



# LocoLines

NEWSLETTER FOR LOCOMOTIVE  
ENGINEMEN OF THE RTBU VIC

Edition No. 69 • SEP 2017

## Do train drivers have a future?



*Image: Land Transport Authority (LTA) Singapore*  
Bombardier Transportation's driverless metro trains delivered to  
Singapore. Article on page 3

**LOCOLINES**  
**EDITION 69 SEP 2017**

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**Publisher**  
Marc Marotta

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# SECRETARY'S REPORT

By Marc Marotta  
Divisional Secretary

## H.C.M.T and H.C.S

Locomotive Division members will recall in the last edition of LocoLines we referred to Metro's intentions regarding High Capacity Metro Trains (H.C.M.T) and High Capacity Signalling (H.C.S). The Locomotive Division has written to Metro as early as 28 July 2017 outlining the conditions that need to be resolved to give some comfort to our members future regarding the commissioning and introduction of the HC.M.T rolling stock. I have reproduced the correspondence to Metro (*see below*) in which you will note the changes in our communications with Metro as the Locomotive Division becomes aware of more details of Metro's and Public Transport Victoria's (PTV) plans.

**RAIL, TRAM & BUS UNION VICTORIA**  
LOCOMOTIVE DIVISION

Ref: 20712

Ali Elbouch  
General Manager Train Services  
Metro Trains Melbourne  
Level 14, 700 Collins Street  
Docklands, VIC, Australia 3008

28 July 2017

By Email: [Ali.Elouch@metrotrains.com.au](mailto:Ali.Elouch@metrotrains.com.au)

Dear Mr Elbouch,

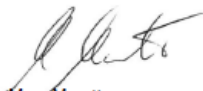
**Re: High Capacity Metro Trains**

I write to confirm the Locomotive Divisions position for the implementation of High Capacity Metro Trains (HCMT):

- That Metro provides all information regarding all automated aspects of the train and the semi automation drive and control of the train,
- Pakenham East / Calder Park depots - that only Metro drivers perform train movements and drive trains in the entire Pakenham East depot and Maintenance Facility,
- That the new technology will not be used to diminish or reduce the drivers training durations and standards,
- Drivers will be trained in all types of rolling stock (all different makes of trains in the Metro system),
- That a detailed itemised list be provided to the Union of the differences between the HCMT and existing rollingstock,
- Drivers will not be confined or locked into one particular corridor for train running,
- All metro drivers will be trained in the operation of HCMT and High Capacity Signals (HCS),
- Metro will use the Suburban Train Testing Working Party (STTWP) - E roster Drivers, for the testing and commissioning of the trains,
- Metro will produce a mock-up of the Drivers cab of the HCMT prior to any designs being finalised or agreed,
- Provide training mode of delivery requirements and duration for the HCMT training,
- That no Driver will be made redundant or lose their job as a result of the introduction of HCMT and HCS,
- That no CCTV or audio recording devices will be placed in the Cab environment,
- That the Driver User Group shall include representatives from the Union,
- That minutes from all HCMT meetings be sent to the Union,
- Detailed drawings and functional specifications of the HCMT be provided to the Union,
- Detailed drawings of the Pakenham East Depot and Maintenance Facility be provided to the Union,
- Detailed drawings and functional specifications of the HCS and associated equipment be provided to the Union,
- Minimum operating standards required to be defined,
- That Metro will enter into discussion with the Union in good faith and disclose all matters that will have an impact on Train Drivers which includes providing the supporting documentation and will not bar the attendance of the Union office bearers and/ or delegates at HCMT meetings.

The Locomotive Division will progress the implementation of HCMT and HCS when the parties have resolved these matters by the mechanism of a Deed.

Yours Sincerely

  
Marc Marotta  
Divisional Secretary

Metro's response was evasive and misleading which generated further correspondence on 17<sup>th</sup> Aug 2017. From the Locomotive Divisions perspective, it is clear that there has been significant collusion between Metro and PTV to deliver a means to evade the conditions in the current Enterprise Agreement 2015-2019 about who can drive trains or who is on these trains and be nominally in charge of the train and if not actively driving it will be at reduced rates of pay. See correspondence reproduced below dated 17<sup>th</sup> Aug 2017. Metro has not responded to date. .... (continued on page 6)



## RAIL, TRAM & BUS UNION VICTORIA LOCOMOTIVE DIVISION

Ref: 20720

Mr Ali Elbouch  
General Manager Train Services  
Metro Trains Melbourne  
GPO Box 1880  
Melbourne Vic 3001

17 August 2017

By Email: [Ali.Elbouch@metrotrains.com.au](mailto:Ali.Elbouch@metrotrains.com.au)

Dear Mr Elbouch,

**Re: HCMT and HCS**

Thank you for your correspondence dated 15<sup>th</sup> Aug 2017; your correspondence raises more questions than it has answered.

Dealing with your heading of '*functional specification HCMT*'.

- The Locomotive Division does not object to automated selective door control.
- In regards to the '*automatic health check*' does this mean that trains do not require preparation procedures and that the driver is not to carry out that function?
- The Locomotive Division does not oppose the installation of externally facing cameras, although we adamantly object to the installation of CCTV and audio recording devices in the cab.
- Could Metro please provide an explanation of what is a train operator stopping aid?

*Herbert Smith Freehills definitions* headed 'High Capacity Metro project agreement'. Metro has omitted information identified in this document. There are two pertinent definitions that I have reprinted:

- *High Capacity Signal (HCS) equipment – means the equipment required to be fitted and enabled on a HCMT to allow the HCMT to operate using HCS.*
- *HCS - means a continuous automated system utilising train borne and wayside processes capable of implementing automated train operations.*

This will have a direct impact on driver numbers and qualification standards and ultimately driver tenure of employment. Metro's continuous denial of the existence of this technology and Metro's history gives the Locomotive Division grave concerns for the long term future of its members.



## RAIL, TRAM & BUS UNION VICTORIA LOCOMOTIVE DIVISION

It is noted that Metro has made reference to a new title of train (operator /driver) rather than a train driver – could Metro provide the Locomotive Division an explanation of a second tier driver/operator that Metro Trains proposes to drive trains.

At the meeting of 14<sup>th</sup> Aug 2017 Metro claimed that the introduction of the second tier train operator and the segregation of territory where they would operate (*Calder Park, Pakenham east and any other location that Metro and Project Co deem appropriate*) was a Victorian Government directive. The Locomotive Division asked for Metro's claim to be put in writing; it's telling that Metro has not done so.

The Locomotive Division advises that we do not accept the introduction of a second tier train (operator driver) which Metro failed in its attempt to introduce in 2015. The Locomotive Division will continue to oppose Metro's attack on driver's qualifications and Metro's intent to deskill driver's credentials; in this case using the guise of HCMT and HSC as a means to deliver Metro's previously failed agenda.

Metro further claims that the Locomotive Division is bound by the Enterprise Agreement (EA) to deliver HCMT and HCS and automated operation of trains and introduction of second tier (train operator driver) as a Government initiative- this is incorrect. The Locomotive Division is bound to support Government initiatives as specified in the EA at clauses 1.8.1, 1.8.2 and 1.8.3, these commitments have been met by the Locomotive Division.

It is also noted that Metro has been attempting to pressure our members into passive participation for HCMT which is a complete sham and that Metro has also banned union office bearers in participating in any meetings regarding HCMT and HCS.

The Locomotive Division requires the lifting of the ban on union office bearers attending meetings and other matters identified in our correspondence of the 28/7/17 (attached ref: 20712).

The Locomotive Division repeats that the newly discovered proposal from Metro for a second tier driver/operator with a segregated territory for them to operate which can be expanded when Metro and Project Co deem appropriate in the future be removed and this proposal for operator/driver and deskilling of the drivers course to cease.

These matters need to be resolved by the mechanism of a deed of agreement (contract) if Metro wishes to have the co-operation of the Locomotive Division in the commissioning and introduction of the HCMT and HCS in the Victorian Metro rail system.

Yours Sincerely

Marc Marotta  
Divisional Secretary

<sup>1</sup> As described in *Herbert Smith Freehills definitions* headed 'High Capacity Metro project agreement'

(Continued from page 4)

Also attached is a report to Metro members . (*reproduced on the next page*) that reveals more details about this rotten mob.

**How does H.C.M.T work?** It operates in conjunction with H.C.S, which provides for shorter intervals between trains that we know as headways and the block point which traditionally is two sections and the third which may be entered cautiously. On the automated system the distance is reduced to the stopping distance of the braking curve in relation to the speed of the second train in the rear. This is the new movable block point. This is all determined by embedded infrastructure track side and constant communication from a central location to each individual train on particular line, in this case between Pakenham East to Sunbury A fully automated system can increase the number of trains on a line by 50%, hence the name High Capacity Trains.

This technology is in wide spread use internationally in one form or another depending on the system and the infrastructure to support it. To simplify this, there are two forms of automation known as ‘Fully Automated System’ and ‘Semi-Automated System’.

In a Fully Automated System, train movements are controlled by commands issued via data communications between track side communication equipment and central location in conjunction with Global Positioning Systems (**G.P.S**) which track all the trains on a line and calculates the movements of trains which result in much shorter headways than our current system.

This is not the system that is going to be employed on the Melbourne Metro system. The Fully Automated System requires a completely segregated rail line that is not possible at this stage on the Melbourne Metro which is a very old system not designed for automation in general and not segregated.

The second system is known as Semi-Automated System which utilises the same technology as the Fully Automated System but the rail line is not fully segregated. The Locomotive Division believes that this is the system Metro is employing. On this system the train driver or ‘Operator’ starts the train manually by depressing two buttons on the dash, which automatically receives the data from trackside infrastructure and takes over, practically controlling the movement of the train between the two stations on its own and also bringing the train to a stop at a predetermined spot on the platform. The doors will be opened by the driver or ‘Operator’.

The concern for the Locomotive Division is that the operation of the train in Semi-Automated mode requires far less skill and knowledge than a train driver currently. That is why Metro want you to take a Smart Phone so the any new Operator can also take instructions without learning the remedial action and recovery processes for a train.

The skill and knowledge required to be a train driver is the basis for determining a train driver’s pay rate. Metro has a history for attempting to reduce training for drivers, this has been occurring since Metro’s held the franchise. The current manifestation of Metro’s deskilling attempt is the 23 week driver course. The Locomotive Division is currently pursuing Metro in the Australian Federal Court trying to put a stop to Metro’s activities. The Locomotive Division anticipates there will be no shortage of people or groups trying to get themselves installed on the High Capacity Train as a train operator, or whatever title is dreamt up at a reduced pay rate, to try and eventually replace the suburban train driver . We have seen this all before in 2015 when Metro attempted to introduce the Second Tier driver, in that dispute the Locomotive Division prevailed.

