



LocoLines

NEWSLETTER FOR LOCOMOTIVE
ENGINEMEN OF THE RTBU VIC

Edition No. 72 • DEC 2018

This year I want
EVERYTHING
the employees have!



LOCOLINES

EDITION 72 DEC 2018

Loco Lines is published by the Locomotive Division of the Australian Rail, Tram & Bus Industry Union – Victorian Branch.

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Publisher
Marc Marotta

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SECRETARY'S REPORT

By Marc Marotta
Divisional Secretary

Enterprise Agreements

The preparation for the two biggest challenges, to negotiate the new Enterprise Agreements with Metro and V/Line, has well and truly commenced. The Divisional Committee has been canvassing ideas from the membership for inclusions and amendments to clauses in the industrial agreement/s and the Locomotive Division has already spent hours in consultation with Maurice Blackburn Lawyers in redrafting clauses designed to protect our members. Early in the new year meetings will commence as per the current agreement's expiration clauses declaring a requirement to commence discussions and review of the two agreements six months ahead of the EA expiration date. .

Metro's agenda is clear in trying to introduce train operators to work with the semi-automated High Capacity Trains. This of course will be done at reduced labour costs and reduced training costs for those new train operators, and no prescribed work conditions! This is a threat to Train Drivers long term future.

The V/Line agenda has already been introduced to the V/Line employees as Christmas gifts in 2017. V/Line will try and degrade driver training to the point where it has been rendered ineffective in giving trainees any real life rail experience or expertise in train handling. By what V/Line described as "E Learning" and dodgy video games, Pinder and his bunch of hired vandals will claim it is the way forward and the future! Their real aim is to reduce the costs of training by eliminating it! V/Line has previously suggested to the Locomotive Division to embrace the second tier driver credential with second tier pay rate. Sound familiar?

V/Lines' agenda is almost the same as Metros; the Locomotive Division has rejected these in the past and we will structure our Enterprise Agreement clauses to give our members the best protection. The Locomotive Division anticipates a volatile period with both these Enterprises next year. Mass meetings are currently under way with the V/Line members at all country depots and in the new year Metro mass meetings are scheduled to commence.



Country Depots prepare for the next years Enterprise negotiations

Change the Rules!

The use of supplementary labour has become common place in the industrial landscape over the last decade in many enterprises. Since work choices legislation under John Howard's Liberals, it is a prohibited matter for a Union to try and eliminate it's use in enterprise agreements. The old tired refrain from employer groups and liberal M.P's that it is there to provide flexibility and choices for employees. In reality it is a mechanism to exploit workers and deprive them of standard employment conditions. In the rail industry the use of casuals has mainly been restricted to freight operators for Pacific National Rural and Bulk companies supplying casual staff being Rail Train and Trojan. The track record of companies that use casual staff is appalling in areas of adequate initial training, safety standards, sufficient times off between shifts, conditions of work, and standards of same pay for the same work, all of which is enforced by underlining coercion "you either do it or we go to the next person" and they will do it. Whilst this is not always stated, but it is the M.O. of employers, in my view it is akin to modern day slavery depending on the circumstances of the poor bastard that is a casual.

It is interesting to note that now the likes of B. Joyce and G. Christenson have split from Liberal/National coalitions on this issue and are now advocating for changes to the Fair Work Act regarding the use of casuals and labour hire companies. Some of the issues include:

- Casuals getting the same pay for doing the same work, whether they're employed directly engaged or through a labour hire company.
- To prevent businesses using loopholes to replace full time positions with unsecure casual positions with minimal labour wages.

Politicians like Joyce and Christenson know after the Victorian Election results they are toast if they don't start representing constituents, especially in the mining area of their electorates.

That is why it is crucial for the 'Change the Rules' campaign to succeed. We need a Labour Government to repeal those industrial laws that permit the blatant exploitation of workers!

S.C.T

The Victorian Locomotive Division along with our colleagues in South Australia and New South Wales have completed a new Enterprise Agreement with the holding company Rail Pro services that own S.C.T. At the time of writing we are waiting for the final Enterprise Agreement to be produced by S.C.T.

The agreement is basically a role over of the current enterprise agreement with above C.P.I pay increases.

The Victorian Locomotive Division was well aware of the down turn in the freight being hauled by S.C.T. This is mainly due to the type of freight and it being lost to coastal shipping with cost a advantage with the introduction of overseas seafarers from Philippines and other Asian countries that work for a small percentage of Australian coastal seafarers wages.

Thanks to the Liberals attack on M.U.A (Maritime Union of Australia) with their introduction of cut price Asian seafarers into Australian coastal shipping about two years ago!

The dividend to multinational and Australian owners of more profits which has cost Australian jobs in shipping and potentially in rail. Is that the function of Australian Federal Government? It appears to be if you are a liberal.



PACIFIC NATIONAL Rural and Bulk

At the time of writing the Locomotive Division has two disputes with PN Rural and Bulk (**PN R&B**). One being regarding the number of drivers' jobs at the Melbourne Depot and the other was the improper or illegal use of the Individual Flexibility Arrangement (**IFA**) Clause in the Enterprise Agreement.

Melbourne Numbers.

PN R&B management had advised the Locomotive Division that there were six (6) surplus jobs in Melbourne.

The Locomotive Division met with PN R&B management on the 19th November 2018 and expressed the view that if PN R&B's claim was genuine that they were then required to offer redundancies in accordance with the Enterprise Agreement.

IFA Clause.

PN R&B management tried to formalise an interstate temporary transfer under different work conditions.

I may be cynical, but announcing surplus jobs in Melbourne then offering interstate temporary transfers to drivers to work in a coal mine for 3 months with only one flight home in that time, may be a way to keep you in your job in Melbourne. Lets just say my suspicion was aroused.

The Locomotive Division then had a meeting with PN R&B on 28th November 2018 to discuss the above disputes.

Melbourne Numbers.

The Locomotive Division were advised that there are no surplus drivers at the Melbourne Depot.

The Locomotive Division will wait until it receives confirmation in writing before withdrawing the dispute.

IFA Clause.

PN R&B has agreed to withdraw the IFA use and produce a document with exactly what they are offering any member that might volunteer. Again the Locomotive Division will wait until it is confirmed in writing.

SOUTHERN SHORTHHAUL RAILROAD (SSR)

Enterprise Agreement Negotiations.

The New South Wales and Victorian Locomotive Divisions have been attempting to negotiate a new Enterprise Agreement with SSR, unfortunately we have not been able to resolve a number of issues.

The issues are:

1. Rostered Day Off and Duty Free Period.

SSR management seems to want even more flexibility rostered into and at the end of the Duty Free Period.

2. Duty Cycle.

SSR has refused to accept a reduced Duty Cycle. The Locomotive Divisions claim was a 4 week cycle. SSR have 13 fortnight Duty Cycle of 988 hours before you can be paid overtime.

3. Improvement in overtime rates.

No movement from SSR management

4. Pay Increase and Back Pay component.

It is unclear at this stage. It appears that SSR is offering a 2% back pay from Sunday 14th October 2018, on condition that the workforce accepts the current Enterprise Agreement proposal.

SSR management has the threats of redundancies if the workforce continue with a higher pay increase. Given the history of SSR, workers forgoing 2 pay increases in the last EA in N.S.W this seems an unreasonable position by management.

5. Casual have not been paid 25% loading.

The Locomotive Division has demanded that this be addressed in the EA as this is a requirement under the National Employment Standards. SSR, at the time of writing, have not responded.

6. Fatigue Management for Employees.

SSR to provide documentation from their internal policies. At time of writing this has not been supplied.

It does not appear hopeful at this stage, it may require protected industrial action, but of-course this is a decision for the membership.

SSR is a predominately N.S.W company that started operation in Victoria about 18 months ago.

DRIVER ONLY OPERATION (D.O.O)

PN R&B has advised the Locomotive Division that it wishes to implement Driver Only Operation from Maryborough to Geelong something in the order 280km. This has been prompted by the Australian Rail Tran Corporation (ARTC) plans to install a new section of track east of Ararat station . When completed it will connect the Maryborough line more directly to Geelong via Maroona and Portland.

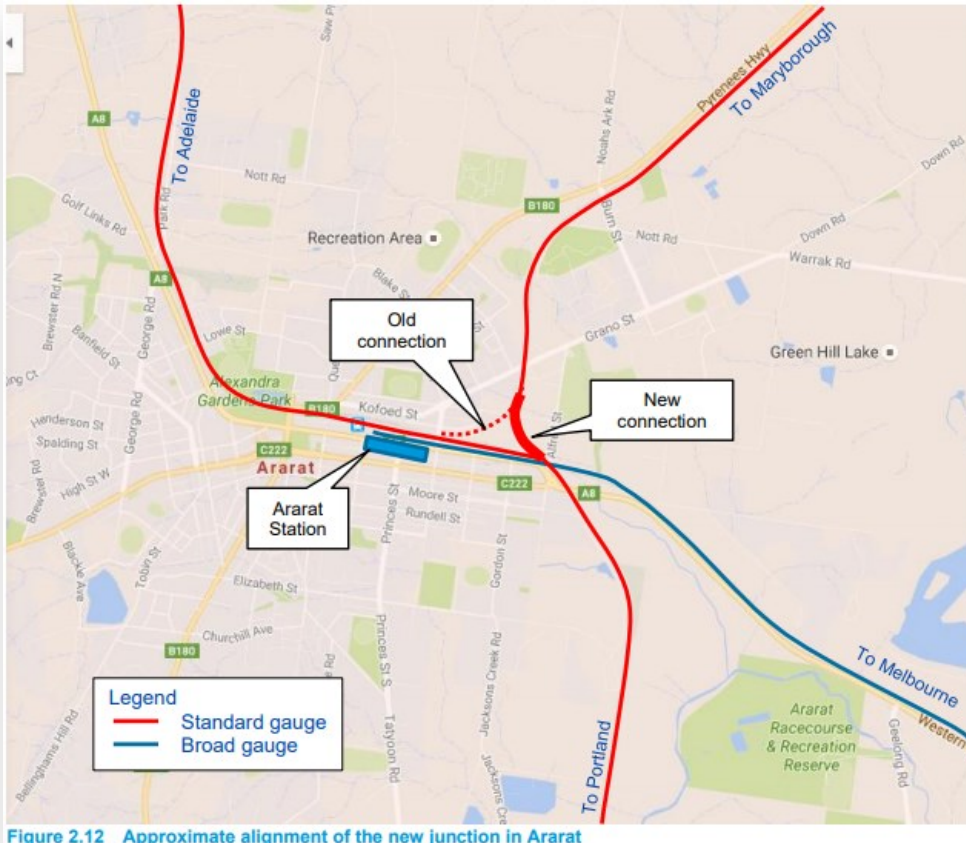


Figure 2.12 Approximate alignment of the new junction in Ararat

ABOVE: Ararat Freight & Logistics Strategy- Draft Final Report -Ararat Rural City WSP | Parsons Brinckerhoff Project No 2197012A

This also eliminated the need for a run around at Pryness Loop.

