



# RT&BU LOCOMOTIVE DIVISION LOCO LINES

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

EDITION 65 DEC 2015



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# LOCO LINES

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**Publisher**  
Marc Marotta

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# Secretary's Report

By Marc Marotta



## The Constant Challenge

In the last few months the Locomotive Division representatives have been working diligently to reinforce and retain drivers' terms and conditions amidst clever and subtle moves to diminish and reduce driver qualification standards, wages and conditions from the various enterprises in Victoria. Metro is leading the change with V/Line bringing up in the rear

At the time of writing there are three Enterprise Agreements currently under renegotiation which are taking shape very slowly due to both management reticence to bargain in good faith and their renegeing on previous stated positions. There have also been other covert activities by management occurring that attempt to distract the RTBU from the goal of maintaining the best terms and conditions for our members, such as Metro in conjunction with local union representatives from ETU, AMWU coming to a secret arrangement that would take traditional train drivers work from workshops and sidings, cunningly marketed by both Metro and union collaborators under the guise of multi skilling.

**This in the Locomotive Division's view is the start of a deskilling program for the train driver role with aim to reduce wages of drivers, with the introduction of second and third tier train driver credentials.**

Metro's start point for EA negotiations reinforced the Locomotive Division suspicions of Metro's Agenda, because Metro's position in EA negotiations was that they wanted in the Melbourne suburban system, that a driver will only drive one line with three different levels of driver qualification and safe working to create multi-tiered train driver credentials with varying pay levels. Metro initially stated they would get it in with or without the agreement of Locomotive Division. Metro confidence was based on their intention to hire the new staff under a different enterprise agreement called the rolling stock EA which does not have a roster code or eight hour guarantee per shift—virtually a blank canvas for train driver conditions—as we say the Nike principal “Just Do It”.

The RTBU has only been able to overturn Metro's plan of deskilling and devaluing the electric train driver qualification, by a unified and strong RTBU position. Make no mistake this was one of the most concerted and sinister attacks on members' qualifications and pay rates that I have ever witnessed.

Metro had prepared its' campaign against the RTBU well, with the assistance of some Public Transport Victoria (PTV) department heads. Firstly by initially convincing the Victorian Government it was essential to strip away the bulk of drivers' roster conditions in order to support the Government construction and Grade Separation projects scheduled over the next four years and introduction of all night train services on weekends known as “HomeSafe”. The claim by Metro that it could not train new trainees drivers for the future unless it was able to remove the current roster conditions and implement eight separate territories. This was the basis of all submissions to Government and endorsed by department heavies at P.T.V.

*When nothing  
goes right,  
Go left.*

Initially the Victorian Government was supportive of Metro's campaign in the press, and the RTBU came in for some unfair criticism in my view. During the intensive



negotiations, Locomotive Division with the support of State Secretary Luba Grigorovich, was able to reveal the untruths being promoted by the PTV bureaucrats and Metro. The Victorian Government started to listen and we believe this is the reason some high level PTV bureaucrats are now unemployed.

Consistently throughout this process Metro was and still is, trying to change items even after agreement is reached between the parties, and therefore negotiations remain tense. Hopefully we are able to get endorsement of the new Enterprise Agreement that prohibits the introduction of deskilling program that would reduce wage and threaten the current SPOT qualification and wages.

### Other Enterprise Agreements

Whilst at the same time Locomotive Division's negotiations with Qube and V/line for new Enterprise Agreements are occurring, they have been slow to start although some progress is being made on a more constructive basis than with Metro.

Locomotive Division has continued to represent it's members on the daily issues arising, where support has been necessary to stop management taking advantage and subverting their own company procedures, ensuring performance reviews are applied fairly, training and decent behaviours towards the members is adhered to by Metro managers and to a lesser degree in other enterprises.

The Constant Challenge for us, as your representatives, is to seek fair and honest outcomes for all members. The latest Metro management abuse is a good example of this.

**It seems Metro never learns and is not about to change.**

In my view Metro has once again exceeded it authority as an employer. Members will recall the brutish behaviours of Metro Management when they followed a female driver after she was injured at Frankston. Metro Management from Melbourne travelled to the Frankston clinic where she was attending for treatment then attempted to transport her to their Metro doctor against her will.

The latest episode started with a complaint being lodged with the union and the request that the matter be investigated. I have summarised the complaint with the individual's permission for your information, with the name of the individual removed for privacy.

## RTBU

The power of Union



Mr. Andrew Lezala  
Chief Executive  
Metro Trains Melbourne  
Level 9, 700 Collins Street  
DOCKLANDS VIC 3001

By Email: [andrew.lezala@metrotrains.com.au](mailto:andrew.lezala@metrotrains.com.au)

13 November 2015

Dear Mr Lezala,

#### Re: Inappropriate behaviour by Metro Managers


Unfortunately we have to bring to your attention the conduct of some of the Metro managers in dealing with female employees. Our Union has been in receipt of a complaint from a young female driver that was subjected to inappropriate conduct by your managers. I have attached the complaint to this letter.

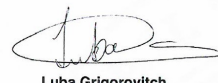
We expect that a full and comprehensive investigation is conducted. If the young woman's claims are verified, Metro administers the appropriate outcomes. This is not the first occasion that our organisation has complained about this sort of conduct to senior Metro Management.

The RTBU has dealt with numerous claims about Metro management overstepping it's authority in dealing with employees that are sick or injured at work. The RTBU's expectation is that Metro managers act in a more responsible and sensitive manner when dealing with employees that are injured or ill at work.

The RTBU requests a formal response to this matter as soon as possible.

Yours Sincerely,

  
Marc Marotta  
Secretary  
Locomotive Division  
Rail, Tram and Bus Union

  
Luba Grigorovich  
Secretary  
Victorian Branch  
Rail, Tram and Bus Union

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The Locomotive division received a complaint on 6 November 2015 about the conduct of Metro Management. A young female driver was experiencing chest pains whilst on duty which culminated in a call advising the allocations officers that she was unable to continue on her journey because of the pain. The young driver was met by ambulance at Glenferrie Station, she was assessed by the paramedics and transported by ambulance to the Box Hill hospital for treatment and observation. She was undergoing tests at the Box Hill hospital and was supported by her sister in the hospital.

Her sister was in a curtained cubicle with her and a male put his head in the curtains unannounced, unrecognised and without permission. He asked did they know him and their response was no. The young lady felt embarrassed, uncomfortable and vulnerable because she had electrodes attached to her chest whilst being examined. A few moments later two male Metro managers entered the cubicle unannounced and without permission. In my view, overreaching the employer's authority, in any event, what could Metro managers contribute to the female's wellbeing by being there. As she wrote in her complaint she was "humiliated by the experience and the unexplained and unexpected intrusion while in hospital". This complaint was forwarded to the CEO of Metro, Mr Lezala.

There has been no formal response from Metro despite the claim by some Metro managers that an investigation has been completed and findings report sent to the union. I can advise neither the State Secretary Luba Grigorovich nor myself, have received any response but according to Metro managers the complaint is all lies. On the 11 December this office was in receipt of correspondence from Metro advising that the driver concerned was to reissue the complaint directly to Metro for it to be properly addressed.

The Locomotive Division believes this is nothing more than stalling tactics and despite all the pious comments about how seriously they take it and about how much respect and support they show for their staff, the fact is that a serious complaint about Metro management's conduct has been delayed on a pretext.

It is all too familiar behaviour of the recent times we have had many occasions where what I would describe as gross misconduct has been dismissed or trivialised and the individuals making the complaints have been targeted by these very same caring Metro managers

It's my opinion Metro is particularly sensitive at this time about the renewal of its franchise. I want to believe in Santa Clause and I hope my wish is granted.

I would like to wish everyone and a safe and happy festive season

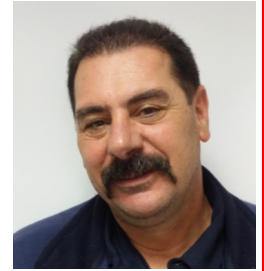
*Marc Marotta*



# PRESIDENTIAL REPORT

**By Wayne Hicks**  
Divisional President

**John Marotta**  
Divisional Vice President



## Gone Are The Days Of The “No Bull..... Railway”



How times have changed from the days when you started on the job as a runner or trainee engineman and spent at least five years on the foot plate learning and gaining experience from a variety of drivers over a period of 5 years.

On passing your drivers exam you may have been fortunate enough to drive in the location you resided for a short period before being transferred to the electric running depot (sparks) for a compulsory minimum period of two years (which in reality was more often ten years or longer before being eligible to transfer back to country locations). This was determined by seniority .

Fast forward to the modern era the rail industry is fragmented into 3 separate primary organisations, **Freight, Passenger, Electric Suburbans**. Training is now tailored for each individual company. The federal government established the skills council which resulted in the attempt to downgrade driver's qualifications from a Cert IV to a Cert III. Managers from the rail industry were a collective advocated for these changes to primarily cut costs. Pacific National at certain locations are already only issuing cert III to drivers. Other drivers at the same location have already got a cert IV. Where is the equality?????

Ironically the Federal Government are now in the process of winding down the skills council leaving no avenue for the Union to dispute the diminishing driver's credentials. The National Office is in the process of taking this up with management prior to this happening.

With new employees entering the driving grade where a 2 year training scheme is now in place, trainees do not having the benefit of the experience of their predecessors. The Management drive to push trainees through the system even though their competency and confidence may not be up to a suitable standard and the increased complexity of

the changing rail system, puts enormous pressure on these new trainees. Passenger patronage has increased tenfold, the statistics of fatalities has soared and to make matters worse, drivers are now under the scrutiny of not only management but also the public and their electronic devices, for example apps on phones, social media etc.

More trains across the network at more frequent intervals have led to an increase of stacking trains on yellow automatic signal aspects. Whilst once these aspects were intermittent, they are now more often than not, the norm; therefore losing the impact of what the signal was intended for.

Should the industry as a collective be serious about running a safer network, there should be **NO** permissive signals! They should all be absolutes to avoid the necessity for rule 1, section 3 and the new changes to that rule.

What is also concerning is the increase of SPADs in the last twelve months with approx 81 at Metro and 17 at V/line. You can draw your own conclusion as to why this may be occurring.



### EBA's

The EBA negotiations have commenced across all the rail companies in Victoria. The common theme from the 'school of management' is the intent to strip nearly every working condition our fore fathers fought for. Management are using the legal requirement to 'bargain in good faith' as a means to diminish our working conditions.

### Pacific National Redundancies:

Dimboola, Maryborough and Ouyen are going through a large redundancy drive by PN to wipe out the grain belts.

I believe their intention in the long term is to use a casual workforce to run whatever grain harvest is not being carted by road. Crews that were raised and worked in those country locations are unlikely to leave and PN would then use those ex-employees to work as required on a casual basis.

Since PN took over Freight Australia, there has been a rapid decline in the Intra Freight business.

## V/line:

The management style of V/line is changing and a trend of micro management is emerging. There is a large increase of new managers from different companies including some from overseas who have little or no experience in the way the Victorian system runs. The previous experienced managers who had started as young people in the rail system, learning their craft and moving up through the ranks are for the most no longer in the V/line system. I would question how this could possibly be advantageous to the organisation when they are casting aside a wealth of knowledge, expertise and years of experience.

