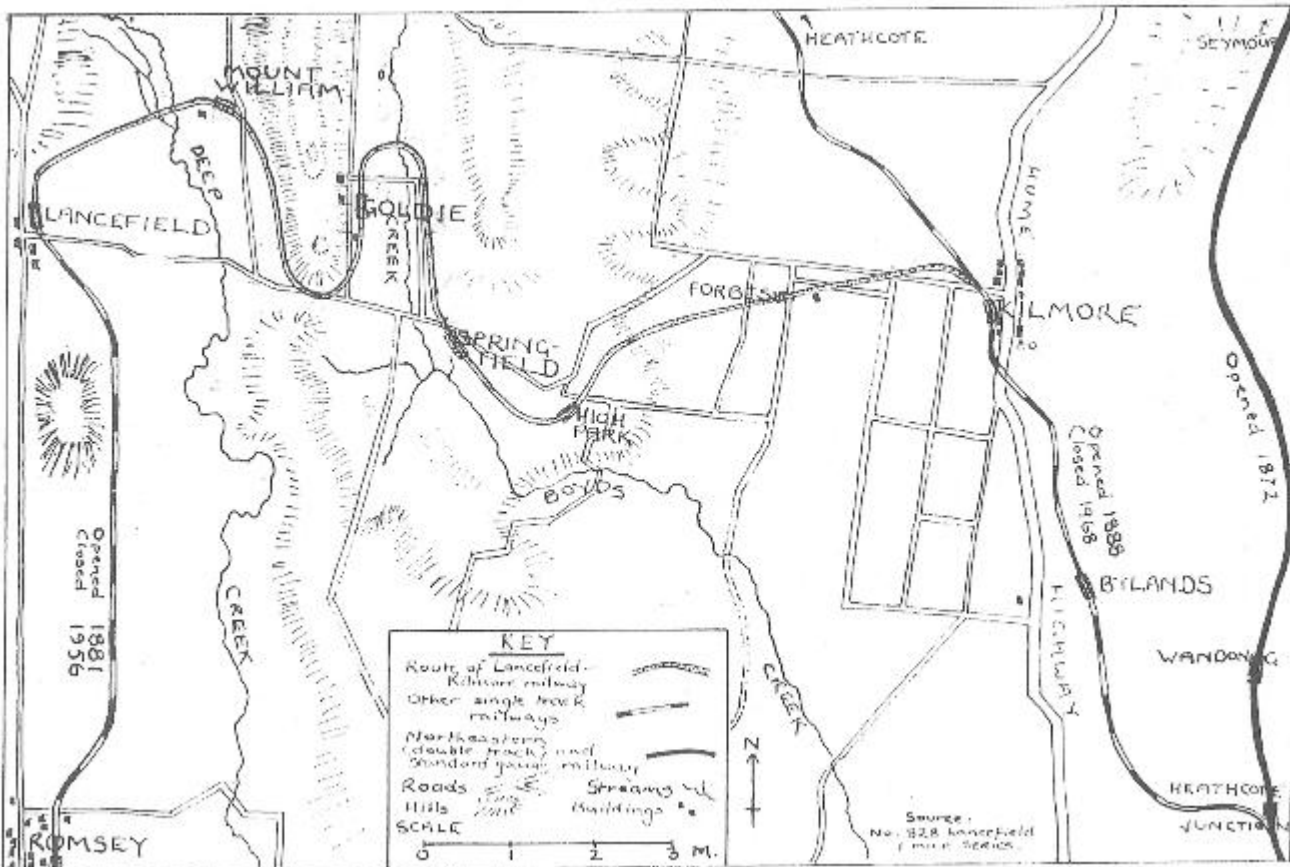
Lancefield to Kilmore

The line had only been open for four months when the disreputable Thomas Bent ("Bent by name and



From the 1917 "Victorian Railways Diagram of Gradients & Curves" book.

This map appeared in the September 1969 issue of *Australian Railway Enthusiast*. DRAWN BY MICHAEL D.G. HOWES



bent by nature”), while doing a stint as Commissioner for Railways, proposed an extension to Kilmore as part of a package of 56 new lines to be built.

Tommy didn’t have the numbers in Parliament and his Bill lapsed, and a second attempt in 1882 flopped as well.

On 12th December 1884 the equally shifty Duncan Gillies, Minister for Railways, had better luck when Act №821 the *Railway Construction Act*, better known as “The Octopus Act” was approved, and included along with many other new lines was a Lancefield to Kilmore railway. A great deal of this new mileage was



On a sunny Saturday afternoon the very last revenue service from Lancefield waits for departure time. [Detail enlargement below.] By the mid 1950s the weekday evening Down and morning Up trains were handled by the trusty D³s, commonly 659 or classmate 691, but Walker railcars ran a Saturday midday timetable from Melbourne, normally returning on Monday morning. One wonders how the railcar Driver and Guard amused themselves in Lancefield over the weekend? The rails behind the photographer once extended to the short-lived "Town Station" at the rear of the Macedonian Hotel, and across the Mount William range to Kilmore. 11.8.1956.

PHOTO BY BRIAN GODWIN



to be built solely to keep lobby groups happy, and this ill conceived little project was no exception. The 18¼ mile link with the Kilmore Junction [later Heathcote Junction] to Bendigo line finally opened on 6th April 1892, just as the 1890s financial depression REALLY started to bite, and it didn't stand a chance.

Promoted as a short cut between the Main and North Eastern lines, the hoped-for traffic never materialised. The daily Mixed trains commonly ran without a single passenger, and the total revenue for a round trip could be as little as three or four shillings. At least the Crew could turn the engine at Kilmore!

The inevitable closure occurred on 1st June 1897. Local farmers arced up, and Goods trains were run sporadically as far as Goldie over the next couple of years, and from 6th February 1900 a Mixed train ran right through to Kilmore again, on Tuesdays only. By 14th July 1903 the Department had had enough, and the railway closed forever on this date, lying dormant until dismantled circa 1917.