Freight Trains from Maryborough will not pass through the station area.

The issues with DOO are below:

- communications,
- access,
- recover procedure,
- visibility,
- length of shifts ,
- Loco unattended Procedure .

My observation of the PN R&B management that supposed to implement DOO have limited knowledge of DOO requirements.

The Locomotive Division and local delegates will be having meetings in the new future.





PRESIDENTIAL REPORT

By Wayne Hicks
Divisional President

Elections 2018

With the union elections now finalized, I wish to thank the members for their show of support and we look forward to representing and supporting our members for a further 4 years.

V/LINE

Changing to Fuelling Facilities:

Stage 1:

Due to the increased fuels at Southern Cross, the car sidings fuel point is now at saturation point. Management have requested to fuel and wash Vlocitys at South Dynon locomotive depot to ease this saturation. A Vlocity was taken to South Dynon to determine the suitability of the fuel point.

The "Y" class road was found to be the most suitable for a Vlocity with the fuel hoses lining up at two points. However there were some short falls which will need to be addressed before this fuel point can be utilised:

- Sand hoses are left short and will need to be extended to suit the sand boxes.
- There is currently no egress from the cab and the platform will need alteration to suit the door opening.
- Stop marks will be required in the "Y" class road.

The dual gauge road is the most suitable for cleaning windscreens on the Vlocitys and stop marks will be required.

Stage 2:

Due to the construction of the West Gate Tunnel, the storage yards (Melbourne) will close in the New Year. This will impact on stabling trains and there is a proposal to place Vlocity's at the back of South Dynon locomotive maintenance depot.

When Vlocity movements are required from the wash to the bogie exchange, the road currently

only holds a 3 car set. To accommodate a 6 car set, an extension of approximately 30 metres would be required. Approval is presently being sought from Pacific National as this 30 metres is their property. In conjunction with this, an inspection will be undertaken to assess the suitability of the site.

Overcrowding:

Overcrowding of trains caused by the increase of patrons is resulting in major problems for drivers.

Exiting the cab in an emergency or to attend a defect, should one arise, is becoming increasingly difficult and dangerous.

The conductors are also experiencing similar problems, especially when 6 cars are reduced to a 3 car consist or when a train cancellation occurs.

Members are encouraged to report overcrowding and submit a report to management as the problem will only get worse.

A further implication of overcrowding is time delay caused by the time taken for passengers to board the train. Train crews then have to justify late running.

Trainee Drivers:

There are currently 93 trainees in the system, with an additional 38 to be employed by the end of March 2019. A further 62 are proposed by September 2019. This expansion will highlight a shortfall in facilities for the increased train crew numbers.

A-Class Locomotives:

In response to the letter below from Alan Fedda (PTV), a meeting was held with staff from PTV, Steven Cox, Karl Costanzo and myself regarding Locomotives A60 and A62. An EOI process is being organised for these locomotives.

A70 will be kept by V/line along with A66.



Ref: COR/18/622893

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Mr Wayne Hicks
Divisional President, Locomotive Division
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Level 6, 1-5 Elizabeth Street
MELBOURNE VIC 3000

Dear Mr Hicks

A-CLASS LOCOMOTIVES

I refer to your letter of 17 July 2018 to the Minister for Public Transport regarding V/Line's A-Class locomotives. The Minister has asked Public Transport Victoria (PTV) to respond on her behalf.

I appreciate your interest in the historic significance of Victoria's rolling stock.

I understand that Mr Rob Hill, V/Line's General Manager of Service Delivery, spoke with you to discuss the A-Class locomotives.

As you are aware, locomotive A66 is still in use. An Expression of Interest (EOI) is being organised for the remaining locomotives to be sent to a historical society. For further information about the EOI, please contact Mr Brad Murnane, PTV's Acting Tourist and Heritage Registrar, via email at brad.murnane@ptv.vic.gov.au.

I trust this information is of use. Thank you for raising your concerns.

Yours sincerely

A handwritten signature in blue ink, appearing to be "Alan Fedda", written over a blue circular stamp.

Alan Fedda
Deputy Chief Executive Officer
Executive Director, Franchise Operator Management

3 / 8 / 2018





A66 was transferred to Bendigo roundhouse for long term storage on September 2nd 2018. Crewing the transfer was Karl Costanzo, Lachlan Hinds and Coupar Hind.

A66 is anticipated to return to service in September 2019. This locomotive is the last bull nose locomotive in regular passenger service in the world.

The Victorian Rule Book:

There have been 46 meetings to date for the 2019 Victorian rule book. Previously the working group has not had access to the work that has been completed to date. As a result of complaints regarding this, RISSB have now agreed for the development group to have access to this, provided they sign a code of conduct.

The question still remains as to what structure the rule book will take by PTV. It is unknown at this time if there will be:

- One single Victorian rule book
- 3 separate rule books with their own company procedures or
- A Code Of Practice



I would like to wish members and their families a Merry Christmas and I hope the New Year sees you all in good health and prosperity.



ASSISTANT SECRETARY REPORT

By Jim Chrysostomou
Divisional Assistant Secretary

Union Elections—2018

Firstly, on behalf of the current incumbents I would like to thank the membership for their continued support before, during and after the election process.

Secondly, on behalf of the current incumbents I would like to thank the opposing ticket for not having any clear, concise policies or any supporting detail on how what was '*broken*' was going to be '*fixed*'. All that was put forward was just a range of farcical questions??? With no real world answers???

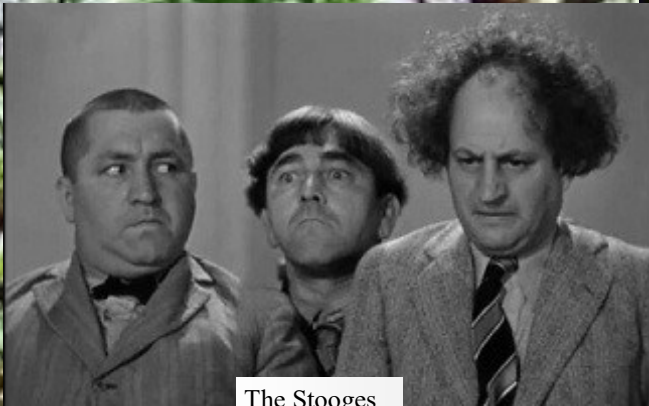
Thirdly, I would also like to thank the individuals from the driving grade who got down on their knees to help management in promoting and distributing false and misleading information about the current Union Executive but fortunately the voting majority of members of the driving grade could tell the difference between sophistry and the truth or reality and delusion.

The democratic process provides for elections to be conducted and for any member entitled, to run for office. During this process the parties normally campaign and any commitments or statements should be underpinned by facts. What was evident through the opposing tickets campaign was that 'A. they did not know that statements made by them were false', or 'B. they were being dishonest'. Either way it is concerning that some of the membership could not sort the wheat from the chaff i.e. the facts from the bullshit.

If you use history as an example, most unsuccessful candidates in Union elections usually end up in management but I think operators have raised the minimum benchmark requirement to at least giving the appearance that you know what you are talking about.

Union Election – 2022

We have received Intel that future candidates are already planning and preparing for the Union elections in 2022. Below is leaked photo that the Locomotive Division has obtained from an unnamed source.



The Stooges



Paddle Pop Lion



Managed by the Maleficent

NEWS IN BRIEF

Metro paperless or Metro clueless: Metro Trains introduces a new electronic information system in a push to go paperless without advising Train Drivers who would have to access the information in order to be aware of the safety critical changes. The Locomotive Division wrote to the company and as usual Metro spin a response denying any problems and praising their own alleged success. The Metro response triggered the dispute process under the Enterprise Agreement and the issuing of two (2) provisional improvement notices under the Occupational Health and Safety Act.



Above: Recent screenshot of a Train Drivers Metro Trains paperless system resulting in almost one thousand unread notices.

Metro Train Driver Training: The Locomotive Division recently wrote to Metro Train raising legitimate concerns about the quality of Driver training. The basis for the concerns centred around the almost doubling of Signals Passed At Danger (SPAD's) for this fiscal year in comparison to the same time last year. Once again in true Metro fashion the company responded by praising themselves for all their perceived improvements that they believe had been made to Driver training and further denied any problems or deficiencies exist in the training scheme. To add to the insult Metro then request the Locomotive Division to attend a meeting to further discuss the training issues that Metro denies are any problem. .



Above: The likely consequences of not providing meaningful training.