Management have put forward a new drug and alcohol policy which is being worked through prior to implementation.

Bio washing of rail vehicles has been in place for some time and management have now advised that they believe this is no longer required. We are in disagreement with this and Worksafe will be called in to adjudicate.

## Track maintenance:

Broken rails are repeatedly booked by drivers and staff with less than safe reaction times to mitigate and repair faults.

Rough tracks have also been reported by the dozens with very slow reaction times to mitigate the situation and it's as simple as applying speed restrictions.

## Signals:

### Signal shot out at Tarneit

Reporting times and reaction times have been very slow in order to mitigate the issue. This could be dealt with a simple phone or radio call to Driver to inform them of route condition ahead or apply rule for defective Signal.

## SPAD's

Signals passed at danger at Southern Cross is due to approach activation that should not be there to place drivers in an unsafe situation because the trains are too long to fit within tight confines on the platform between

signals.

Rule 1 section 3 has been altered last Friday without any consultation to train crews both at V/line and Metro. Provisional Improvement Notices along with a notice of dispute have been issued to work through the changes.

## Public:

Empty carriage movements have occurred with no procedures in place to protect all concerned, but as a consequence a driver has been stood down pending the investigation.

This is a regular occurrence of carrying passengers, Bombardier staff and Borg cleaners to yards or mainlines.

## Breaking the Rules:

A driver has been asked by train control to pass an automatic signal at danger in order for the train to clear a level crossing that had been activated for a long period of time. When the driver refused because there was another train ahead in the section, the train controller, contrary to the rules, then asked the driver of the proceeding train for permission to allow the train in the rear to enter section. It appears there is one set of safe working rules for one group and one set for another group.

## 30<sup>th</sup> Anniversary Restoration of R707

On Sunday 12<sup>th</sup> July, there was a re-enactment run to Bacchus Marsh to commemorate the 30<sup>th</sup> Anniversary of R707, with Mick Welsh at the helm and Darren Hurst firing.





# Assistant Secretary's Report

By Jim Chrysostomou



## The rebrand to 'M' still equals the same old Metro...

Some may have noticed that Metro Trains are attempting to reinvent themselves through a re-branding exercise similar to when Kentucky Fried Chicken went to KFC. One of the two are bad for your health and the other is deliciously crispy chicken.

This organisation has consistently treated its entire workforce with contempt and to add insult to injury they now believe that establishing a Connex style *Exceed Program* to reward the workforce for their bad behaviour is a great idea. This may have something to do with the new General Manager of Train Services otherwise known as the BBQ Pitmaster (for his recent contribution of the undercover Milk Dock BBQ that was a Metro Trains BBQ but advertised as a non-Metro Trains BBQ in an attempt to get more people to attend).

For those that have forgotten some of the current operators (Metro Trains) contributions, below are some examples;

- i. Two managers attempted to abduct a female driver from her medical clinic under the guise of duty of care,
- ii. Discipline of Drivers after near misses,
- iii. Trainees threatened to be booked Absent Without Leave if they didn't attend the previous Metro Trains BBQ,
- iv. The introduction of progressive *Ally McBeal* style toilets,



- iv. Covert management operations when Drivers have been off injured only to be surprised by management peering through their home window,
- v. The introduction as part of Metro's safety management system Trains running without headlights, (VCAT application)
- vi. Federal Court application for Long Service Leave non-payment of pro-rata,
- vii. Federal Court application (Class action) for non-payment of Trainee Drivers,
- viii. Two Hundred (200) appearances in the Fair Work Commission with Metro Trains
- ix. In excess of One Thousand Eight Hundred disciplinary hearings with Train Drivers employed by Metro Trains.

The above are only some instances of the Metro Trains do as we say and not as we do 'Values System'.

All this brings to mind the old saying about a leopard can't change its spots but I prefer the one about not having to see a skunk to know one is there.

I'd like to wish everyone a happy Christmas and a Metro free new year.

*Jim Chrysostomou*



[www.rtbuvicloco.com.au](http://www.rtbuvicloco.com.au)

In the Members Area:  
 Union Forms and information  
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 Members Resources  
 Members Benefits

# CAB COMMITTEE REPORT- S.C.S

By Karl Costanzo  
Cab Committee

## Loco seat update.

A driver recently experienced a collapsed seat in running on the standard gauge. Part of the tilt mechanism in the seat base disintegrated and launched him out of the seat, causing injury. As a knee jerk result, inspections will now take place on seats in the form of a wobble from side to side during exams. If it don't collapse on the wobble test, she's good to go!

The Cab committee initially called for a preventative maintenance program for the new loco seats when they first began installation 4 years ago. Nothing was committed to and we wait to see a program initiated.

I have been informed, that finally, a budget has been provided to fit out the rest of the N class with these new seats. We are still waiting on when this program will begin.

## Second Speedo.

Since the relocation of the speedo on N class locos, due to ICE radio, a sighting issue for instructor drivers has resulted in a representative for them, investigate a secondary speed readout for the second persons side in the cab. The result is a small digital display which will feed off the main speed data logger. The latest report indicates that the units are ready to be installed.

## Toilet break:

The Cab committee has been asking for funding to provide brand new retention toilets to the N class fleet. The current situation is that we have 2 types on the locos. The original circa 1985 unit and the 'upgrade' circa 1981, N car reject toilet. These were fitted to some N's roughly 6/7 years ago. They had to be adapted to fit and as a result, even the tallest loco drivers's feet dangle whilst trying for a clean break!

After much agitation from certain members of the loco division, we have achieved a promised repaint of the toilet compartment, on exams. This includes a repaint of the toilet outer bowl (to hide the brake block dust and nasty blue streaks), and what is referred to as a 'deep clean' of the toilet itself.

There's no fixing involved, as there are no parts for these toilets anymore. We will monitor progress of this refresh, the first being loco N462.

## Cab Fumes.

Recently, cab fumes have become an issue. One loco so bad that after repeated bookings and driver complaints of nausea, it was knocked out of service.

It was found to be drawing in fumes around the cab door seals from the H.E.P compartment. Pressure on management under OH&S has seen a commitment for carbon monoxide gas testing to be incorporated for locomotives ex major exams.

## ICE.

ICE radio fit out is complete for all N class. P class is in progress.

Sprinter ICE. We have not been formally consulted as yet of the locations of the speakers and antennae for both the ICE or the Am/Fm radio units. We have been asked to trial a new type of am/fm/music player that has no CD playing function. This is due to space limitations in the Sprinter cab. I believe the unit incorporates iPod connectivity via U.S.B. If it was a digital radio too, I think it could be found to be acceptable.

## Vlocity update.

VL59 is now in service, one week after the new RRL timetables began, completing the current new 3 car build. The TM car program is now in progress. VL00 is also complete and next will be 3VL05 and 12 then 01.

We will see ICE radio and new side steps on these as well. It will be interesting to see what happens to these mandated steps after bogie change outs with bogies that have not been modified. Since these cars have been reconfigured as per a new train, we are of the position that foot whistles, electric mirrors and cab door vent upgrade will be required to bring these up to the standard of every Vlocity since VL 42 of about 5 years ago.

We have found an unacceptable situation has arisen on VL 05, whilst under conversion to a 3 car. It sports new plug type side windows in lieu of sliding, but the old fixed side mirrors.



## VL fault deferment.

When an auxiliary gen set shuts down, cannot be reset and is placed on deferment, the gen sets that are left to run everything, load share. This means that non essential items lose power, such as the hand dryer, GPO's and the drivers heater. As the drivers heater is an essential part of climate control, the cab affected cannot lead and is therefore restricted to multi unit or knocked out until repaired. We have requested, and Bombardier are working to modify the load share arrangement so that the drivers heater will continue to operate in this situation.

Level crossing track circuit issues in the metro area are being blamed on certain Vlocity trains. Metro are requesting a track circuit assister be installed, similar to that of a sprinter.

## P and Y class condition:

The cab conditions on the P and Y classes is getting worse. Attempts by the cab committee for rectification and funds, fall on deaf ears. They all require painting, with the soundproofing material shedding out of the acoustic paneling. Door seals are draughty, windows and seats are stiff and worn.

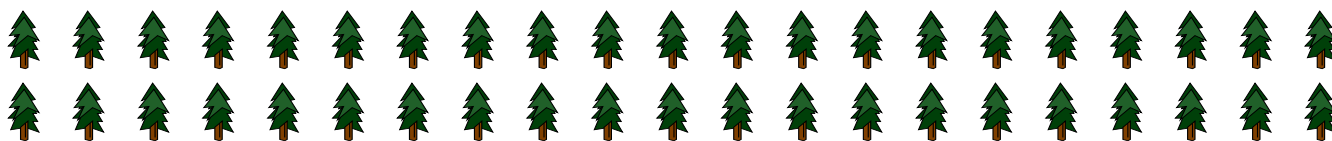
As for the P's much of the Perspex side windows are becoming cloudy and hard to see out of. With their more widespread use including our flagship track to Wyndam Vale, their faded pink and rust V/line image is on display. Please book these and other faults for attention.

## Standard gauge update.

N458 has just completed a CCO, and will join the standard gauge fleet as the fourth N class, to help increase reliability. A fourth standard gauge car set is also planned. Once this is complete, it will see all car sets arranged as 4 cars plus power van and 1 car spare.

Thanks to the cab committee team who have helped with all that has been going on lately. This is mainly centred around brake testing and inspection of the new VL fleet, loco shake down test runs after overhaul, brake faults, cab inspections and Transfer runs.

I would also like to credit those loco division members who have instigated positive outcomes recently: Colin Holly, Charlie Wheelbarrow and Ian MacDonald.



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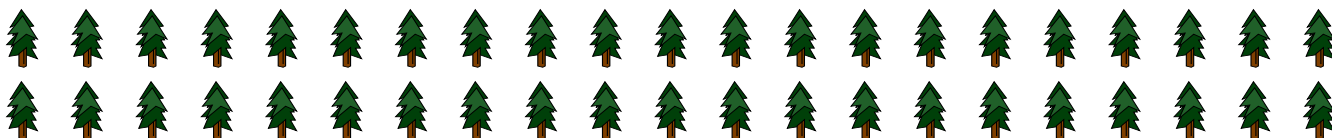
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## RTBU LOCOMOTIVE DIVISION

### 2016 Student Scholarships

OPEN  
**NOV**  
2015

Scholarships are available for children of financial members of the RTBU *Locomotive Division* ONLY.

Applications can only be made online at:

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

Scholarships are awarded after consideration of the student's school involvement and end of year results together with the student's involvement in a community group (such as sporting, church, hobby or charity).

Each scholarship is for One year,  
available to sons or daughters of financial members of the  
RTBU Locomotive Division.

# GET A BREAST OF THE SITUATION

By Rebecca Blanks  
V/Line Driver

Female Train Drivers are probably unaware of the unexpected hazard of their occupation; the ability to sustain injury and harm to the female breast in the course of your employment of driving a train on a rough track.