The question on the cover of this edition of LocoLines is “*Do Train Drivers have a future?*” The answer is YES. We do if we act in a united and disciplined manner and do not cooperate with Metro. I direct my next comment to those who are cooperating with Metro for short term monetary gain that eventually it will cost them and others their livelihood. **STOP IT.**



The image to the right depicts the internal carriage of a Singaporean driverless train.



# RTBU LD

## REPORT TO MEMBERS

18 Aug 17 No: 20723

## Metro Trains Member Update

### High Capacity Metro Trains (HCMT) and High Capacity Signaling (HCS)

The Locomotive Division is aware of a newsletter published by Metro Trains regarding HCMT and HCS on 16 Aug 2017. This document misleads or lies by omission. I have attached the latest correspondence that was sent to Metro from the Locomotive Division (Ref: 20720) regarding HCMT and HCS. Read it carefully- it will reveal Metro's true intent which is to circumvent the conditions set out in the Enterprise Agreement 2015-2019 (EA) about who is able to drive trains on the Metro system.

Metro and its collaborators in the PTV have invented a new entity called 'Project Co'. Project Co allegedly is pushing for new second tier 'driver operators' and for them to operate on a fictional Project Co 'territory'.

**Overnight the Locomotive Division has discovered that Project Co is installing a HCMT mock-up cab and a simulator in a private factory somewhere in Dandenong to train their second tier driver operators.**

Metro has claimed to the Locomotive Division that it is not them but Project Co that is pushing for this outcome. Metro further claims that this is a directive from the Victorian Government; the Locomotive Division is not convinced. What is fact is that the funding for this adventure is derived from the Victorian tax payer.

For those that remember this is Metro's old failed agenda from 2015. Now, this agenda includes a provision that allows Metro and Project Co to extend the territory for the second tier 'driver operators' at their discretion.

**This is nothing more than a means to attack and deskill the train drivers credentials designed to avoid the conditions set out in the EA.**

It is no coincidence that the Locomotive Division has lodged legal action against Metro in the Federal Court of Australia- the first hearing is on the 22 Aug 2017. This is because after pleading for funding from the State Government for the training of 200 additional drivers and receiving tax payers dollars to deliver, Metro is now attempting to reduce the duration of driver training by two thirds; I guarantee you that Metro has not revealed this to the State Government and is still charging the State the full cost of training a driver.

The Locomotive Division is of a view that this is an irresponsible and perilous conduct from Metro that will create a dangerous situation on public transport if it is not stopped.

The Locomotive Division is willing to co-operate with the commissioning and implementation of HCMT and HCS only if we resolve these newly uncovered issues.

We will keep you advised.

# Mexican Stand Off

## Pacific National Bulk Rail

Mexican Stand Off best describes the industrial situation between Pacific National Bulk Rail (**PN Bulk**) management and its employees and our members. PN Bulk's Enterprise Agreement (**EA**) negotiations have stalled and the Locomotive Division has sent correspondence to senior management advising that members reject PN Bulks proposal for a new EA because it would reduce their over all conditions and devalue their accrued entitlements.

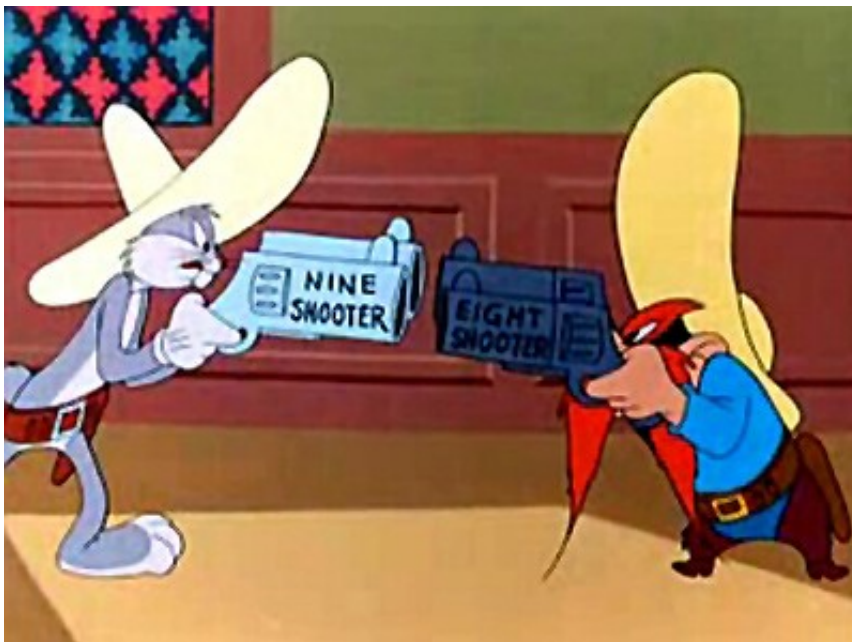
PN Bulk wrote to the Fair Work Commission (**FWC**) on the 16th August 2017 in which they referred to how 'obviously disappointed' they were with the content of the Locomotive Divisions correspondence . In their letter to the FWC, PN Bulk advised that they would commence a 'Road Show' starting on the 21st August 2017, presumably that management would be able to convince members to accept a poor EA.

The Locomotive Division received a report about a PN Bulk meeting held at Maryborough which advised us that their meeting did not go so well for PN Bulk management.

PN Bulk has asked for a listing the FWC on the 14th September 2017.

The Locomotive Division will continue to represent their members views and endeavour to get a fair and equitable outcome.

*Mexican Stand Off:* Is a confrontation between two parties in which no participant can proceed or retreat without being exposed to a bad result. As a consequence the parties need to maintain the strategic tension.



## QUBE

As a rail enterprise, QUBE has been expanding and recruiting train crew staff for its operation.

Securing the Murray Darling Basin Project work to supply infrastructure and plant trains for the work, QUBE has now opened



a new depot at Maryborough which has started with five train crew staff. Although the growth of Qube has been at the expense of Pacific National Rural and Bulk even to the extent of staff at Maryborough, who are well qualified and experienced train crew, resigning from Pacific National Rural and Bulk and moving to Qube.

When queried as to why they sought to change employers the responses were the same - they are sick of being micromanaged by management that don't know the industry and are 'generally inept'.

Qube is also moving it's depot from North Dynon to Vic Dock which will see an improvement in the amenity of the current depot.



## **V/Line Training scandal**



The Independent Broad Based Anti-Corruption Commission's (IBBAC) probe into V/line and two education providers, South West TAFE and Kangan Institute over alleged serious corrupt conduct is most revealing.

Some of the focus of the inquiry was into the misuse of awarding of qualifications to staff that were not based on merit and circumstances surrounding the V/line recruitment of certain officials and engagement of contractors. As it turns out, Mr Alan Clifford appointed the General Manager of Rolling Stock Engineering at V/Line who was on a salary of \$500,000 per annum is not even a qualified engineer.

The Locomotive Division was acquainted with Mr Clifford when he was at Metro and involved in the attempted implementation of the second tier driver/operator in the early days at Metro. It is most insightful when you look at the list of people involved in this and how many are ex Metro personnel. The Locomotive Division is fervent in the hope that justice is done.

The Locomotive Division is of the perception that V/Line has not learned from their recent experience. The C.E.O Mr Pinda, himself a Metro refugee, has imported a cabal of ex Metro managers to positions in projects whose function is to attack the Locomotive Drivers credentials and qualifications. Their latest flight of fancy was to commence in Dec 2017, their mission was to produce 20 drivers in 20 weeks. The Locomotive Division is unsure whether this was postponed because of our success in forcing Metro to a Federal Court hearing scheduled for 30 Nov 2017, who are trying a similar deskilling program, or because none of these individuals involved were ever known for their work ethic, but it seems the fearless leader Pinda and his cabal are going to attempt it in March 2018. The Locomotive Division and its members will resist it with every resource available to it and of course the good will of the drivers will evaporate.

## **Aurizon, Gone!**

On 14 August 2017 Aurizon announced it would no longer operate intermodal freight trains and that its operations will cease by 31 December 2017.

In Victoria that means the Melbourne and Dimboola depots will close and train crew will be redundant. Aurizon advises that all entitlements will be paid and redundancy will be as prescribed in the Enterprise Agreement.

Aurizon Queensland operations has been sold to a consortium of Linfox and Pacific National. This transaction will include 350 existing employees that retain their entitlements and wage rates.

The reasons Aurizon cites is that their intermodal business was not viable. The Locomotive Division in Victoria has attempted to get positions for the displaced members in Melbourne with other operators but it is very difficult in places like Dimboola.

# **Membership Ballot**

In the coming weeks financial members will receive ballot papers from the Locomotive Divisions Ballot Agent. It will ask you as a member of the Locomotive Division whether you support the Locomotive Division liquidating some assets.

This is necessary to prepare for the inevitable legal battle against at least two rail companies, at this stage, in 2018-2019 that are trying to introduce a new train driver/operator classification.

The Locomotive Division's rules requires our membership's endorsement prior to the sale of any of the Locomotive Divisions assets.



**Please vote YES so we can protect your wages and conditions and ultimately your jobs !**

Maurice  
Blackburn  
Lawyers  
Since 1919

**WE  
FIGHT  
FOR  
FAIR\***

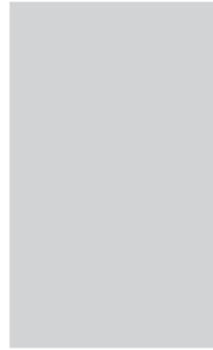
# NEED LEGAL HELP?

Maurice Blackburn  
proudly supports  
the Rail, Tram  
and Bus Union -  
Locomotive  
Division



**“Thank you so much.  
Maybe there is some  
justice left in the world.  
Just goes to show the big  
guys don’t always beat  
the little guys. Our thanks  
to everyone involved.”**

**Maurice Blackburn client**



**MARC MAROTTA**  
Secretary  
Rail Tram and Bus Union  
Locomotive Division

**Maurice Blackburn lawyers will go the extra mile to get you the compensation you deserve.**

If you are injured at work or have suffered loss, I recommend Maurice Blackburn Lawyers. They are the experts in personal injury law and will get you the best possible outcome.

Maurice Blackburn champions the same values and causes as the RTBU – Locomotive Division. Their lawyers have successfully fought to improve workers’ rights and to achieve fairness in the workplace.

Maurice Blackburn is the preferred legal advisor for our Division. While the firm has a strong reputation in work and road injury compensation, they can also help you with a range of other services including financial advice or will disputes, medical negligence, asbestos related diseases and superannuation and insurance matters.

As a union member you can benefit from a range of free legal services, including a free initial consultation and a standard will.

The RTBU – Locomotive Division is proud to stand alongside Maurice Blackburn Lawyers, who has successfully represented thousands of our members.

If you need legal advice or assistance, please contact the RTBU – Locomotive Division on **1800 134 095**, or contact Maurice Blackburn directly.