Back on the original branch line the local Crew would have been overjoyed when 50 foot diameter

turntables, second hand from Dimboola and Myrtleford, were installed at the junction and Lancefield respectively in 1900–01. Their nice little job would have disappeared when railmotors were introduced on the line in 1926, and the engine shed was sold for removal in 1931. The 1935 Working Time Table shows a Petrol Electric Rail Motor running most of the service, supplemented by a "Car Goods" train on Wednesdays that required 1hr 45min to cover the 14½ miles in each direction.

A Leyland double-ended Rail Motor was running the show in late 1944, but North Melbourne Crews were using D³ class steam engines by the early 1950s. Most Melbourne jobs at this time were run as changeovers, so the Lancefield Rest was a bit of a novelty.

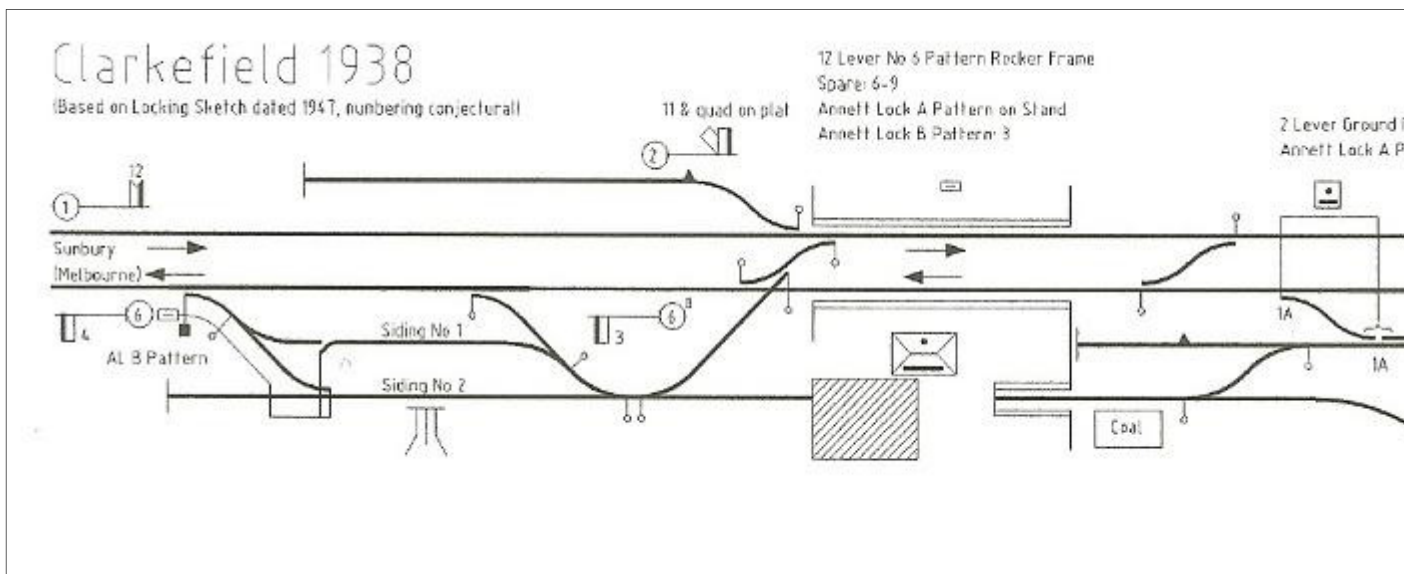
A typical shift was recorded by Fireman Ian Barkla: Friday 21st May 1954. Signed on at 2.49pm, firing for Driver Charlie Boromeo. Available, and prepared N463 (a "Pommy N") then D³643 and ran the 5.04pm Pass to Lancefield. They shunted the train, reversed the loco (using the 53 foot turntable that replaced the 50 footer in 1950) and stabled it with a banked fire before Resting in the humpy. Off at





Three men and a dog pose for the camera at Lancefield Junction, where the nameboard invites us to change for the cross country line to Kilmore. Opened around 1862 as Lancefield Road, then Lancefield Junction from 1881, it was renamed Clarkefield in 1926 in honour of the local gentry, the Clarke family, who owned vast tracts of land in the district. The Main Line (capital letters, please!) is laid in double headed rail, held in its cast iron chairs by wooden keys, while that timber station building with its fancy verandah is similar to the contemporary one at Sunbury. (Have a look at the photo display in the waiting area at Sunbury, and you'll see the resemblance.)
 Circa 1896. PHOTOGRAPHER UNKNOWN

DIAGRAM COURTESY ANDREW WAUGH





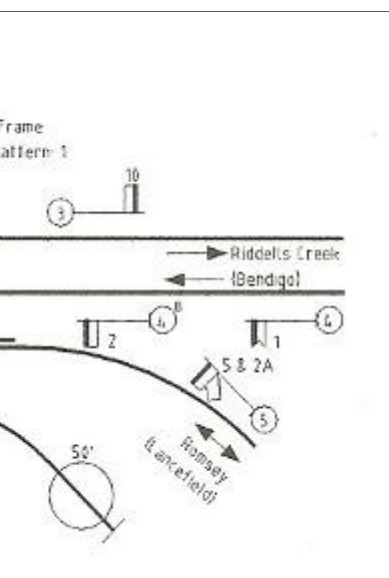
Here are our friends once more in their sartorial splendour, with white cravats for the Station Master and his Assistant, and a flower in the lapel buttonhole for the Porter, while behind them in the iron shelter is the 12 lever frame provided when the station was partially interlocked in 1894. The hardware on display here would cause a 21st century antique dealer or auctioneer to wet themselves with excitement. The neat little platform lamp would have cast a gentle glow on those metal advertisements; some promote whisky or tobacco, but the ads for “Dr Bright’s Cough Mixture” and “Dr Law’s Cough Balsam, Best Cure on Earth for Coughs & Colds” (probably laced with opium!) are signs from a time when patent medicines flourished, and the cost of a doctor’s visit was out of the question for most working class families. Circa 1896. PHOTOGRAPHER UNKNOWN

8.05pm; 5hr 16min. Signed on Saturday 5.50am and ran the 6.50am Up Pass ex rest. After arrival back in town and taking their loco over the pit (quite literally, with a steam loco) they were utilised for prep and relief jobs by the Manpower Clerk. Other locos dealt with were A2935, R706, B60 and B64. They signed off at 5.50pm; a 12hr shift.