Enterprise Bargaining: A letter has been sent to the CEO's for both V/Line Corporation and Metro Trains Melbourne Pty Ltd with the view to commence bargaining early in the new year for both passenger services. The Locomotive Division will schedule meetings across the metropolitan and regional network to engage the membership for feedback and input in anticipation of the new agreement. I would strongly encourage every member to attend and have your say.

Metro Trains Underpayments

The Locomotive Division served notice on Metro Trains that a workplace investigation would be conducted by the Union that involves alleged contraventions under the Fair Work Act and the Enterprise Agreement. It is estimated that hundreds of Train Drivers at Metro are affected. Underpayments are projected to run in the millions of dollars owed to Drivers that have been unlawfully withheld over a number of years.

Metro were previously advised in March 2018 of the underpayments and we believe that reasonable steps have not been taken to remedy the underpayments including the likelihood of a reoccurrence.

It is anticipated that legal proceedings against Metro will commence in 2019 seeking penalties for the contraventions and recovery of monies owed.

Season's greetings

On behalf of the Locomotive Division I would like to wish the Membership and their families a safe, happy and prosperous new year.

The end of the year should be a time to reflect and spend time with your loved ones or on the alternative if you want to avoid all that come to work.



**HAPPY
NEW YEAR!**

V/LINE OH&S REPORT

By Ron Hall and Matt Billman

V/line Southern Cross

The ongoing costs of providing and maintaining a safe workplace.

One of the common challenges of a Health & Safety Rep is to convince management of the necessity of maintaining safety standards in existing workplaces/yards with ageing infrastructure.

Whilst management show enthusiasm for pursuing funding through business cases for new projects, there is very little appetite for pursuing funding to maintaining safety standards in existing yards. Often this funding is poached out of general maintenance revenue like the track maintenance/upgrade budget.

The HSR's submitted a pathway plan to upgrade, realign and make the paths accessible at all times throughout the SX yards. This was rejected based on no funding available. Yet there is a willingness to use these existing safety standards (pathways) as a control measure to lower risk ratings. On a recent risk assessment on the cleaner's procedure for accessing the yard environment (No driver's HSR's present) this was used as a mitigation against slips, trips, falls and being struck by a train to achieve a more palatable rating.

How can these pathways be used as a safety control measure when they are being obstructed by stabled trains or the pathway is damaged or in need of repair? Still management keep ticking off the boxes and another entry is made into the safety management system. Looks good on file but it's a different picture at the coal face. Maybe we need a separate budget to maintain our safety standards which are put in place to prevent workplace injuries and harm.

Another example; with the increased fuelling taking place at the fuel point in the Car sidings the HSR's request more frequent cleaning (daily) with a high pressure cleaner. Not only was this request rejected because of the extra costs, it was suggested the train crew who do the fuels should also be cleaning the fuel point. Don't worry about breaching contractual agreements or supplying the equipment for this, just as long as it doesn't cost any more money. This is the attitude we are dealing with, they want more fuels done, (more output) without providing extra funding to support the increased maintenance required.

On the subject of train cleaning at the SX platforms after an overwhelming response from the members, the cleaners flag/tag will shortly change in colour from yellow to red to conform to the protection procedures

for other internal tasks on trains. Red being absolute don't move attach or detach.

On another positive it appears that the safety corridor fencing on the RRL network is now finally being installed prior to the residents moving into the houses. The safety concerns of inadequate fencing the HSR's have been running with is being actioned. However the track access gates are still problematic in being left open/unsecured so please keep reporting this to train control.

With the support from the Loco Division, the Cab Committee Reps, and HSR's were able to enter the arena to put our members ideas and concerns forward for improved drivers cabin ergonomics in the design plans for the new build VLocity trains. We've asked for a full driver cabin mock-up for the members to view and comment on.

An ergonomic study has been done on a trip to Traralgon on the current VLocity model by the same consultant firm that ergonomically assessed the driver's cabin in 2009. Many questions were asked of the HSR's, Cab Committee rep's and rostered Drivers. Measurements were taken of the current desk/seating positions and reaching distance to the controls. The ergonomic surveys completed by the driving grade in 2015 were a valuable source of information.

The question was asked by the consultants what recommendations from the 2009 assessment have been implemented? The response was very little; a foot whistle, remote control mirrors and being able to close the doors from either side door close button. After the answer was given there was a long pause followed by that look of disbelief.

If you have any pains, aches or discomfort after driving vlocity trains please report this to your supervisor and inform your HSR.

Yet to see the study report but we believe when it's completed it will be a comprehensive report listing all the ergonomic shortfalls of the current fleet.

With the new build vlocity trains comes new challenges with the crew step alignment changing which the Cab Committee report will update you on. But this has brought to the forefront the excessive gaps in some of our yards from the pathway to the first/bottom step. These concerns were raised by us in 2015 and listed on the health & safety committee items. So the challenges continue to try and correct this and once again the ongoing costs of providing and maintaining a safe workplace.

Employer Directed Medical Assessments and the new MyHealth Record System

Members often have questions about whether employer's can direct them to attend medical assessments and what will happen if they refuse such a direction. Recently, new questions have come up about how medical assessments will be impacted by the soon to be introduced new MyHealth Record System. We answer your FAQs about these issues below.

Q: It is legal for an employer to direct an employee to attend a medical assessment?

Yes, provided it is reasonable for them to do so.

Some of the considerations which go to the *reasonableness* of any direction to attend a medical examination include whether:

- the employee has already provided sufficient medical evidence;
- the employee has had long or unexplained absences;
- the employee is unable to perform inherent requirements of the job;
- there has been inconsistent information about the employee's health status;
- there is a genuine concern regarding health and safety of the employee, their colleagues or other employees;
- the industry is particularly risky or dangerous;
- there are reasonable conditions under which the medical assessment is being conducted;
- the information provided to the expert been disclosed to the employee (or their representative or treating practitioner); and
- safeguards are being implemented to protect the privacy of information obtained and disclosed.¹

Q: Do I have to attend an employer directed medical assessment?

If in the circumstances, it is reasonable for an employer to direct an employee to attend a medical assessment then the direction will be a reasonable and lawful direction and you should comply with the direction. If you do not comply with a reasonable and lawful direction you may be subject to disciplinary action including termination.

Speak to us if you are directed to attend a medical assessment and you are not sure whether the direction is reasonable or not.

Q: How does this process interact with the MyHealth Record System?

In 2012, the *My Health Records Act 2012* (Cth) was passed, enabling the establishment for individual, on-line health care records to be held in a central on-line location on an opt-in basis.

In November 2017 the then Minister for Health made the decision to move to an opt-out scheme which means that unless you take steps to opt out, your medical records will automatically become part of this system

¹ See *AlPA v Qantas* [2014] FCA 32; *Cole v PQ* [2016] FWC 116 .

This is important because the MyHealth Record System's default access settings seem to provide ongoing consent for *all registered healthcare provider organisations* to access a person's My Health Record. This means that doctors who examine workers, on behalf of employers or insurance companies, will have access to the workers entire set of medical health records without the express consent of the worker (unless the worker changed their default privacy settings). This might include unrelated historical data (for example, a discussion several years ago between the worker and their doctor about depression) which, may impact the results of the medical check.

Because of the 'opt out' nature of the scheme and the default settings patients may not even realise that their My Health Record is being accessed.

My Health Record system is unique in that it potentially allows access to a patient's entire health and treatment history, regardless of relevance and sensitivity.

Q: What does the Government say about MyHealth Records being accessed for the purpose of insurance claims or employment matters?

The Government maintains that access to medical records for these purposes described above is prohibited by s 14(2) of the *Healthcare Identifiers Act 2010* (Cth).

Section 14(2) states that it is illegal to use the Healthcare Identifier of a patient to access health information for purpose of communicating or disclosing health information in order to assess an insurance claim or decide whether to employ the recipient. However, Maurice Blackburn's reading of this legislation is that the protection will only apply if a provider accesses medical records for these purposes *using a patient's Healthcare Identifier*.

In order to search for a particular patient's My Health Record, a healthcare worker needs to enter the patient's surname, date of birth, sex and then one of either: their Healthcare Identifier, Medicare number *or* DVA file number. On that basis, if a doctor were to access a My Health Record via a Medicare number or a DVA file number, the protections would not apply.

Q: What can you do to avoid these risks?

You can avoid the risks we have outlined above by opt-ing out of the MyHealth Records system before 31 January 2019 here: <https://www.myhealthrecord.gov.au/for-you-your-family/opt-out-my-health-record>.

LEGAL REFERRAL PROGRAM

For Industrial, Family or Criminal
matters, contact the RTBU
Locomotive Division for a referral
and receive a free legal
consultation

9682 1122 or reception@rtbuvicloco.com.au

RAILWAY SOLDIERS - REMEMBRANCE DAY CENTENARY 11-NOV-2018

SOUTH DYNON MELBOURNE AND BENDIGO LOCOMOTIVE DEPOTS.

By: Rod Giri
Driver Vline

Photos: Daniel Hancock
Driver Vline .

Edited by: Jayne Calvert
Trainee Driver Vline.
Southern Cross Station.



Above: Remembrance Day Group Photo— South Dynon—11 Nov 2018

Remembrance Day this year, marked one hundred years since the end of the Great War, the 'war to end all wars'. The Armistice came into effect on 11 November 1918, at 11am; the guns fell silent and birdsong filled the air after 4 long years of muddy, bloody hell.

This centenary Remembrance Day, on Sunday, November 11, was an incredibly special opportunity to remember all who sacrificed so much in the defence of freedom; railwaymen and women who have served their country during conflict and peace and those that made the supreme sacrifice. A remembrance ceremony was held, complete with flag raising and wreath laying at the 'Railway Soldier', war service monuments in Melbourne and Bendigo.