**“We have been delivering for  
union members since 1919.  
We are proud of our history  
and record of success in  
delivering for workers. We  
look forward to meeting you  
to see how we can help you,  
your family or workmates.”**

**Liberty Sanger**  
Work Injuries Principal

**“The difference at Maurice Blackburn is our belief in what we do. Our lawyers are driven to get the best results for our clients and settle for nothing less.”**

Steve Walsh  
Chairman of Maurice Blackburn

#### About us

From the time we were founded by trade unionist and lawyer Maurice Blackburn in 1919, we have had a strong commitment to workers' rights and social justice. We have delivered thousands of compensation settlements for Australians who have suffered workplace accidents, or been victims of negligence and unfair practices.

#### Why choose Maurice Blackburn?

##### We offer affordable services

We believe the law should serve everyone, not just those that can afford it. We provide flexible fee structures, and in most cases act on a no win, no fee\* basis.

##### We take on the big corporations

We are not afraid to take on cases against powerful corporations, insurance companies and institutions. For example, over the past 25 years, we have won more than \$1 billion in total and permanent disability claims for our clients from superannuation insurance.

##### We have the most respected legal experts

With more than 1000 staff throughout Australia, we employ some of the country's best and most respected legal professionals. We have specialist lawyers in different practice areas prepared to fight on your behalf.

##### We are right where you need us

With 29 permanent offices and another 28 visiting offices, we are members of your local community and are backed by the resources of our national legal network.

##### We are on your side

We will get you the outcome you deserve and our experts ensure you get the maximum compensation possible for your claim.



**“In two recent workers' compensation cases, we secured more than seven times the initial settlement offers for our clients.”**

John Salanitri  
Workers Injuries Principal

#### Benefits for RTBU – Locomotive Division members

##### Free standard Will

We offer a free standard will to all RTBU – Locomotive Division members and their partners, as well as retired RTBU – Locomotive Division lifetime union members. Find out more from our Wills Department at 1800 371 871.

##### Free telephone advice

We provide a free 30-minute phone consultation to answer any legal questions from RTBU – Locomotive Division members, including retired members and their families. If we are unable to assist, we'll make sure you are referred to someone who can. Contact us at 1800 810 812.

##### Free first consultation

RTBU – Locomotive Division members get their first consultation free\*. We'll explain all your legal options and any potential fees. Most of our practice areas are managed on a no win, no fee basis. Which means that wherever possible you only pay if you win the case.

\*Conditions apply

**“Our lawyer explained the legal largon to us, provided unprompted updates and broke down language in simple terms we could understand.”**

**Maurice Blackburn client**



### **Injured at work? You may be entitled to compensation**

If you were injured at work or have an illness that was caused or worsened by your work, you will most likely be entitled to compensation. The level and nature of benefits will depend on the date of your injury and your capacity to work.

#### **Lump sum payments for permanent injury**

If you have a permanent physical or psychological injury you may be entitled to a lump sum compensation on top of any weekly payments and medical expenses.

#### **You may be able to sue for negligence**

If your injuries are the fault of your employer or any other person and you are left with a serious injury, you could be entitled to lodge a common law claim for a further lump sum to cover your pain and suffering and income loss.

Time limits apply so it is important to act quickly. Contact us to arrange a free first consultation to ensure you are informed about your rights.

### **IMPORTANT TIPS IF YOU ARE INJURED AT WORK**

- Report the injury immediately to the RTBU
- Report the injury to your employer in writing within 30 days of the injury
- Visit your doctor for treatment and tell them how you were injured
- Send a copy of the completed work injury claim form to WorkSafe. You can get a copy of these forms from your employer, the RTBU, your local post office, your doctor or WorkSafe
- Do not provide a statement to a WorkSafe investigator without seeking legal advice
- Challenge negative decisions by WorkSafe or its authorised insurer. Make sure you speak to the RTBU
- Seek legal advice if you have a permanent injury. It could be a cumulative injury, such as hearing loss, that gradually developed over your career and that you may not immediately associate with work. Remember you may be entitled to a lump sum in addition to weekly payments and medical expenses
- Seek legal advice if you think you have a claim and might be made redundant or are considering resigning.

### Injured on the road? You may be entitled to injury benefits or compensation

If you have been injured in a road accident, you will most likely be entitled to compensation. We manage road accident situations including car, motorcycle, bus, truck, tram, cycling, pedestrian and public transport injuries. We can help you get the most out of your road accident claim and entitlements.

#### Lump sum payments for permanent injury

If you have been left with a permanent psychological or physical injury, you are entitled to lump sum compensation, no matter who caused the accident. This includes compensation for disfigurement, such as scarring. This is on top of any weekly payments and medical expenses claim.

#### You may be able to sue for negligence

If your injury is a result of another person's negligence, you can lodge a common law claim for a further lump sum. This is a claim for any pain, suffering and income loss.

To be eligible for a common law claim you must have suffered a serious injury and have lodged a claim within six years of the accident.

### Are you unable to work due to sickness or injury?

For most people, superannuation is only used for retirement. But if you have been forced to stop work for medical reasons, you may be able to access disability insurance entitlements from your superannuation.

#### Draw on superannuation disability insurance

Superannuation insurance is there to protect you if you can't work regardless of how your injury or illness happened. Injuries and illnesses can range from heart attack to mental illness. Any injury suffered at home, on the road or outside work can be used for your disability claim.

#### You may be able to claim from more than one super fund

If you have changed jobs and are a member of more than one superannuation fund, you could have more than one claim.

**"We will check you are receiving the maximum compensation. In one recent case we found the insurance fund assessor made key errors in the benefit calculation and we were able to secure a further \$300,000 for our client."**

#### Kim Shaw Superannuation Principal

It doesn't matter if you are retired and have already withdrawn your superannuation account balance. If you had insurance cover at the time you stopped work, then you can make a claim. We can help you find out whether you are eligible for compensation from more than one superannuation fund.

We specialise in superannuation insurance claims and can check your insurance claim

free of charge. We can also check salary continuance and income protection insurance if it is part of your Employee Bargaining Agreement (EBA).

### IMPORTANT TIPS IF YOU ARE INJURED ON THE ROAD

- Report your accident to the police immediately or as soon as possible
- Lodge a claim with the Transport Accident Commission (TAC) at 1800 352 556
- Make sure you list all of your injuries, no matter how small, on your claim form
- Seek medical advice and tell your doctor of all injuries and how the incident occurred
- Take photographs of the vehicle or at the scene where possible
- Seek legal advice before speaking with a TAC investigator

- Keep invoices and receipts for all out-of-pocket expenses relating to your injury (these can only be claimed within two years)
- Ask your legal advisor what you can claim rather than relying on the TAC to tell you about your full compensation entitlements
- Seek legal advice about what compensation you are entitled to if you have been left with a permanent injury.

### IMPORTANT TIPS IF YOU CAN'T WORK

- Contact the RTBU - Locomotive Division or Maurice Blackburn directly for a free superannuation insurance check
- Be aware that the sickness or injury does not need to be work-related. We will investigate this for you free of charge and advise if you have a claim
- Seek medical advice. Even if medical evidence says you are fit for alternative work - you may still be able to make a claim because you're not fit for your 'usual' job
- The RTBU - Locomotive Division and Maurice Blackburn can

- help you with the entire claims process from checking for cover to gathering the necessary evidence to support your claim
- Get legal help with your claim. Making a claim can be complicated, especially if you have complex health problems, a mixed work history or a hostile work place. If you try to run the claim yourself, it could be rejected
- Be aware that if your claim is rejected, you don't have to accept the decision. There are processes in place for you to dispute the outcome.



### Have you been exposed to asbestos?

Asbestos is a deadly mineral that was once used in more than 3000 products in Australia. We have the highest rate per capita of asbestos-related illness in the world. People who have been exposed to this dangerous substance may get seriously ill or die from diseases such as asbestosis, mesothelioma or asbestos-related lung cancer.

There is no safe level of exposure to asbestos and diseases can develop slowly over decades. Trade workers and home renovators are especially at risk of being exposed to this material, which was used in building materials in Australia for decades. Even brief exposure to asbestos can result in illness or death.

Our team of asbestos lawyers have the dedication and commitment to win your claim. With years of experience, we understand the circumstances you and your family can find yourself in, and work swiftly to make the process as stress-free as possible. You can make a claim, even if you were a smoker.

#### Maurice Blackburn's National Asbestos Register

The free National Asbestos Register has been set up for people who have been exposed to asbestos but remain healthy. The information on the register can assist you and others to recall relevant information and provide a starting point for claims if needed.

If you or someone you know has been exposed to asbestos, you can visit the National Asbestos Register at [mauriceblackburn.com.au/register](http://mauriceblackburn.com.au/register).

**"Words cannot express my sincere appreciation for the remarkable outcome of my case. This will give me and my family the financial security we need to get on with life. The team's friendly and professional approach will always be remembered with deep gratitude."**

**Maurice Blackburn client**

### Assisting you with other legal matters

Our lawyers can assist you with a wide range of other legal matters, from contesting a Will to compensation for workplace bullying. Here are some of the things we can assist you to do.

#### Contest a Will

If you've been left out of a Will, or think that you have been treated unfairly in relation to a Will, you can challenge the Will to receive proper entitlement. Following our first free consultation, we'll assess and advise whether you have a case to pursue.

#### Claim compensation for medical negligence

You have the right to trust that your healthcare provider will look after you properly. If you believe your healthcare provider has breached its duty of care, you may be able to make a claim for compensation.

We have Australia's leading medical negligence team, dedicated to helping you get your life back on track. If you think you have experienced negligence or malpractice, we can help.

We also represent families at Coronial investigations.

#### Sue for wrong or misleading financial advice

You expect financial advisers to help you make the right decisions about your money, so you can safeguard your future and the wellbeing of your family. But sometimes, this financial and investment advice can be misleading, negligent or outright wrong. We will help you recover what's rightfully yours and can sue for compensation.

#### Claim compensation for injury in a public place

You have the right to be safe when you're in a public place. If you have experienced an injury or been involved in an accident that is the result of another person or organisation's negligent behaviour, you may be able to make a claim for compensation.

We have a team of expert public liability lawyers who will help you fight for your legal rights.

#### Claim compensation for injury by a faulty product

If you have been injured by a defective product, you may be able to claim compensation. Manufacturers have a duty of care to the users of their products and must take reasonable precautions to ensure their products are safe.

Our expert product liability lawyers will fight for your legal rights and compensation.



# FREE WILL SERVICE FOR RTBU - LOCOMOTIVE DIVISION MEMBERS

All RTBU - Locomotive Division members, and their partners, are entitled to a free standard Will through Maurice Blackburn Lawyers. There is no cost to the union or members for this service.

To claim your free Will, please complete the form on the reverse and post to the return address. Or call our Wills Department directly on 1800 371 871.