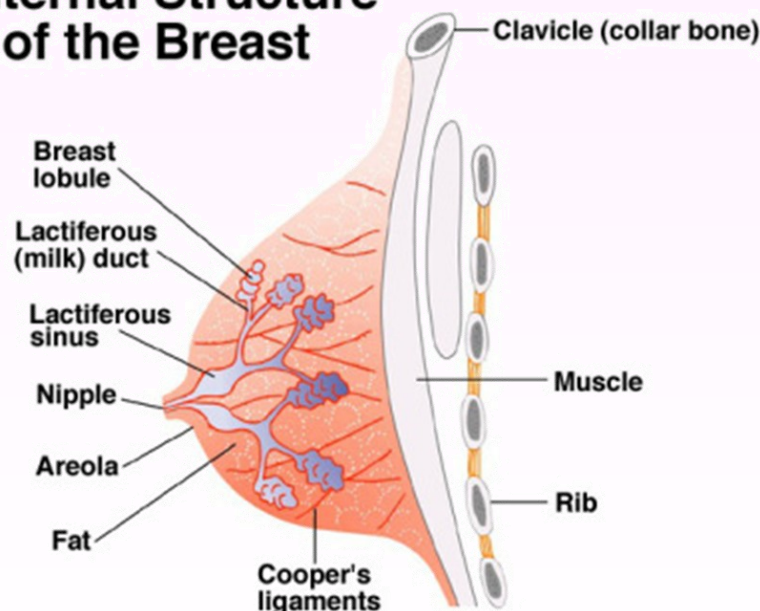
Let me tell you my story.

As a Trainee Driver, I was the First Female to travel the new ARTC track to Albury for V/line. When my OJT and I reached Albury and disembarked, my OJT asked how I had fared, as the tracks were terrible and rough riding had been causing many injuries to fellow comrades. My reply was:

***“ I feel ok but my boobs are killing me ”.***

Now this may make you laugh but it was very serious. I made a report of the injury and amazingly had a call back within a few hours. The outcome being that my managers and supervisors had no clue what to do so flipped me to HR. Here, I was queried about my bra, being a Berlie high support I thought it could not be faulted.

## Internal Structure of the Breast



I was then sent to a work cover doctor to authenticate the injury. The injury was then proven to be ***breast trauma and injury to the cooper's ligaments.*** It was recommended that Sports Compression bra's be worn to prevent the injury.



Since this time I have asked V/Line to provide SportsCompression bra's as PPE and of course was denied. This will not discourage me.

## The Compression Bra

All female drivers are encouraged to pay close attention to their body and especially their breasts



If you have any pain after rough riding, report it and also invest in a compression bra. I claim mine back on Tax as PPE.

Compression Bra's can cost around \$60 and can be purchased at Rebel sports or any store for sport wear.

## Cooper's ligaments

Cooper's ligaments are thin collections of connective tissue in the breasts that help support the bulk of the breast tissue. These ligaments connect the skin overlying the breasts to the collarbone and the underlying connective tissue on top of the pectoral, or chest muscles, providing the characteristic shape of the breasts. With age, Cooper's ligaments become more lax and the breasts begin to sag.

However, you can attempt to slow this process by performing exercises to strengthen the attachment of Cooper's ligaments to the underlying pectoralis muscles.

Once these ligaments are damaged they cannot be repaired.

## Breast Trauma and Breast Cancer

A pilot study titled '*Can physical trauma cause breast cancer?*' published in The European Journal of Cancer Prevention (June 2002 - Volume 11 - Issue 3 - pp 307-311) writes about breast trauma being casually linked with breast cancer.

I will say that this is only one study and more needs to be known in this area, but the findings from this study was that Trauma can cause breast cancer.

Please take care of yourselves.

# WHERE IS IT?

with Trevor Penn and Des Jowett

edited by Warren Banfield





THE previous *Where Is It ...?* [below right] was at Narre Warren, on the main line to Pakenham and ultimately Bairnsdale. The photographer is unknown and the photo was published courtesy of the Public Record Office.

The winners who correctly guessed Narre Warren were Robert Hulands of Metro, Flinders Street and Laurie Reynolds of VLP, Spencer Street. Congratulations go to them.

Meanwhile if you think you know the location of the photograph on the *OPPOSITE* page, call the Union Office on 9907 9800 or toll free on 1800 134 095. If you answer correctly (only one guess per competition) your name will go into a hat and the winners, Sparks and Loco, will be drawn three weeks from distribution of the current *Loco Lines*. Prizes can include a Union mug, or a cap.

## NARRE WARREN

by Trevor Penn

SHORTLY before the official opening of the Dandenong to Warragul electrification on 21<sup>st</sup> July 1954, a test train comprising red Parcels Van 3CM, Trailer car 201BT and a Tait motor coach [right], pauses beside the signal bay at rural Narre Warren. Meanwhile trusty old ten-wheeler A2964, one of the 185 strong class that formed the backbone of the mainline loco fleet for decades, waits in No 2 road for the special to clear the single line to Berwick.

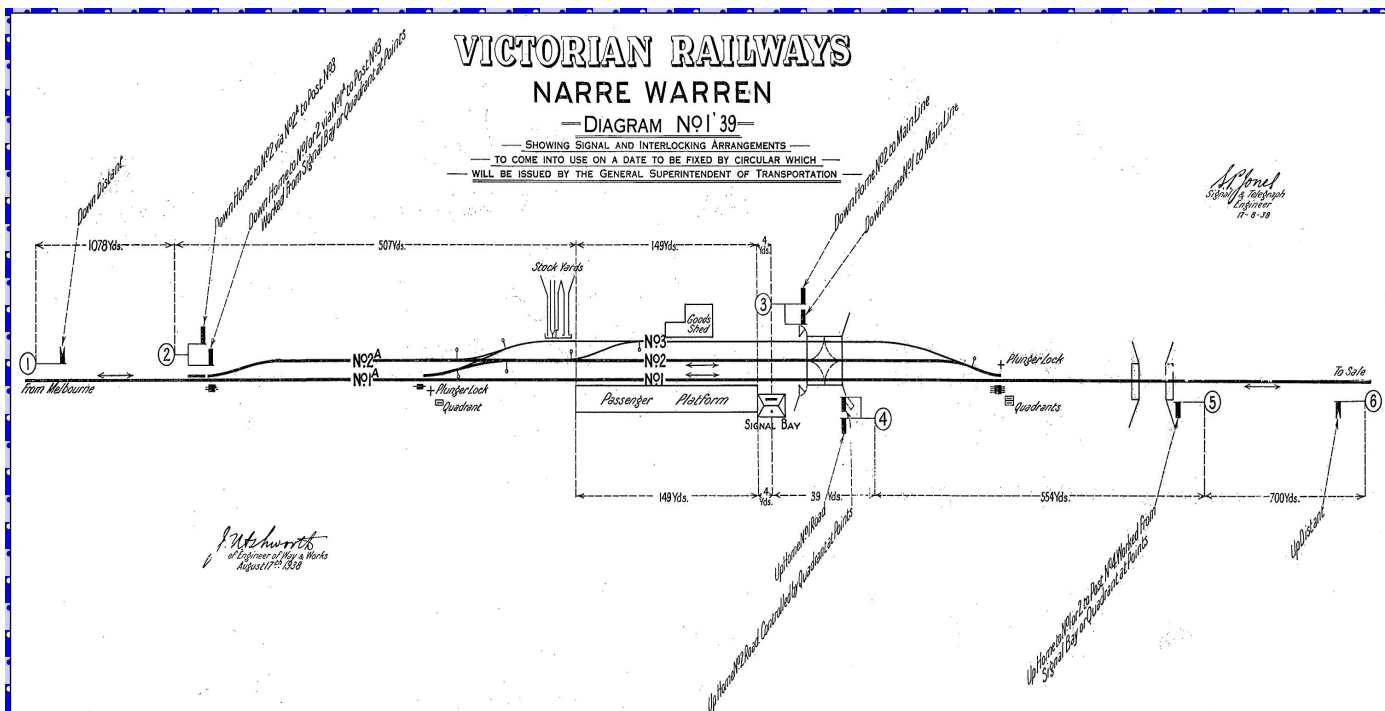
Draining the swamplands that once covered vast tracts of West Gippsland began in the late 19<sup>th</sup> century, and was still ongoing in 1927 when the State Rivers & Water Supply Commission proposed clearing some 2,000 acres of festering bog located to the south of the railway at Narre



Warren.

Obtaining road access to this potential housing estate was a problem, as the only official means of crossing the line was by way of the Cranbourne Road PCR, about ¼ mile east of the





1939 signal diagram issued for Narre Warren with the provision of Distant signals for the Down and Up directions.

FROM THE WEBSITE [victorianrailways.net](http://victorianrailways.net)

station.

A gentlemen's agreement between the Railway Commissioners and the SR&WSC resulted in a total of £5,600 of which the Water Supply mob contributed the sum of £1,600; being allocated for the provision of a combined station building and signal bay, along with a set of interlocked gates spanning all three tracks to protect the newly created level crossing at Webb Street. The new arrangements came into use on 11<sup>th</sup> December 1929, although they were somewhat incomplete as there were still two sets of plunger locked points in the main line and oddly enough there were no Distant signals provided until 16<sup>th</sup> March 1939.

The absence of these, combined with the short but steep down grade and limited visibility, must have given the enginemen of approaching Up trains some anxious moments, especially after the provision of automatic exchangers at all Staff stations between Narre Warren and Drouin in September 1935.

Following experiments in 1933–34, draughting

modifications to many mainline locomotives enhanced their efficiency and enabled a general speeding up of timetables, with the modified locos being referred to by the crews as "Basher engines".

As an example of the new order, witness Basher A2899 [bottom of previous page] snatching up the miniature electric staff for the Narre Warren–Dandenong section at a breathless 60 miles per hour on her express run from Warragul to Caulfield (!) with the Sale–Bairnsdale pass circa 1939.

One might have imagined that electrification would result in simultaneous duplication of the Gippsland railway, but the lack of funding that has caused the Bunyip to Longwarry section to remain as a bottleneck to this day meant that Dandenong to Narre Warren remained as single track until 18<sup>th</sup> November 1956, while the Webb Street gates were replaced by boom barriers when the double line opened to Berwick on 25<sup>th</sup> February 1962. ■■■



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# RECOGNITION OF GROUP BRAVERY

**By Geoff Ralph**  
Metro Train Driver

At 23:00 on 14 October 2012 a man was driving home when his vehicle left the road and crashed into a tree. The man was unconscious and trapped in the vehicle and the impact had caused a small fire to start in the engine bay.

Four motorists, 3 male, including Suburban Train Driver Peter Atkinson, and 1 female nurse, all arrived at the scene as they had been driving along the highway.

The trapped man was heard moaning and upon investigation a faint pulse and below normal heart rate was detected .

All 4 motorists took a part in attempting to rescue the trapped man while the fire spread. This included trying to extinguish the fire with a short use fire extinguisher and trying to beat the flames out with clothing and with a large car cover.

By the light of only a flashlight, all three men tried to pry open the twisted wreck with their bare hands by climbing onto the vehicle and trying to open the doors and pull the roof off.

The fire started to get bigger and produced large volumes of thick acrid smoke which started to burn the rescuers' throats.

The nurse at this time then made all three men move away from the burning vehicle due to the possibility of the gas fuel tank exploding and the fact that she felt, after checking the trapped mans pulse several times, that the man had now died.

Shortly after they all moved away there was a very large explosion as the gas tank erupted and the car was totally engulfed in flames that was later extinguished by emergency services.

