



LocoLines

NEWSLETTER FOR LOCOMOTIVE
ENGINEMEN OF THE RTBU VIC

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LOCOLINES
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Publisher
Marc Marotta

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SECRETARY'S REPORT

By Marc Marotta
Divisional Secretary

Pirron Yallock Train /Truck Collision

The Passive level crossing at Pirron Yallock Phalps Rd is the site of a rail accident that luckily did not cost lives on this occasion. The dramatic photos remind all of our members what they may be confronted with in the course of a normal days work. The status of the driver involved is not yet clear, hopefully he will make a full recovery.

The Locomotive Division was aware that the Victorian Government has already earmarked this crossing for urgent upgrade last year. The Victorian Government fast tracked the funding for Pirron Yallock crossing and two other country level crossings identified as dangerous. The issue that the Loco Div has attempted to have addressed by V/Line management is the lack of a procedure for Loco Hauled trains on passive level crossings with no boom gates. V/Locities and Sprinter have a procedure where the Driver is required to reduce speed on approach to these classes of level crossings. But thankfully the last crossing of that sort where V/locities and Sprinters are timetabled, is now closed. V/Line management has not addressed this in consistency when it comes to Loco Hauled trains.



Perhaps they're all too busy attending leadership forums. These photos are evidence of the effect when a Loco collides with laided semi trailer.



V/Line EA Report



V/line has introduced 50kph speed restrictions on Phalps Road crossing (Pirron Yallock) until boom gates are installed.

Whilst it appears that V/Line has adopted a responsible position for the safety of Loco Drivers and the public using these crossings, the fact is that there are 17 unprotected crossings between Waurin Ponds and Warrnambool and this matter has been raised with V/Line with a defined procedure. To date no response from the V/Line Managers involved. It seems that it requires a horrible accident for V/Line to act.

PN Rural and Bulk



The Locomotive Division is currently negotiating with Pacific National Rural and Bulk for a new Enterprise Agreement. One would think that because of the size of the enterprise this would be a relatively straight forward exercise, the reality is that there are a number of complications that are challenges for the membership and the industrial law in terms of treatment of casuals and the deployment of labour hire firms in this particular enterprise.

The Locomotive Division has put forward on behalf of the members a log of claims for the new Enterprise Agreement to try and give certainty to the casuals and the use of labour hire firms and its impact to the PN Rural & Bulk employees.

Labour Hire

For those members who may not be appraised of the latest attempts by UK based company SAB Miller, in

July of this year they sacked its existing workforce that have an Enterprise Agreement at the Carlton United Brewery and installed a labour hire company with a far inferior Enterprise Agreement, and then asked those sacked employees to reapply for their positions at almost 65% cut in wages in real terms. The most offensive aspect of what has been proposed is that the new Enterprise Agreement gives the power to the Company to reduce wages whenever the company chooses to but not go below the National Employment Standards.

The sinister nature of the activities of this UK based owners of Carlton United Breweries is that they wish to force this inferior EA and conditions upon its supplanted workforce which was actually signed by 23year old casual employee named Ethan who was a student at the time, on behalf of 2 other casual employees in Perth in 2014.

To give you an idea about the higher principled operation of these companies involved, they presented the Enterprise Agreement to Ethan to sign: Ethan's quote is:

"I needed the money, so basically I did random jobs like sorting out storage and going to deliver things for a golf course for a corporate event" he said "just random little jobs like that".

Ethan said he worked for the company, then known as Skilled, for 6 days all up over a 3 week period. He was asked to sign the Enterprise Agreement which he said he didn't know what the company did and knew nothing about the agreement he signed.

"I just signed it because they asked me to do it".

This agreement covers manufacturing, building and constructions, joinery, building trades, electrical trades, communication fields and is applicable in all Australian States. The agreement was approved by the Fair Work Commission and we understand that there may be a challenge to the validity of this Enterprise Agreement. On the face of it, it seems to be contrary to the notion of 'Good Faith Bargaining'.

The issue now is that workers have been sacked for no other reasons than that the Carlton United owners can navigate their way through the current Industrial Law. (I haven't heard Malcolm Turnbull raising this matter to change the Act in Parliament).

The workers have formed a picket line at the Carlton United breweries and is rapidly descending into a bitter industrial confrontation on a par with the Waterside dispute of '98. The Locomotive Division is concerned about the use of Rail Train Labour Hire company and sees parallels. PN R&B has been making presentations to its current employees, the bulk of which have been casuals, under the heading of 'feedback meetings'. The Locomotive Division will continue to negotiate in good faith with a view to securing its members conditions and improving the treatment of casuals. To date, PN has not responded to the log of claims for some conditions around the use of a Labour Hire company in the rail industry. We will keep you posted as to progress.

It's ironic that 12 months ago the Locomotive Division was doing battle with another UK based management and its Chinese owners of Metro who were trying to deskill and reduce wages for train drivers with the introduction of Third Tier driver credentials and scab rates.

QUBE EA Report

QUBE logistics Rail Enterprise Agreement went to a vote by the members over two days on 12th and 13th September. 2016. The results were negative with the EA being sent back for negotiations.

This EA is a challenge trying, to bring together four different E.A's belonging to Rail companies that were taken over by Qube. It is also one of the causes of the delay.

There was an issue of finding process that was equitable in the form of back pay for members with varying lengths of service. This was resolved, there are now additional issues to be addressed.



I would like to acknowledge the members that have participated thus far and the local delegate Steve Newitt for their efforts.

IT'S TIME TO MAKE THE DECISION

'Metro ranked worst rail network in Australia...Again.' The Age 12/9/16

This is the headline in The Age newspaper 12 September 2016, Metro is the worst metropolitan rail system in the Country voted by the commuters that have to use the system. This is the fact that is well known and corroborated by our membership's reports that work within the Metro franchise. It gives credence to the old adage;

"You can fool all of the people some of the time and some of the people all of the time, but you cannot fool all the people all the time".

The areas that commuters complained about the most were late running, cancellations, trains arrive early and leave early not according to schedule, and delays in the service, despite Metro's claims publicly of on time services when it's Metro that keeps the statistics for on time running. How often have we heard a Metro representative claim exemplary on time train service delivery when our members at work know it's something quite different.

This is the fifth year in a row that Metro has won this dubious title, it's time for the politicians to either make a decision to take back the system into government hands which would keep over a billion dollars in the Victorian economy annually or at the very least open the franchise for a full tender process and we might get a decent operator that knows something about the railways not just one that's an expert in exploiting the Victorian tax payer. Last financial year Metro sent \$1.3 Billion back to Hong Kong and growing.

- Marc Marotta

Anyone BUT Metro!



Application for a copy of student records

If the Registered Training Organisation (RTO) that originally issued your qualification or statement of attainment will not / can not issue you your student records, ASQA may hold a copy of your student records.

A form can be downloaded at:

http://www.asqa.gov.au/verve/_resources/Application_for_a_copy_of_student_records.doc

A fee of \$60 applies to the successful return of student records and processing may take up to 30 working days.