A number of railways including many authorised by that 1884 “Octopus Act” closed during the early ’50s. This one survived a bit longer but the VR management, possibly prodded by Henry Bolte’s government, would have regarded it as just another uneconomic branch line and amid claims of political nepotism over the replacement bus contract, all services ceased on Saturday 11th August 1956.

The train was diverted to Woodend and the departure time from Melbourne altered to 5.14pm; the Crew now “resting” in a 20 x 12 foot “portable” located alongside the Up line, at the Bendigo end of the station. The late Driver Roy McDuff spoke of getting up at frequent intervals and opening the door of the “humpy” to enable trains to pass right through it before toddling back to bed again, although he may have been exaggerating slightly. Nevertheless, it was a far cry from the tranquillity of Lancefield. All things good or bad end eventually and the 5.14pm, extended to Kyneton some time in the 1960s, was the grandfather of those commuter trains some of us know and love today.

This little essay has drawn heavily on research notes compiled by Des Jowett, Michael Guiney and Andrew Waugh. Thanks to all, including Steve Malpass for scanning the above two photos; retired Driver Ian R. Barkla for sharing his memories of the line; Steve Bucton (PacNat ex Freight Sub-division, South Dynon) for his amazing photo editing; and young Eddie Cole (Passenger Sub-division, Southern Cross) for his help with the illustrations and timetables. (TWP) LL



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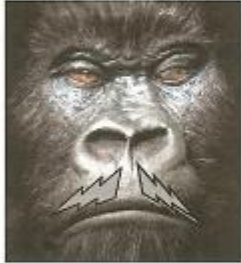
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NELSON'S COLUMN.

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 sod off now or e-mail me at piss.up@myplace.come.ok or call toll free 1800 FAR QUE.

Magilla's back in Charge.



Well girls and boys Marc Marotta has made the greatest comeback since Jurassic Park, well done to his crew and I wish them well for the difficult task ahead, (rather you than me, mate!).

I think I can speak for 80% of members when I say this time we can collectively look forward to an era of stability and cohesiveness within our Locomotive Division and our Union as a whole.

Do not be too tough on the outgoing executive as I am sure they thought they were acting for the good of the Loco Division, now is not the time for witch hunts because if people have been found to have acted wrongly then they will have to answer to a competent jurisdiction for their deeds.

Now is the time to rebuild the Union into a cohesive Industrial Power House to tackle the bungling managements of Pacific National, V/Line Passenger, Metro Trains Melbourne and assorted others.

Roster Code at the Sparks.

Recently here at The Sparks, there have been some fundamental errors in rostering for Lecture Hall in that the roster rosters are wrongfully and knowingly rostering any shift to lecture hall thus;

Pakenham 209x at 02:56 to 08:37 being altered to sign on at 05:15 for a shift that can conceivably sign off as late as 17:15 in the evening when 4 hours travelling paid time is taken into consideration on top of 8 hours in the College of Knowledge (Drivers' Day-care).

In reality according to the roster code when rostering for Lecture Hall or First Aid Training the last sign on for Dayshift must be altered for Day Lecture Hall or First Aid Training and the earliest Afternoon shift must be utilised for Afternoon Lecture Hall or First Aid Training classes, look it up and learn your Roster Code.

It's true cockroaches and Clerical grades will be the only survivors of a Nuclear Holocaust.

Metro Trains Melbourne 1.

What a disaster this has been for the honest burgers of Melbourne, what the pharque wuz the Brumby Laboral Guvmint thinking when Lynn Kostcutski and Count Pakula and assorted other political misfits appointed the Chinese Communist Government owned Hong Kong Based company MTR (Mass Transit Railways) to run the Melbourne Metropolitan Rail Network, just proves MTM means Melbourne Transport Massacre.

I believe I know the reason why they did but more of that later.

MTR run a small purpose built network in Honkers (The MTR first began service in 1979. The present-day MTR network includes 211.6 km of rail with 150 stations, including 85 railway stations and 68 light rail stops) it is not a trunked rail network like Melbourne's in other words their network is exclusively used by Metro Type Trains their are no locomotive hauled passenger or goods trains or diesel rail cars it is virtually an above ground Metro System operated by Metro type trains that would appear to be wholly incompatible with each other and are even restricted to certain parts of the network due to some being 1.5KV DC and others being 25KV AC.

So why did the Laboral Government appoint a company that has no experience of operating a Trunked Railway?

Answer; Simple really, the Brumby Laboral Government wanted to score political points with the electorate and media by getting shot of those Incompetent losers from La Chemin De Fer De Connex (who couldn't even manage a good time in a Cathouse with a fist full of \$100 Bills) and replace with another cackopunts to take the fall for successive State Governments failure to address Public Transport Infrastructure in a meaningful and sustained way.

It looked like Keolis was all set to win the franchise for heavy rail while Transdev were set to retain their Tramways Franchise until Veolia, the Pirates who own Connex, announced plans to take over Transdev in a share buyout this of course meant the State would have been stuck with Connex after all, this would not do.

So next thing you know Transdev cops it up the freckle, Keolis gets the Trammies as a

consolation prize as they had bid for Trams as well as Trains, and the South China Sea Pirates get to Mutilate the Greater Melbourne Railways without a clue.

Metro Trains Melbourne 2.

Speaking of ahzoles what a sweet collection of banditry we collected with our Gracious Benefactors at MTM first we got Chief Executive Orifice Andrew (it wasn't my fault) Lezala late of the London Tube Railways bankruptcy, you see according to our fearless leader he maintains it was the British Government's fault, however from reports I have read this does not appear to be the case at all.