## CONTACT US

<b>Melbourne</b> Level 10, 456 Lonsdale Street Melbourne T 9605 2700	<b>Mildura</b> 159 Lime Avenue Mildura T 5018 4000
<b>Craigieburn</b> Craigieburn Central 340 Craigieburn Road Craigieburn T 8314 1200	<b>Reservoir</b> 301 Spring Street Reservoir T 9462 2608
<b>Dandenong</b> Suite 3, 314-326 Thomas Street Dandenong T 9794 0403	<b>Ringwood</b> 88 Maroondah Highway Ringwood T 9876 8555
<b>Frankston</b> Shop 3, 428 Nepean Highway Frankston T 9784 6100	<b>Sunshine</b> 133 Harvester Road Sunshine T 9310 2966
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To find out more about any of Maurice Blackburn's services, or to arrange to meet one of our friendly lawyers, contact:

1800 810 812  
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## Union members legal service

Please complete this form and return to Maurice Blackburn if you would like to receive a free will kit.

If you would like to receive additional information on any of our services, please call 1800 810 812:

- WorkCover
- Road Accidents
- Superannuation and insurance
- ComCare
- Will Disputes
- Public Liability
- Medical Negligence

Would you like to receive a Will kit for you and/or your spouse?

☐ Yes ☐ No

### Your details

Surname	<input type="text"/>
Given name(s)	<input type="text"/>
Address	<input type="text"/>
<input type="text"/>	<input type="text"/>
Contact number	<input type="text"/>

Please post to:  
Wills Department  
Maurice Blackburn  
Level 10  
456 Lonsdale Street  
Melbourne VIC 3000



## PRESIDENTIAL REPORT

By **Wayne Hicks**  
Divisional President

### Victorian Rule Book

PTV has approved funding for the review of the 1994 rule book and has employed RISSB to negotiate on its behalf. The rule book is to be finalised by mid-2019. The Victorian Rule Book Development group are as follows: Facilitator: Russ Evans RISSB, Wayne Bastin Vic Track, David Kerry Vline, Greg Watson ARTC, Thomas Maloney Metro, Paris Jolly RTBU, Wayne Hicks RTBU, Gary Marling and Klaus Clemens. Members will be updated as the development progresses. Interestingly enough, when the last rule book review was completed, it was then shelved due to what I believe to be the cost of training. Watch this space to see if the same will occur with the forthcoming Rule Book!



#### VLINE:

Currently there are 68 Velocity units in service with the next unit to enter into service testing. The total build will be 88 units. There is no information as yet on the new generation Rolling Stock. As the new Velocity's come into service, the loco hauled trains are removed accordingly and with the new roster changes, the push pull trains are no longer running.

#### JOB SHARE :

Train crews that have applied for job share in recent times have been able to take the option of accessing their superannuation with a covering letter for that person to remain full time until the 31<sup>st</sup> of December this year. A job share review is scheduled to take place in October and at this time the outcome is unknown.

## TRAINEE LOCO DRIVERS:

Vline trainees now total 49 with another 8 to start in October. There are currently only 30 On Job Trainers. As a consequence, trainees are facing considerable delays in gaining their qualifications.

To counteract this (almost too little, too late), On Job Trainer positions were recently called and successful applicants are only just being notified now. Further delays will be caused as these On Job Trainers will need to complete their own training.

Currently there is a shortage of Train Drivers and it seems that history is repeating itself.

35 to 40 years ago, early retirement was brought in to encourage older drivers to retire at age 55 to create employment for the younger generation. This in turn created a shortage of train drivers and a large recruitment drive of trainee drivers occurred resulting in surplus trainees cleaning locomotives, pulling weeds or whatever tasks were given to them on the day.

Déjà vu! History repeats itself and lessons still not learnt

## AURIZON RAIL:

Queensland intermodal services will stop running within Australia as from the 31<sup>st</sup> of December this year.

Redundancy packages will be available to employees that continue their employment with Aurizon until their end date on 31<sup>st</sup> December.

Transfers to Queensland are being offered to employees as an alternative to a redundancy package.

This closure is based on losses of around 56 Million dollars and it is not viable to continue the business at such losses.



**CAREERS WITH A FUTURE**

YOUNG trainee enginemen can become drivers and even superintendents . . . junior porters rise to station masters . . . junior clerks to high level posts in the railway service. Even now, young men of 19 can, with overtime earn up to

**£10 A WEEK**

Apply Railway Head Office, Spencer St.

*Opportunity knocks TO-DAY!*

QUEENSLAND RAILWAYS 1966/68



Below is an ACTU media release outlining the attack by the Turnbull Government on our current working and retirement conditions.



## media release

Monday 18 September, 2017

### Attacks on wages costing workers \$100 billion

A new report commissioned by the Transport Workers Union - *The Consequences of Wage Suppression for Australia's Superannuation System* - has been released this morning.

The report shows that downward pressure on wages caused by wage theft, wage freezes, reduced penalty rates and cancelled enterprise agreements has cut \$100 billion from Australian's super balances.

The report finds:

- Around 3 million people or a quarter of the workforce have experienced some form of wage suppression and will stand to lose out in their retirement savings because of lower superannuation payments compounded over time
- There will be a black hole of up to \$37 billion (in real 2017 dollars) for the Government through lost taxes on lower superannuation contributions and the consequent higher Age Pension payouts.
- In the worst cases, where employers cancel enterprise agreements and force employees onto the minimum award, superannuation savings can be reduced by as much as \$270,000 by the time an individual retires.
- In cases where employees are illegally underpaid, retirement savings can be reduced by over \$50,000.
- Where enterprise agreements allow for below-award payments, retirement savings can suffer by over \$40,000.
- When employers enforce even a temporary wage freeze, retirement savings can be reduced by over \$30,000 over an individuals' retirement period.

**Quotes attributable to ACTU President Ged Kearney:**

"When workers' wages are stolen, wage growth is at record low, penalty rates are cut, and big business is cancelling the agreements it has with its employees, workers have less when they retire.

"A generation of workers to miss out on the security in retirement that they are entitled to - thanks to the policies of the Turnbull Government.

"The rules are broken for working people. A life of work should guarantee a comfortable retirement, but when wages are stolen and suppressed the system falls apart."

"We need to change the rules so that working people are secure in retirement - it's the bare minimum that any person in a first world country should be able to expect."

ENDS

Media contact: ACTU Media 03 9664 7315 or Peter Green 0400 764 200

<http://www.actu.org.au/actu-media/media-releases>

# V/LINE BENDIGO SUB BRANCH

By Neville Brown  
V/line Bendigo

## V/Locity

Bendigo V/Locity stabling yard has had an upgrade in the past 8 weeks to coincide with the new roster commencing 27/08/17. Two new roads have been added allowing for two six car V/Ls to be stabled bringing the total to 15 three car velocities able to be stored in Bendigo. 60 % of the lighting has been upgraded to the new L.E.D type, which is much improved from the old, we have put our case across for all lighting to be up graded and this is an ongoing proses. Elevated asphalt pads have been included at all points where drivers are required to enter the lead cabs we were told this is not common practice but will now be included in all new sidings from now on. The goods yard was also included in the upgrade with agreement an asphalt path leading from No1 plat up to the start of the yard including a mesh fence defining main line and path. No two & 3 road have been relayed with concrete sleepers and asphalt paths included. I must say the process was made easier with weekly meetings with Guru and Alex who did their best to

achieve a good outcome for all. Day relief is now in play and I have had discussions with my insurance provider and do not like what I was told, if a kangaroo became a bonnet ornament I would be paying for it or have to upgrade my insurance. Needless to say I think I will decline using my own car. Also I watch our driver colleagues wanting to become bosses and then proceed to lecture the common driver to do as I say not what I do or should I say what I did its new times we are told I have always said drivers do not make good bosses they make good train drivers.



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**RTBU Locomotive Division members receive 10% discount store wide. Visit our Showroom now.**

Browse our collection or we can help you custom design your own piece

# WHERE IS IT?

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UNFORTUNATLEY, this edition of Where is it? has been organised by Marc Marotta and Suzi Ignatidis due to the Where is it? Editor taking leave.

Can you guess it??  
Your normal Where is it? will resume in our next edition of LocoLines.



Meanwhile, the previous *Where Is It ...?* [below] was North Geelong.

The winners who correctly guessed the location were Lawrie Reynolds from V/Line and Allan Munro from Metro. Congratulations to you both. Please contact the Locomotive Division for your prize.

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!



Due to the *Where is it?* editor being on leave– the above image at North Geelong will be captioned in a later edition of *LocoLines*– Stay Tuned!

## **The great book launch**

It's finally here!!!

**"Drawing on Inspiration" The Art of Ricky "RJ" Kaleta.**

Calling Railway people far and wide. After a much anticipated conclusion to this project, the wait is finally over and the legacy of Ricky Kaleta's much loved contribution to Railway culture is ready for purchase. This book has been years in production and a labour of love for Rick's son David (V/Line Locomotive Driver and Social Club Secretary). There have been many obstacles to overcome in order for David to make this happen. **200 Drawings and art works.**

After Rick's tragic passing at the hands of the modern day Engineman's curse, cancer, David and his family felt determined to ensure that Rick's memory would continue in the form of this wonderful tribute while at the same time raising money for cancer research.

All proceeds from this publication will go to The Royal Melbourne Hospital Oncology Unit, where Rick was treated. Each book will cost \$30 and require a book to be posted, there will be a \$10 postage and handling fee. Cheques along with book orders are to be mailed to **David Kaleta, 188 Grey Street Darley Victoria 3340.**

Alternatively, purchase and postage costs can be paid by transferring funds to: **Account Name - David Kaleta.**