For further information please visit <http://www.asqa.gov.au/>

**Applications
Close FEB 2017**

RTBU Locomotive Division SCHOLARSHIPS

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

Applications can only be made online at:

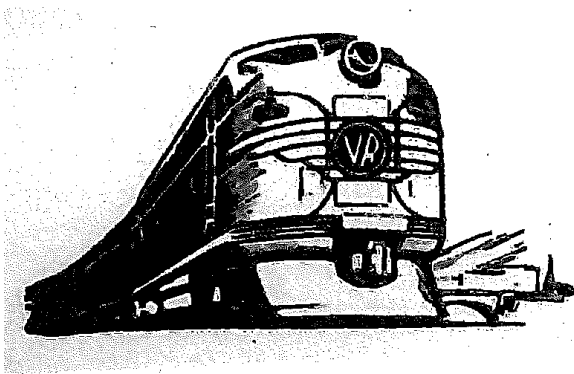
<https://www.eduweb.vic.gov.au/scholarships/>



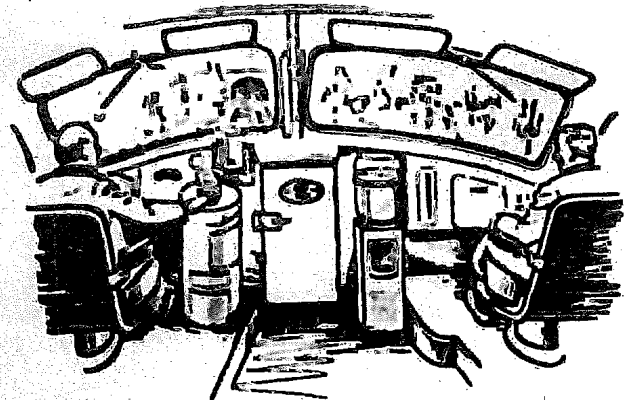
PRESIDENTIAL REPORT

By Wayne Hicks
Divisional President

An engine drivers job used to be a happier one.



This spiel harks back to simple times when being an engineman offered job satisfaction. These new Clyde GM Diesels have everything, speed, safety, comfort, big haulage capacity, and greater fuel economy than any other form of transport. The engine driver and his mate "opps" no mate have a new kind of job in Clyde GM Diesel—they sit in swivel arm chairs and almost sound proofing cabin. When serviced correctly the driver has finger tip controls and perfect vision when there is no track foliage obstructing signals and track infrastructure. There is no smoke or scalding steam—no exposure to weather or furnace blast. It's a new clean job free from soot, dirt and grime, just more managers looking after your welfare. Whether you are a driver or fireman, fitter, greaser, cleaner, shunter or porter, your job will be a cleaner and easier and happier one when Clyde G.M Diesels haul your trains or should that read bombardier.



These new Clyde G.M. giants are the first Diesels in Australia to run at 80 m.p.h. They will convert your railways into profits earners for your State because they haul bigger loads faster. They're the only Diesels made in Australia for all Australian Railways.

If you're an engine driver, a fireman or a service or maintenance worker, find a chance to look over a Clyde-G.M. Diesel Loco. Or, if you're a supervisor, apply to do a course at the Clyde Diesel School.

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V/Line EBA

With the V/Line EBA negotiations that have taken place over the last year and half and the negativity demonstrated by management to conclude, the EBA is nothing more than a stalling tactic. Managements intent is to change what was agreed in the heads of agreement and then to alter clauses without agreement.

Two union officials who were part of the negotiating team were negotiating vigorously which management objected, so Management had gone to the State Secretary to have the 2 individuals removed from the negotiating team only to be told, Management don't pick the team, only the membership do!

I believe the union would be regarded as intransigent by management and the definition is 'unwilling or refusing to change ones views or to agree about something'.

The PABO has been approved by the Fair Work Commission and a postal ballot conducted by the Australian Electoral Commission; we hope that the membership has voted and ensured that your postal address is up to date with the Union office.

The way the enterprise agreement is progressing we will all end up looking like the below picture.

Items that are in dispute are as follows.

- Velocity preparation times with a working party will be completed within 6 months of the Enterprise Agreement being signed off. Management believe the review will be done without any modifications or new technology etc. and then management will take the union to Fair Work to make the decision. This cannot be agreed to. The consequence will be that the union would be dragged to court.
- What was agreed is that any engineering modification that could reduce the preparation times and the working party will review what has been proposed, verify and adopt.
- The status quo provisions for the employment relationship for government projects are in dispute and management believe they will introduce the project and then proceed to Fair Work for the umpire to make the decision. The umpire will not



rule the way the Union prefers after it has been introduced so it's very important the status quo provisions prevail in the agreement which also has an impact on the remainder of any other work practises.

Gemco: this location is used for movement of rolling stock in and out for general maintenance. A draft procedure has been agreed to and the outstanding items are Padlocks be provided on the derail blocks, pathways be cleared of weeds and signage be relocated because of clearance issues.

Ballarat & Bendigo: the yards at these locations are to be reconfigured for the 7 car stabling.

Section 34: a review has taken place of section 34 local operating procedures by D Kerry and the document is out for consultation and comments and a date has not been set for implementation.

Pirron Yallock Train /Truck Collision



The result of a recent level crossing accident on the Warrnambool corridor lucky no persons were seriously injured and highlights the hazardous job a train driver deals with on a daily basis.





ASSISTANT SECRETARY REPORT

By Jim Chrysostomou
Divisional Assistant Secretary

Doctor who? Doctor Jacques

The Locomotive Division recently received correspondence that was written about our Division and its members and not to our Division. The letter was addressed to the Branch for reasons that became apparent later.

In the letter that was authored by Dr Jacques Liebenberg – Metro Trains Melbourne (MTM) Director People & Performance, the South African trained Doctor gave a number of alleged examples from MTM employees (managers) taken from an “*Independent*” report that was funded and commissioned by MTM that made allegations against our members behaviours.

It should be noted that MTM never intend on releasing this report because of its sensitivity. Sensitive to whom is the question.

Examples of alleged unacceptable behaviour provided by MTM holding the Union and its members responsible were either never investigated and, in the matters that were examined, failed to reach any plausible outcome because of the lack of merit to the claims.

Most concerning was that some examples forwarded by the good Doctor purported alleged criminal activity by members but no member was interviewed by Victoria Police or the company.

The Locomotive Division responded on the 9th of September to MTM’s misleading and unfounded assertions provided by the Doctor with some factual events that were experienced by the Union and their Members which included but was not limited to the following:

1. Targeting employee representatives, including both Health and Safety and Union representatives. This campaign against these representatives has been for no other reason than the exercising of their workplace rights and raising safety concerns;
2. Not providing basic amenities or uniforms for female Train Drivers;
3. Discriminating and demonstrating a lack of sensitivity against employees because of their cultural and religious beliefs;
4. Threatening employees who sustained an injury in the workplace with disciplinary action (up to and including termination) for not attending the MTM preferred Doctor.

These were just some examples of conduct by MTM and its management gang that are contrary to the numerous policies and procedures that the company have in place as benchmarks for the entire workforce that appears to only apply to employees at the coal face and not to management.

MTM responded by claiming that the examples they provided were genuine and not made up and were raised in the independent MTM funded and commissioned review of workplace bullying. They (MTM) went on to claim that the letter from the Union that cited factual examples of MTM’s bullying and harassment was an attack on MTM and not a positive response.

The purpose of MTM’s correspondence was to advise the RTBU that, “*Metro will take what action it considers necessary to try to eliminate recurrence of some of the conduct by the introduction of education and training*”. In reading the above statement it appears that Metro is selective in the conduct that they deem is unacceptable. If you are an employee (Driver) it’s unacceptable and if you are a manager it’s acceptable.

Know your Doctor

Those who have undertaken further study would understand that attaining a Doctorate is not an easy feat. This usually involves researching and writing a thesis of a minimum of one hundred thousand words on a specific topic.