Next we had Human Resources Manager Bill Armstrong the nicest thing I can say about this being is he must've come from another galaxy, his answer to everything was to book a hearing in the Industrial Commission and get himself reamed up the date by the Union and the Commissioner for being a goose.

Turns out it wasn't about winning he just wanted to be reamed, and he was subsequently dismissed by the Metro CEO for trying to dismiss a pregnant women who worked in his office for some trivial matter just so he could feel like a hero, I think it was one of the most craven acts ever committed in the long history Victorian Railways. Their are various other camp followers with this crowd including some of the vegetation which used to sprout like weeds in Connex have now entered into a symbiotic relationship with the bottom feeders from Cathay.

What is good to see is the healthy competition between these vermin as they jockey for position to penetrate one another in the buttocks to steal the others job (TV41).

It has got me flummoxed why Red Ted and the Libor Government keep these pet viruses on the state payroll, if they got rid of MTM and ran it as a state owned Private Company it would allow the Billions of Bucks going to the Commies to stay in Victoria and be used for the benefit of the State instead of lining the pockets of the Chinese Generals.



Red (Blue?) Ted.

I think it is absotively posilutely a-pharquing-mazing that the Liberal Party in Victoria can get voted in on a progressive (almost socialist) platform while the ALP gets de-arz for being to conservative, so now have the centrist Libor Party and the right wing Australian Laboral Party, what a joke, go figure.

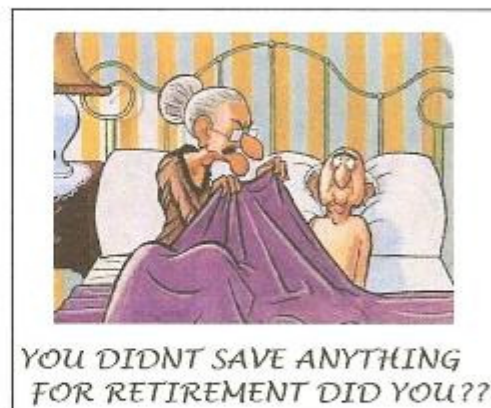


Retirement Benefits.

Some members are expressing a belief that your Annual Leave Loading is not paid out on retirement, quite frankly that is cobblers all entitlements to Loco Grades are paid out in full upon retirement or worse.

This does not include sick leave of course which is more of employer funded insurance against loss of income.

If you have any doubts ask the Union Boys and they'll give the good oil, not scare mongering bovine feaces.



TTFN.

Well thats it from me for now and it is good to be back at it again, write in it's your Mago, and if you disagree with me on anything write in to refute and it will be published in its entirety.

Clay Lucas June 27, 2009 The Age. *Extract.*

THE chief executive of Melbourne's new train operator also headed a British rail company that went into administration at a huge cost to taxpayers.

Andrew Lezala, whose Metro Trains Melbourne will soon operate the city's trains, was chief executive of the British rail maintenance company Metronet from May 2005 until it went into administration in July 2007.

It collapsed with £1.7 billion (\$A3.5 billion) in debt, forcing the British Government to bail it out.

A damning report on Metronet's failure, released just three weeks ago by Britain's National Audit Office, found the company's management had wasted millions of pounds of public money.

"The main cause of Metronet's failure was its poor corporate governance and leadership," the report said. "We estimate that the overall direct loss to the taxpayer arising from Metronet's administration is between £170 million and £410 million, in 2007 prices."

The report was highly critical of the "inefficient" spending practices of the company.

Metronet was established in 2003 to maintain and upgrade the tracks and stations of the London Underground. Its collapse forced the abandonment of 12 major station refurbishments and caused another 47 to be postponed.

The Age sought an interview with Mr Lezala yesterday over his role as chief executive with Metronet, and was initially told he would be made available.

However, Metro Trains Melbourne spokeswoman Leah Hayward later issued a statement saying that Mr Lezala had been the third chief executive at Metronet in two years and had worked hard to restore the business.

"Within two months ... Andrew uncovered structural and internal business issues," Ms Hayward said. Metronet had "been placed into voluntary administration, instigated by Andrew as it was in the best interests of the business and the people".

£500,000 payout for failed Tube chief Dick Murray, Transport Editor
25 Oct 2007

Andrew Lezala: Walks away with £500,000 pay-off



The head of failed Tube firm Metronet is to get a £500,000 pay-off, the Evening Standard reveals today.

Four other bosses will receive £700,000 between them - and the taxpayer will foot the bill.

They were formally sacked today by Ernst & Young, the administrator now running the company which went bust because it could not control its costs.

Chief executive Andrew Lezala and the others have a week to clear their desks.

Metronet was responsible for running and upgrading two-thirds of the Tube network but passengers suffered a series of major delays and cancellations. Transport for London announced it wants to take over the operation.

Sources said Ken Livingstone had been personally involved in the departures of the executives after describing the company as "dead as Monty Python's parrot".

An industry source said: "It would be fair to say that senior management at Metronet did not enjoy the full confidence of the Mayor."

Brian Cook, chairman of TravelWatch, condemned the payments and said: "It is very regrettable that either the taxpayer or the fare payer will end up paying the bill for these people who have run a thoroughly disgraceful company."

Mr Lezala, along with the chief finance officer Philip Pacey, senior vice president (commerce) Ken Owen, senior vice president (change management) David Clark, director of

communications Paul Emberley, will all stop work immediately.

They are expected to receive a year's salary. The chief financial officer is believed to have been paid at least £200,000 a year, the two senior vice-presidents around £175,000 each and the communications director around £150,000.

They will also take the pension pots they built up while with Metronet. The cash will formally be paid by Metronet on the orders of administrators Ernst & Young. A spokesman said: "We would not discuss any financial aspects of their going."

But Metronet has no funds of its own and is continuing to operate while in administration thanks to £1 billion of cash provided by Transport for London - meaning the pay-offs are effectively from public funds.

Today their severance deals were called an "award for failure" by critics who said they should have received nothing.

Although others have shown an interest in Metronet, industry observers say TfL is odds-on favourite to take over. TfL refused to say how much it is willing to pay but pledged there would be no extra cost to fare-payers.