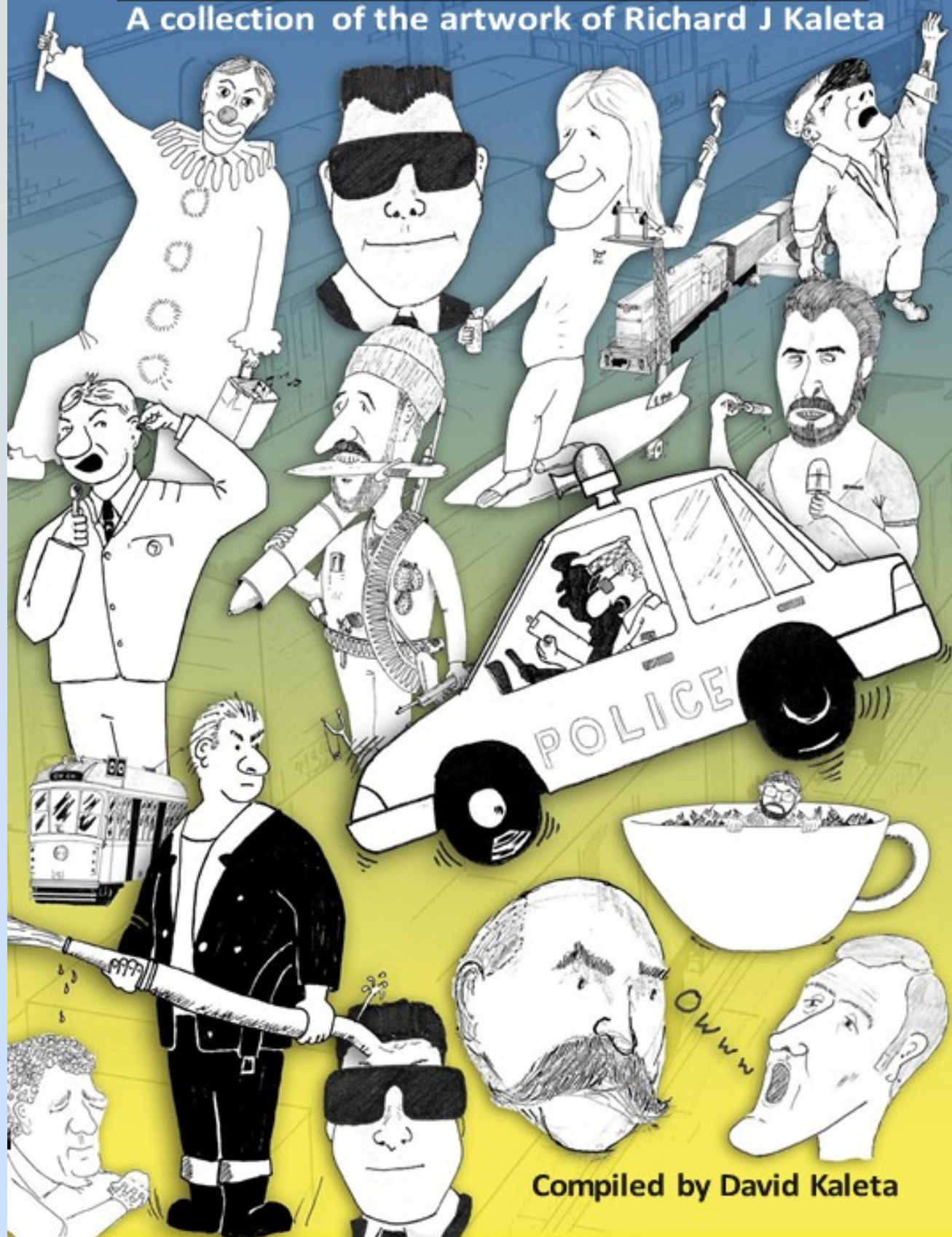
**BSB 083451 Account number 14088178**

Books can also be purchased from Dave Kaleta, Day Shift at V/Line. Michael Hinch, Afternoon shift at V/Line or Rob Mennen, Metro Social Club.

*Michael A. Hinch*

## Drawing on Inspiration

**A collection of the artwork of Richard J Kaleta**



# V/LINE CAB COMMITTEE REPORT

**By Karl Costanzo**  
V/line Cab Committee

All Sprinters have now been fitted for ICE radio and the NUTR based train radio system has now been permanently switched off. Minor troubles with interference during transmissions via the UHF is being addressed.

These vehicles will shortly undergo an interior refit of the saloons to improve disabled access which includes new seating and arrangements.

Fire damaged 7012 is currently at BRW, Bendigo for repairs, but is not expected to return for some time due to the damage sustained in the fire.

A result of this is that drivers now have access to the main electrical cabinet behind the No1 end drivers cab, as no one who attended the fire had access to where it started. The cabinet is now accessed with the drivers Abloy key.

More N class are emerging in the new PTV colours with N475 and standard gauge N463 now painted. The shade of purple on these two locos appears darker than applied on the first N class painted which was N457. One of the specs of the new paint design was to reduce the hood side 'V/line' logo to about half the size of the current one. Cab committee requested the logo be as per current size in reflective material to break up this mass of dark purple. It is our opinion that visibility of our trains to motorists is paramount and we should strive to improve, not degrade the standard achieved by the red V/line livery. At the behest of some within the PTV, this logo size has been minimised on N475 thus we believe, lowering the standard of visibility.

Of note is the cab committee involvement with the cowcatcher striping arrangement on these units. The original paint spec was for a solid yellow front, and we know how well yellow stands up after a few months in service (not). At least now with diagonal white stripes, it will provide some contrast, although not as effective as red and white striping.

N class locos are finally set for a new retrofit toilet after all these years of those within the RTBULD proving the point time and again that drivers face disgusting and un-hygienic conditions. Even management have commented they would never be desperate enough to warrant using one.

Fleet engineering have come up with a lower cost arrangement involving a brand new marine type toilet. A prototype has yet to be tested but this upgrade will coincide with a toilet door mod that will allow emergency access, should a driver (or manager) become incapacitated whilst

inside the toilet compartment.

This has been on the driver and OHS minutes for at least 10 years and again is finally being addressed. It is believed a new toilet door is being developed that incorporates an externally removable hatch that is similar in size to the Vlocity cab door emergency egress hatch. If they manage to finally see this through, hats off to V/line fleet engineering, but thanks also to RTBULD delegates both past and present who never gave up.

The entire loco logger system on the loco fleet is to be replaced as the current one is obsolete. The new one will incorporate a new digital speed display that the cab committee are yet to be briefed on and approve. This is a good opportunity to get an improved speed display that is easy to read. Among the benefits, would be a reduction of driver fatigue. Hasler has been chosen as the supplier of the new equipment.

Unfortunately, this does not coincide with the second persons side speed display, for the use of the PDT drivers. This has funding but the fit out is yet to proceed.

Y129 is at BRW, Bendigo for cab upgrades and external paint in the new livery.

All P class locos (except for standard gauge P13) have now been retired from revenue service. It is unclear what role these locos will now take up. It had been suggested that a V/line infrastructure maintenance train was to begin operation, using P class locos but has come to nothing.

Non-revenue transfer runs, including track scrubbing would be a good use for them. They could be sold or be offered for heritage purposes and made available to V/line as the need arose.

New Vlocity trains continue to be built and delivered but no extra car parking spaces have been provided. Re-fuelling is beginning to become an issue as well as shed space for maintenance and sand.

A new spec is being drawn up for the last group, I believe it to be VL75-88. This is to address DDA compliance issues relating to door width, CCTV, and many as yet to be disclosed items.

We are waiting on changes to the sanding equipment to address wheel/rail interface issues and the design principle of the Vlocity braking system that is to protect the wheels by preventing them from locking up. As wheel slide is

detected, the brake cylinder momentarily releases on that wheel, and this continues for each wheel that begins to slide, but at some point the train really just needs to stop. This usually occurs at a platform and overshoot occurs.

It is the intention of the government that once locomotive hauled trains are retired, the Vlocity fleet will take on the role of long haul to the ends of the network. Level crossings continue to be upgraded or removed and it is hoped that reliability mods, collision protection, and overcrowding of the saloon at the driving end will also be covered off.

It remains to be seen if buffet accommodation will be provided.

Lastly, I would like to say a big thanks to cab committee member Gavin Anderson who has until recently, taken care of the cab committee rostering for the last 7 years.



The poster is for RTBU Locomotive Division Scholarships. It features a blue background with a large, stylized green and yellow circular logo in the center. The logo contains the text 'RAIL TRAM AND BUS', 'THE OLDEST RAILWAY UNION', and 'COMMITTEE DIVISION'. In the top left corner, there is a logo for the 'State Government of Victoria' and the 'Department of Education & Training'. In the top right corner, a blue banner reads 'Applications Open Nov 2017'. The main title 'RTBU Locomotive Division SCHOLARSHIPS' is prominently displayed in the center. Below the title, it states 'Scholarships are available for children of financial members of the RTBU Locomotive Division'. It then says 'Applications can only be made online at:' followed by the URL 'https://www.eduweb.vic.gov.au/scholarships/'.

State Government of Victoria  
Department of Education & Training

**Applications Open Nov 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/>



The logo for Transport Health features a stylized green tree with a black trunk and branches. The trunk and branches are shaped like a road with white dashed lines. Below the tree, the text 'Transport Health' is written in a bold, sans-serif font, with 'Transport' in black and 'Health' in green. Underneath 'Transport Health', the tagline 'HealthInsurancebyDesign' is written in a smaller, black, sans-serif font.

**Transport Health**  
HealthInsurancebyDesign

Don't get slugged at tax time.....  
**AVOID THE MEDICARE LEVY SURCHARGE**

If you're single and earn over 80K per annum or a couple/family with a combined income in excess of 160K and you don't have hospital insurance you will pay a Medicare Levy Surcharge of 1% of your taxable income.

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So don't pay unnecessary tax next financial year – talk to us today.  
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[www.transporthealth.com.au](http://www.transporthealth.com.au)



## NELSON'S COLUMN.

By Ernie Nelson V/Line Passenger Spencer Street.

This column contains poisonous libels and vitriolic slanders, colourful language, nudity, violence, and smut of a general nature and anything else that helps sell Magazines, if you don't like it hit the road Mate! Email me at [booze.up@myplace.come.ok](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.

### New V/Line livery.

You be the Judge.

N457 in her various Liveries over the last 30 years, that's a total respray every seven and a half years at a huge cost to the long suffering Victorian taxpayer.



Top 2 photos are public domain. Bottom Left is mine and bottom right Gary Rowe.

The latest incarnation is quite frankly hideous and who picked the colour.

### Airport Line.



The main reason the Airport Railway Line will never happen is because Jeff Kennett and the Liberal Party saw fit to include a non-compete clause in the CityLink Contract which actively proscribes any form of competition from most notably Railways, unless they're using CityLink and paying tolls of some description. The company operating CityLink saw a business opportunity of course and took it, they're not fools either at \$10 a pop if you use the tunnels under the Yarra.

So much for the Libs being the Champions of Competition and free enterprise, Labor doesn't seem to be in any rush to take it on either.

CityLink logo used for fair comment and this article does not imply wrong doing of any description on that company's part.

### Metro Farce.

Well, well, well!! Dan the Man Andrews the saviour of the working classes ably assisted by Jacinta "Bendigo" Allen have saw fit to continue to pay the Commies \$1.1B per annum to run Metro which in effect is now importing our Suburban Train Network, along with a similar amount going to the Frogs so we can import our Trams as well.



Labor bitched and moaned about Jeff Kennett's and Robin Cooper's privatisation of Public Transport, once they got into office though they couldn't wait to prolong the farce under Steve Bracks and John Brumby, what a constellation of dissemblers these wankers are..



This makes Labor a Centre Right Party now and the RTBU should cease paying money to them as all the ALP does is take a huge dump on us first chance they get.

They should change the name of the Australian Labor Party to something more in keeping with their support for foreign governments and companies raping state assets, like the Paris and Beijing Puppets Party.

My vote in future will only go to Genuine Independent Progressives.

Logos used for fair comment purposes only.

### ARTC and the North East.

What is it with ARTC and scheduled passenger services, they seem to have an indifference to the Albury Pass and the Sydney XPT.

Quite often the Pass/XPT are put away into loops to cross Freight Trains, with the Freighters getting priority over Passenger Trains.