Below is an enigmatic quote from MTM’s Dr Jacques Liebenberg that is out of the Metro 2016 Strategic Operational Plan;

“If culture is the fabric of sustained organisational performance, then leadership is the elegant stitching keeping the fabric together and in place. Our continued focus on leadership, development and growth is the cornerstone of unlocking the full potential of all our employees’ capability.”

And here is a plain quote from another Doctor;

“You have brains in your head. You have feet in your shoes. You can steer yourself any direction you choose.” - Doctor Suess.

I will leave you to ponder these very profound quotes from the well-known Doctors.

Mismanagement or Con Job

The current rosters appear to be designed to increase travel time and lower driving kilometres thus decreasing Driver productivity, some may say this is a deliberate attempt by Metro to engineer a Driver shortage.

Coincidentally Metro have approached PTV to fund the training of an additional 200 Train Drivers for a required 2 year period.

Craigieburn and Broadmeadows is a good example, both locations have sidings and have enough Drivers to ensure trains are relieved, prepared and shunted by a Driver from that location, however you only need to take a quick look and you can see this does not happen.

Dayshift jobs have Craigieburn travelling to Broadmeadows and Broadmeadows travelling to Craigieburn to dock trains that come out of the siding within 10 minutes of each other. This may be good for the taxi industry however I fail to see how it is effective rostering, Drivers waiting to each other as they pass each other in a taxi.

This is not the only location in the roster book that has examples like this. Dandenong, Pakenham, Ringwood, Belgrave, Lilydale are others just to name a few. They all have Drivers travelling for what would appear to be no other reason than the computer says so.

Previously a Driver would get on a train and drive it to Belgrave and return but now it can take up to 6 Drivers to get that same train to Belgrave and return.

One can only ask:

- *Is this a deliberate move or have the rosters been mismanaged?*
- *Why would a company waste additional money and resources than is required?*
- *Why would a company increase its unproductive hours?*

The answer could be to screw more money out of the public.

The Andrews Labor Government is about to announce whether Metro will get an extension or if the franchise will be re-tendered. It is a requirement as part of the current franchise that Metro provide the Government with a Driver Training and Recruitment Plan for each financial year. Part of this process requires that Metro train a minimum number of Train Drivers set out in their Plan.

It would be reasonable to say that if Metro had fulfilled its training requirements they would not be going cap-in-hand to the Government asking to fund an extra 200 Driver positions over the next 2 years.

You could be cynical and say that the current rosters are manufactured to give the appearance of a Driver shortage perhaps.

Whilst the Locomotive Division will welcome another 200 members it does not accept wasting taxpayer money when appropriate rostering would resolve the perceived Driver shortage.



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Health and Safety update (HSR)

I would like to thank all the recent applicants that applied for HSR positions at Metro.

Metro attempted to frustrate and delay the election process by engaging Worksafe earlier this year. They alleged that members had concerns about the RTBU conducting the election process. Much to Metro's disappointment they were unsuccessful in their endeavours and the law of the day prevailed. This is not the first time Metro have tried to undermine the election process but on all occasion they have not achieved their desired outcome.

It's unfortunate that organisations consider occupational health and safety as the unforeseen financial liability to the company hence the motivation to delay or obstruct the democratic process which intern puts Members safety at risk.

The involvement of the independent umpire was initiated by Metro and we wait with bated breath to see whether they accept WorkSafe's determination.

Managers move to Collins St

In case you have not noticed the Train Services group Managers recently moved to 700 Collins St, along with the Drivers Uniform stores. After the Metro move I had a disciplinary interview and

needed to represent a Member in one of the exclusive Driver interview rooms.

Metro occupies a number of floors in the building and I have been on pretty much all of the levels mainly because of the Metro production line of disciplinary investigations. One thing that struck me as odd was that the Train Services level was the only floor that had interview rooms that were clearly labelled on the wall to advertise to everyone that the two rooms are the Driver interview rooms.

In a meeting the question was asked to a People and Performance representative (new title for HR representative) if all the other floors have interview rooms as they were not obvious to passes by?

Is there one for the projects team, is there one for the signallers, is there one for the station staff, is there one for the AOs, or one for the managers? It was pointed out to the People and Performance representative that this was a breach of Metros Code of Conduct as it did not treat people fairly with respect and appeared to victimise a particular group.

The next meeting that was attended at Collins Street the signs on the interview rooms had been amended with the removal of the offending word.

- Jim Chrysostomou



METROPOLITAN REPORT

By Paris Jolly
Secretary—Metropolitan Sub-Division

Roster Committee Update

Prior to the current rosters if a depot wanted a rotation change the roster rep would survey the depot and if the change got the required votes the change would be sent to the Union who would forward the change to the roster section who would implement the change.

It was a simple process that allowed the depot to adjust the rotation to try and get the best out of shift work, allow some normality and a family life.

The process has now another layer inserted by Metro and has slowed rotation changes down. The changes that are coming through over the next few weeks have taken nearly 5 months to implement. Most of the changes are as what was proposed by the roster reps in May.

We will continue to push to have the remaining depot rotation changes implemented and can only hope Metro does not continue to frustrate the situation.



By: Mick Welch.
Heritage Crew Pool coordinator

A2 steam locomotive.

After many years of restoration a Victorian Railways A2 class locomotive has entered preservation service on the mainline. The locomotive is finished in a near new condition, smooth in its operation, raising and maintaining steam easily, riding good, and in general contradicting any information received on the A2 over the years.

After the Newport- Sunshine light engine trials it has been has been trial runs to Geelong and Seymour. There have been two (2) runs to Geelong running at a speed of 50 kph with light load of three (3) vehicles and a "T" class trailing and on the second run at range of speeds from 50 to 80 kph with a load of five (5) vehicles via Gheringhap. In both cases the loco ran well with the only concern for an engine bogie bearing running slightly warmer than usual when inspected during scheduled inspections.

On the Seymour with a load of six (6) cars (estimated 70 tons under a full load) it was the first time the regulator was truly opened into the main valve where it was found to be grabbing and difficult to move into this position requiring a considerable amount of effort to move it. Still the engine bogie wheel bearing was slightly warmer than usual. Other than this the loco performed and steamed well.

Training.

Finally we have two (2) new steam PDT's who have completed the industry skill set for who will start off now with the two (2) steam driver trainee's.

The A2 locomotive even though it is standard in design, equipment function, controls, and position similar as to that of D3 and K class locomotives, crew members still need to be signed off on its slight

differences. This will be done through the issue on pamphlet listing differences and the completion of a multiple choice question sheet with eight (8) questions.

Started last year was a DERM class of six (6) trainee's is still ongoing with the last two (2) trainee's required to completed.

In the future requests will made for the release of funds to train more crew members in R711, diesel induction class, and for a steam firemans class to start next year.

Suburban committee members.

Received have been a number of nominations for suburban representatives on the heritage committee members and this is taking a number of meetings to select candidates.

Barry Lloyd is the current outgoing suburban representative and we need to thank Barry for his contribution and participation in the areas of the, mission statement, roster code, and Tait courseware.

Passenger committee members.

Soon an expression for interest will posted for V/Line passenger members to nominate for the Heritage committee position. Should you have any questions please give me call.

Tait train

The Tait is still basically at the start of its accreditation. All it requires is the money promised during the last federal election to move it on.

WHERE IS IT?

with Trevor Penn and Des Jowett
edited by Warren Banfield



A Walker railcar has arrived at this branchline terminus on Monday 20th December 1954. But “Where Is It ...?”