The Melbourne event, was held at the memorial located at South Dynon Locomotive Depot. Workers from several rail companies attended to show their respect and to; lay wreaths, raise the flag, observe a minute's silence, and conclude with the playing of the Australian National Anthem. N Class 472 stood by to ring its shunting bell at the conclusion of one minute of silent contemplation. A 'Railway Centenary Remembrance Train' was run from Southern Cross Station to convey railwaymen and women to the event at South Dynon. Flowers and commemorative writing adorned Vlocity 15. Driven by Dave Kaleta, the train departed Southern Cross station at 1020 and proceeded on the short journey into a beautiful, sunny day and a very humbling experience for those who came together to remember; the beauty and solemnity of

the day was reflected in the garden that had enjoyed a makeover by the loco fitters, the vintage roses were blooming. With many railwaymen and women present, there was a connection and appreciation that time cannot erase. The honour of raising the flag from the half mast position was accepted by Neil 'Bear' McPherson. Thank you to the Gemco fitters and other staff who ensured that a new rope was fitted to the flagpole to accommodate the flag, as provided by the office of Senator Kim Carr. How fantastic is it, that despite the business now being broken up into many different companies and divisions, that there is still such a strong esprit de corps and mutual respect amongst railwaymen and women.

The flag pole and monument were transferred from the old North Melbourne steam locomotive depot circa 1962/4. A reflection seat has been constructed by the diesel locomotive fitters to mark the centenary of the Armistice. This seat consists of bluestone that is believed to have come from the North Melbourne Locomotive Roundhouse. The roundhouse which was built in 1890, had three turntables contained within and was an imposing edifice, fitting for an industrial age building in what was then, the richest city in the world. It stood on the site of what later became the National Rail Steel Terminal and sadly, the roundhouse was demolished in 1964. The stone had been carted up to the then, new South Dynon Loco Depot and placed where it remained until very recently, near the car park, close to the broad gauge turntable. A large piece of coal had been placed under the bluestone by the steam loco men, who must have placed it there to say it was

theirs! 55 years later, the stone has been repurposed to make the reflection seat. We are sure that this is the type of thing that the old railwaymen intended for the stone. We trust that they would be proud of the efforts of the modern diesel loco men in perpetuating the memories of those that came before.



Bendigo, likewise held a commemorative service. It was held at the newly erected Railway Soldier Monument at the locomotive roundhouse and was attended by current and retired loco drivers, fitters, other railway staff and family members.



The Bendigo monument (Above) was unveiled at a ceremony on 23 June 2017. It consists of a large granite stone with a brass plaque affixed, a Lone Pine and two reflection seats, placed next to the relocated flag pole. On 29 December 1915, during a rousing patriotic ceremony, the newly erected flagpole was originally dedicated at the loco depot for the railwaymen and women marching off to war. Prior to last years' ceremony, the flagpole was moved to a better location - about 70 feet - closer to the vicinity of where the driver's room had been located. Now sited in a prominent position that overlooks the town and its Cathedral, it is also visible to passing rail traffic. The granite stone was obtained by the Bendigo railway gangers from alongside the main railway line, near the Big Hill

tunnel and placed in front of the flagpole. A brass plaque, generously provided by Bendigo RSL that tells of the re-dedication and centenary of the flag pole and honour roll is affixed to the stone.

The restored honour roll was also on display for the ceremony. Originally dedicated and unveiled at the official opening of the Bendigo VRI Hall on 14 June 1917, the Bendigo Loco War Honour Roll was later relocated to the driver's room next to the locomotive roundhouse; until the room was demolished around 1985. A Lone Pine, generously donated by Bendigo RSL, was planted in position and just by coincidence, was planted in the location of where the honour roll had hung in the driver's room. The honour roll was received from retired loco driver, David Bernoth, who had kept it in his safekeeping for many years. It has been given to the Bendigo RSL Military Museum located in Pall Mall, and now restored, it is now on permanent display in the new wing of the museum.

Denny Muldoon, a retired loco driver, delivered a great speech where he described proud railwaymen. This was enjoyed by the assembled guests including; retired loco driver and WW2 Veteran, Norm Smart, at 95 years young and some retired fitters from the loco depot.

A booklet was published that relates the history of both sites, previous dedications and more recent centenary events. Most importantly, this publication brings to life some of the stories of those that went to war; diary entries, personal letters and newspaper editorials. These biographies provide excellent insight into the personal experiences of naive young men that travelled to the other side of the world, to defend the empire and freedom, in the light and the dark of war, one hundred years ago.

We remembered them.



V/LINE CAB COMMITTEE REPORT

By Karl Costanzo
V/line Cab Committee

New build Vlocity.

By the time you read this, VL's 76-79 will have hit the rails and begun impacting customers due to altered seating, storage, access and availability of only one toilet.

We as drivers have items to be thankful for in this build with cab committee requested improvements implemented.

These are:

- Re enforced cab crash structure.
- Uncouple button added to the test light function.
- Windscreen demister on a half hour timer after cab 'keyed out'.
- Wiper/washer button mod.
- Am/fm radio antenna mount on the cab roof.
- Cab heater works regardless of auxiliary generator fault.
- TM car sanding equipment.
- Also, Auxiliary generator and traction engine isolation switches added inside circuit breaker cabinet.

The next build, labelled 2018 build, will differ yet again with the internal layout and facilities, which will no doubt cause a stir for V/lines customers and staff once more.

The import bit for us as drivers is the newly redesigned cab. The focus here is driver safety in a frontal collision. After much agitating by the cab committee over the years since the horrific Trawalla smash involving brand new VL29, (since rebuilt as 3 car VL41), we have succeeded with the integrity of the cab now able to withstand an impact of 15 tonnes above the cab floor at 110 km/h. This complies with the EN 15227 euro standard. This is a major departure from the current cab, which places the driver in the crumple zone whilst seated at his/her post.

We were invited, recently to view a 'Virtual Reality' mock up to test sight lines out of the new cab. One person involved, commented that after reading the crash spec for the old Vlocity cab, said he wouldn't be caught driving a Vlocity to save his life!

As for the VR demonstration, has anyone ever been played Atari games with 3D glasses?

This new cab redesign essentially moves the driver back 500mm out and away from this crumple zone and into a fortified non collapsible structure. This means the back wall/ electrical cabinet is moved back correspondingly as too the side saloon doors.

This is where the problems begin when you adapt new designs with old. The side crew access steps require to be relocated on the side of the bogie. Headaches have begun with engineers, human factors and the like trying to maintain the side step standards. The new location means the steps will foul the large suspension airbag and lateral damper located in the centreline of the front bogie. Cab committee and the OHS committee have been involved with this process and have attended numerous meetings and mock ups both at the factory and in our rail yards to test the safety and suitability of this new step.

It has been deemed unacceptable by the RTBULD and an alternative design has been requested.

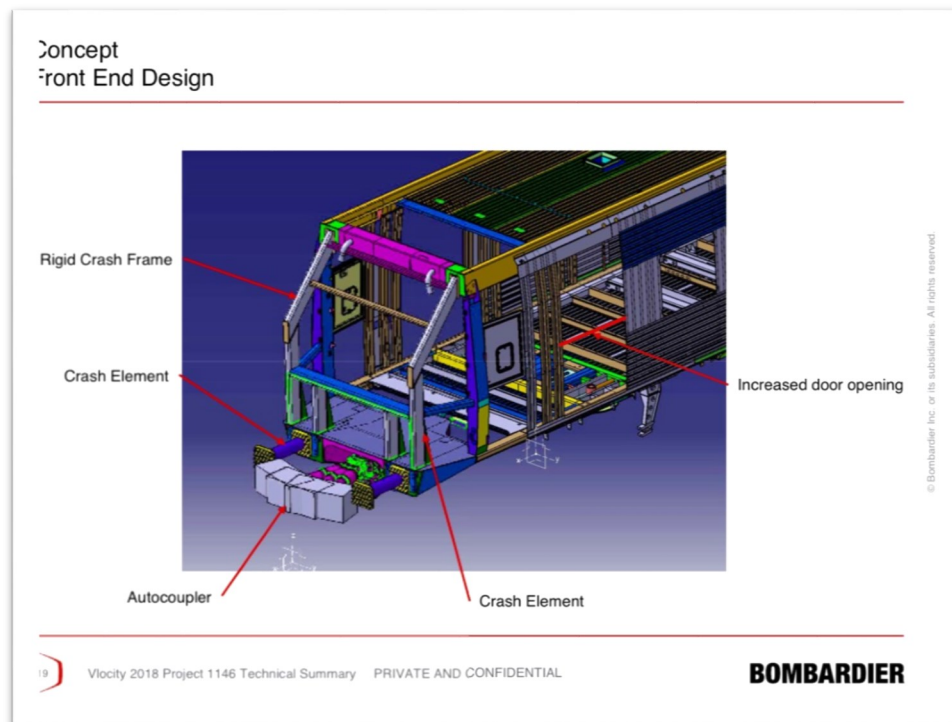
See picture below of the initial mock up step.



It seems logical to us as drivers that since the rear cab wall has moved back, the front over hang of the cab would be a perfect place to mount steps cut into the skirting behind the cowcatcher. This would mean a cab door would need to be incorporated into the new cab design. Unfortunately, for the design engineers, this does not seem so logical!

Although, It worked on the Adelaide EMU's built with a cab to the same GMRT standard.

Below: Picture of new cab design.



The Cab committee believes the only forward is to keep improving, that all new trains built should move with the latest in safety and ergonomic improvements. It is with this philosophy, that we have initiated other improvements within this new cab. Improvements that address issues with differences of driver size percentiles being one item on our list. Reach to frequently used controls, seating comfort and support, also up for redesign. Recently, with the support of OHS, a run was conducted to Traralgon with an ergonomic assessor. 3 drivers were involved of various sizes to see us at work and record what repetitive task issues we face daily.