The rescuers suffered minor burns in the process. Unfortunately the driver perished in the fire.

For their gallant efforts, the recipients were recognised by the award of the Group Bravery Citation.

I'm sure all Loco Division members congratulate Driver Peter Atkinson on his actions.

Photo and article information approved by Peter Atkinson.



# TALKBACK WITH HINCH

By Michael A Hinch

Passenger Sub-Division—Southern Cross

## What a load of rubbish.

For many months now we have had the misfortune to be without rubbish bins on our platforms because they apparently represent a security risk. It can but be presumed that the powers that be are concerned that a terrorist network might visit a station some time and plant an improvised explosive device (IED) into one of our bins and blow up a chunk of a station precinct. I can most assuredly understand their concerns, as the kind of rubbish that is now being deposited on the platforms at Spencer Street as a result of the travelling public having no access to the normally accepted means of litter disposal would truly be an issue, should it be the subject of an explosion which would spread the stuff even further than the trade winds can blow it now. Toxic stuff it is. Old bits of mouldy pizza, smelly milk drink cartons, discarded fruit pieces and those little fish shaped plastic take away soy sauce dispenser thingies that you get with your sushi rolls.

REVELATION... there are now some places in the network that are equipped with the same see through bins that we had during the Commonwealth Games. Sadly, Spencer Street has not kept in lock step with the Joneses across the Yarra and we, the poor cousins at the central Regional Rail Link terminal are still subject to the fear of an IED being stuck into a rubbish bin.

Clearly though, we don't have to worry about the ten gazillion back packs and brief cases and shopping bags that make their way into the system every day because as every terrorist knows, you can't put an IED into one of those. At least don't think you can. But what would I know? Well I am glad I asked because I do know that management continue to be concerned about the very real threat that some sinister organization might infiltrate the (worlds silliest) building at Spencer Street (I have referred to it in the past as "The Thing that Ate The Rail Motor Depot) which houses Train Crew and the Yard Master and the Cars office etc. We need to have an electronic door opening system with a security card. Do I think that this is overkill? (Excuse the choice of

words) Well all I can say is that they must be afraid that the Taliban might get in and interfere with our rosters... Jeezus I wish they would. "We will defeat the infidel. We will re arrange their rosters. If only we could get into that building."

## What a relief...No relieving.

The management people at Pass made a decision some time ago to stop those greedy driver b\*\*\*\*\*s from making money from the (International Cartel supported) racket of relieving in other depots.

I know, I know... the greed we have exhibited in years gone past by partaking in a practise which made life easier for us and saved management money was a scheme which could only be described as rotten to the core. What were we thinking in all those years? Fancy getting involved in some slippery deal which actually saved management and the tax payer money. But that is what the accepted work practise of depot relieving amounted to and we should all be glad that management eventually put a stop to it. Shouldn't we? Uhhhmm...just lately, the managers seem to have had a slight change of heart. I can't imagine why. Perhaps it has something to do with the fact that they might just have realized, (and I will try to phrase this in a 457 visa spoken accent) "Ohhr booger. Oi think we moight ave got thess wun wroong."

The happy fun loving scallywags at management have come up with some enticing offers to get us greedy drivers to once again plunge our avaricious snouts into the trough of profit lust. Mr 457 (I will refer to him henceforth as TD... the Tap Dancer) recommended that we might be interested in a wonderfully simple deal in which we would measure, strictly by Google Maps, the distance between our home and our normal depot and then if we had to drive our vehicle to another depot which was measured by Google to be up to a distance about one hundred kilometres more, then we would get a small premium but we could not claim any petrol money. This is of course for ONE SHIFT. We would work an eight hour shift at that location and then drive our own vehicle home. But...wait for it, if we had to drive more than one hundred kilometres to the other

depot, then we could claim a few bucks more. Ooooh, lucky us. Now just imagine my situation. The boss would say "Listen Mike, we need you to relieve in Traralgon tomorrow." "You beauty," I would reply. I live in the north western suburbs of Melbourne, so I would only need to drive for three hours in my own vehicle, then work an eight hour shift and then drive three hours home. But wait, it gets better. Long term(Two week) relieving is now a thing of the past (thanks to the decisions of the Tap Dancer) so I would be required to do this every day for as long as they deemed appropriate.

Analysis: Drive three hours, work eight and drive three hours back. Work day equals fourteen hours. Remuneration little more than around two hours extra pay when you consider the following costs. Fuel sixty bucks. Tax around fifty bucks. Wear and tear on personal vehicle unknown but irretrievable. I further ask the question, do I need to consult my insurance company in relation to using my own vehicle for work purposes? I'm glad I asked. I phoned up a couple of insurance companies and put that very question to them and without exception I was advised (Surpraahz, surpraahz Sergeant Carter!!! ) that I would need to declare the use of my vehicle for work purposes and yes I would be required to change my policy to reflect that of a business policy with the related extra expense. I was even advised that I might even require an Australian Business Number (ABN) .... Bugger.

Let's imagine that I had an accident on the way to or from the relieving location. I might have to pay an excess. Excess payments on insurance claims often run into the many hundreds of dollars. Who is going to pay for that, given the risk of driving a vastly longer distance and what about the other costs associated with an accident such as towing my vehicle? Well...maybe I could claim such an expense on my tax? Yeah no problem, providing it is a legitimate work related expense in which case you had better have the right insurance policy and you might just need an ABN. The waters just get murkier so I will just leave it at that for now.

**Managers here, Managers there....Managers, Managers everywhere....**

In the last state Gummment', the then Premier Ted the Vet, told the good managers at the mythical land of V/Place to "get yer' arse ready for privatisation." Well, the biggest happy Mediterranean origin vegemite manager took this edict quite seriously and what did he do? He went out and hired a poop load

of managers. Managers he would very well have needed to facilitate the privatisation process. They were all different colours but mostly they were 457 colour. But coloured never the less. Some were by a little bit of bronze by virtue of exposure to the northern Australian sun and their previous experience at privatising other rail systems.

Sadly though, Mediterranean Man backed the wrong Pony and the favourite in that race paid a whole different dividend. He was left with a whole big bunch of managers that he/we just didn't/don't need. "Ow bahgah" he croaked in his Mediterranean accent. What was he now to do with all these bloody managers? Well, perhaps he could just pay out their contracts...no that wouldn't do. What if Auntie Jacinta were to notice the amount of money it would take? That would certainly end his tenure as a political appointee. Realistically he had to accept the fact that managers were his kin and as such had to be looked after. So a blinding revelation finally came to him as he gazed upon the evening star. "I know" he pronounced. "I'll do what managers have done since the dawn of the advent of Human Resources ..... I will rationalize!!"

The plan was simple. The V/Place has little empires just as any business and Gummment' department always have. Let's just divide all the empires up into little other empires and shove all these unnecessary managers into those slots.

So where did he start. "What about those Rolling Stock b\*\*\*\*\*s, who is managing them?" He was told that they already had a crew manager. "Well I reckon that they need a few more." He responded and duly began the process of parachuting some managers into that "Glory Hole." "Hmmm, The department of and Training and Compulsion, surely that is a cake big enough to split a few different ways?" Ok, six managers down, just a few more to go.

Perhaps you the reader might just be getting the idea. Empire building has been an inherent trait in the rail industry since the dawn of its history but NEVER has it been more prominent than in the modern era. I am talking post the era of the inception of HR. I would invite you all to simply observe that, which now unfolds before us.

**Radio Shunt at V/Line. July 2015 update.**

As reported in the previous edition of LL, discussions and negotiations have been ongoing aimed at instituting the practise of radio shunting for most, if



not all movements of trains at Spencer Street which are engaged in any form of shunting movements be they main line locos or the Pilot. Surprisingly, these discussions have progressed beyond the round table argument in this current round of talks to a point where all the key players beyond the operational grades are at the table. These people include the experts in the fields of radio technical expertise and OH&S and industrial experts which have come to join the discussions from both V/Line and Vic Track. These people are seriously the 'Go-To' people in their fields and have my personal respect.

Many concerns have been legitimately raised from the operational grades regarding the effects of extended exposure to radio frequency radiation which might occur as a result of the advent of radio shunting. In particular the potential tenfold exposure that the shunters might have to any possible radiation emission. The experts that were consulted gave the assurance that our current day radios have a standard of one watt in power/radiation emissions and it must be considered that our mobile phones are emitting a similar strength of such emissions but the difference lies in the fact that a mobile phone is transmitting constantly whereas by a hand held radio is only transmitting when the transmit button is activated.

Concerns regarding exposure to any problems led the Yard Master section to question the possibility that their area might be the subject of an increased risk and it was also pointed out that on the roof of the Spencer Street Crew building hosts the antennae for many different and varied radio types, so what indeed is the risk of all that to the occupants of the building? Subsequently a company known as Radhaz, will be commissioned to test the entire building for any radiation hazards and report back. Further, all hand held radios will be tested, given a certificate of safety and subjected to a regular regime of testing.

A further measure of individual testing will be carried out on all operational staff. This will involve the personal monitoring of yard masters, Shunters and drivers by tagging them with personal monitoring devices to test for radiation exposure. This is known as "Radman" testing. All testing will be conducted under the supervision of what is known as an "Occupational Hygienist." Ok, I am just as, in the dark, as the rest of you as to what such a title actually means, but apparently it is someone who can fix contamination problems of any type in the work place.

## Remembering.....

### Lyndoh Helsby 1938—2015

Steam locomotive driver, instructor, preservationist of the Victorian Railway. Traditional tribute from Tony Marsden.



### Stuart Anderson 1964—2015

Locomotive driver and passionate photographer—one of his many photographs chronicling Victorian railways

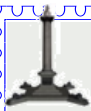


### Alan Cogger 1954—2015

From Guard to Driver - over 30 years with locomotives.







## 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 hit the road Mate! Email me at [booze.up@myplace.come.ok](mailto:booze.up@myplace.come.ok) or call toll free 1800 SOD ORF.

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

*By Ernie Nelson V/Line Passenger Spencer Street.*

### Vale Rod King 29/06/2015.

I don't usually report the passing away of anyone other than a driver or fellow traveller in this column, but Rod King was a former driver who became our crew manager at Pass and unlike a lot of other ex drivers who went to management with a view to selling us out, Kingy was a reluctant manager who was thrust into the job when things got nasty with the gerbils at HR but he was happier in the training side of things.

He was the type of Manpower Manager who would find ways to get you out of the shit as long as you were honest with him and put your hand up if you f\*\*\*\*d up.

Rod passed away suddenly when a blood clot developed after ankle surgery quite probably causing a stroke or cardiac arrest, the details are vague.

He was 56 and about to retire. Rest in Peace.

### Collective Agreements Time.

Once again the various Operators and their Employees are at the bargaining table trying to hammer out an agreement they can all live with and hopefully deliver productivity savings for the boss and pay rises for us.

Usually all the Companies bargain in good faith with the Union as outcomes are pursued, all the companies that is except for the usual suspect.

What gives with Metro, they just try so hard to be b\*\*\*\*\*s for no outcome even to the point that they have been spread-



ing a rumour that the Loco Division will go down its own path and let the other Divisions crash and burn which is patently untrue as the Enterprise Agreement is a State Docu-

ment and therefore all divisions contribute to the final outcome.