Administrator Alan Boom will have to decide if their bid is in the best interests of Metronet's creditors. Metronet was responsible for upkeep of all the subsurface lines, including the Circle and District, along with the Bakerloo, Central and Victoria lines.

But it crashed in spectacular fashion when it failed in its demand for an extra £1 billion for extra work the company claimed it had done on the deep level routes. It was also planning to claim a similar amount for the subsurface lines.

Tim O'Toole, London Underground managing director, said: "In dealing with the collapse of Metronet, and through the administration process, we have had two priorities. First, to ensure the continued safe and reliable operation of the Tube network for passengers. Secondly, once under TfL control, we seek to put in place a stable, economic and efficient structure that is better able to deliver our investment priorities that will lead to increased capacity on the Tube in future."

And for something completely different.

QUESTIONS THAT HAUNT ME!

Can you cry under water?

How important does a person have to be before they are considered assassinated instead of just murdered?

Why do you have to 'put your two cents in'... but it's only a 'penny for your thoughts'? Where's that extra penny going to?

Why does a round pizza come in a square box?

What disease did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they 'slept like a baby' when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

Why are you IN a movie, but you're ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

Why do doctors leave the room while you change?

They're going to see you naked anyway.

Why is 'bra' singular and 'knickers' plural?

Why do toasters always have a setting that burns the toast to a horrible crisp, which no decent human being would eat?

If Jimmy cracks corn and no one cares, why is there a stupid song about him? If the professor on Gilligan's Island can make a radio out of a coconut, why can't he fix a hole in a boat?

Why does Goofy stand erect while Pluto remains on all fours? They're both dogs!

If Wile E. Coyote had enough money to buy all that ACME crap, why didn't he just buy dinner?

If corn oil is made from corn, and vegetable oil is made from vegetables, what is baby oil made from?

Did you ever notice that when you blow in a dog's face, he gets mad at you, but

when you take him for a car ride, he sticks his head out the window?

Why do we press harder on a remote control when we know the batteries are getting dead?

Why do banks charge a fee on 'insufficient funds' when they know there is not enough money?

Why does someone believe you when you say there are four billion stars, but check when you say the paint is wet?

Why do they use sterilized needles for death by lethal injection?
Why doesn't Tarzan have a beard?

Why does Superman stop bullets with his chest, but ducks when you throw a revolver at him?

Why do Kamikaze pilots wear helmets?

Whose idea was it to put an 'S' in the word 'lisp'?

Why is it that no matter what colour bubble bath you use the bubbles are always white?

Is there ever a day that mattresses are not on sale?

Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?

Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance?

Why is it that no plastic bag will open from the end on your first try?

How do those dead bugs get into those enclosed light fixtures?

When we are in the supermarket and someone rams our ankle with a shopping cart then apologizes for doing so, why do we say, 'It's all right?' Well, it isn't all right, so why don't we say, 'That really hurt, why don't you watch where you're going?'

Why is it that whenever you attempt to

catch something that's falling off the table you always manage to knock something else over?

In winter why do we try to keep the house as warm as it was in summer when we complained about the heat?

How come you never hear father-in-law jokes?

Night School.

Paddy's friend, Joe, was taking a night course in adult education. "Who is George Washington?" he asked Paddy.

"I don't know" Paddy replied.

"He was the first president of the United States," said Joe. "Do you know who Lord Nelson was?"

"No," said Paddy.

"He was a great British Admiral," said Joe. "You see you should go to night school like I do."

"Now I have a question for you," said Paddy. "Do you know who Mick O'Sullivan is?"

"I don't," admitted Joe.

"Well," said Paddy, "he is the guy who is seeing your missus while you are at night school."

The Letter Book

by **Tony Petersen**
Metropolitan Sub-division, Flinders Street

HUGH McClement Burch [as Secretary of the Locomotive Engine Drivers' & Firemen's Association in the Colony of Victoria] spent much of 26th January 1881 writing to members.

"Dear Sir,

On examining accounts I find you were in arrears of one pound, seven shillings and six pence (£ 1-7-6) at end of financial year February 1880. Since 1st March the subscriptions have been one shilling (1/-) per month. The amount of one pound nineteen shillings and six pence would clear you up to end of February 1881. As year is near an end you will oblige by informing me of your intentions.

Burch Secretary."

He wrote at least 28 similar letters for various amounts that day. Sometimes he was "their most obedient servant" but for some men his usual courtesy was missing.

The conversion of one shilling to ten cents is misleading. A Fireman could be paid 9 shillings (90 cents) for a day's work and a shed fitter 12 shillings (\$1.20). Men worked a six day week. Twenty shillings equalled one pound and there were 12 pennies in a shilling. So for a day's wages for a fitter, these men could be financial members of the Victorian Engine Driver's & Firemen's Association. I do not know if they received a diary for that amount.

We know a little of the life of Hugh Burch on that day because copies of his correspondence survive in a book held by the Melbourne University Archives. Documents belonging to the AFULE and its predecessors were given to Melbourne University where they can be studied by those with an interest in the subject. There are hundreds of archive boxes.

The oldest document is a "Letter Book". This is a record of correspondence to and from the Melbourne Secretary of the Association who acted as the General Secretary. Outward correspondence was written on a page of the book and a carbon like copy remained. It appears that inwards correspondence was transcribed into the book so that there was a record of both but it was tedious, repetitive work.

The book covers the period from July 1880 to September 1882. Burch was Secretary until April 1881 when he was killed when he fell from an engine near North Melbourne Junction. Edwin Swift took over the job and continued to record correspondence. For its age, 130 odd years, it is in good condition although some entries are illegible and there are a few pages that have been removed.

It details an important time in the development of our Union.

The Union or Association began before 1880. It is believed that it began around 1861 as an understanding between about 20 Drivers. It was expanded to include Firemen in 1872 and by 1880 it included Engine Cleaners if they had completed one month of firing duties.

Up until that time it did not seek publicity and there does not appear to be any surviving documents from that earlier period.