The RTBULD have requested a mock up of the new cab and desk to appraise the ergonomic improvements, as well as allow comments and feedback from all drivers.

A class locos.

There has been speculation about this group of four locos after A66 was stored recently. There were concerns for this loco in terms of it being stripped of parts after it was removed from service, so it was sent to Bendigo for long term storage for possible reactivation later next year when timetabled services are increased. The other 3 locos have recently been moved to have all fluids drained and tarp covers fitted for further storage.

After RTBULD Heritage attended meetings with Victrak, a letter was received stating two of these units are to be eventually offered to heritage, with the state retaining ownership.

N class locos.

N468 has been a guinea pig of sorts lately with the fitment of a new toilet suite and trial of the new Hasler data logger.

The toilet is a simple foot flush modular design, that is intended to be easy to maintain and operate. It is a low cost design with complete removal/replacement easy to

undertake if the unit becomes defective.

The logger takes the place of the existing Fisher unit and also incorporates the function of the V.C equipment. The unit is identical to that fitted to Sprinter 7007 which has been on trial for a few months now.

Driver comments and feedback are required to get the best out of this new equipment and are appreciated.

Thanks to all committee members including members from the OHS and signal sighting committees who have been involved in recent activities. Also to all members of the cab committee new and existing for their hard work, we wish you and your family the best over the Christmas/ New year period.



Heritage

by Coordinator Mick Welch.

Training.

Specialised elective units from the Certificate 4 Train Driver package are now delivered to new recruited crew pool members and candidates for steam locomotive training. These are Heritage Motive Power and Steam Locomotive.

The first Steam Locomotive class mapped out on these units was in 2016 with steam fireman Trevor Penn and Dave Richards. Both Dave and Trevor successfully completed their driver training at the end of that year.

In 2017 Seven (7) candidates started their Steam Locomotive Fireman training. This started with classroom theory and assessment; practical training and assessment, and to date five (5) have successfully completed; with the last two (2) planned to be completed in 2019.

This year volunteers of candidacy for Steam locomotive Driver was advertised with three (3) candidates being selected.

Their classroom theory has now started.

Also starting this year five (5) candidates in training in the heritage diesel locomotive fleet and rolling stock.

A2 Class Steam Locomotive.

When the A2 was being introduced there was a lot of negative speculation that it would be a rough rider, steamed poorly, and would be much better suited to oil burning.

I gather in the VR days with these locomotives they did not do much maintenance at the end of their working life. Today with its rebuild it handles like a new locomotive, comfortable ride, and steams excellently on coal; a credit to Steamrail.

R711's Diesel Controller.

Steam oil burning locomotive R711 since its West Coast days has been fitted with a diesel controller in the cab to operate a trailing diesel locomotive, or locomotive consist.

Due to accreditation issues this has not been in use; and when finally addressed it was in use on the Swan Hill train this year operating a T class.

The only fault was in the multiple unit jumper cable requiring it to be changed; as it may have been setting up a fault on the T class.

Tait Train

Still work in progress. Recently undergone accreditation testing with Downer EDI.

Waiting for more information on progress.

ICE Radio.

Ice radio equipment has been fitted to the majority of the Diesel and Steam locomotive fleet.

Each group was given a small number of radio units, not enough to equip all their fleet so it is required to be portable between locomotives as required.

On the steam locomotives we now have in cab speakers and for the first time you can have some type of understanding radio conversation; compared to the old steam box's and hand held radios.

Heritage Presentation Ceremony – December 9, 2018.

By: Sean Kelly- Retired Engineman.



Fellow craft members,

After nearly a decade of being put aside, we finally had an Industry Certification and RTBU-LD Commemorative Certificate Presentation at the A.R.H.S. North Williamstown Museum on Sunday, December 9, 2018.

Nearly 60 members of our craft were presented with their D.E.R.M, Heritage Diesel, Steam Fireman and Steam Driver official paperwork and certificates.

I would like to thank so many people, please do not be offended if you have been missed. We thank the entire Loco Division Executive, especially Marc Marotta and Wayne Hicks. At VLP we would like to thank former and current R.T.O. Managers, Caitlin Ryan and Maria Zarkovic for their tireless work in facilitating this 'non-core' activity. We also thank that Co-Ordinator of RTBU Heritage, Mick Welch and the entire Heritage Committee and John Meier our photographer. Finally, we thank John Hawthorne and the A.R.H.S. for all their cooperation and having us as their complementary guests.

The weather held off, so the presentations were held in front of Victoria's largest surviving, steam freight locomotive, 'X 36', the 'Gerald A. Dee'.

Mention should also be made of Victoria's four main line heritage operators, Steamrail, 7-0-7 Operations, D.E.R.M.P.A.V. and the Seymour Group for maintaining the precious fleet for the Victorian public and our members to continue to practice our ancient and honourable craft. MY word space is limited, so I want to conclude with this:- This ancient passage **applies to each and every one of you** whether the equipment you operate is powered by electric overhead, a diesel fuel tank, black coal or an fuel oil bunker.

THIS IS OUR CRAFT – THIS IS WHAT WE ALL DO.

"As Driver you should be thoroughly qualified in the features and idiosyncrasies of the terrain over which you are operating. You must be conversant with the Railway's Operating and Air Brake Rules and have a knowledge of air brake mechanics and operation. You must be thoroughly familiar with the motive power assigned to you and as to its characteristics and be able to incorporate this into the very highest standard of train handling and engine management and at all times make your first priority the safety of your train".

Where Is It?

with Trevor Penn and Des Jowett

edited by Warren Banfield



Looking away from Melbourne we see an important junction that may not still be a junction. But “Where Is It?”

THE previous *Where Is It?* [below right] was at Diggers Rest on the Sunbury and Bendigo line. The photographer is unknown. We had one correct guess being William Arkell from V/Line.

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!

DIGGERS REST by Trevor Penn

CONSTRUCTED at Newport 'Shops and entering service on 12th October 1921, C2 [right] was the first new VR locomotive to be painted black as a cost saving measure in an austere post-war environment, superseding the previous Canadian Red scheme that dated back to 1903.

Prior to the introduction of the American inspired "big engines" on the South Australian Railways from 1926 onwards, the 26 2-8-0s that comprised the C class were the heaviest and most powerful locomotives in the Australian Commonwealth.

With a narrow Belpaire firebox measuring an astonishing 9 feet 7 inches long (2,920 mm) squeezed in between the frames, the coal burning Cs were a challenge to fire and a job that called for Real Men, such as the chap seen here taking a short spell on the Down platform on this fine afternoon, perhaps while his train was waiting Line Clear on the block instrument from Sunbury.

In their original form with their neatly flared funnels the Cs were most attractive machines and this may be one of C2's very first runs, as the engine is in mint condition in a period when photos show that many Victorian locos were in an appalling state.

No doubt members of the track gang at the left were suitably impressed while they also partook of a few minutes' respite from their back breaking work.

THE station was opened for passengers along with the railway to Sunbury on 10th February 1859 and a lease was entered into with a catering firm named Spiers & Pond on 20th March 1860, to operate a Refreshment Room. This was most likely housed in the somewhat Tudoresque old station building seen here, and that oversized brick chimney may indicate the site of the kitchen.



Prior to the extension of the line to Woodend on 8th July 1861, much traffic would have been transferred to the Sandhurst Road that crossed the railway here and the caterers probably did a lucrative trade in that period serving hungry teamsters and travellers. Exactly how long the room remained open thereafter is uncertain, and how it would have survived at all is problematic, but it appears to have been closed by 1896.

Double Line Block working had replaced the original Time Interval "safeworking" by 1890 and interlocking in the form of a 12 lever frame came to Diggers Rest in 1902, along with a lean-to signal bay in which to house it.

A rectangular opening located in the bluestone of the Up platform face, towards the Melbourne end, marks its location to this day.

Although there were originally hand worked gates at the level crossing, these had gone by 1909. Increasing motor traffic on what became the Calder Highway was probably the catalyst for erecting the present brick station building, with a signal bay controlling a set of interlocked gates and situated much closer towards the road. The new arrangements came into use on 20th August 1928, and the gates survived until they were superseded by the present boom barriers on 29th August 1982. LL

The Cutting Edge of Technology: 100 Years Ago

by Trevor Penn
(Passenger, Southern Cross)

EDITED BY WARREN BANFIELD

IN THE years leading up to the outbreak of the Great War the Victorian Railways were on a progressive roll. Traffic was booming, new engines and rolling stock were under construction and major engineering works such as the regrading of the Caulfield and Camberwell lines were well in hand.

The jewel in the crown was the Suburban Electrification based on a 1912 report by Charles Merz, the British consulting engineer subsequently responsible for overseeing this massive project. The scope of the conversion was said to be “much greater than any similar scheme previously undertaken in the world”.

In June 1913 a branch line was under construction along the west bank of the Maribyrnong River to serve a powerhouse at Yarraville on a site proposed in a 1908 report by Merz, based on a smaller scale electrification utilising an 800 volt protected third-rail system supplied by a 30 kilowatt generating plant. Someone however didn't think this through, and before things had progressed too far the VR Commissioners realised that the 1912 scheme called for a power station of twice the capacity, but there wasn't a sufficient flow of cooling water for the condensers at Yarraville.

A “plan B” approach was proposed by Charles Merz. This involved digging a conduit to discharge the heated water into the Yarra below the Coode Canal, but over the next few months a much better location was decided upon at Newport. The Maribyrnong River line then languished unused until 1921, when it was finally opened for the benefit of local industries in Footscray and Yarraville.