I think this will be Metro's last EBA as my spies tell me that PTV and the State have just about had it with their inability to deliver for the tax payer.

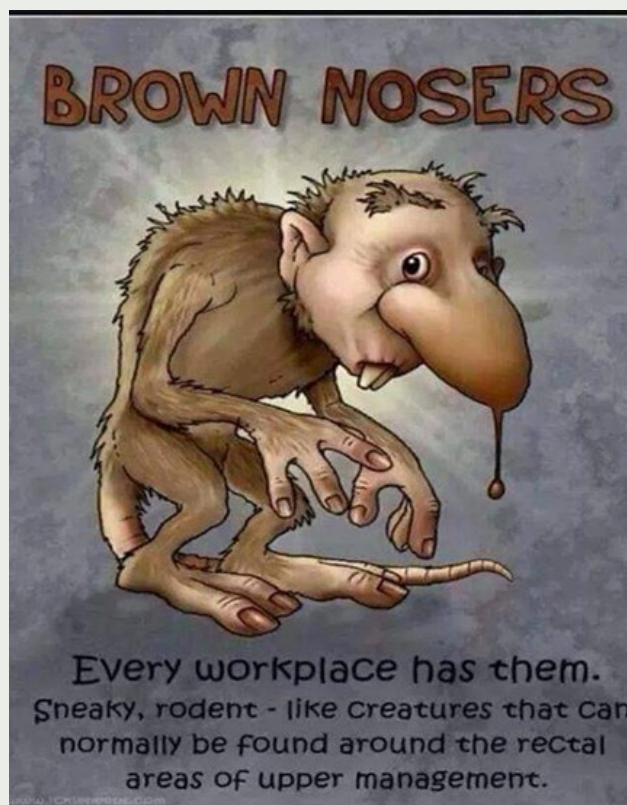
Only time will tell.

### Gay Marriage.

This is probably not the best forum to discuss this subject, however for what it is worth I think it should be allowed (as long as it isn't made compulsory) because gay couples have as much right to be as miserable as straight couples.

### Fitters Driving Trains.

Metro and two of its "Managers" seem hell-bent on having amateurs drive their trains, and both managers in question are former drivers



who should know better, although when you see who it is there is absolutely no surprise and that is on the public record in Metro's own in house journal.

Just remember boys Metro seems to reward duplicity with like payment watch your backs, oh and there is a beaut rumour doing the rounds at the moment that Metro, to save their own skin, will target for termination Managers in the Service Delivery area to show the Government we've fixed the problem and therefore should get our option for renewal in December 2017.

Don't wanna butcher the Cash Cow just yet.

### Regional Rail Link.

Well at long last the Multi-gazillion dollar project is being used and long overdue in necessity.

The bottle neck at Spencer Street has now been removed so the pollies tell us or have they? Instead of one bottle neck there is now one at the flyover ramp, another at the Standard Gauge Junction, another at the Arrivals Yard Junction and another two at Sunshine and one at Deer Park Junctions for a total of six smaller bottle necks.

Let us not forget the East Suburban Viaduct Junction where a North Easter can arrive on Platforms 1-8 and 15-16 but cannot depart from

Platform 1-8 via RRL, because some clown decided not to provide a connection at this very important junction. Then PTV kicked off the whole show with barely sufficient rolling stock to run the timetable and insufficient capacity for Passengers especially on the Western Corridor.

Don't get me wrong, I think Regional Rail Link is a grouse project and should be extended to encompass other corridors most notably the Eastern Corridor, if the current system was tweaked a bit with a crossover added at the Arrivals Yard Junction and operated carefully it could be a good thing.



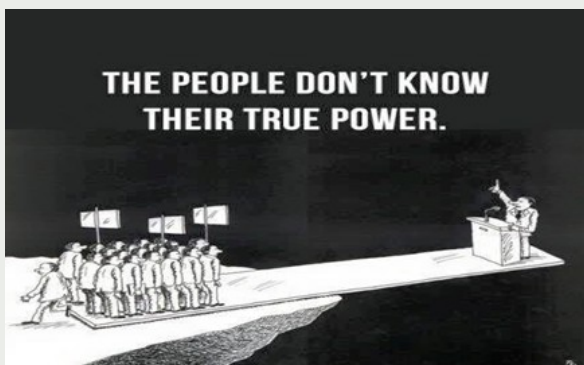
#### Meanwhile at Virgin Something For Metro Conductors Rumour Mill.

Somebody in the Rail Division has been spreading little porkpies how drivers are going to stitch up a deal to remove Conductors from some trains, well to the best of my knowledge Loco Division Policy is to have a Connie on all revenue service trains end of story.

For mine I would fight to the death to keep Connies because they protect the driver from having to interact with our rather dubious clientele plus they look after all the disabled passengers and after 19 years on the Sparx I have no hankering to return that particular task.

#### Vlocity Trains Refurbishment.

Now that the trailer cars for the remaining 2 car sets are to manufactured and added to consists and installation of that awful PT> livery that looks like a Technicolor fart after a good night on the red, this would be a good time to finish all the modifications like power mirrors among other things I suppose we'll just have to wait and see.



#### More On Expenses.

The other day I went to Shepparton rest and was surprised to see my room cost \$165 per night this included a continental brekkie which is equal to SFA if I was still allowed to stay private I would have

been paid a T&I bed allowance of \$115.00 a saving of \$50.00 to V/Line.

The reckoning behind ending private accommodation can only be out of petty vindictiveness as there can be no other logical motivation for it.

On any given night there are up to 10 drivers going to rest or more if PDT/OJTs have Drivers under instruction and not to mention Trainees doing bush training, if all these people were given the option to stay private this would generate a saving of up to \$4,000.00 per week or up to \$208,000.00 per annum.

But wait there's more V/Line recently tendered for, I believe, the first time for provision of accommodations at every major location were rest jobs or long term stays occurred and that in some instances I've been led to understand rooms will be paid for even if the track is shut down for maintenance, I could be wrong but it makes you wonder if there is something dodgy going on and maybe IBAC should investigate after all it is public money being pissed up against the wall here you know.



Well that's enough of my puffery. *Remember it's your Mago too so write in on any relevant subject you like. Even to take the piss outta me. Seeya later, Drive!*

### New Arrival for Office Manager

Suzi and Paul were delighted to announce the arrival of a second daughter Alana on 29 October 2015. We wish the new family all the best, and to welcoming Suzi back in 2016





***From an anonymous source because Metro are malicious cows.***

**The following article was written by a friend of mine who is as concerned as I am with all of the 'holier than thou', Right Wing guff about Rogue Unions and excessive pay for the working classes.**

**We are facing the biggest attack on our working conditions that we have seen in more than 20 years and EVERY unionist will need to get on board if we are to win this fight. Do not be a drone and let others do the fighting for you. If you want this job to remain as good as it is along with your pay it is then incumbent on EVERYONE of us to do our bit to hang onto what we have. Short term pain for long term gain. Do not be intimidated by the howls of a right wing media when the games begin. We are doing NOTHING illegal and we have negotiated in good faith for every gain that we have achieved. Every wage and condition agreement we have ever had has been ratified by the legal authority and it is not up to the media or anyone else to challenge OUR conditions. Take particular note of the last paragraph.**

**This is a real possibility from the gossip doing the rounds.**

"Unionism was a product of the Industrial Revolution in England during the early 1800's. The Industrial Revolution saw hundreds of thousands of workers desert the fields, where as serfs (agricultural labourers bound by the feudal system to being tied to working on his lord's estate) they were little more than slaves of the gentry (the class of English landowners ranking just below the nobility - an upper or ruling class).

For a short time in the early days the new Industrialists welcomed them with open arms and the workers finally had a better reason to live. Their hours were long, conditions were bad, but they got food in their stomachs and a dry place to sleep. Nothing much happened, until the greed of the Industrialists made the workers lives ever more miserable, and they were dying like flies in the mines and copping it little better in the factories. But one thing was different from their lives in the fields - they lived close together and they got to congregate in numbers. It was not long before people understood that the Industries not only stopped making money for the wealthy when the workers stopped work, but they actually cost them money. The only thing a worker had that was his despite how poor he was, was his labor. You traded your energy, your work, for funds to live on.

Wasn't it your right to withhold your labour if you were not being compensated properly?

How to make this work for you? How to stand as an equal in front of a boss who thought you only had one use in this World, and that was to work for him, and be compensated with whatever pittance he considered your value to him.

The workers formed a small groups and had some victories, others joined, bringing bigger victories.

The Unions are the great equalizer!

Finally a working man could be part of a result that was able to make life a little more enjoyable.

The Unions greatest gift is leisure time. Before that, the rich owned your leisure! The poor sweated blood for the pleasure of the gentry. The only thing you own is the value of your labour you have for someone else to exploit.

The Unions got to be enormous organizations. They did a hell of a lot of good for ordinary working people. It doesn't matter if you wear a collar and tie, a boiler suit or nothing at all. If you went to grade 4 at State School, or graduated Melbourne University and became the Senior Professor at our biggest Hospital,

you owe it ALL to a union somewhere! Likewise your rates of pay, shift allowances, long service leave, leave loading for annual leave etc.

Our employers, whether we were under Government or Private hands never just decided "Oh, it would be a good idea to give our workers this or that or the other".

What we got was fought for! And who do you think did the fighting? In our industry, the Government used to be the employer and they decided wages and conditions of work. The workers were able to complain about conditions and pay, the unions took up the fight and generally an agreed outcome prevailed. Now however, under the profit driven private operators, an individual is no match to an employer who is both ruthless and lacking any compassion for its workers.

Now is absolutely the time to reflect on why you should be a union member. When you realistically think about it, both the Federal and State Governments are merely taking turns in ripping us off - indeed, all workers. The never ending changes to Superannuation, each eroding away bit by bit on what we plan to retire on are being enacted by both the Federal Labour and Liberal parties whereas the Unions continue fight for better Superannuation conditions. Who is on your side in this instance?

Have any of you actually seen the new China Free Trade Agreement where unskilled, unqualified 457 visa holders will be welcomed with open arms, including "Special Class Electricians"?? That is frightening.

Successive State Governments since Kennett's time have inflicted (and more unbelievably have continued) the woefully failed parasitic privatization experiments. Those that say "Kennett did this and Kennett did that" need to realize that Labor had 11 years in power to correct those changes after Kennett but didn't. All the while the Union has fought for better pay and conditions, or at least not losing what we already have achieved. Again, who is on your side in this instance?

The Community elect the Governments and they get what they deserve. Since John Howards time, never ending attacks on the Unions have resulted in some 80% of Australians now thinking Unions suck or are irrelevant. The current Federal Liberal Government continues John Howards work even more fanatically. Watch Parliament question time and tell me these imbeciles that are running your Country are any better than the worst Unions you can think of.