THE previous *Where Is It ...?* [below] was at Somerton, on the main North East line. The photographer was Guy Bakewell. The winners who correctly guessed Somerton were William Jackson from Metro at Ringwood, and Lawrie Reynolds from V/Line at Southern Cross. Congratulations go to them.

Meanwhile if you think you know the location of the

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



SOMERTON

by Trevor Penn

IN EARLY September 1939, few railway enthusiasts owned a car and most worked on Saturday mornings. For a cheap, after work excursion however they could ride either the 12.25 pm or 1.18 pm Sparks from Flinders Street to Fawkner, connecting with a tiny four-wheeled AEC railmotor that bounced its way to Somerton [above] via Campbellfield and the imaginatively named North Campbellfield, for a pleasant afternoon of mainline train watching.

For those such as Guy Bakewell who could afford a decent camera, there were things like this to capture on celluloid. En route to Seymour is X28, a handsome and capable 2-8-2, seen here passing through the hand operated gates protecting the Somerton Road level crossing.

The big Mikado retains her original shapely funnel and round topped firebox, but her appearance would be drastically altered in the

coming years with the fitting of a Belpaire boiler and a Modified Front End, with its austere looking funnel and large smoke deflectors.

Other things were about to change.

GERMANY'S TROOPS INVADE POLAND screamed the headlines in that day's *Argus* newspaper. Mother England was now at war, and so were we. On page 2 there were accounts of "Vital Activities To Safeguard The Nation".

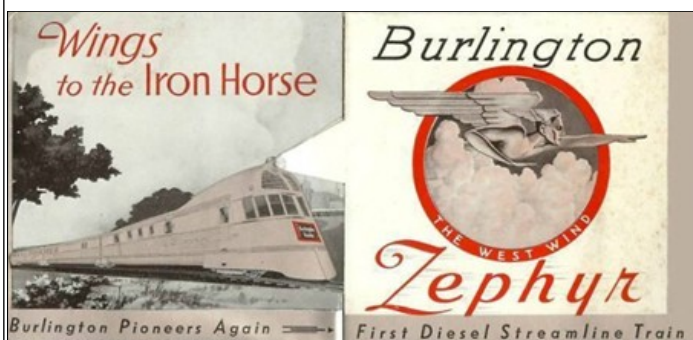
Police guards and armed troops would henceforth patrol important railway installations, the State Electricity Commission had plans for "the instantaneous darkening of the city and suburbs" and so on. Among the first casualties of the war were Prime Minister Robert Gordon Menzies' plans for an indulgent weekend at "Talindert", the palatial Camperdown property of grazier Thomas Manifold, "whose hospitality was a byword". Menzies' car was stopped by the police at Colac, and the Honourable PM was forced to join his Ministers in a "rush to the City".

Bugger. LL

CAB COMMITTEE REPORT- S.C.S

By Karl Costanzo

Cab Committee Co-ordinator



In light of the recent collision between a road truck and an N class pass at Pirron Yallock, I would like to give my opinions on crash worthiness of our Victorian rolling stock and look at some lessons learnt from times past.

I think it is important we look forward to what will eventually replace N class locos on commuter and long distance high speed passenger services, referred to by V/line as the NGT, or Next Generation Train.

Back in 1935, U.S.A, what came to be known as a shovel nose, the 'Pioneer Zephyr' was one of the worlds very first streamliners. It was designed and built to be lightweight, fast and cheap to operate. The example built in 1935, was constructed using stainless steel and was diesel powered, I think a first for a train in North America. This small train broke speed and reliability records on long distance runs and began a new era in passenger train travel that quickly spread around the world.

Lessons learned with this design of streamliner led to development of the EMD E unit nose/cab design, essentially the same as was constructed under licence in Australia, and found on our favorite 'vintage' loco's the 'B', 'S', and 'A' class locomotives of Victoria.

We in Australia, do not have our own standards of rail crash worthiness as such. It is more an adoption of standards from around the world, it would seem that when a new piece of rolling stock is designed in Australia, a standard is chosen that would meet certain criteria of cost or ease of manufacture, over one that might be seen to have superior crash worthiness. Having said that, I believe there are

"Pertaining to shovel nose, below is a photo of one involved in a collision with a truck in 1942. Engineer and fireman died. You can see there is less damage higher up where the headlight is located, and this is about the height of cabs for EMD E-units." -"It was safer for crews to sit higher up as is the case with E-units."

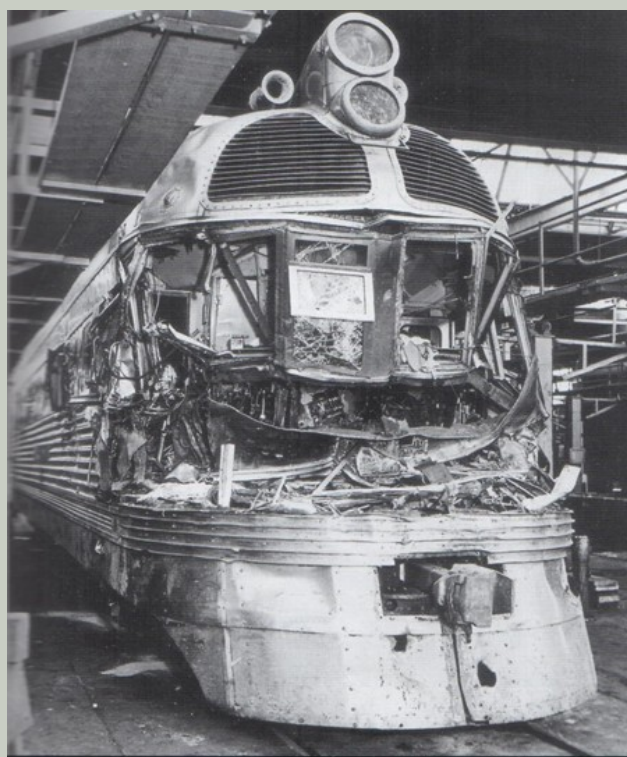


Photo and text by Heartland division, CB&Q Trains forum.

'Australian' standards being developed based on best world practice that would hopefully take into consideration the train's operating environment and our history of high speed collisions.

Historically, the North American standards have been used with success, due to our similar environment and vastness of space but our differing loading gauge including weight restrictions constrict what safety features can be included in a design.

The following are extracts based on the analysis and findings from a report on a recent derailment in Canada involving a locomotive and passenger cars that resulted in fatal injury of the crew and numerous passenger injuries, from the Transport safety board of Canada website investigation report R12T0038.

2.7 Rolling stock crash worthiness: "Structural deformation of rolling stock can be beneficial during a collision as energy is absorbed and dissipated that would otherwise be transmitted directly to the occupants. The basic principle of crash energy management (CEM) is to ensure that, during a collision, the unoccupied spaces deform before the occupied spaces. Survivability is influenced by how well the impact is absorbed by features of the vehicle and directed away from the occupants. Any structural damage of the container should not reduce the size of the survivable volume or open it up to the elements to the point where it compromises occupant survivability."

4.4.1 Locomotive cab rollover protection"...However, one of the basic premises of crashworthiness is that survivability tends to improve with more robust design. This premise has proven effective with the implementation of locomotive crashworthiness design criteria for front collision posts, fuel tanks and truck securement."