Another branch line, this time from Spotswood, was opened to the new 60 kilowatt powerhouse site on 6th July 1914. This establishment was designed to supply current at 20,000 volts AC for transmission to a series of manually operated substations where giant rotary converters produced 1,500 volts DC for traction purposes, this time using overhead wires instead of third rail.

Numerous overseas contracts for the supply of equipment were let, rather heavily slanted in favour of the Mother Country, though some such as the installation of electrical apparatus in the coaches and power signalling equipment no doubt reluctantly went to American companies.

So far, so good and the first electrified section, intended to be from Broadmeadows to Sandringham, was anticipated to be operating by the end of 1915 with the entire scheme to be completed by 1917. The shooting of an obscure Austrian archduke in a place that few people had ever heard of though, inexorably led to Great Britain's involvement in a catastrophic war against Germany, with the loyal Australian Government offering to supply troops before war had even been declared.

It wasn't “all over by Christmas” and by 1915 British engineering firms, bogged down with war work, were having problems in supplying equipment, particularly switch gear for the powerhouse and substations. Prior to 1917 America remained neutral, and US based outfits such as General Electric who supplied the traction motors and control equipment had no such issues.

So on the night of 16th May 1915 a prototype Motor coach (minus a pantograph as the design wasn't finalised) was towed behind steam power down to St Kilda and tried out under the trolley wire of the VR's broad gauge St Kilda to Brighton Beach Electric Street Railway, using the 500 volt supply from the Elwood power station.

The circuits were all tested and the coach was moved under its own power, though how this was achieved in the absence of a pantograph would be worth knowing. A wandering lead perhaps?

Fast forward just a little and, with the barest minimum of substation parts obtained from Britain along with some locally made bits, traction power was finally available from the Newmarket substation in early October 1918. So on the afternoon of Sunday 6th October Motorman's Instructor John Rist drove an electric test train to the Racecourse and back, the passengers comprising Departmental Officers and Gentlemen along with Charles Ernest Norman, the VR's Chairman of Commissioners.

The accompanying photo of an Automatic signal at Newmarket was most likely taken on a mainline test run sometime between 30th October 1918 (when the overhead was “made alive” to Essendon) and prior to the official inauguration of Australia's very first electric train service, between Essendon and Sandringham on 28th May 1919.



On that momentous day William Alexander Watt, the Acting Prime Minister (and twice a former Victorian Premier), made a speech to a packed crowd on the Down end of Essendon's island platform.

Federal Parliament was then located in Melbourne, and one might have expected the real PM to make at least a cameo appearance on this special day? But no, the vainglorious "Billy" Hughes was away at the Peace Conference in Paris, making a prize nuisance of himself while helping to sow the seeds of discord with the defeated Germans as well as the Japanese, our Great War allies, that helped to set the stage for World War 2.

Manufactured by the General Railway Signal Co. of Rochester, New York, and located just on the Up side of the Kent Street overbridge at Newmarket, post E212, the upper quadrant signal depicted here, would have come into use on 17th June 1918, when Three Position Signalling replaced Double Line Block working on the sections Newmarket - Ascot Vale - Moonee Ponds - Essendon.

The prefix "E" for the Essendon line is self explanatory, but while both New South Wales and South Australia used the distance in miles and chains from the capital city to identify their Automatic signals, the VR were a little more pedantic and used a system based on hundreds of feet from the eastern side of the Swanston Street bridge. To convert a signal number to a mileage one needs to first add 10 before dividing by 52.8. There are 5,280 feet in a mile. Simple.

The installation of power signalling was an integral part of Charles Merz's grand scheme and all multiple track sections were to be equipped prior to electrification, including across the now long gone Inner Circle line through North Carlton and North Fitzroy, as well as the Coburg line.

Existing DC track circuits had to be converted to AC and among other problems, issues arose with the supply of 110 volt transformers and switchgear for installation in the track feed boxes. Once again much of this equipment was contracted to outfits in the United Kingdom, and these firms in turn were swamped by production issues as Britain struggled to survive in increasingly desperate times. It would take many decades, and semaphores would long be rendered obsolete, before the power signal scheme was essentially completed.

The Tait motor coach, in this era classified as either ACPM or BCPM (First or Second class with brake compartment and passageway) and fitted with the original tiny mirror and an air whistle thoughtfully located next to the Motorman's ear, has been posed just short of the train stop, highlighted in paint for the benefit of the camera.

In the 1916 Progress of Works Report (or perhaps the lack of it due to the war) it is stated that both "Electric trains and steam locomotives running within

the Suburban area will be equipped with tripping apparatus for operating in conjunction with the automatic stops".

Des Jowett writes:

"In February 1915 the VR had to alter the cowcatchers on all steam locomotives to avoid the then cowcatcher fouling the train stops. The programme involved altering 615 locos at a cost of 3 pounds 15 shillings each loco.

To put this in some perspective the electric train Motorman's wages were proposed to be fixed at 10 shillings and 6 pence per day.

In June 1916 the Electrification Committee started to look into designs for trips on steam locos, and in October 1916 the Commissioners approved trips for steam locos that would traverse the Train Stop area. The trip cocks were to be fitted as near to the leading axle as possible and not more than three feet from the rear of it.

The Chief Mechanical Engineer (CME) said that designs at present should be for the A, A^A, A², D^D, DDE, EE, RY, Y and V class locos.

A note from the CME on 23rd January 1919 regarding the steam loco trips said that nothing had been done, and I guess that was the last of the idea.

The trips on Sparks were tested on 1ACPM on the Geelong line near Laverton on 28th November 1917 at 50 and 60 miles per hour, probably using a special train stop like the one between Frankston and [what is now] Kananook so placed for brake testing. It was the Pennsylvania Railroad type trip valve, as they did not like the Central London Line model.

Other "brands" were tested in the Jolimont Yard, including one by a VR Engineer Prescott who was peeved when they told him it was no good!

By 1922 they had settled on a new type which from the drawings looks like the one in my day on Reds and Blues.

All sorts of testing were done in the first few years of the Sparks, including a power consumption recorder that Drivers had to sign each trip and this really bugged the Traffic Branch boys as quick turnarounds at St Kilda could not be done.

Other types of power meter were used and I remember a couple still high up on the switch panel in the Driver's compartment in my Spark days."

Summing up, although things didn't quite go as planned, compliments of the Kaiser, the original "Electric Sparks" along with the upper quadrant signals were soundly engineered and solidly built. They were good and faithful servants, and both are sadly missed.



TALKBACK WITH HINCH

By Michael A Hinch

Passenger Sub-Division—Southern Cross

Calling Young Ones from across the Rail Industry. Your future – The fight of your lives!

The Melbourne Metro Tunnel is due for completion in 2025. The stations on this route will feature full height platform screen doors (I will elaborate more on these further in this article) which must align exactly, to the centimetre, on every stop. It is no secret that the trains that will run on this loop will be automated, but the government is not exactly making that fact widely known. It is a cold hard sobering fact.

In Sydney, they have taken delivery of the first fully automated trains to run on their new grade separated “Metro Northwest rapid transit railway.” Trialling is underway on the first of twenty two six car Alstom Metropolis electric multiple units, with a view to gradually introduce the entire fleet of fully automated Metro trains across Sydney. So, what does that mean? What does “Fully Automated” mean? It means DRIVERLESS. That’s right, no one up front doing the steering. In fact, no one at all. The customers are on their own. There are four levels of automation which are referred to as “Grade of Automation - GoA.”

GoA1 – Essentially no, or little automation. Driver drives to line of sight with fixed signals. Driver stops train, driver opens doors, driver closes doors. The world is fairly happy for us.

GoA2 – Partly automated or semi-automated. On some systems around the world, the driver starts the train manually but the Automatic Train Operation (ATO) brakes and stops the train and automatically heeds the signals and controls the speed. This grade of Automation will be necessary on the Melbourne system to interface with the GoA4 (read further on – Metro Tunnel) that links in with the likes of “Skyrail.”

In other systems, on GoA2, the driver still drives the train but is constantly

monitored by a train protection system which overrules the drivers decisions should it consider that the driver has made an error.

GoA3 – Direct Train Operation (DTO). There is no driver. No one to stop the train in case of an emergency or hazardous situation. There is however an Operations staff member on board to deal with, *in train* and passenger issues. A conductor, if you will. On some systems, this Operations staff member opens the doors, but mostly this function is automated as well.

GoA4 – Unattended Train Operation (UTO). This is what will operate on the Sydney Northwest and the Melbourne Metro Tunnel. By comparison to GoA3, there are zero staff on board. Everything is automatic. Around the world it is claimed that the UTO system can detect and automatically deal with dangerous and hazardous conditions and situations. For example, it boasts an intrusion detection system which detects trespassers and other issues which can stop the system.

Amongst the arguments for the introduction of UTO and DTO systems are, supposed improved headway. This, it is claimed, can facilitate extra trains onto the system in the same time intervals. Apparently humans can’t do that. The elimination of so called, human error, is another factor boasted about by these systems.

All of this is monitored and controlled by trackside computers (we already have a form of those, they are called Predictors). These computers track all trains in the assigned section and instantly calculate the movement of each train. On board the train, an Automatic Train Operation (ATO) system, replaces the driver and completely

controls the train. Laser detectors are supposed to detect the slightest movement or trespasser on tracks and advanced algorithms are employed to constantly sharpen system performance. (Algorithms are an exacting set of specifications, employed to solve a specific class of problems in both mathematics and computer science.) The integrated system as a whole is in constant contact with itself. Every millimetre of track is simultaneously talking to and communicating with, every other millimetre of track. The authority for a train to move is not dependent upon fixed signals, but rather by data communication between each vehicle and the trackside equipment. Globally, this is referred to as Communication Based Train Control (CBTC).