In the 1870s representatives of different groups in the colony competed in Parliament. Land owners and capitalists had their favourites. Working men and reformers chose to support Graham Berry. He served as Premier several times during the late 1870s and early 1880s. It was time to clarify the status of a Union.

There were issues in the workplace. Early on New Year's Day 18789 [sic] a locomotive ran down an embankment at Spencer Street Station. The Fireman, Alfred Harmes, was fatally injured and died a few weeks later. The Driver was dismissed but Harmes left a widow and four children. Representations in Parliament gained her some compensation and a position as a gatekeeper so that she had some income and a place to live. It is likely that the Association applied some pressure on her behalf.

The Association definitely provided support to its members who were in trouble with the Railway Department. In those far off days the proof of intoxication could be a matter of opinion. A derailment at Broadmeadows may have been attributed to alcohol but some fellow Drivers did not agree that their colleague was affected. Another incident where a foreman would not allow a Driver to take an engine out of North Melbourne provoked contrary statements from witnesses that he was sober. It was a serious accusation and the authority of the foreman was challenged.

The Minister for Railways said to a deputation from the Association: "Those who gave evidence on behalf of the Driver were, no doubt, very good men; but it curiously happened that they all belonged to this very Association."

A circular issued in early 1880 barred members of the Association from taking up positions as foremen. The Minister wanted the Association to become a benefit society or at least alter its rules. Some of this is documented in newspaper reports of the time. It is about this time that the "Letter Book" begins.

After some initial correspondence regarding a previous meeting the Association received a memo in July 1880. The Minister for Railways wrote, "I am of the opinion that the existence of the Association will not prove to be of any public or departmental benefit so long as it retains Rule 3 in its present form." This

rule does not survive but it seems to relate to the process of accepting members.

The Association conceded, agreeing to accept a rule change that would be an “equitable form of initiation”. The new rule became:

“That any Driver or Fireman desirous of becoming a member shall be proposed and seconded by two members of the Association and a show of hands taken on the following monthly meeting and is a majority of said meeting are in favour of him becoming a member he shall be considered elected.”

It was not a total capitulation. The Secretary reminded the Commissioner of Railways that there had been a deal and “you will kindly withdraw circular barring members of the Association from promotion.”

For the Association the victory was in the fact that the Government would recognise and accept its existence and that it would deal with the representatives of the Association in matters relating to working conditions and other issues. In 1880 this was an achievement.

For Hugh Burch this was the beginning of a busy period of clerical work.

All branches had to be contacted. At this time there were branch secretaries of the Association at Geelong, Ballarat, Sandhurst (Bendigo) and Maryborough. All copies of the previous Rule Book were to be returned and new ones issued. Twenty copies to Geelong, 50 to Ballarat, 50 to Sandhurst and 30 to Maryborough give some idea of the strength at these locations.

The North East district was not organised and so Rule Books went to individual members in Seymour, Benalla and Wodonga (“...you might appoint someone among yourselves to collect contributions and correspondence...”).

The letters to these and others give an insight into the life and thinking of Enginemen at the time. Grievances were mentioned and incidents explained. There were requests for advice. If a member fell on hard times and a loan was made to tide him over, what should the procedure for repayment be? If he had been back at work for some time – nine months in one case – and he made an offer to repay some, he might be told it was a present. He could keep all or a portion of it. If he didn’t make an attempt to repay then that was a different matter.

Sometimes the advice was direct and clear. Edward Mathews was told to get a solicitor. Mr. Gillott was recommended. “The Association has previously employed him in defending members.” The Association would pay.

A guard, George Smith, had fallen from his van near Montague Station. Mathews, running light engine in the opposite direction, was told to look out for him. It was near midnight. Without headlights and

with pitiful brakes Mathews stationed his Fireman at the front of the engine with a lantern. Travelling at about 5 or 6 miles per hour (there was a witness) they still ran over the body and pushed it 30 yards. The body was warm when examined. After the adjournment of the inquest and a postmortem the doctor was certain that death had occurred instantaneously from the fall. But it was still good advice to get a solicitor.

The Letter Book also tells the story of growing co-operation with other Enginemen’s organisations. There is correspondence with the representatives of two Associations in New South Wales – Goulburn and Sydney. South Australia was attempting to organise and by August 1881 there was contact with a Mr Jackson in Queensland. This was more than just friendship. Victorians were mounting a campaign to increase holiday entitlements and were requesting information about entitlements in other places.

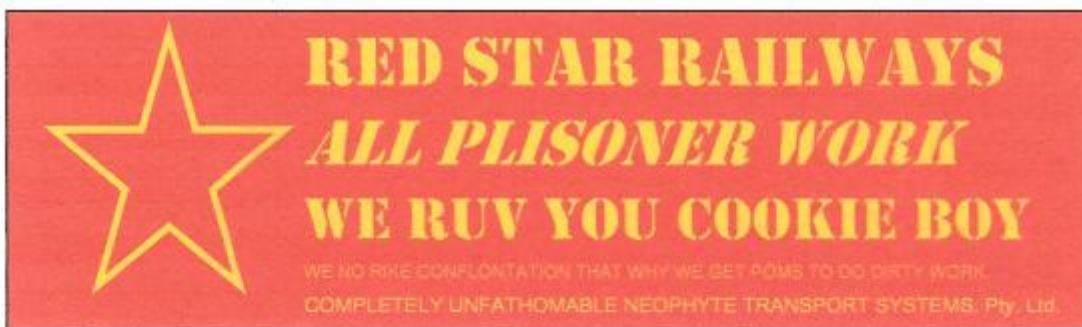
The quality of the entries changes around April 1881. The new Secretary, Edwin Swift, took over in difficult circumstances. There was a need to raise money for the widow of Burch and his three children. There is a condolence letter signed by James Craik, President and Chairman, Edward Frewster, James Gurney and Swift on behalf of the Association.

Subsequent issues discussed included compensation for widows and members who were permanently incapacitated. About £70 was raised for Mrs Burch from members and additional compensation came from the Government. Should there be a permanent fund? Should every man donate one day’s wage?