It can be seen from the Pirron Yallock collision that the "more robust design" of the N class locomotive involved, is what saved the train driver and acted as a large buffer for the following occupied pass cars. Compare this to more recent designs in Victoria that borrow from the 'crash energy management' (CEM) design theory, except for one thing: survivability. Alarminglly, it is the driver who sits in the deforming spaces in the event of collision on these higher speed trains. It is the driver who sits in a low, forward position as per the Pioneer Zephyr.

Mitigating factors such as warning signs, flashing red lights, and boom barriers are no comfort to a driver's nerve on the high speed approach to any level crossing.



V/line Southern Cross

Sprinter: ICE has been fitted to 7005 and it will be released shortly, once the issues surrounding the use of one radio serving two cabs is sorted out and agreed to.

N class: V/line have finally obtained funding to fit the new type Legacy seats to the remaining N class locos that aren't fitted. Previously, they were only fitted during CCO overhaul. Locomotive toilet conditions continue to deteriorate, due to breakdowns, obsolescence of parts and lack of funding to replace them. If a toilet was to breakdown in an office block, how long do you think it would it take to fund a new one? These N classes are our workplace too.

Y class: As you may be aware, the reliability and availability of the Y class fleet has been woeful of late. It is the accumulation of years of under budgeted maintenance and now the added problem of obsolescence of many of the parts needed to keep them running. (P class reliability is steadily declining for the same reasons also).

V/line have looked into the possibility of hiring a suitable Y class unit from a third party source. One positive, is of the job these units do, watched by the public every day at the platforms, seems to have finally been recognised by V/line as money has been set aside for upgrade. Target items include rust repair, new paint livery, interior of the cabs and (hopefully), a higher focus on maintenance. ICE radio is to be fitted too and a location for the HMI has been agreed on.

Vlocity: When you see a deferred maintenance form in the cab of a Vlocity, always ring the NCC (Cars) office to check on the fault. There have been times in my experience where the fault has not been entered in the system and will go neglected. If it is an auxiliary gen-set fault affecting the lead cab, it is to be marshalled as centre cab or not to lead. Also, remember your mates, and don't forget to fill out the preparation card each time you prep a Vlocity.

- Karl Costanzo

TALKBACK WITH HINCH

By Michael A Hinch

Passenger Sub-Division—Southern Cross

Comrades.

Alas, South Dynon

Recently, the inherent evil that is Pathetic Dysfunctional (Some people refer to them as PN for some reason that escapes me) vacated the South Dynon Locomotive Depot. Our Spiritual Home. As is their usual want, they left behind the usual slash and burn attitude to anything that they discard. The Loco Depot was stripped bare and I mean BARE. Floor coverings pulled up, air conditioners removed and even the notice cases that were installed when the building was constructed in 1962 were removed from the lobby. Not a stick of furniture, not a single locker upstairs... nothing survived the purge. It is a bare shell of a building. Indeed, before we intervened, they threw half of our gym equipment into a skip. One of the managers (after much terse discussion) finally agreed to leave the remaining components of the gym downstairs for collection. What we found downstairs later, was ruinous rubble. Not worth basic scrap value. Such generosity of spirit.

Over in the Diesel Shops, the same thing has occurred only at the hands of a different company. EDI has vacated the Shops and it has been closed off from #5 to #11 Shops inclusive. The roads have been spiked over, the scotch blocks locked and the roads booked "out of service." The Shops have been clinically cleared and cleaned and absolutely everything removed so that it also is a bare shell of a building. All the office and meal room space have also been stripped bare. It is a remarkable sight. The buildings look positively derelict. To those of us who knew this precinct as the city it was, it is stupefying.

I got to thinking about the precinct and its history and one detail suddenly occurred to me that someone may have overlooked.

As many of you will know, the South Dynon Loco Depot was built on a tip. The ground tends to sink annually and it has never been thoroughly stable ground. But one interesting consequence of building over a tip is the potential for methane (and other gases) to be produced in abundance beneath the surface and inevitably find its way up. There are a number of former municipal tip sites that harvest the methane produced by the site of a former tip and use it to power various industrial applications. The old Broadmeadows tip is a case in point. But bearing this in mind, some of you veterans may just remember an incident many years ago when, in the Diesel Shops, there was an "Earth shattering Kaboom" and a substantial chunk of the Shops floor was blown out. (Four feet thick concrete mind you.) Experts were brought in who collectively wrote on clip boards, tapped their eye glasses with pencils and generally "Tut Tutted." The conclusion? "Very clearly, we have a methane build up problem here so this nasty gas must be vented from beneath the facility on a regular basis or this will happen again...frequently and with some form of natural (Man-made?) gusto." Thus was the verdict.

The answer was, to pipe the stuff out from under the Shops and get rid of it on a regular basis. I ask the question. If you were the entity leaving the show for the cockroaches to inhabit, would you give a bugger? With that sentiment in mind, I have written a poem to celebrate the occasion. I do not consider myself to be the – Railway Bard – but all the same I have had a crack.

Methane

Who's gunna drain the methane out, from
beneath the workshops floor,
Now that Mr. EDI has walked on out the
door?

We really must remember, it exploded
once before,

So
Who's gunna drain the methane out, from
beneath the workshops floor?

That methane stuff is dangerous
I'll tell you that no fear,
That's why you never light a cigarette
Near the backside of a steer.
But EDI has moved on out
A fact we can't ignore

So
Who's gunna drain the methane out
From beneath the workshops floor?

When they built it on a tip, they didn't
think it through,
That methane it just rises up
And makes an explosive brew.
Of course this gas must be dispersed, it's
just a safety law,

So
Who's gunna drain the methane out, from
beneath the workshops floor?

That methane it is stinky stuff, it can really
make a smell.

And if you should choose to light a match
You could blow yourself to hell.

So if you should venture out one day, near
the workshops door,
Remember

No one may have emptied out
The methane, from Neath' the workshops
floor.

Hinch 2016

The John Gibbs Collection.

I wish to acknowledge the recent passing of a Mr. John Gibbs. John was a patriarchal figure in the Kaleta family (we all know the artworks of the late and great R.J. "Ricky" Kaleta) whom was rather keen on railways. This gentleman amassed quite a collection in his time and upon his sad

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passing, the Kaleta family approached me to become the custodian and carer of John's collection and to seek ways of sharing its contents with the greater railway community. This is a task I have humbly accepted, although I gotta tell ya, it's a bloody big collection. Through my *Loco Lines* articles into the future and with the permission of the editor, I will attempt to share something each time from this impressive collection. John Gibbs collected railway books and other memorabilia going back to the 1950's.

On this occasion and at random, I would like to share some passages from the Victorian Railways Annual Report 1970/71.

On page one, there is a signed letter dated November 17, 1971 to the Minister of Transport of the time, V.F. Wilcox. "Dear Minister, in accordance with section 105 of the Railways act, we submit our report to Parliament for the year ended June 30, 1971. Signed by the Victorian Railways Commissioners. The publication goes into some depth regarding gross income, Working expenses, loss on current operations, interest charges and any deficit. There is explanation about efficiency increases and actual reasons why some efficiencies had not been achieved. Social Welfare contributions, Marketing activities, future projections, the commencement of construction of the underground loop, freight operating statistics, balance sheets, financial results...the list goes on and the most amazing thing to those of us now living in the secretive and cynical world of the 21st century...transparency and accountability. On page 13 of the 1970/71 Victorian Railways Annual Report, Under the Heading **CERTIFICATIONS**, is the following:

I hereby certify that the rolling stock, machinery and equipment under my control were maintained in good working order and repair during year ended June 30, 1971. S.F Keane Chief Mechanical Engineer August 30 1971.