Of course, the initial set up costs, until now, have been prohibitive. I stress, until now. The offsets are now worthwhile. For a start, the technology remained unproven to the point where it would not have been politically astute or publically palatable to attempt to introduce. The cost of the technology was by far and away too expensive. But not now. The technology has been proven globally and the equipment is available “Off the Shelf” for three and sixpence apiece. Beyond that, (and this is the part that might interest you the most) we don’t need any of those pesky employees. That’s right kiddies. **They don’t/won’t need you.** Labour unit capital is one of the biggest expenses in the business. They don’t have to pay a UTO any holiday pay or long service. No sick pay. They don’t need to heed its OH&S concerns. All they have to do is pay for a technician or two to keep it alive. There are twenty seven countries around our globe which have implemented or are in the process of implementing, GoA2, 3 and 4. We are now amongst them.

This is nothing new. The first fully automated train system was opened in New York in 1962 between Grand Central and New Utrecht Avenue. The London Underground introduced automated trains on the Victoria line in 1968. These systems did however have a train operator on board to supervise operations and operate the train doors. The first “full scale” automated system was introduced in Lille France, in 1983. Two years later, the Metro Sky Train was opened in Vancouver. Since these times, other systems have been developed and introduced globally and in the process they have been boasting that they have improved the technology with every passing year. Now it is our turn. Companies such as Siemens and Bombardier, which already have an industrial and technological footprint in rail in Australia, are at the forefront of global development and supply of these DTO and UTO systems.

The Sydney Northwest and the Melbourne Metro Tunnel are just the beginning. These are systems built from scratch, just as is our Sky Rail. Sky Rail will be a component of a Rapid Transit platform and ultimately a part of automation, the implementation of which will be ably assisted by the removal of crossovers and other track features that the Andrew’s government has allowed Metro to undertake. Some automated rail networks worldwide however, have been reclaimed from existing infrastructure. This is something that Melbourne has “in spades.” So, to fully automate the Melbourne metropolitan area, they would need to retrofit the entire network with the platform screen doors that I mentioned earlier. This is an expensive stumbling block. Without them, GoA2,3 and 4 are not suitable for a station platform as we know it because it must be assured that exclusion at the platform edge is guaranteed to ensure total safety and security. People and critters alike must be excluded from any chance of wandering onto the track from the platform edge. Expensive intrusion monitoring is also required, should a person or critter enter a tunnel. Other necessary components include, advanced obstacle detection which will initiate the braking of any

vehicle when such an obstacle is detected. Won’t that be a fun activity for vandals once they discover the potential to wreak havoc upon the system by putting stuff on the five foot. Some kind of derailment detection is standard and to ensure that the system is completely safe, each train requires a bridging feature on each door to eliminate any gap between the train and the platform to ensure that people with disabilities and others requiring mobility assistance can access the train. Surveillance will be an obvious inclusion. CCTV on each carriage etc. Smoke detectors. Passenger emergency communication gear etc.

These stumbling blocks are not however, insurmountable. It simply means a graduated wind out as the budget permits. Be assured, the sums will add up as labour unit capital is erased with the implementation of the

control on the Northern line for nearly four miles and the driver of the train in front had to be instructed to increase the speed of the train to avoid being “rear ended.” That same year a toddler fell down between the train and the platform edge at Finchley Road Station on the Jubilee line on a train which was equipped with GoA2 equipment and he was only saved by the sharp eye of the driver who noticed his little hand reaching up onto the platform. Indeed London underground platform doors are featured heavily in the statistical instance of injuries. On the Shanghai Metro in 2007, a man who forced his way onto a crowded express was trapped between the train and the platform screen doors. He was pulled under the train and killed. An almost identical death occurred on the Beijing Subway in 2014. There have been several deaths closely associated with this problem reported globally.



Above: Automated trains and Stations— Barcelona

equipment onto each existing platform in the network. The bean counters will ultimately be appeased. **It is during this phase that you, the young ones of this time, will have the opportunity to fight for and fortify your position.** Public perception will be all important to your plight. The thought that handing total control over to an automated system would/could pose a threat to public safety. There is an inherent comfort, I would suggest, in the thought that a human driver is at the helm to deal with emergency situations.

There have been incidents and accidents on automated systems. In 2010, a driverless train ran out of

Beyond all of this, just have a look at the new behemoth depot at Pakenham. Look at the potential for brand new automation. Truly this depot is the harbinger of the future (Or lack of it) of our grade. And don’t forget, Mr Andrews and Minister Allen planned this for you. Yes that’s right, the Labor Party planned this for you. The same party which is the political arm of the Trade Union Movement, has planned this for you.

So much for the potential for Metro, what about the V Place? You are NOT immune either. For all the same reasons that I have outlined here and more. Loco hauled trains will likely disappear from the V Place system at

around the same time as the opening of the Metro tunnel. The next generation of V/Locites will have been well and truly bedded in by then and it doesn't matter which Party is in power in this state at this point whether it is the Libs and they make good on their promise of "European Style" trains, or it is Labor and they continue on their path of intent to eliminate drivers, it won't make much difference. Then guess what punters? That means GoA4. Just because we push these things around at 160 kph doesn't mean that it aint gunna happen at the V Place. It will! Look for the points in the yards to become motorised. This will mean that, with the right transponder equipment, a vehicle can be automatically placed into or summonsed from the shed without a driver or a shunter(that is of course, if the CMD as we know it actually survives and does not become apartment buildings). The capital investment equation is identical to the Metro system, it is simply expanded by longer distances between platforms. Within ten years (and I am being conservative) the V Place WILL trial its first driverless train and I believe that within twenty years (once again, conservative) the entire fleet will be GoA4 **unless the young ones of today learn how to have a blue.** Unless you grow a set and learn how to have a stoush, you are not going to have a long term future. Ultimately you must fight for GoA1. The likely best outcome will be GoA2. At this point, you will at least have leverage, a career path and a future. But keep in mind, Joe Public does not give a toss about your jobs or your future. If you are to succeed, you will need public support. When this time comes, lobby your politicians. Speak publically at every opportunity about the risks of driverless trains. **Become activists, each and every one of you.**

I have spoken in previous editions of this publication about the great battles of the Union's past. I have experienced in my working life, many a battle where our members were arrested. Many of our membership lost everything so that today, the young ones could have a future. We were not always classed

as professional Drivers. **Our classification was Engineman – Semi Skilled Labourer.** We fought and won just as our comrades before us did to give my generation a career and security. I have seen sacrifice and hardship amongst our membership and I have seen victory. I have learned our history in this Union and so should all you young ones because hardship will inevitably visit you just as assuredly as it did my generation and our predecessors. When this time comes, and it won't be long, you must stick by your Union. If they say "Jump!!" the only question you must ask is "How high?" I remember a mass meeting of Enginemen at Trades Hall many years ago, where the legendary Union official (the late) Steve Gibson addressed the throng and related the sentiment that it gave him a "Warm inner glow" to see so many hundreds of Enginemen, gather to vote upon industrial action. To see young ones stand up and fight for their conditions. Well young ones of today, you must aspire to foster that *warm inner glow* in each other in the times of hardship ahead. Because I promise you, these hard times ahead WILL happen and they will only be defeated if you are all united.

Hypocrisy, damned hypocrisy.

By the time this goes to print, the state election has been run and won by the Andrews government. Mathew Guy and the Victorian Liberal Party though have indeed made some grandiose public transport promises, should we have granted them the privilege of sitting on the "*Happy Chocolate side*" of the Victorian Parliament Legislative Assembly benches. Mathew Guy and the Liberals promised European style High Speed Rail. Wow. Sounds pretty sexy doesn't it? He claimed it would reach speeds of up to 200 kph. He promised major track improvements. He promised to halve travel times to Geelong and Traralgon. He promised frankincense and myrrh and all the gold that we could eat. (Thank you Monty Python.) And it would all be done within a mere ten years. Allow me to point out the mind numbing

hypocrisy in these promises.

Geelong - Matt the Bureaucrat (he used to be Minister for Planning) promised that the travel time from Melbourne to Geelong would be reduced from 58 minutes to 32 minutes. Really? And how, pray tell, Mr. Guy did we end up with the timetable we have at this time? He is talking about the Regional Rail Network Link (RRL) and its extension onto the Geelong corridor. Well Matty boy, it was your state government that inherited the RRL project half way to its completion. It was your Liberal state government that emasculated the RRL project by: Eliminating the two rail over rail flyovers – Sunshine and Deer Park West. You eliminated the new North Melbourne flyover and you chose to redevelop the old flyover (So that your big business land developer mates would not have a rail line next to their new apartment buildings and which we are still stuck with and thus begat the entire V/locity wheel flange wear and tear fiasco.) You eliminated the grade separation of the three level crossings between Ardeer and Deer Park West which resulted in motorists being trapped at these crossings for up to forty minutes at a time in the peak hour and you guaranteed that three corridors would bottle neck onto one platform at Sunshine station. In other words, you screwed it up to start with and now, you have the temerity to claim that you are the one to fix the problem?! Words fail me.

On the Traralgon Corridor. You have claimed that within ten years, you could have the journey from Melbourne to Traralgon down to 62 minutes. Ten years indeed Matt. When we peel back all of the spin in your press releases we can only discern that the first core promise that you made was, in your first term of office, you would have carried out..... A timetabling review. That's right folks. In four years of office, Matt the Bureaucrat was promising nothing more than a timetabling review. Good luck with that in any future considerations, you good people of the Latrobe Valley.

Beer Traffic By: Adrian Ponton

In the 1970's beer traffic was still a significant portion of the "Less than Car Load" (LCL) freight for the Victorian Railways (VR). Carlton United Breweries (CUB) had a fleet of trucks to ferry bottles, cans, firkins (9 imperial gallons) kilderkins (18 imperial gallons) and barrels (36 imperial gallons) of beer from the suburban breweries to Melbourne goods for despatch to most Victorian locations. In addition to the CUB beer from Melbourne, Ballarat goods also loaded beer to North Western and Western Victoria from the Ballarat Brewery.¹



Above: In the 1960's beer was still loaded in wooden crates. Beer from Ballarat Brewery on a road vehicle.