Burch’s hard work was recognised. Despite the cost there was a serious discussion about appointing an outside Secretary. The job did seem to be a lot to do in a part time capacity while driving trains for a living. In 1880 he had declined an invitation to the annual dinner of the New South Wales Enginemen because he had already used up his annual leave entitlements. There was no leave for Union business.

When Swift was writing to Mr. Jackson of Queensland in 1881 he acknowledged Burch’s efforts. “We have had a job to hold ourselves with the heads of our department for a long time, and it is only about 12 months ago that they did acknowledge us as an Association ... so we are on better terms now and if any of our men can’t get their rights from their foremen the society takes the case up...”

But it was not just Burch who attended these matters. There were other Secretaries around Victoria and individuals who attended meetings, read the Rules and paid their subscriptions. A few formed delegations to “wait on” the Minister, Railway Commissioner or the official as required. They believed “that unity is strength”. Their purpose was “to protect the interests of Enginemen”. **LL**



MONDAY 14TH MARCH 500 BC.

The Guvners Orfice,

'Ere, I'm lookin' for geezers 'oo wanna be Depot Managers at Out-Stations, you gotta 'ave lots o' bottle to do this if you wanna work in my manor, awright! If you're a right nutter 'oo's not afraid to use a shooter to get results then Red Star Railways wants you.

Wot u gotta do is be prepared to lag on ya former workmates 'oo are all Union toerags anyhow and not give a dawgs arse about what they thinks of youse.

Wot qualities youse need;

Dedicated.
Enthusiastic.
Ambitious.
Diligent.

Plus youse will be;

Caring.
Understanding.
Noblesse-Oblige.
Tactful.
Sincere.

Youse'll also act as my snout and lag any P.D. or Driver for any infraction against the rules no matter how minor, any breach of discipline must be dealt with hastily, harshly and as unreasonably as possible in order to make us look like the masters in our relationship with "Human resources" they must be made to love us or they'll cop it up the Kyber, although we really don't know why those borstuds 'ate us so much, bunch o' Bleedin' Bolshie Union Oiks.

If'n youse want dis job come up to the Snake Pit on Level 3 an' 'ave a yak wit the Guvner.

SIGNED

PRAMSEYOS THE UNMERCIFUL
THE GUVNER.

NOW GET BACK TO FLIPPIN' WORK YOUSE LAZY BLEEDIN' COLONIALS.

OUR PARTNERS IN IMPULSIVENESS.



Post SPAD Review (Metro)

A SIGNAL Passed At Danger (SPAD) in your working life is not a certainty. But your chances of an occurrence increase with the level of speeding you may undertake within the section, haste at departure from a platform or inattention as a result of say, using your mobile phone.

As poster boy Mark Trickey (doing his best “Blakey” impersonation in *Catchpoint*) tries to display, speed and haste will undo you. So what happens after you have a SPAD? The following is the standard process for all alleged SPAD occurrences.

The immediate response is that you are relieved, and temporarily stood aside from driving duties pending the outcome of preliminary investigations.

You will be required to undertake a preliminary breath test. This is normally carried out by a Principal Driver (PD), trained in this task. This is mandatory and should be done as soon as possible after the event. This should be done at FSS.

At this point the PD may indicate they wish to take down some notes concerning the incident. This document is the “SPAD A” report or even just a Driver’s Incident Report. This is the start of the preliminary investigation into the event.

Though maybe being presented in an informal situation, these recollections at this point form part of the formal structure of review into the event and can and will be used at later stages of the process.

This report is required to be undertaken. Ensure your recollections on details are concise and accurate. If possible prepare yourself by jotting down some notes about the incident as you travel in. At the end of the interview ensure you have a copy of your breathalyser reading and a copy of the “SPAD A” or Driver’s Incident Report

You are entitled to copies, as these documents will form part of your work history file.

The next step in the preliminary investigation process is the collecting and analysis of all available information available from the system to give data, such as speed of train, brake handle and master controller position (typically from VICERS and other train based recording systems), signal timing into sections, control equipment function and status (typically data from the signalling system generally known as signal logging), images from station CCTV equipment and a myriad of other sources not dreamed of as being capable of assisting in such investigations.

You will be paid as per your rostered shifts whilst the preliminary investigations are being conducted.

If you want to know how much information is available to investigators, it is well worthwhile reading the Final report from the Office of the Chief

Investigator for the Craigieburn incident. (Electronic copy available from Union office.)

If the findings from the preliminary investigations identify that you are not at fault, for example a revert to Stop for a signal, signal system failure or Train Controller or Signaller error, you will be placed back onto your normal roster. This is generally the next day. If the findings from the preliminary investigations identify that your action/s resulted in the SPAD you will enter the realm of the “*Train Driver Post SPAD Occurrence Management Procedure*”.

In both cases, please contact the Union as soon as possible to inform them of the situation.

This procedure was developed in consultation and agreement with the RTBU-LD and is its final stages of sign-off. The main purpose of this document is to assess the SPAD and actions before and immediately after the incident. Factors taken into account are as follows:

SPAD Overrun Severity. By how far you have passed the signal. (An indication of speed.)

Level of Occurrence. Was there damage to infrastructure and/or the train, injury or death?

Compliance with Rules. Did you undertake correct procedure prior to and post SPAD?

Driver Previous SPAD History. Have you a history of SPADs in the last two years?

A risk grading score (a number from 1 to 18) will be developed from the above categories that will be used to assess the type of management plan to be implemented. This could well be the type, nature and amount of retraining, increased auditing level, possible requirement for a Stage 10 examination and up to assessment for possible redeployment.

This risk grading score will be cumulative and remain active for a total period of 24 months. This means if you have a risk grading of 7 and have another SPAD at 23 months of risk grading 4, your risk grading is 11 and you will be categorised as an extreme risk with a possible outlook of redeployment.