**WHEN IT COMES TO  
THE COMPETITIVENESS  
OF THE AUSTRALIAN  
ECONOMY, REALLY  
THE MINIMUM WAGE  
IS NOT A BIG  
DEAL.”**

**PROFESSOR IAN HARPER**  
CHAIRMAN  
HOWARD GOVERNMENT FAIR  
PAY COMMISSION

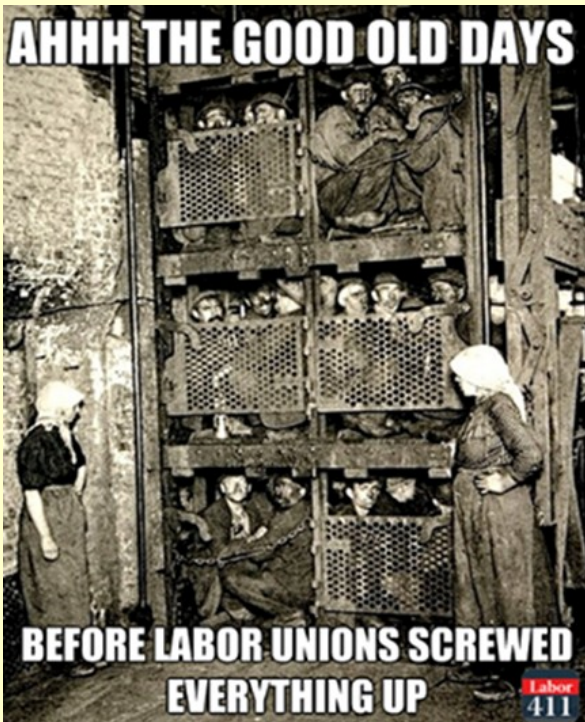


Parliament is working for the anyone but the workers, your Union is working for you, but you choose to trust the Parliamentarians or anyone other than the Union?? Go figure

Watch the news and reflect on the job losses, industries shutting down, gloom and woe (and thats on a good day) - what is the "end game"? Do they not want ANY Australian workers to have a job? Do they not want ANY industries in Australia at all, least of all Australian owned ones? What is their final goal? And you still want to bag the Union?? Look at the selective leaking of stories to the tabloid press culminating in that "Gravy Train" article in the Feral Scum.

In our case, the 2012-2015 Enterprise Bargaining Agreement has expired. The "sunset clause" ensures that the existing conditions as at the 30th June 2015 are maintained. Protected Industrial Action has been applied for and a ballot will be held so members can vote whether to take action or not. This is a very big deal - you the members get to vote on this!! A worse case scenario may result in some strike action, and I stress MAY. When the word "strike" is mentioned, some will quiver at the knees and start thinking "bloody union - going on strike and costing ME money". And it is these ME people that the rest of us have to be concerned with. These are the ones who flout hard fought and won conditions like 11 hours off between shifts, working on strike days, getting out of the union and going it alone, being a management lackey, etc.

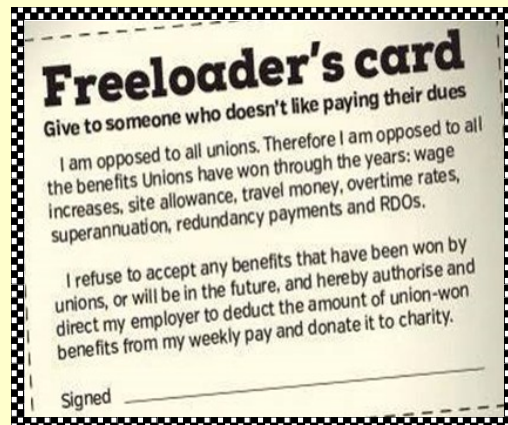
Do not be surprised if Metro dangle a carrot of a pay rise for going onto individual contracts. It may be 5%, 10% or even 20%, but please be aware of the extreme dangers this will bring. At the other end of the rope is enough slack to make a noose for yourself - single time for all shifts (nothing for Saturdays, Sundays, Public Holidays, no leave loading), extended (12 hour) shifts, group running forever more, diminished responsibilities, and there's probably a hundred more Metro have up their sleeve.



An individual contract is just that - between you and the company. You now have no-one to negotiate on your behalf, no-one to represent you, no-one to look after you, and if you think the company will - well then, more the fool you. And don't forget that after you sign that contract, you are at their beck and call - just you versus them. You may be called in for a "friendly chat" and be told due to the "new directions the business is seeking to achieve" your pay will be cut by 50%, but on the existing conditions you just signed up for!!

Good work sucker!!

Please wake up - "Strength in Unity"



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7 Days Waiting Period & 104 Weeks Benefit Period	
\$16.00 Fortnightly PREMIUM =	\$200 Weekly BENEFIT
\$17.60 Fortnightly PREMIUM =	\$250 Weekly BENEFIT
\$23.62 Fortnightly PREMIUM =	\$300 Weekly BENEFIT

## GROUP POLICY No: 5105228

THREE LEVELS OF COVER AVAILABLE	
AGE GROUP: 60 to 68 ACCIDENT ONLY	
14 Days Waiting Period & 52 Weeks Benefit Period	
\$11.92 Fortnightly PREMIUM =	\$200 Weekly BENEFIT
\$12.64 Fortnightly PREMIUM =	\$250 Weekly BENEFIT
\$17.20 Fortnightly PREMIUM =	\$300 Weekly BENEFIT

- ❖ **PLUS: \$10,000** ACCIDENTAL DEATH BENEFIT, AT NO EXTRA COST (AUTOMATICALLY INCLUDES YOUR SPOUSE)
- ❖ **PLUS: \$5,000** FUNERAL BENEFIT, (ACCIDENTAL DEATH) AT NO EXTRA COST (THIS BENEFIT ONLY APPLIES FOR MEMBER)
- ❖ AUTOMATIC ACCEPTANCE, NO MEDICALS REQUIRED
- ❖ EASY METHOD OF PAYMENT VIA PAYROLL DEDUCTIONS
- ❖ 7 DAYS WAITING PERIOD
- ❖ 104 WEEKS BENEFIT PERIOD
- ❖ PREMIUMS DO NOT INCREASE WITH AGE
- ❖ **POST TRAUMATIC STRESS:** ONLY APPLIES IF CONDITION IS A RESULT OF A FATALITY OR NEAR FATALITY, WHILST THE DRIVER IS DRIVING A TRAIN
  - AGE Group: 16 to 59 7 Days Waiting Period ❖ 26 Weeks Benefit Period
  - AGE Group: 60 to 64 14 Days Waiting Period ❖ 26 Weeks Benefit Period
  - AGE Group: 65 to 69 28 Days Waiting Period ❖ 26 Weeks Benefit Period
- ❖ PAID IN ADDITION TO SICK LEAVE & WORKERS COMPENSATION (UP TO 100% GROSS YEARLY INCOME)
- ❖ SAME RATES: FOR ALL EMPLOYEES AND WHETHER A SMOKER OR NON-SMOKER
- ACCIDENT ONLY COVER APPLIES FROM AGE 60 (REDUCED PREMIUMS APPLY) ALL COVER CEASES AGE 70
- EXCLUSION: ALL PRE-EXISTING CONDITIONS PLEASE READ PDS FOR ALL EXCLUSIONS

## OPTION: 2

## AFA: INDIVIDUAL POLICY

VARIOUS LEVELS OF COVER		7 DAYS WAITING PERIOD	
\$26.80 Fortnightly PREMIUM =	\$500 Weekly BENEFIT	\$48.24 Fortnightly PREMIUM =	\$900 Weekly BENEFIT
\$32.16 Fortnightly PREMIUM =	\$600 Weekly BENEFIT	\$53.60 Fortnightly PREMIUM =	\$1000 Weekly BENEFIT
\$37.52 Fortnightly PREMIUM =	\$700 Weekly BENEFIT	\$64.32 Fortnightly PREMIUM =	\$1200 Weekly BENEFIT
\$42.88 Fortnightly PREMIUM =	\$800 Weekly BENEFIT	\$80.40 Fortnightly PREMIUM =	\$1500 Weekly BENEFIT

- **PLUS: \$25,000** ACCIDENTAL DEATH AND **\$5,000** FUNERAL BENEFIT, AT NO EXTRA COST
- 7 DAYS WAITING PERIOD • 104 WEEKS BENEFIT PERIOD • PREMIUMS TAX DEDUCTIBLE
- NO MEDICALS REQUIRED • EASY METHOD OF PAYMENT VIA PAYROLL DEDUCTIONS
- 24 HOUR, WORLD-WIDE COVER • PREMIUMS DO NOT INCREASE WITH AGE
- PAID IN ADDITION TO SICK PAY - UP TO 90% OF YOUR GROSS YEARLY INCOME
- SAME RATES: FOR ALL EMPLOYEES AND WHETHER A SMOKER OR NON-SMOKER
- 14 DAYS WAIT AND 52 WEEKS BENEFIT APPLIES WHEN YOU REACH 60 YEARS OF AGE
- ACCIDENT ONLY COVER APPLIES FROM AGE 65 (PREMIUMS ARE REDUCED TO 50%) ALL COVER CEASES AGE 70
- EXCLUSIONS: WORKERS COMPENSATION AND ALL PRE-EXISTING CONDITION

Ref:F:UO:2014

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Have

your

Say!

### **The Gravy Train**

MTM—The Chinese Government backed company, who have the current franchise for Melbourne's suburban rail system and managed by a team of ruthless 457 visa Englishmen, who have proven to be a hostile and intolerant company to the rail system staff. Once again, they have attacked us in the Herald Sun with an article called the "GRAVY TRAIN" during a time when we are supposed to be in the bargaining period of a new EBA. They are accusing us of riding the Gravy Train. Our working conditions have been hard fought for over many years to give us and our families a liveable wage. The work that we do as suburban Train Drivers, is "CRITICAL".

MTM have tried to belittle, downgrade and cheapen the work that we do to the extent, they have lied "about" us, they have constantly lied "to" us and with the current EBA they have constantly reneged on the binding agreement they made with us. We have had to constantly take them to Fair Work Australia (FWA) just to get them to abide by the legal binding agreement!

MTM absolutely love FWA and they use it as a tool to try and manipulate the outcome. Let me explain, with any dispute nothing is retrospective. Meaning that although they may have been jerking us around for 6 months with any given issue, or reneging on part of the agreement, every time we go up to FWA it is a brand new issue, even when we are up there every fortnight for the same thing!

Example:

- If they are told to abide by the agreement, they ignore it for as long as they possibly can and when and if they do adhere to the agreement they declare that as a victory! That they took us to FWA and won! They twist and manipulate the truth and expect us to believe their lies!
- They can go up to FWA and tell lies! It is not a civil court and they can't be charged.
- If they get a ruling their way they take on a self righteous posture and bombard Drivers with printed propaganda.
- They drag every issue that should not even be an issue, out for as long as they possibly can. They have a team of slimy solicitors and they take everything to the limit and beyond!

Because this is the way they do business they have pushed the boundaries so far that they are currently being investigated for fraud on a number of fronts.

MTM have publicly insulted the Driving grade with the gravy train article and they declared WAR on us, on the front page of the Herald Sun not long after they arrived.

- At a time when we were working with faulty brakes on the Siemens trains and speed restrictions!
- At a time when the system was in a tangled mess!
- At a time when a lot of the timetables were so tight it was difficult to adhere to the speed and run on time!

We give MTM some credit for rectifying these 3 things, however, our loyalty is to the travelling public NOT to MTM, who have stabbed us in the back too many times. The Gravy Train article, doesn't fit us! We and ALL the rail staff throughout the system are the very people actually doing the work!!! The Gravy Train is for the 457 Visa frauds at the top of the tree who will eventually be found out for what they are!!!