I hereby certify that the permanent way, stations, buildings, bridges, signalling, safeworking equipment and other works under my control were maintained in good working order and repair during the year ended June 30, 1971. D.D Wade Chief Civil Engineer. August 30, 1971.

I hereby certify the sub-stations, transmission system overhead, equipment and depots under my control were maintained in good working order and

repair during the year ended June 30, 1971. I.G Hodges, Chief Electrical Engineer, August 30, 1971

I hereby certify that the stock of stores has been carefully and systematically inspected during the year and that its true value at June 30, 1971, was \$7,744,288. A.W Thompson, Comptroller of stores, August 30, 1971.

Can any of you imagine that sort of accountability in this day and age? I will leave it to you to ponder.

World's best practise.

With the approval of those on high, permission was granted to the only people on the planet with knowledge and wisdom, (except for teenagers) those people being – Engineers, to deal with the pesky problem of single line running on the Western corridor. "Oww gee, that durn single lahn is sooo innefishunt, wert the hell can we do abowt it Pah?" At least, that is the hillbilly means of putting the question because it was the hillbilly response that we have received. Hill being the operative word.

I can but imagine an "idea crunching" session at the Engineers club (which surely must be proof, that even in the stoic world of design and engineering, there is most surely a problem with substance abuse) where they were throwing darts at a map and one of the darts stuck. When they were able to focus through the alcoholic haze, they recognized the word...Rowsley. This is actually a place that used to have a station and is located on the, fairly immediate down side of Bacchus Marsh. They decided to install a loop (or should that be...Passing Lane? I dunno.) in the vain hope that this would speed up the passage of traffic on the corridor. The end result is a tiny wee loop which has been placed at the bottom of a **1 IN 50 GRADIENT**, which will have (clearly world's best practice) a Home (Absolute) Arrival signal at the very bottom of said **1 IN 50 GRADIENT**, on a grade that has a historical reputation for traction/adhesion problems. Has anyone on this planet ever heard of silly little traction issues caused by millipedes, frost, rain and dew? Hmmm, perhaps the Engineers haven't.

When the bleeding obvious was pointed out to those in control that there may be an issue in terms of trains being actually able to stop at an Up Home Arrival at the bottom of this grade, they came up with a

procedural fix. They decided that if any Driver experienced any traction – slip/slide issues with his/her train, then they should contact the Train Controller and relate his/her concerns. Having received the message from the Driver, the Controller would not allow any train to depart either Bacchus Marsh or Bank Box Loop until the train in question was in clear in Rowsley Loop and stationary. Bewdy, that kind of mitigates the problem...a little bit, sort of...kinda. But amusingly, this would be the conversation between the Driver and the Controller. "G'day Centrol, I need to report slip slide traction issues with this train before I get to Rowsley." "Ok Thanks Driver, what is the cause of the issues?" "Well Centrol, this is a V/locite and it is raining."

At this juncture I must point out that, in the dry, the V/locite possesses a magnificent tractive effort, but in the wet...it is the most useless heap of s**t that anyone ever put bad diesoline into.

"Ok Driver, but what is the cause of the problem?" "Uhhhm, I just told you Centrol, this is a V/Locite and it is raining." Gee whiz, this issue won't slow down train running. And no one will ever over run the Home signal at the bottom of the **1 IN 50 GRADIENT** which is known for its problems, will they?

Wish list.

In the real world, there is a certain freight company that is happily, mischievously and systematically destroying freight vehicles and locomotives. Gee, I bet you can't figure out who that might be. Amongst the victims of this cull are the mighty X class locomotives. 2000 horses, roots blown engines easy to maintain, light and nimble and indeed quick off the mark. What if the V/Place Pass people were to buy a couple of these legendary machines and drop the Driver only modifications into them ala X47 and X49? And what if they were to run a multiple unit cable through the standard gauge cars and then slap an X class loco on each end of the set and run it back and forth to Albury in push – pull configuration? Imagine it. 4000 horses, if one breaks down, so what? Just run it back to Albury and we will fix it next week. We could drop the train into Albury, cut out, change ends and disappear back from whence we came. Ok, so I'm a dreamer.

Michael A. Hinch
Talkback. 2016



Nelson's Column.

By Ernie Nelson V/Line Passenger Spencer Street.

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

N457 To Be Renamed.



*Photo; Me and I copped a lot of s**t for it too.*

N457 City of Mildura to be renamed 457 Visa International Railway Refugee in honour of the Management teams that plague the Railways Industry in this country, with their failed notions of privatisation and workplace bullying who's only real purpose is to gouge cash out of wretched Transport Ministers to remit to foreign governments such as Metro and the Commies in Red China.

Behavioural Interviews.

Behavioural Interviews is a system of interviews where questions are put to potential job candidates based on a flawed theory (according to Forbes Magazine) of past behaviour will dictate future behaviour.

Human Resources Professionals rely on this system largely through an inability to think outside the box, Forbes maintains that a better system is Inter Personal Interviews where you get to know the interviewee by a series of personal questions and series of "what if" type questions which is believed to produce a much more balanced outcome.

The trouble starts when candidates who are exceptionally good interviewees basically fabricate answers, through preparation, to suit the questions being asked and are able to convince their interrogators that the answers are true by acting anatomically correct being Poker Faced and looking them straight in the eye and lying through their teeth. If you were to Google Behavioural Interview questions and answers you will get about 52,000,000 hits back of standard questions with preferred answers HR Pros love.

These interview systems are being abandoned in Europe and North America and increasingly in other parts of the world including Australia in favour of Inter Personal Interviews.

Conductors Here To Stay.

Every time Enterprise negotiations start at V/Line the old chestnut about Drivers preparing to negotiate away Connies jobs for a payrise surfaces, I'm pretty sure I know who is spreading this rumour and he really should stop as all it does is cause distress to people who become needlessly concerned about job security.

The Locomotive Division assures me and others that as a matter of Divisional Policy Conductors play an important role in assisting the Driver to run the train and are here to stay. As someone who was on the Sparx for 19 years with 16 of those years on Driver Only Trains it can



Castlemaine Goldfields Railway Conductor

at first appear to be an efficiency but in reality it is safer to have a train assistant of some description just for the second set of eyes alone, they don't have to be safeworking qualified just competent employees like our Connies will do nicely, oh and while Connies take care of wheel chair traffic I'll fight to the death to keep them and for the record I was a Connie briefly and I think it can be a hard job coping shit off passengers and management even some Drivers who should know better.

Speaking Of Conductors.



There a quite a few Conductor Service Managers (CSMs) who are telling Conductors they are in charge of the Train and its on time running and that they authorise the Driver to depart the train, this could not be any further from the truth if you tried.

Fact 1 the Driver is in charge of the train and the Connie is his assistant during platform stops and their only function is to tell the Driver that station work is complete, in no way is this authority to move the train end of story.

Fact 2 the Driver is responsible for on time running of the train, the Connie should carry out their duties in a timely manner to avoid delays.

Fact 3 the Drivers authority to depart a train is the Working Timetable and various Safeworking systems, the Connie merely informs the Driver that they have finished their platform duties and then it is up to the Driver to determine the correct time to depart the train.

So if a CSM tells you a Conductor is in charge of your train invite that person to go forth and multiply solo.

Dark Rumours In Head Office.

750 Collins Street is not a happy workplace it would appear, recently I attended a feed back session for a job, (I or several others were never going to get probably because of our age), that I had interviewed unsuccessfully for and had to walk through the one of office floors to get to the meeting room, one of the things I noticed was that the atmosphere was palpable and nobody dared look up from there workstation or go make a cuppa, which explained another unfortunate event.