If no event occurs for 24 months after being risk graded your score will revert to zero. Any further queries feel free to drop into the Union office. **UU**

Visual Management Board (Metro)

VISUAL management has hit the hall with a pretty and big board, purporting to report on train failures. Since no-one has taken the opportunity to tell us what the board is about, let’s have a crack ourselves. From an article on the internet by John Stepleton (you do the googling): “Visual Management. What Gets Measured Gets Improved”, suggests that boards should answer these questions: “Think of a visual management system as the scoreboard for your business. At a minimum it should communicate:

- * What are the goals the organisation, department or job function is trying to achieve?
- * What are the key measures or units of work?
- * How are we performing in relation to our goals?
- * What prevents us from reaching our goals?
- * And, most importantly...what are we doing to contribute to reaching our goals?"

What are the goals? Buggered if I know? If it's a reduction in train defects, well, how as Drivers are we going to achieve this? We don't repair them. Maybe we would do a better job given the skill sets that reside amongst us.

We as Drivers only report faults! So maybe if we don't report faults we are more in line with commercial objectives. Is that the "board's" goal, to intimidate us into not reporting faults?

The metrics used to report faults is by category. Such as Own Goal (WTF?), Critical, and No Fault Found. One category indicates that the same faults recur after 28 days for roughly one-third of all critical train faults. Well I'll be damned! Does this mean that after three visits for the same fault it is finally sorted out?

Well "no fault" appears to be a swing at us. The metric suggest that every day up to at least five trains appear with this magic fatal condition disrupting the system and causing chaos, such that our world will end in the near future.

The only supporting document here are an A4 landscape report which indicates no fault found category but due to absence of all pages does not give full details for other categories (the report is up to five pages long, but usually only two supplied). Even deciphering the date of the figures on the board to the supporting documentation is difficult. Monday, Tuesday, Wednesday, etc. doesn't cut it. Seems to me no attempt

is made to rationalise or understand this malaise. Maybe no fault found is a condition that exists simply because our train is dynamic and moving when we have such faults and the thing is stationary when the fitters see it.

For example some DDU/computer set ups require a rest during the day because the exertion of recording video and telling customers what station is next is too much. When reported and condemned to be shunted out, the DDU suddenly springs into action when it realises that some fitter is going to shove his electronic digit up its arse.

Or what account is given for METROL challenging the fault because they have a better understanding of what a fault is and how to repair all from reviewing the situation eight floors above Melbourne and behind the motel. We have experienced those calls, "Well Driver I am telling you that ...".

How about a review of the fixed in running metric, when skilled operators sort out the problem so that a train isn't shunted out?

Well on most counts from J. Stepleton, the board fails to convey any information that is pertinent to us in achieving a goal, whatever that might be. What information is of use on the board for the Driving grade? Well the graphs on the A4 at the bottom are interesting.

But they only paint a picture that we are familiar with: An ageing fleet whose overall level of reliability is falling since the demise of Connex and the arrival of the new masters of the universe.

After wasting a considerable time in front of this board to understand it, someone wiser than I suggested that it is for forecasting next weekend's Tattsлото numbers, but even here I would be cautious in using this information. LL

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New Electric Train Selected for SA



CITY train travellers in Adelaide have been promised a smoother and faster ride as 66 new electric shuttles are added to Adelaide's network.

The new trains will have a top speed of 110km/h with faster acceleration and deceleration [than the existing diesel railcars] and performance that leads to significant power savings. They will feature an array of on-board technology including Smartcard ticketing capability and CCTV while also being fully disability accessible.

They will also be designed to meet Adelaide's extreme heat demands both in operation and in customer air-conditioning.

Transport Minister Pat Conlon today said final negotiations were under way with Bombardier Transportation Australia to provide the new electric railcars.

From the drawings available on the internet, we have a VLocity with cab doors and pantograph (hopefully its headlights will allow the Drivers to be able to see at night). Rumours indicate that this state's VLocitys will be fitted with pantographs in an attempt to reduce fuel

consumption and to ensure V/Line Drivers do not lose that feeling of driving a Spark.

It's also nice to see equipment can be fully built in Australia.

Trains

On Monday 15th November 2010, Bombardier Transportation Australia was named as the preferred partner for the supply and maintenance of 66 new electric railcars, for operation on the electrified Adelaide suburban rail network. This followed the formal call for tender on 13th March 2010.

The railcars will use current proven technology, in that they will be a proven model of train operating well elsewhere. The new electric trains will be a faster and more reliable vehicle.

It is anticipated the first electric trains will start arriving in 2012 and be progressively introduced on

Adelaide's electrified lines following testing on the Seaford Rail Extension.

http://infrastructure.sa.gov.au/RR/rail_revitalisation/new_trains_and_trams/news **LL**



Debt

S	T	N	E	M	E	L	T	T	E	S	C	O	R	E
S	S	E	C	O	R	P	E	R	V	I	S	A	T	E
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L	R	N	R	E	V	O	C	S	I	D	L	L	I	H
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ABUSE	DISCOVER	POINTS
AMERICAN EXPRESS	EMERGENCIES	RATES
APPLICATION	FEE	REPORT
ARREST	FISCAL	REPROCESS
BALANCE	FTC (Federal Trade Commission)	REWARDS
BILLS	HOMELESS	SAVINGS
CARD	IMPULSE	SCORE
CASH	IRS (Internal Revenue Service)	SECURE
COLLECT	LATE	SETTLEMENT
CONFIDENTIAL	LAWS	SHOPPING
CONSOLIDATION	MASTERCARD	TAX
DEBT	OWE	VISA
DEFINITE	PAYDAY	WAGES
DISCLOSURE	PLASTIC	

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E-MAIL: rtbu@iprimus.com.au

I.....THE UNDERSIGNED HEREBY APPLY TO BECOME A MEMBER OF 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 (Cross out which is not applicable)

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

Address.....Postcode.....

Home Phone No.Date of Birth.....

Employer.....Employee No.

Date Commenced.....Grade.....

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

Work Phone No.Work Fax No.

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

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

(Please keep the following for your reference.)

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

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

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

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

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

In other cases;

At the end of three months; or

On the day which specified in the notice;

Whichever is later.

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

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

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

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

PHOTO BY CHARLIE HARRIS