Some of the duties we as Metro Train Drivers carry out daily to give you a brief insight into how hard our work is and that we have great responsibility in our hands with every train that we run. There are times when we literally have our hearts in our throats with the things people do, who are in a hurry to catch a train on an opposite line. People often run across in front of us. I'm sure some people don't understand that a train in motion cannot be brought to a stand like a car.

We also get constant reports of trespasses to watch out for. Most of the time it is someone taking a shortcut, but we cannot assume that. They could be on drugs, affected by alcohol or even suicidal. It can be very unnerving at times.

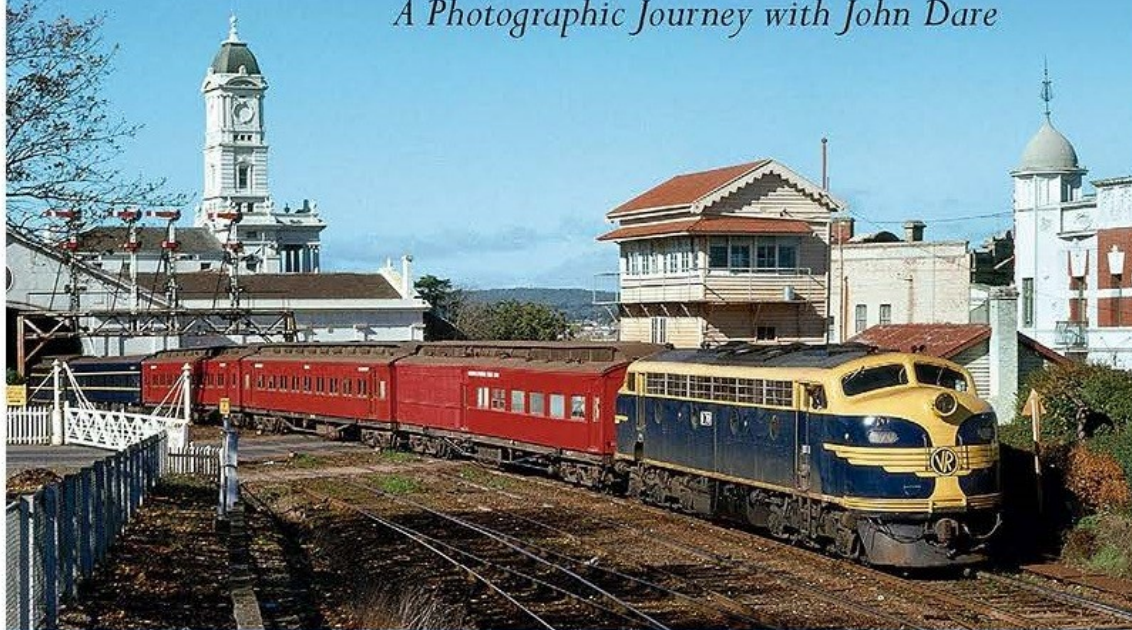
The amount of near misses and fatalities we have over the course of our careers, can have a profound effect on us as could:

- People getting impatient at boom gates and driving through.
- People throwing themselves at the



# MY RAILWAY DAYS

*A Photographic Journey with John Dare*



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doors as they are closing sometimes even when the train is actually in motion, doors are forced open. Many people have been badly injured and some have been killed doing just that! People will do what people will do and that is all part of the job. But however, the trauma we have to cope with, can be a real threat to our sanity. By and large the suicides, the near misses, even the accidents go unreported to the media and when a Driver needs time out from the job, we get harassment from MTM! Never before have we faced such betrayal from lower management who are in turn being harassed from above and when the lower management can't live with themselves and protest to the ruthless regime above, they are put on notice and are either sacked or they resign!

Collectively we have numerous situations every day to contend with and sometimes we have to make a split second decision and the decision has to be the right one every time, else we are disciplined or sacked! Some examples include:

- Thrill seekers riding on the back of trains, on top of trains.
- Spray painting gangs that disable the trains while they openly vandalise the train, and then we have to endure paint fumes.
- Sick passengers/police operations/frantic passengers who have no one else to turn to, because you are the only one on the scene.
- Driving on slippery rails in wet weather
- Spot stops on each platform
- Distractions such as the train radio going off or people pressing the emergency buttons on the train,
- unruly, anti social people
- people riding bikes on platforms as our train approaches or school children playing dare games with each other as the train approaches

Any situation where people are doing the wrong thing on a platform as a train approaches can be fatal.. We have to wear the shocks we receive from dangerous behaviour on platforms as we approach as well as the investigations after the event..EG: 'did you do everything possible to avoid the fatality or collision?' MTM have literally gone after and harassed Drivers who

were completely innocent of any wrong doing, when the real responsibility is with the people themselves, sometimes with the fail proof system, that fails!

THE BLAME CAN NEVER BE LAID AT THE FEET OF MTM, who are known to cut corners with safety! NO! NO! NO! That couldn't be right we'll go after the Driver.

They ignore coroners findings and directives to fix a problem and have ready made lies and spin, should they be found out! And then there are times when things get squashed that could be an embarrassment to the company! There are cameras everywhere so drivers can be watched with every move they make and everyone has a mobile phone and at any given time people ring the train control room and report things that they have very little understanding of, and then we are constantly questioned, along the lines of: *'We have a report of this, that, or the other...What do you have to say for yourself???'* Constant interrogation.

Physical stress is another major concern:

- Loading and unloading wheelchairs or assisting people with special needs,
- People bailing us up and asking questions of us when we don't have the time to talk, then they think we are rude,
- People frustrated, people angry and you are the only one on the scene.
- We have been punched, kicked, spat on, verbally abused, had our clothing torn by people affected by substances and by people who just need someone to lash out at.

In these situations Drivers get very little support from MTM and in fact, if we can be identified to have acted wrongly in any way in the heat of a given moment, we are victimised by MTM who actively and constantly try to belittle, intimidate, issue final warnings and even sack Drivers who are totally undeserving of the treatment we are receiving!

WHY? ...MTM 457 visa management hate the Driving grade with a passion and have been constantly trying to provoke our union into unprotected industrial action, so they can play their propaganda games in the media! But

even with all the bullying, intimidation and harassment they have, by and large, been unsuccessful...

We are doing all the safeworking that two people used to do (Guard and Driver) In numerous emergency situations we are the only ones on the scene and sometimes it feels like we are a one man/woman band... The safeworking on a Rail system like ours can be potentially dangerous if the rules are compromised in any way...And we are fully accountable for getting it right... We prepare trains to be brought into service from the sidings. Checking brakes, brake rigging all the under carriage running gear, door function, pantographs and numerous safety tests in the cab etc,etc. The basic time to do a full train preparation used to be 58 minutes, but now with MTM'S cost cutting policies it has been condensed to around half that time. When the train fails we have fault finding procedures in place to find the cause and rectify it. We change the points over in the siding for the next train coming in. We may have train cable or equipment faults to deal with in running. When out running a train, if there is a fire we deal with it. If there is some brake rigging dragging we deal with it. If there is a sick passenger we can administer first aid, when someone places objects on the line, such as bricks, stones, shopping trolleys, wheelbarrows, bicycles and a host of other things that can be dangerous to the welfare of everyone on the train, if we are able to stop in time, we deal with it. If there is a troublesome passenger on the train we deal with it (not physically) . We collectively have a myriad of situations thrown at us each time we start work!

We as train Drivers have training for most situations that may arise and we need to be fully conversant with all safeworking and operating procedures. However: MTM have deprived us of vital training by axing our continuation training... WHY?..

More profit!!! And of course there is nothing wrong with profit... But unquenchable GREED is what we are seeing from MTM!!!! Cost cutting in every area of "THEIR" business including and especially Maintenance!

One fact on safety: In the Drivers cab we had a rod and hook that gave the



Driver the ability to disconnect the power to the overhead wiring in an extreme emergency, when peoples lives are at risk. MTM in their twisted way of thinking and their attempt at deskilling Drivers, have removed the ability for us to do this. As pointed out by our union official, when something catastrophic happens the question will be asked. WHY??? Why are MTM not accountable?

As I mentioned before the agenda of this current franchisee is to make us feel that we are almost worthless in the day to day operation of the rail system. In some overseas countries with advanced rail systems a lot of the work is automated and the Driver is there to override the controls in the event of the need arising. These Drivers are classified as "TRAIN OPERATORS". Our rail system is nowhere near as advanced. Our system is totally reliant on the "DRIVER" for the "COMPLETE" operation of the Train movements. So, in a nutshell MTM want us on Train operator wages and conditions! Whilst operating with total control over the complete running systems of the Train!!! WHY??? GREED!!!

We are classified as "SAFETY CRITICAL WORKERS". So are the Ambos, the Fire-fighters, the Police, the Nurses, the Airline Pilots and others... YES! And the most relevant and comparable to us are the Airline Pilots.

Airline pilots are responsible for moving anything up to 500 people in a single flight!!! With many, many hours of practice before they are considered competent enough to fly people from A to B. As complex as an aircraft is, once the pilot is fully trained in all safeworking procedures and operating skills and is assessed many times. Will he/she be considered safe to fly with passengers on board. There are no second chances when an aircraft is in flight and the potential for disaster very real. However, most of the work is in actually taking off and landing and when the plane is in the air, the pilot may set the plane on auto pilot and leave the co pilot to monitor the controls. In comparison; Train Drivers running Trains on a system like ours, is a job unrelenting in nature, we must always be fully alert and ready to cope with any

situation that comes our way and act accordingly. We are totally responsible for the safe carriage of more than twice the number of people, that any of the largest planes in the world have the capacity to carry.

Yet, as all the above safety critical workers mentioned are treated as a valuable asset to the state, we are singled out by these foreigners, who look down their noses at us and see us as no more than "Gravy Train Recipients"! If this Gravy train article, alone were the only "INSULT" we had to complain about it would be forgivable. But collectively all the rail staff working on our "taxpayer owned Railway system" could write reams of information as testimonial to the EVIL we currently have in our midst!!!!

"FRAUD" The open fraud of skipping stations as exposed in the Herald Sun recently... The open fraud of terminating trains short of destinations.. The open fraud of running trains direct rather than through the city loop.. Whilst there is "NO" authority for MTM to do this in the train franchise agreement they claim, "there is nothing to say they cannot". Okay so they get their multi million dollar bonuses on top of the very lucrative deal they could almost have written out themselves!!! These bonuses, is that not financial gain by deception? Is that not fraud? That may mean if I rented a house from you. These things, are just a random selection of the way MTM do business! They really are stars at what they do!

But what next? The MTM propaganda machine has been running overtime around the suburban railway stations. Every time our passengers get on a platform of a morning "Thank you for travelling with us and have a nice day" Whenever our passengers are at the arrival point "Thankyou for travelling with us and enjoy the rest of your day" Every time our passengers get on a train to go home "Thankyou for travelling with us and enjoy your evening" And when you are on a platform waiting for a while, you will hear these compliments multiple times!

Whilst the safety announcements are very good, "IF" they are kept "BRIEF" we would applaud.. But NO they think everyone is stupid, so we'll bombard

them and they will think we (MTM) are heroes! However with these never ending compliments you can deceive some of the people, some of the time, but not all of the people all of the time.