Head down a'se up.

There was a lady who worked as a Recruiting Consultant at HR who I was dealing with, who basically ignored my request for a feedback interview for 4 weeks until I prompted her to arrange it via email on Thursday 7th April, 2016, and in return she emailed me next day to contact her with dates for the following week on Friday 8th April, 2016 at 1309 and less than 4 hours later her contract with V/Line was terminated with extreme prejudice and the body was never recovered, which in itself is ironic because at the feedback interview I eventually had with the recruitment manager herself, this lady informed me it took so long to do it as they were flat-out.

Really! I would've thought that you would be hiring more people not sacking them, more likely people are fobbed off and ignored once they request a feed back interview and if any Recruiting Consultant dares to honour V/Lines lip service policies they're shown a window on the 20th floor.

Out Sourcing HR Functions.

According to Forbes there is a trend toward Out Sourcing HR and as Human Resources Departments do not play any role in actual service delivery, a single contractor can actually manage the HR of several companies at once, the down side of course is that there are fewer employment opportunities for HR Professionals, which would be a terrible loss to those seeking absolute power without responsibility said no one ever.



HR Subbies with Modern Office

Another downside is records can easily be accessed and corrupted or stolen without being stored in a guaranteed secure environment, plus it allows a lot of scope for corruption of contractors by vested interests.

Uniform Debacle.

Well the new uniform has arrived, at least my trousers have as nothing else arrived in the sizes I ordered, and quite frankly the quality and type apart from the cotton drill trousers is not fit for purpose and is a total waste of the taxpayers money for a uniform that was not required for such a substantial change on the following points,

- The big jacket has no external pockets.
- The Polo shirts have no pockets.
- The button down shirts only have one business pocket instead of two button down flap uniform pockets.
- The woven trousers are very thin.
- The ladies Polo shirts are see through.
- The small jacket does not breathe.
- There are no cotton drill shirts or pure wool jumpers available for people who cannot wear synthetics close to their skin.



Peoples Shock Factory No 47 Nanking.

Management will tell you there was a consultation process with mannequins wearing the stuff they wanted us to be dressed in and a staff survey that was really a push poll designed to shepherd people to give preconceived answers to carefully designed questions, if the same polling method is used during a Federal, State or Municipal election, the political parties would lose their collective minds in outrage.

My view is it would have been better to improve the quality of the existing uniform with a genuine consultative process instead of pissing taxpayers money up against the wall in a futile course of action to implement change for changes sake and what the hell is Jacinta Allen doing as Minister for Transport allowing this development to occur.

Oh and what the bloody blue blazes were they thinking when they put the Connies in a pink shirt, it's just awful.

Luba Loves Connex???

I must say I was quite surprised when our State Secretary Luba Grigorovitch said that most Railway people would like to see Connex come back and run Metro! You sh*#tin' me right!



The reality is that without exception National Express, Connex, MTR along with Transdev and Keolis plus all the rest of the corporate types that infest public transport in Victoria, are without exceptions only interested in fleecing the State for millions of readies to send back to whichever National Government is a major share holder in their company.



It is in my opinion, that the state would save millions of dollars every year if it took direct control of public transport in Victoria starting with Metro and Yarra Trams who's option for the second 7 years of the contract comes up late next year.

The bus companies should also be nationalised because if they're making a profit that can only be because of Government subsidies and that goes for everything else relying on state handouts to survive.



It has happened in the past with the Victorian Railways when it rose out of the ashes of several failed railway companies as did the Melbourne Metropolitan Tramways Board and it can be done again with the correct oversight of a competent Board Of Governors.

Decisions To Use Lawyers.

When the Loco Division goes to court or consults lawyers it is done for a reason and is not the decision of any one officer, before action is taken the executive will decide as a group because there is expenditure of members funds at stake so decisions are not taken lightly but under advise of a lawyer with experience in industrial matters, that there is a reasonable chance of a favourable outcome and using that system the Union has won more times than lost.

So please don't listen to rumours, if you have any concerns ring the Union office and ask to speak to one of the executive officers and stay informed.

Group Photo Old And New Together.



Just for a giggle, Art by "geee_kaay"

Metro still hate me.

I had to laugh that 5 years after I left Metro for pass, I find that metro think I'm bullying them, they oughta know as it takes one to know one as they bully their staff to the point of leaving for other operators.

I've never known the atmosphere to be so toxic at the sparks as it is now, Metro needs to wake up and smell the coffee.

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

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SIGNAL SIGHTING REPORT—V/LINE

By Colin Holly
Signal Sighting Committee

Lethbridge mirror trial

At Plains Road passive level crossing a mirror has been installed to assist in viewing for road traffic. The crossing has an acute angle where the road intersects the railway. The mirror is fitted adjacent to the crossbucks on the same side as the approaching road vehicle. The acute angle restricts the view the truck driver has of an approaching train. The truck drivers view is only what they can see out of the passenger side window. With the truck being at around 70 degrees to the railway, it's only possible to view about 40m. When the road vehicle is positioned at the stop line, the convex mirror causes objects to appear further away. Even though the long distance view is distorted, it is still possible to distinguish the head and ditch lights of an approaching train in the mirror. Whilst it's no substitute for active protection or improved road-rail angle, it does provide some benefit. The location was chosen as a small quarry adjacent to the railway operates road vehicles over the crossing, it can be seen where they cross over to the opposite side of the road and pull back in to straighten the cab angle on the level crossing. The line is lightly used by rail traffic and most of it occurs at night. A light engine was arranged to travel over the crossing during the hours of daylight. The locals were not advised of the intended running, with a view to generating feedback for the trial. The light engine operated between 0700-1230 Thursday 11th August 2016, with 31 passes each way over the crossing. Unfortunately there was not the opportunity to have a heavy road vehicle approach the crossing at the same time as the light engine and use the mirror. On two occasions trucks only appeared to react to the sound of the whistle and on one of those occurrences had to reverse to clear the crossing after stopping. The crossing was fitted with stop signs as part of the trial to encourage use of the mirror, unfortunately when rail traffic was not operating over the crossing there was very little compliance with the stop sign.

Barnawartha logistics centre.

Rail access off the west line will be provided to the Barnawartha logistics centre which is located 10km on the down side of Barnawartha. A mainline crossover will be installed on the up side of Barnawartha Township and a 3km holding road adjacent to the mainline at the logistics centre itself. It

is intended to construct the siding for the longer trains when the future inland railway is built. ARTC intended on constructing the up home signal where the locos will be stopped over a bridge. We requested the signal be positioned prior to the bridge or provide walkways to eliminate this risk. In their usual form, the people who will never use the infrastructure decide on what we do and don't need. ARTC introduces a hazard into our work place then tells us to be careful and not to get off. Their duty of care is just a reflection on how they operate the leased Victorian Standard Gauge Network, track conditions, fixing faults and even treatment of their own employees' sums up their attitude to us, the end user.

When we handed over the Broad gauge north-east to ARTC it was resignalled with three position signalling and fully braked line speed overlaps. The regulator approved this approach at the time, as it was best practise and has continued to be used on the Metro and Vline networks. Now we've got a National Regulator, ARTC believe they can ignore the standards presented to the Victorian Regulator in the past, change the standard and apply two position route signalling principles. That is, no line speed overlaps, just a safety margin beyond the signal. With a train derailed at Benalla, and a Vline train taking a mainline turnout at close to track speed after both missing one yellow signal and only reacting to the red aspect, this has the serious potential for loss of life. Whilst most of us will manage with the proposed changes, I wouldn't want to be taking a diverge with a train coming the other way and that driver having a bad day. We have the ability to eliminate this risk, although ARTC believe all the responsibility should rest with train crews and not be engineered out.