Not that long ago if a Train Controller or Signaller held up any passenger train without good reason they would have been summarily executed.

I do not know what the state was thinking, (apart from the bleeding obvious short term gain), when it agreed to lease to the North Eastern and Western Corridors to ARTC for 40 years, with a similar deal in NSW.

Now Passenger Trains are treated like lepers on their own tracks because politicians would rather abrogate their responsibilities to their constituents by making others responsible for their failings at huge mark up too I'll wager.

### Metrol and Passenger Trains.

Metrol has a similar attitude to V/Line Services at various boundary stations when country trains come into contact with Metrol's legendary indifference to long distance passengers.

For instance by the time an up Bairnsdale Train arrives at Pakenham it has come 217 kilometres, an up Swan Hill has travelled 307 Kilometres by the time it reaches Sunbury, even an up Shepparton has traversed 150 odd Ks by the time it gets to Craigieburn.

These Country Trains have to be only 2 minutes late to be run out of order behind a Spark stopping all stations.

Not so long ago Metrol enquired of me while running the last up Bairnsdale, why I was losing time between Pakenham and Dandenong? I responded that Metrol had ordered Pakenham to run the Spark ahead of me as I was running 3 minutes late, this meant I had to sit in the platform at Pakenham for 8 minutes to wait for the signal otherwise I could have departed on time, so basically pal it's all your fault.

In the final analysis, it would be better if all Safeworking functions were taken off the operators and handled by VicTrack directly and hopefully better than ARTC.

Jacinta Allen should really start taking an interest in her portfolio outside of Bendigo.

### IBAC, Metro, V/Line and Kangan TAFE.

Operation Lansdowne has proved to be a real eye opener thus far, I bet you could cut washers off Theo Tafalis' clacker while he was giving evidence.

Poor old Theo thought Olive was dumb and Jenny took notes of what he said, Bugger!

Director of Public Prosecutions is yet to make a decision on proceeding, so I'll leave it there, but for sheer entertainment value it is solid gold and platinum which brings me to Metro and why did an Award of Qualification arrive suddenly in the mail, along with a letter dated 11<sup>th</sup> November 2011 signed personally by the Big Kahuna of Metro himself Andrew Lazala congratulating me on attaining Certificate IV in Transport Logistics (Rail Operations) Qualification dated August 30, 2011, I was flattered to think I attained this certificate in absentia, "In absentia? How?" I hear you ask. Well on the 25<sup>th</sup> of July 2011, I commenced at V/Line Passenger, so it was done with the magic of Recognised Prior Learning (RPL) and a fat wad of cash, me thinks, uncharitably, as Kangan would not provide this service for free.

Not a bad achievement considering I never attended a single class nor was the subject of attendance ever raised, and for the record I do not know where Kangan is located.

Smells a bit dodgy for me.



Maybe I should let the IBAC Commissioner know what is happening as I seem to recall that Kangan's name got bandied about in the hearings, quite often in fact.

When Operation Lansdowne became public, it set me to thinking how much Metro may be involved in this whole festering mess, only time will tell.

Read the transcripts at;

<http://www.ibac.vic.gov.au/investigating-corruption/public-examinations/operation-lansdowne>

#### Recycling at V/Line.

It strikes me as odd that VLP don't have recyclable waste receptacles on trains, and not that many on stations either come to think.

If the community at large is encouraged to recycle at home, then VLP should do its part, after all even the Commies have recycling bins on its stations.

Speaking of bins, Metro have put bins back on their platforms for quite some time.

Come on VLP, don't let the Commies show you up.

#### 30 years in.

On the 15<sup>th</sup> July 2017, I obtained 30 years' service without so much as a whimper from anyone above my pay grade, but that's okay as it goes because LSL was added to my account and that's the bit that counts the most, although another watch would've been nice.

What a difference 6 years makes though, in that period VLP has had 3 CEOs with Rob Barnett, Theo Tafalis and James Pinder.

Three people with different styles, Barnett let the place run and didn't bother with micro management as he thought he had people capable of running their own section, and Tafalis? Well we're waiting on the DPP's decision there. Which brings us to Mr. Pinder ex Metro and already parachuting in a lot of Metro types to managerial positions, some good some not so, one person in particular comes to mind.

Though you would think after Operation Lansdowne you would want to be squeaky clean with that sort of stuff, another one for Father Time to ruminate on.

#### On a Lighter Note.

On a single day, Washington State U.S.A. recently passed two laws. They are:

1. Legalised gay marriage, and
2. Legalised marijuana.

Legalising gay marriage and marijuana on the same day now makes perfect Biblical sense.

Leviticus 20:13 says:

"If a man lies with another man they should be stoned."

Apparently we just hadn't interpreted it correctly before!

#### Conductor's New Warning Plaque.

Gangs of thieves have been targeting our conductors and selling them to scrap merchants, so VLP in its infinite wisdom will screw these plaques to the conductors to try and prevent further thefts occurring, hope it works. Oh and by conductor, you knew I meant electrical signalling equipment cases, Didn't you?

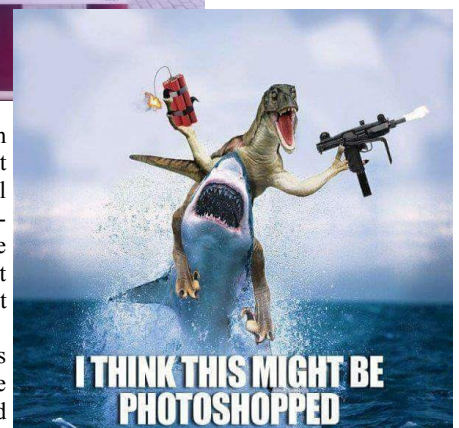


#### A Bit of Humour.



That's enough from me, TTFN and don't forget that all contributions are welcome no matter the subject or you just want to vent about something.

This is everyone's magazine from Trainee right through to retired Driver. Cheers.



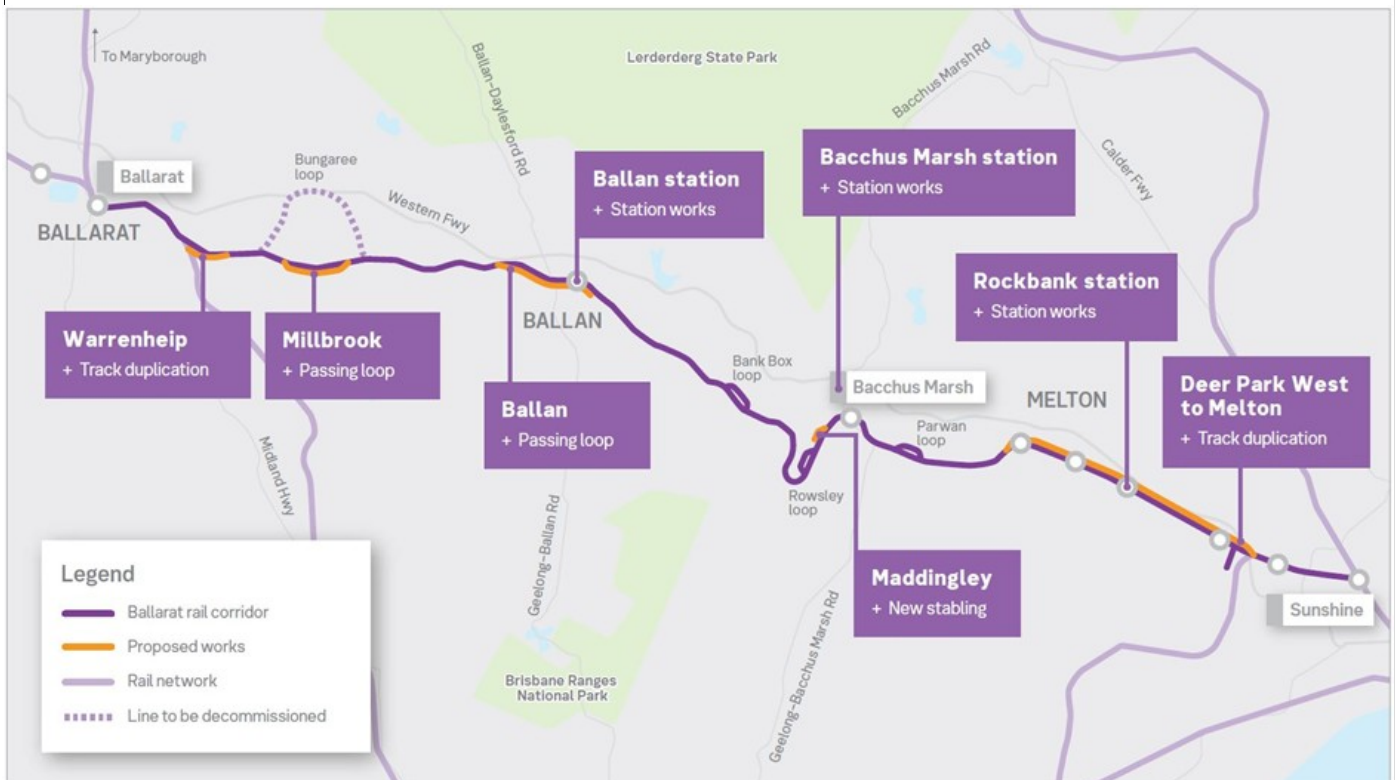
# SIGNAL SIGHTING REPORT—V/LINE

By Colin Holly  
Signal Sighting Committee

## Ballarat line

Funding has been provided to upgrade the Ballarat line with the intention of providing two additional peak hour services in each direction. The design for the corridor changes will be completed by the end of this year and construction by the end of 2018. To provide the improved capacity two new crossing loops will be constructed at the

We have raised the issue of additional rail traffic on the corridor during peak holding down the crossings between Deer Park West and Ardeer. The success of RRL and growth in the western suburbs has seen the level crossings at Robinson, Station and Fitzgerald Road become extremely congested. The level crossing boom arms are continually hit by road vehicles as motorists try their luck. On many occasions the line has been closed, as the boom arms are broken or moved foul of the track when struck.



Bungaree deviation and Ballan. Also double track will be constructed from Caroline springs to Melton and Dunnstown to Warrenheip. The Geelong line between Ballarat and Warrenheip will become bidirectional. Caroline Springs to Melton will be up and down lines, with the rest being bidirectional. Intention is to construct the addition trackage at 6m track centres allowing the contractors to access the rail corridor without affecting train running. Bacchus Marsh yard will be removed to provide a second platform, with new stabling being constructed between Bacchus Marsh and Rowsley. A new station will be constructed at Ferris Road on the up side of Melton. The signalling will be installed without the need of have timing tracks, the signal aspects will be displayed when called and protected by TPWS. The Bungaree loop will be removed closing four level crossings.