We as Drivers of the suburban rail system of Melbourne will continue to be loyal to the travelling public of Victoria. However as the tenure of franchise for this outfit looms nearer (approximately 18 months), consider these facts: Do we actually want the Chinese Government running our rail system, through franchise or ownership? Do we actually want 457 visa personnel flown in at will, "by the score" to run our rail system? And are we prepared as the taxpayers of Victoria, to let hundreds of millions of dollars more, to be exported in obscene profits to a foreign company? When that same money could be better spent on our own infrastructure needs!!!

The "NEW" Queensland State Government said "NO" to selling off any more publicly owned assets!!!

These public assets are owned and paid for by the generations of hardworking Australians!!! These same generations of Australians who fought for us in war, who built our country and everything we take for granted today, would be absolutely sickened by the way our country is being sold off today!!!

If we continue with this downhill slide of Franchise till the people are lulled into a sense of acceptance. Then suddenly hand ownership over to a foreign company / Government !!!!!!! What future will any of our children have when the dictates of foreign Governments call the tune on us???

Wasn't this why our soldiers fought in the world wars? Wasn't this so we could decide of our own destiny?

Wasn't this so, as a nation, we could enjoy "freedom" from the tyranny of overseas masters?

HAVE WE ALL GONE STARK RAVING MAD???







As anybody who drives through the suburban area is by now acutely aware, the track condition is not what it could be. We in Gippsland have 61 kilometres of bone jarring, tea spilling track to negotiate every day and repeated complaints about mud holes, rough curves, trees growing in the track, and various other faults have fallen on deaf ears. Our attempts to have something done about it date back to 2011, when the first of literally hundreds of fault reports was submitted by one of our members. The frustration to me as branch secretary was intense, since the solution was screamingly obvious: get some machinery out there and fix it. That simple.

At the time, the faults were relatively few, and not particularly bad, but it was obvious that if left neglected they would quickly degenerate into more serious faults, and that is exactly what happened. Occasionally, some work would be carried out, but rarely to the standard that would have been acceptable prior to privatisation, and often the track was left with alignment faults that were never rectified. The dinosaurs amongst you who pre-date privatisation will recall all tracks received cyclic heavy maintenance, combined with regular patrols by the local gang. The net result was all tracks were maintained to a standard appropriate to the use of the track. After such maintenance, there was no up and down or sideways slap, and certainly no square joints through curves. The straights were smooth and the curves were true. It's not much to ask for, but the drama that goes with trying to get track faults fixed now days is ridiculous.

The support of members throughout this process has been fantastic, and not completely futile. The support from V/Line management was initially encouraging, but very quickly weakened to a soft stance. I suspect they may have been put under the pump by other authorities, but ultimately, they very much capitulated to Metro for reasons I fail to understand. My issue was simple: the

track was not up to standard, and I wanted it fixed. There have been numerous incidents of drivers and conductors being injured due to the rough track, but that failed to elicit much response from Metro, other than to say that there is no problem. Some of you will recall the news article where Metro management said publicly that the track was fine and they would continue to run their trains at normal speed. What they didn't mention was that most of the faults are close to stations where their trains are slowing or accelerating, so obviously the faults aren't as much of an issue to a train travelling at 40 or 50 kph compared to a pass or goods doing track speed.

What has been achieved has been a reconstruction of the level crossing at Officer and some fairly major track work in general. For the moment, what little that has been done seems adequate, but I suspect it will not last. I can't stress enough the importance of reporting such faults to train control and in writing to your supervisors and union reps. It's a bit of a hassle, I know, but the results are worth it in the long run. Whether this work would have been carried out anyway, we'll never know for sure. It possibly would have. I am certain that this is not the end of the fight, past experience shows that some work tends to be done when the situation becomes desperate, and then no more is done at all for ages.

Finally, it would be wrong of me not to acknowledge the efforts of all members at Pass, Sparks and Freight in bringing this matter to a head. It has been a collaborative effort, and while it is absurd that it has to come to this position in the first place, it is the nature of the privatised industry to put profits ahead of all other priorities. The efforts put in by members and other union officers at Traralgon has been tremendous, and I look forward to the day when we don't have to bother with this sort of thing anymore.

*Rob Morgan, Eastern Branch Secretary.*

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DO NOT WORK  
UNLESS YOU DO**

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## PN AND THE DECLINE OF VIC BULK

In the last 12 months working for PN has seen the introduction of blank line rostering across the bulk grain depots, the redundancy of 34 crew in Victoria including the closure of Dimboola depot, plus another heap of redundancies in NSW. There has been the hiring of 24 casuals and the bringing in of labour hire companies to fill the short fall left by the 34 redundancies. They have removed all personally issued phones and replaced them with common use crew phones, creating communication difficulties. The introduction of crew bags which must be carried but don't have the relevant safe working forms in them. In other words we are now carrying an extra bag for alcohol wipes and a USB phone charger.

Last week a news letter came out from the general manager stating how much the off task labour [down time] was hurting the company and just how important it is to increase the number of casuals on the books. Reading between the lines you might surmise that full casualization is just around the corner. Once upon a time the people at the coal face were considered an asset, but now sadly it seems that we are just a major liability.

So with this in mind we put our heads together and had a look at how many new contracts PN have gained since taking over from Freight Australia, the only one that we could think of was the Emerald grain contract.

We then thought about the contracts that they have lost, the logs traffic, the cement traffic, the Horsham container traffic, the fuel traffic, the rice traffic, the paper traffic, and the freight gate traffic. They have also reduced the Tocumwal and Merbein container traffic from 5 days to 3 days a week.

But all is not lost, they did pick up the Cargill grain, which they share with Qube, and the Iluka sand trains by default, the collapse of El Zorro.

Looking at the number of contracts that have been lost it's no wonder that the down time is high. One might even wonder if the company is at all interested in running trains other than intermodal and coal.

So it is with great interest that those of us left in PN bulk wait to see where our futures will lead.

*Richard Guest Driver Geelong*



# London Evening Standard



It's not as though history repeats itself ever....

Just renew our franchise, we'll take care of everything

## Tube chief compares himself to engineering pioneer Brunel

Published: 30 August 2008

The chief executive of controversial Tube renewal firm Metronet has compared himself and his company to Isambard Kingdom Brunel, the greatest engineer in British history.

Writing in the latest issue of Metronet's staff magazine, Andrew Lezala says that he and the company have suffered "flak" because they are "innovators of world-scale projects" who are "challenging the status quo".

He adds: "It reminds me of one of the greatest innovators of the 19th century. Isambard Kingdom Brunel left his mark imprinted on our lives in numerous ways... the Herculean task that we are undertaking at Metronet might even be comparable to some extent.

Metronet, which is charging the taxpayer about £20 billion for its 30-year Tube refurbishment contract, has been attacked by Mayor of London Ken Livingstone as "the consortium of your nightmares" after a series of major failures.

Its weekend engineering work has repeatedly overrun into the Monday rush hour, causing chaos for travellers. Its station refurbishment programme is badly behind schedule and this summer Tube passengers suffered 20mph speed restrictions after

Metronet failed to prepare rails for the warmer temperatures.

Mr Lezala's remarks were greeted with incredulity by transport experts last night. "The daring and achievement of Brunel does lie at the opposite end of the spectrum to Metronet," said Tony Travers, professor of government at the London School of Economics.

"Brunel knocked down hills to create a straight line from London to Bristol and built the SS Great Eastern, which people didn't think would even float. At my local station, Metronet have been struggling for the best part of a year to replace a few tiles." Mr Travers said the most "worrying" thing about Mr Lezala's comments was the "profound and revealing lack of self-awareness" they displayed about **Metro**net's inadequacies.

"Brunel did great projects, serious pieces of engineering," he said. "Whether coating Roding Valley station with CCTV cameras and customer help points is quite in the same league, I rather doubt."



# RETIREMENTS AND RESIGNATIONS



Dear Marc,

Currently I am working in the Pilbara region of Western Australia driving iron ore trains and I am in the process of joining the union up there which is the CFMEU that represents the drivers.

In doing so, I was advised that I shouldn't be in two unions at the one time, so after giving it some

thought, I have decided to resign from the RTBU Loco Division in Victoria and join the union at work.

I have been a fully paid up member of the Loco Division Victoria since starting at Maryborough in 1999 and was the secretary there for a short time.

I wanted you to know that I had intended to remain in the RTBU until retirement, however I feel that membership that gives me coverage where I am currently employed is a good idea at this stage.

It's not until you are working somewhere else that you can really appreciate the current conditions that enginemen here in Victoria have and it's a testament to the union to have earned and maintained these conditions over the years and hopefully for many years to come.

I would like to thank everyone I have worked with and met during my time while involved with the RTBU and wish you all the very best in the future.

Thank you and regards,  
Tony Whelan.

Dear Loco Division

As I am retiring on Thursday 19/03/2015 I would like to cease my membership as of that date.

I urge all members to stick together and wish them all the best for the future.

yours sincerely  
Geoff Groat.

Dear Loco Division

It is with regret that I am resigning from the RTBU effective today.

I thank everyone who has helped me over the last 3 years that I have been with Metro, and especially those in the loco division.

Thank you,  
Gill Moxham

Retired driver Lindsay Walker  
receiving his plaque



# RETIREMENTS AND RESIGNATIONS

Dear Loco Division,

*I would like to resign from the union, as at the 4th of October, as after 43 years have decided to retire from the railways. I would like to thank all those that have been involved in the union, over the years, for the great work and effort they have put in for the benefit of all. All the best for the future and I can guarantee the union will be in safe hands.*

*Darrell Lewis  
Ex ERD FSS*

Dear Loco Division

Yes, I can confirm my resignation, I am moving to NSW, will hopefully re-join the RTBU once I get a job back in the rail industry. My thanks to all in the RTBU for their help over the years and all the best for EB negotiations ahead.

Cheers

Stuart Thyer



Happy  
Holidays!

**To Rail, Tram & Bus Union,  
I hereby wish to tender my resignation from Rail, Tram & Bus Union, as I have recently resigned from Metro Trains and I am now enjoying retired life.**

**I will miss the support & friendship that I have enjoyed since first joining the AFULE in 1969. Big changes since then and not much happens without the union having to step in and protect safety and conditions, All the best for now. Yours Truly  
John P Jones ERD—**

To whom it may concern.

I regretfully must resign as a loyal member of the RTBU Vic Loco Division due to my termination from my position as an EMU Driver.

I would like to thank the delegates and staff of the RTBULD for their efforts in assisting me during a very trying past few months, and wish them and all my former colleagues the very best in their upcoming endeavours.

Regards, Justin Hawkins

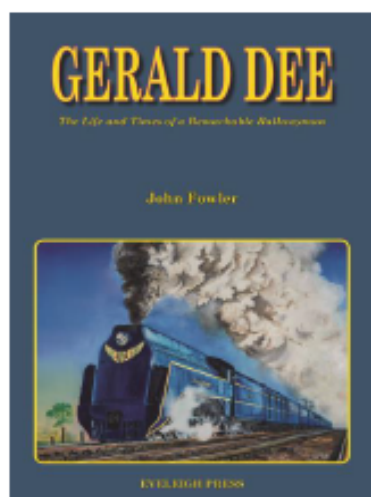


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