New Arrows on flyover.

The RRL flyover has had arrows placed on the targets of three signals for top and bottom light movements. In particular on top of the flyover where a wrong route will take you over to Dynon with a loaded service train. The signals read top light straight and bottom light diverge, the arrows will just reinforce the route knowledge.

Colin Holly

The Rain Forest Word Search

R	A	E	A	N	A	N	A	B	S	S	A	E	G
S	L	R	W	E	C	E	N	G	N	S	A	N	O
A	H	A	E	A	Y	P	O	N	A	C	W	A	R
O	M	R	P	O	C	S	O	N	K	A	C	O	I
O	S	G	U	E	N	A	L	R	E	Y	T	A	L
X	O	R	O	B	L	S	M	H	S	N	O	O	L
Y	G	C	E	N	L	M	M	O	S	N	U	C	A
G	N	G	A	W	O	A	N	S	T	R	C	O	K
E	A	O	O	N	O	P	Y	R	N	A	A	C	L
N	M	S	K	A	A	L	E	E	A	I	N	F	E
S	A	E	O	P	O	O	F	O	R	N	O	I	A
L	Y	A	A	O	D	A	C	O	V	A	A	G	V
O	C	Y	K	O	A	S	L	O	T	H	A	P	E
C	A	A	G	O	P	A	N	T	H	E	R	C	S

Play this puzzle online at : <http://thewordsearch.com/puzzle/15945/>

AVOCADO	TOUCAN	SLOTH	RAIN
GORILLA	MANGO	ANTS	MACAW
SNAKES	CANOPY	PAPAYA	BANANA
SHRUB LAYER	MONKEY	OXYGEN	FLOWERS
PANTHER	COCOA	FIG	LEAVES



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RETIREMENTS AND RESIGNATIONS



We say Happy Retirement to the following Drivers who retired from the RTBU Locomotive Division and their respective jobs in 2016 (*in no particular order*):

Committee member
Frank Szentmiklossy presenting
Locomotive Driver
Colin O'Grady
with his retirement plaque.



- Ray Robinson
- David Rosenquist
- Darrell Lewis
- Murray Allender
- Keith Porter
- Noel Bamford
- Bob Hurley

Mark Rollinson receiving his
retirement plaque on
Friday 15th July 2016.



Have

your

Say!

Double Standards

Over the last 12 months my co-drivers have been subjected to all manner of over reach by Metro managers, They have ranged from invasion of privacy to a form of assault which I witnessed . A Metro manager (thug) trying to take off a members Union Jacket when he was off duty. Drivers are stood down and subjected to endless meetings when they're under investigations, but when management do something, nothing is done except lip service.

What happened to the 'Urinator' or the Metro Managers that invaded hospital wards and medical centres treating members in an undignified manner , the victims were both females, is this a coincidence – I don't think so!

*Outraged and Disgusted
From the Caulfield Group
(name withheld at writers
request)*

To the right:

**A Most incisive Metro
Bulletin pinned up at
Newport Depot**

Metro Bulletin.

**Metro Management have decided not to make
any decisions on past or future decisions.**

**This decision will remain in force until such
time as this decision will be recinded.**

**We have also decided not to decide on the
ramifications of future decisions as these
decisions could be detrimental to any
decisions we might or might not decide on.**

**We believe that this decision has cleared up
any non decisive issues that have been
decided upon.**

Thank-you.

Taffy was a Welshman

"Taffy was a Welshman" is an English language nursery rhyme with anti-Welsh lyrics, which was popular in England between the eighteenth and twentieth centuries. It seems to be growing in popularity here too.

*Taffy was a Welshman, Taffy was a thief;
Taffy came to my house and stole a leg of beef;
I went to Taffy's house and Taffy was in bed;
So I picked up the Gerry pot and hit him on the head.
Taffy was a Welshman, Taffy was a thief;
Taffy came to my house and stole a piece of beef;
I went to Taffy's house, Taffy wasn't in;
I jumped upon his Sunday hat and poked it with a pin.
Taffy was a Welshman, Taffy was a sham;
Taffy came to my house and stole a piece of lamb;
I went to Taffy's house, Taffy was away,
I stuffed his socks with sawdust and filled his shoes
with clay.
Taffy was a Welshman, Taffy was a cheat,
Taffy came to my house, and stole a piece of meat;
I went to Taffy's house, Taffy was not there,
I hung his coat and trousers to roast before a fire*

*From a member
with some appreciation of literature .*

Uniforms

The Uniforms supplied by V/Line are absolute rubbish, I don't know if the Union agreed to it or not—but I expect the Union n to do something about it.

There is nothing of any quality, all we get is V/Line management telling us it's all good— but it's not even fit for purpose.

The jackets are really a sweat jacket.

*Hot and annoyed.
(name withheld at writers request)*

Cartoon below:

Submitted by a member— not sure if they drew it or not, but I thought you'd get a chuckle.

Marc Marotta



Important Notice

TO ALL DRIVERS

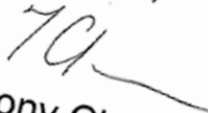
TWO SMALL SNAKES HAVE BEEN SIGHTED IN SIDING A AT UPPER FERNTREE GULLY.

With the warmer weather upon us, there is a possibility that staff may sight snakes whilst working in any sidings.

If a snake is disturbed, keep calm, **walk away slowly** and allow the snake to vacate the area. **Never touch or attempt to capture a snake**

Snakes are protected under the Wildlife Act 1975, so they can not be harmed or killed.

Regards,


Tony Chapman

AM I PROTECTED?
What do I do if I am bitten?
Rings Tony!

It is heart warming that Metro is advising members about two small snakes in the hills, BUT I think most members are aware of the two small snakes in the hills.

- Marc Marotta

If you wish to Have Your Say! please email the Locomotive Division at reception@rtbuvicloco.com.au with your comments, complaints or suggestions.

Please note all comments will be reviewed before being published.



RAIL, TRAM & BUS UNION VICTORIA

LOCOMOTIVE DIVISION

Membership Form

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

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

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

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

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

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

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

Date Commenced:.....Grade: Trainee, Trainee 2 or Qualified.

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

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

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

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

Please keep the following for your reference.)

Rule 14:

- A member may resign from membership of the Union by written notice addressed and delivered to the Secretary of his/her branch.
- A notice of resignation from membership of the Union takes effect:
 - On the day on which the notice is received by the Union; or
 - On the day specified in the notice, which is a day not earlier than the day when the member ceases to be eligible to become a member, whichever is later; or
 - In other cases;
 - At the end of three months; or
 - On the day which is specified in the notice: Whichever is later.
- Any subscription, fees, fines and levies owing but not paid by a former member of the Union in relation to a period before the member's resignation took effect, may be sued for and recovered in the name of the Union in a Court of competent jurisdiction, as a debt to the Union.
- A notice delivered to the Branch Secretary shall be deemed to have been received by the Union when it was delivered.
- A notice of resignation that has been received by the Union is not invalid because it was not addressed and delivered to the Branch Secretary.
- A resignation from membership of the Union is valid even if it is not effected in accordance with this Rule if the member is informed in writing by or on behalf of the Union that the resignation has been accepted.