## Sothorn Cross

Sothorn Cross station rates high for SPADs on the Vline network, whilst it's a low train to train collision risk, it does result in delays. With mid signals on each of the platforms, detaches can result in a SPAD, as drivers are close to, or passed the signal without passing the insulated rail joint. The top of 3 platform has been fitted with trial line markings for trains positioned at the signal. It consists of solid line with the signal number on the platform coping and a triangle taper back to the signal. Drivers close to the signal can see the platform marking and make a judgement as to the location of the train in relation to the signal. If the markings are in view the driver will require a signal aspect, should the marking not be in view, the train will be out past

the signal. If successful the marking will be apply to all the platform signals at Southern Cross.



## Sky rail

The signal sighting for the Caulfield-Dandenong sky rail is near completion. Without being able to access the structure the designers provided a 3D model. We were able to view the digital image at driver's height looking at overhead structures, platforms and canopies. The overhead structures are a curved shape erected from the outside of the viaduct, at minimum clearance from track centre and curve in at the top. There will be just enough room to fit a full size signal head and marker light between the overhead mast and train structure gauge. The platform canopies have provided some difficulties around the elevated platforms, through persistence the project have been able to adjust the clearance providing improved sighting. The platform canopies will enclose the elevated stations providing a tunnel effect.

It is intended to install automatic signals on the viaducts for up and down running. The signals will be positioned no closer than 20m on the departure side of each platform and at braking distance in between. The signals will operate on normal speed aspects, with no close-up medium speed aspects displayed. Full line speed overlaps will be provided and protected by train-stops and TPWS enforcement.



# TALKBACK WITH HINCH

By Michael A Hinch

Passenger Sub-Division—Southern Cross

Comrades.

At Pass, we are happy to welcome 32 new comrades, recruited from outside for the first time in decades. All of our other recent recruitment has been from either within the company or at least from within the industry. Of course at Metro, outside recruitment is quite the norm. As we collectively contribute to the *Cultural Education* of new starts, it is probably prudent to remember that they are coming into a new and different environment that has no parallel anywhere else in industry as a whole. As an Instructor myself, I have found it an interesting challenge to put my head back into 1976, when I first walked in the front door at South Dynon Loco Depot (Our spiritual home), I was confronted with a culture and language, utterly alien to the outsider. I have done my best (as have the other Instructors) to reach back to my own roots and memories of what it was like and try to pave the way, so that newbies might understand just exactly what the substance of our culture is.

With this in mind, it occurred to me that perhaps, right across the Engineman's grade, there may very well be a void in the knowledge of our history. How did we get here? In my time as a trainee, history was pumped down my throat with an element of zeal. The old blokes in that era (and generations before them) felt it necessary for all new starts to understand the origins of our grade.

The job today is simultaneously challenging and rewarding in various aspects and downright painful by virtue of the many industry wide injustices meted out to groups and individuals on varying levels. Be aware young ones, the Railways did not spontaneously pop into existence the day that you walked through the door. It has been here for around 160 years. Sadly no, you are not the first genera-

tion of drivers and yes, the culture has evolved over (literally) generations. I advise you to listen to the old ones that came before you and learn a thing or two.

In that light, I present to you:

## **A BRIEF AND APPROXIMATE, CONTEMPORARY HISTORY OF THE VICTORIAN RAILWAY, AS IT PERTAINS TO THE LOCOMOTIVE GRADE.**

*Facts pertained from research over the years, details from personal records and anecdotes from personal experience.*

As far back as 1839, the Government Surveyor, Robert Hoddle, made provision for a railway which would link Melbourne with Sandridge (Port Melbourne). The earliest settlers and land owners such as John Pascoe Fawkner enthusiastically encouraged the settlement to commence allowance for, and embrace the potential for, Railways in the colony. It was indeed John Batman himself who sold the plot of land to the government of the time, upon which they would build the Victorian Railways Head Office. Now known as the Grand Hotel.

The Melbourne and Hobsons Bay Railway Company came into being in 1853 and work commenced on the first railway to Station Pier. Up until that time, it was an expensive process to ferry the passengers and goods that arrived at what was to become, Port Melbourne, up the Yarra River by boat. A railway was the popular alternative. On September 12<sup>th</sup> 1854, the line to Sandridge was officially opened to great pomp and ceremony. Participants included Lieutenant Governor Hotham and Lady Hotham and the train consist was made up of two first class and one second class carriages. The approximate four kilometre trip took an amazingly quick ten minutes and was received at Sandridge with canon salutes from

Royal Navy ships at port. That was where it all began, just three years after gold was discovered in our state.

In 1856, The Victorian Government Railway Department was established and in that same year took over the private Rail Company known then as Murray River and Mount Alexander Rail Company. From that time, the tentacles of rail spread throughout Victoria. In 1857, the Government approved the establishment of the Melbourne and Suburban Railway. In 1858, work commenced on the track for the Melbourne Essendon Railway Company. In the same year, work began on the Melbourne to Bendigo track, largely funded by the so called "Mother Country" and of course, the gold rush. Spencer Street (You know it as Southern Cross) is also born in 1858 and so on it goes. Geelong to Ballarat, Melbourne to Williamstown and then all the corridors as they knew them then and as they are very different today.

## **ENTER – THE UNION. 1861**

Much is hyped about our Union being the "*Oldest continuous Railway Union in the World.*" Whilst this fact is undoubtedly true, it is also a fact which has been usurped by the other grades in our industry. There were various rag tag attempts by grades other than our own to commence an entity which would represent the industrial interests of rail employees but it wasn't until 1921 that the Victorian Railways Union ( Later to become the Australian Railway Union - ARU) was established. Our Union actually began when twenty Drivers met at the Spencer Hotel in 1861 and formed the beginning of what would become our Union. Make no bones about it. The Rail Union in Australia was created by **Victorian Drivers in Melbourne.** Victoria became and remains the seat of rail Union power in Australia (Personal opinion).

The Union started life as the Victorian Locomotive Engine Drivers Association and in 1872 it was expanded to include Firemen and then became known as the Locomotive Engine Drivers and Fireman's Association. In 1902, the constitution of the Union was expanded again to include Engine Cleaners hence the name change to Victorian Locomotive Engine Drivers, Fireman's and Cleaners Association. In the 1880s other associations came into being in New South Wales, Queensland and South Australia. At the 1886 conference of the Association, the idea of creating one single amalgamated association was met favourably but not achieved. In 1899, the Victorian Association met with representatives from New South Wales, Queensland and South Australia and a vote was passed in favour of forming the Federated Engineman's Union of Australia.

This new association was by name only and although the delegates met annually, it was not until the 1919 conference in Adelaide that a formal vote was put and found in favour of forming the single Federal Union. At the 1920 Conference held in Brisbane, the New South Wales delegate Ben Chifley (later to become Prime Minister) moved a successful motion to form the Australian Federated Union of Locomotive Enginemen. The AFULE. Then in 1921, the High Court decided to grant employees in state associations, access to the Federal Arbitration Court. The AFULE was the first union consisting of employees in state instrumentalities, to register as a federal union.

In 1922, the AFULE entered into dialogue with the Federated Engine Drivers and Fireman's Union FEDFU to amalgamate. FEDFU was the representative body that covered employees in the Commonwealth Railway. Agreement was reached to achieve this by transferring members of FEDFU to the AFULE. This amalgamation process was put to a ballot and in 1923, the Commonwealth Division of the AFULE was formed. In 1924, the AFULE filed a *separate* log

of claims on each of the state and federal railways, but the Australian Railways Union (ARU, the body which represented employees such as Shunters, Guards, and Station Staff etc.) chose to file a *single* log of claims on each of the states in an attempt to establish a single award for all rail employees. The AFULE decided to similarly adopt this approach and in 1925, the Court of Arbitration found in favour of the AFULE. The outcome was the first federal award binding all of the states.

For a brief time in 1926, the union changed its name to the Australian Brotherhood of Locomotive Engineers, but this resulted in howls of objections from Engineers credentialed with Diplomas and Degrees and the like and in 1927, the name reverted back to the AFULE. In 1943, the Northern Territory Division of the AFULE was established, however, by the end of World War 2, the numbers of Enginemen in the Territory were too few to remain as a viable representative body and those employees were amalgamated with their Commonwealth comrades.

Now comes the bit that for those of us who lived through it, either regret to this day or conversely think was the best move we could have made – **Amalgamation** (AFULE, ARU, Tram and Bus Union and Australian Transport Officers Federation - ATOF). At the time, the general point of discussion revolved around lines such as "My heart is saying one thing but my head is saying another." At the time, your scribe voted in favour of the amalgamation. Today I fall into the *regret* school of thought. In 1992, the ballot was put to all of the members nationwide and in 1993, it was proven successful and the Public Transport Union was formed.

The only state to buck the trend was Queensland and the amalgamation ballot in that state was lost. To this day, the AFULE in Queensland still represents Train Crew exclusively. The only change in the rest of the country since then, has been or morphing of the name into the Rail, Tram and Bus

Union, Locomotive Division in 1998.

## THE COMPANY AND THE BLAND REPORT.

Enter, Sir Henry Bland and his report of an enquiry into transport in Victoria commissioned by the ruling state Liberal party under the leadership of the late Rupert "Dick" Hamer in 1972. It has never been a secret that the right wing conservatives in this state are no fans of public transport. The Bland report was the catalyst for the closure of many so called *unprofitable* rail branch lines. The Liberal Party were and still are, vocal advocates of the road transport industry and the road transport lobby makes up the a sizeable chunk of the Liberal Party cheer squad. This report also recommended the replacement of the Victorian Railways Commissioners with a Board and Board members. Just as we have always done, we had to follow the example of the Mother Country and just as they created British Rail, we created Vicrail. The rationalisation of Freight services in Victoria (a direct result of the Bland Report) meant that road transport interests were able to encroach upon the traditional areas of freight activity that were traditionally covered by rail. To say that the Bland report was biased was painfully obvious.

In 1983, the State Transport Authority (STA) was introduced by the Labor Party's John Cain Junior to replace Vicrail. Again under John Cain's tenure as Premier, the STA was amalgamated with the Metropolitan Transit Authority in 1989 to form the Public Transport Corporation (PTC)

## ENTER JEFF KENNET, JOHN HOWARD AND PETER REITH.

1992 sees the inevitable fall of the Cain/Kirner Labor Government. In waltzes a very nasty piece of right wing business named Jeff Kennet. Our Jeff was quite fond of privatisation. Even if it was nailed down, he sold it. Water, electricity, gas, the TAB, utilities far and wide. The one thing that eluded him in his zeal and enthusiasm for selling off the farm was public

transport. Up until 1997, Mr. Kennet had facilitated the takeover of the Cobram train service by the Hoys Bus line group and he saw to it that the Warrnambool service taken over by the newly formed West Coast Rail. While the Hoys group was smart in their approach to the task of running a corridor in that Mrs. Hoy herself recognized that getting into an avenue of service provision such as Traction Operations was outside her field of expertise, West Coast were not so smart. Mrs Hoy concentrated on her strengths such as customer service and ticketing etc. West Coast wanted the whole shooting match. Their own locomotives, their own service people policing V/Line staff at every opportunity. The Hoys experience was harmonious whereas the West Coast experience was adversarial (to say the least) and eventually came to an end when the service was handed back to V/Line in 2004.

**The catalyst.** Jeff Kennett needed an excuse to sell the railway in Victoria. There was no actual rationale for the sale and it was purely driven by ideology. Indeed today, the former ministers in the Kennet Government era openly lament the blunder which was the privatisation of Victorian Rail.

In 1996, the newly elected Howard federal government went to war with the Australian worker. Sweeping industrial relations laws were set in stone and Mr Howard and Mr. Reith took a chain saw to the process of arbitration. All manner of industrial action was outlawed. The most fundamental aspects of union activity became punishable by fines and imprisonment. Dickensian, despotic laws, designed to crush the union movement. Emboldened by these changes, Jeff Kennett decided upon a course of provocation of the Rail Union and set out to intimidate at every opportunity and to ensure that

no meaningful industrial negotiation would or could be allowed to reach fruition. Doors slammed shut in the face of union officials in their collective endeavours. Union officials were sporadically incarcerated on spurious grounds and the Victoria Police Force utilized as a tool of enforcement of industrial law. The gaggle of rail management types revelled in this new found jackboot approach to the work force and engaged in the maelstrom with enthusiasm.....Something had to give.

The popular consensus among rail union activists at the time was to "Hit em' where it hurts." The Melbourne Grand Prix became the focus of our attention. Once the threat had been aired, it was too late to turn back. Damned if we did and damned if we didn't. If we didn't, Jeff Kennett would have had the green light to pursue and persecute unions and their officials with impunity. If we did, we risked a fate that had not at that stage been openly enunciated by Kennett. We merely hoped for a victory in the plight of our members' welfare and conditions. I was the Sub Divisional Secretary of the Union at South Dynon (The then Central Branch) at this time and I was very nervous. I did not in my widest of nightmare scenarios imagine what was about to pan out. None of us did. No one actually believed that the political will existed to do the unthinkable. **Privatize the Rail.** No one thought the idea had a snowflakes chance in hades. The reality was beyond anyone's comprehension. Forget walking on the moon, this was a footrace on Saturn. I couldn't be done...could it?

On March 8<sup>th</sup> 1997, the union went on strike for 48 hours. The Grand Prix was the target and so it came to be that the Kennett government declared that we had taken a step too far and announced the impending sale of the

rail system in Victoria. Mr Kennett claimed, what was in his view, the moral high ground and with the impetus fuelled by his lustful hatred of the working class and the Trade Union Movement, he struck the blow that none of us thought possible.

### **Enter, the new players.**

In 1999, the British National Express company became the successful bidder for the franchises, M Train, M Tram and V/Line, incorporating the suburban infrastructure and Metropolitan Train Control. The Rail America Company purchased the freight side of the equation along with the entire state infrastructure (Beyond the suburban system) as well as the Centrol Train Control. The spark system was divided up into Bayside and Hillside train groups.

At V/Line, all drivers had the choice, subject to seniority, to choose where they remained. My eventual choice was Freight. The experience with National Express, as I understand it through anecdotes, was adversarial and very unpleasant. Our new British masters were apparently not pleasant people to deal with. A situation we seem to be dealing with on a different level in this different time today. The experience with Rail America was quite different by contrast. They created a freight company called Freight Victoria in 1999 and by 2000, they began trading as Freight Australia. The yanks were ok to work for. When they first arrived on our shores, they were determined to "Sort out" their new employees with a big stick. They very soon however, discovered that the deal they had bought into and the working conditions enshrined in our agreements weren't all that bad and quickly concluded, "If it aint broke, don't fix it."

The CEO of FA was Marinas Van

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Onselan, the former CEO of V/Line Freight in its former government guise. He invested in us as employees and gave us his trust and we responded in turn with giving him a red hot go at winning new freight contracts. Marinas always said, "I have such faith in this rail system that, if a train only makes one dollar of profit, I'll run it." The Americans didn't understand conditions such as rosters, sick pay. And what on earth is this thing called long service leave? They soon worked out that we did a hugely greater and diverse amount of work compared to our American Freight counterparts and they only paid us half the amount. We provisioned Locos. We marshalled locos. We rostered locos. We shunted en route. We did safe Working. We handled loco fault finding. Things that they did not expect our American brothers to do. Apparently we were pretty good value.

#### **Enter Steve Bracks.**

In the 1990's, when the Victorian labor party were in opposition, I used to have a regular monthly drink with Steve Bracks, Rob Hulls and John Thwaites at a Pleasant Sunday, regular fund raiser for the Gladstone Meadows branch of the ALP. By around 16.00 hrs, and with sufficient lubricant in the throat, we had usually solved the world's problems. It pains me deeply to admit that it was Steve Bracks and Peter Bachelor (Transport Minister) that put the knife into Freight Australia. Steve did not see 650 Victorian employees, he simply saw, that which he perceived to be a legacy of the Kennett government. He changed the rules and told FA that they could no longer charge the track access rates that had been agreed to and informed us that they may only charge the amount that he dictated, which was considerably less. Marinas told him that if he only charged that amount, then he could not compete with his own competitors. We weren't in business for the fun of it. In response, Steve Bracks famously and flippantly quipped that he would buy the train set back, for the princely sum of \$2. Two bucks.

Rail America had, had enough. The drought had set in and we were no longer sending them container loads full of \$2 coins. Mr Bracks stuck the nail in the coffin. To add absolute insult to injury, Mr Bracks' personal choice as a successor was the nefarious Pacific National. He shall forever remain condemned by rail history and the fate of intra state freight in Victoria.

#### **Enter Pacific Dysfunctional**

To say that a company is inherently evil is a damning opinion. In the case of PN and today's metropolitan franchise owner Metro, the description is appropriate. PN set out with an agenda in Victoria, to eliminate any possible competition with Asciano's (The mother company) road transport interests. They succeeded. The assets paid for by the Victorian tax payer have been cut up, sold off and put asunder. The fleet of beautiful locomotives destroyed. Hundreds of freight wagons cut up for scrap. A once vital and brilliant freight system destroyed. There is a pretty good reason why the Victorian rural roads and highways are in a perilous state of disrepair. PN has forced the greater share of freight traffic onto the roads and the rural road system is at the mercy of B double trucks.

I experienced the PN sword of wrath first hand. I will be forever grateful that I was given a lifeline by V/Line to continue my career after I was persecuted by PN. (just quietly, I am confident that the brotherhood may have had a hand in my return to pass. I can't substantiate this claim. Just sayin'.) I was the OH&S state co coordinator at freight when PN took over. I was told by the company in no uncertain terms that my position was redundant because OH&S was not "Company Policy." It was at this point that they went into a state of undisguised war with us, aimed at breaking the work force. I received no fewer than five letters threatening summary dismissal for my victories in OH&S in situations where the company was recalcitrant. Once again, I am forever grateful to the brother-

hood for their support in keeping me in a job. I was often accused of running an agenda and when I left, I admitted to a manager that I did indeed have an agenda. "Ha, he scoffed, we knew it." To which I responded, "Yeah mate, the agenda is otherwise known as - - peoples welfare." He went quiet and I left the room never to return.

I could write volumes on this subject but there is insufficient room in this publication. Suffice to reiterate to the young ones and the newbies. An ocean of history has preceded you. Countless numbers have suffered to get you where you are today. To my comrades at Metro, that may not sound real good but trust me, many a man at the sparks suffered and fell in order to protect the pay and conditions we strive to protect. Every morning you should all look in the mirror and be thankful that those who went before you sacrificed and paid for our position in this industry. At the Loco side, in the days of the award (prior to the Agg wage) we could not afford to go on holidays and be without our penalty rates, resulting in the inevitable temporary job during annual leave. Pass trainees please consider this. There are hundreds of drivers out in the real world with decades of experience who want to be where you are and never will be. In many parts thanks to some ridiculous video game that the powers that be have determined is the most important criterion in determining a person's suitability to be a driver, irrespective of any individual's years of experience.

In conclusion to this rant, enjoy this wonderful job. Listen to your representatives and look after the next work mate that follows you.

**Michael A. Hinch**

# RETIREMENTS AND RESIGNATIONS



**Vale Geoffrey Nicholas Evans**  
**2nd September 1944 to 1st October 2017 ,**  
**age 73 .**

***BY: Geoff Brown***

I wish to write a small piece in regards to the Passing of our retired Friend and College Geoff Evans. Geoff a Geelong native , the youngest of 3 Boys , Robert , Harry and Geoff , joined the railways on 23rd November 1960 as a fireman at the Waterloo street locomotive depot , following in his big brothers foot steps Robert ( Bob ) who and started 12 months earlier . He like many others spent time relieving around the state and was at the Camperdown depot for 6 months before returning to Geelong . He finally successfully passed his Driving Exams on the 24th July 1968 . Geoff was always a Geelong driver , and again finding himself relieving from time to time at other locations like Warrnambool and Portland Depots . He saw many changes during his career and he went to the freight side in the big split in 1997. As time progressed working all over the place for Freight Australia and then finally for Pacific National .

Like many other drivers , found that Pacific National no longer required him at Geelong , so he finally retired in 2010.

Over the many years on the "Job" he made a hugh amount of friend he was great to work with on the foot plate and was always eager to help his fireman with their studies . Geoff was well know also off the job and again during his world wide travels with his wife Glenda found friends were ever they went . In late 2016 Geoff



faced is biggest battle when it was discovered he had a tumour at the base of his brain a condition at ultimately took him from us . Geoff is survived by his wife Glenda , three children Christine ,Stuart and Andrew and six grand children . Also by his 2 brothers Bob and Harry and extended family . RIP Old Friend !



# RTBU LOCOMOTIVE DIVISION

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# RAIL, TRAM & BUS UNION VICTORIA

## LOCOMOTIVE DIVISION

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Member No.:

Dear RTBU Locomotive Division

I/ We : \_\_\_\_\_

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State: \_\_\_\_\_ Post Code : \_\_\_\_\_

*Tick here  
if this is also a  
change of address  
request.*

authorise you, until further notice in writing, to debit the account described below through the Debit System for memberships into the RTBU Locomotive Shared Account, the amount the Rail, Tram and Bus Union- Locomotive Division prescribes.

I/We understand and acknowledge that:

1. The Bank/ Financial institution may in its absolute discretion determine the order of priority of payment by it of any monies pursuant to this Request or any authority or mandate.
2. The Bank/ Financial institution may in its absolute discretion at any time by notice in writing to me/us terminate this Request as to future debits.
3. The prescribed rate may be changed by the Locomotive Division by notice in writing to me/us.

Bank Name: \_\_\_\_\_

Bank Location: \_\_\_\_\_

Title of Account (e.g. Mr and Mrs Smith): \_\_\_\_\_

Bank/State Branch No. (BSB)  
or Financial Institution No: \_\_\_\_\_

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# 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.