In 1968 the monopoly on beer production in Victoria was challenged with the emergence of the Courage Brewery. Courage operated from a new purpose built brewery at Broadmeadows. They also despatched beer by rail to 'their hotels' throughout the State and delivered it by road to Melbourne Goods. The Courage brand disappeared in 1979 when it was bought out by Tooths (a New South Wales brewery).

Both CUB and Courage also despatched beer through the Dynon rail terminal to interstate destinations. CUB sent beer to South Brisbane (through a Freight Forwarder) for a relatively small Queensland market. Palletised CUB beer for Darwin commenced its tortuous journey (transhipping occurred at four intermediate locations), from Dynon in Commonwealth Railways owned 'Z' containers. The Z containers were the forerunner of the RACE containers (Railways of Australia Container Express).

The author's early experience with beer traffic was at Coleraine in 1972 when a GY wagon loaded from Ballarat was opened by the stationmaster and a flood of beer emerged from behind the bulk proofed doors of the GY. The wagon had suffered a heavy impact in transit and a considerable proportion of the consignment had broken, destroying the cartons and causing a partial collapse of the load. As more cartons became beer logged from the escaped beer they collapsed resulting in further breakage.

It was the belief of many in the rail industry that accidents of this nature were rare when the cartons had internal cardboard dividers – cardboard cushioning – but the 'packaging people' had agreed with CUB that these were no longer required. Allegedly this decision was made on the

basis of CUB's claim that they did not have breakages of this nature with beer moving by road.

It is only recently that a former work colleague explained the truth behind this common misconception. The Abbotsford Brewery redevelopment and the closing off of other breweries included installation of new packaging machinery. The cartons with compartment fillers were time consuming and the brewery needed to increase production. A new system of wrap around had been developed and C&UB had no option but to update their packaging line.

The Packaging Department had 'impact recorders' that were used randomly in wagons to record the shocks wagons encountered whilst in transit. It was often suggested the shunters had a 6th sense and could detect when the impact recorders were in use and treated these wagons with kid gloves! (When the author was the Manager at Melbourne Goods in 1993/94 impact recorders were still in use. But no matter how hard the freight handling staff tried to hide the fact that an impact recorder was in use, the shunters still seemed to know!!) Even in the busy Melbourne yard and at quite times one could hear the clock in the impact recorder ticking, so those involved in making up the trains could hear the tick-tick. There was only one special unit that had a silent clock.



Above: Beer barrels in a fixed wheel open wagons. Given the way they are loaded it would suggest these barrels are full. To cater for the gaps between the barrels and the wagon body, dunnage (straw filled bags) would have been used to prevent the barrels moving in transit. If the wagon was only 'part loaded' the barrels would have been tied in with a lashing (or two) and dividing boards would have been used to keep the load stable. The reason for suggesting these barrels are full is that empty barrels tended to just be 'thrown in' the wagon rather than properly stacked.

Beer was transported by rail in what was known as 'tariff rates' rather than the 'published rates' in the Freight Rates Books. This meant that CUB had a contract with the Victorian Railways to move a guaranteed volume of beer by rail each year. As a Common Carrier the VR had two rates of freight, one at the Carriers Risk the other at the Owners risk and the liability was determined by the packaging. The new beer carton did not meet the VR's packaging specifications so cartons of beer were carried at Owners Risk. But the railways accepted the claims from its

customers and got refunded by the brewery. Of course in cases of clear bad handling by the railways liability was accepted ex gratia.

With the emergence of Courage as competition to CUB, Courage had the modern European barrels which are now in common use. The country publicans were aware that a CUB barrel was at higher freight rate than a Courage one. At the time nearly all freight was charged by weight and distance! CUB management were acutely aware of the freight disadvantage and were quick to press the issue with senior management to the extent that a direction was passed that a barrel rate was to be introduced.

Even when transport regulation was in place, beer was migrating to road through "border hoppers" taking benefit of Section 92 of the Constitution *'i.e. ...that intercourse and trade between the states shall be absolutely free....'* A strange example of border hopping involved the rail carrier at Colac fearing that his traffic would be pirated by the Warrnambool carrier. The latter carrier was carting beer to a small yard over the South Australian border and then re-consigning it back. So slick was the operation he did not even have to unload and reload the truck in South Australia. The Colac carrier picked up his beer in Carlton and then went via Moama before going home. After Vic Rail developed and implemented the handling of palletised groceries and beer, the truckies had a charmed run as border hopping increased and deregulation was gradually enacted.

Beer loaded at Melbourne Goods during the day, in most cases, would commence its journey to its destination on that evening and usually arrive at the destination station the following morning. Loading on Friday would usually arrive at its destination on Monday. Some of the far flung destinations suffered a 2nd day delivery. The beer from Ballarat commenced its journey on trains to Ararat and Maryborough on the afternoon of loading and at the latter locations connected with through trains that had originated in Melbourne. At larger country stations the 'town carrier' would transport the beer from the train to the local hotels. In most cases the wagon was detached from the train. The smaller consignments would be unloaded onto the platform



Palletised beer – this would appear to be No 3 Shed Melbourne Goods and prior to the establishment of the Freight Centres in 1977-78. Prior to the network of freight centres opening, general freight was loaded into fixed-wheel wagons.

and the guard with the occasional help of the driver and fireman (or if he was lucky the van-man) would unload the beer and any other LCL traffic onto the platform for the consignee to pick up later in the day. In 1973, the author assisted unloading the beer into the 'van shed' on the platform at Tarnagulla as the goods siding had been removed in 1967.

Until 1974, during the lead up to Christmas (i.e. early November until Christmas Eve) a 'temporary' clerical position was created in the 'Trucks Office' to co-ordinate the beer traffic. The clerk was responsible for ascertaining the daily orders, liaising with the freight handling staff at Melbourne and Ballarat as well as expediting the 'empty returns' traffic. The coordination was undertaken in the days before modern communication and was limited to telephone calls and telegrams. All actions were recorded on a daily work sheet. All entries were in biro and different colour biros were used to record the change in status of the vehicles being monitored. During the 'beer season' the beer traffic clerk was the single point of contact for all enquiries concerning the beer traffic.

Empty bottles and cans were not returned by rail to Melbourne for re-use. However the empty beer barrels were. These were consigned to the 'Empty Returns Area' near Footscray Road – approximately opposite what is now the Costco Store at Docklands, (i.e. to the North on the opposite side of Footscray Road).

In practice, for the returning traffic, the station staff at the consigning locations would either telephone or telegram 'Trucks'² advising the wagon number, how many empties were in the vehicle, the train it was being despatched on and if the load was for CUB or Courage. The following day the information would be regularly updated by the clerk in charge of the Empty Returns Area who would subsequently advise the times wagons were placed. Once the wagons were recorded as placed, a neat line was put through the entry.

Wagons not crossed off were then 'chased'. The first check was the consist sheets for the arriving trains in the Melbourne Yard. Fortunately these sheets were copied and supplied to the Trucks Office by 1000 daily. If a 'missing truck' could not be found on the consist sheets, it was necessary to backtrack the expected transit by calling the various yard and depot locations around the State until the vehicle could be found. However, more often than not the wagons were in the Melbourne yard awaiting placing. Typical delays could involve the accumulation of loading and slow turn-around of wagons through the Empty Returns Area, along with availability of the 'Canal Pilot' to clear and place the sidings.

Until 1978, it was necessary for the road trucks to go to the various sheds and loading areas within Melbourne Goods to unload the beer direct into the rail trucks. Rakes of wagons were placed in the various loading roads in Melbourne Goods and the wagons, predominantly louvre and box vans, were marked off for specific destinations. The CUB and Courage trucks therefore may have needed to go to two or three areas within Melbourne Goods to deliver their consignments. (The old system of delivery resulted in an overall delay of about 3 hours per run.)

The tension between CUB and Courage was an ongoing distraction as each claimed at times the other was receiving 'favoured treatment'. Usually, in the lead up to Christmas the brewery workers would go on strike for a few days. This

only intensified the pressure on the railways to fulfil Christmas orders.



Above: This photo depicts a VR employee using a hand 'pallet truck' to manoeuvre a pallet of beer in cardboard cartons to a position where a fork lift could take over.

In 1977, 'VicRail' and CUB reached agreement for all outwards beer traffic to be loaded at No 6 Shed (Cowper Street). This coincided with the creation of Freight Centres and all LCL loading was being handled in bogie vans and opens, predominantly VLEY (VSF) and VOCY (ELX). Instead of 400 destinations there were only about 40 as branch lines closed and roadside goods services were no longer run! The problem, which ultimately destroyed the traffic, was lifting the rakes from Cowper Street, humping the wagons and having them attached to the departing trains. In addition to the clearing of Cowper Street coinciding with shift change in the Melbourne Yard, work restrictions by the shunting staff meant that the beer traffic was consistently missing the evening trains adding 24 hours to the transit.

Another initiative, designed to reduce the embarrassment of the ongoing breakages in transit, was to allow the Freight Centres to carry 'stock' to replace the broken bottles. This had problems, as poor book keeping at Freight Centres meant that it was difficult to reconcile breakages with replacement stock. This was an ongoing headache for the Claims Office.

With the deregulation of rail, the poor service and the hidden costs associated with 'double' handling of the traffic, it was inevitable it would be lost to road. This occurred without fanfare as did the loss of most of the LCL business between 1978 and 1986.

I am indebted to a number of people who have assisted with finalising this text. After the death of his father, Steve Williams gave me his father's extensive 'work related' photographic collection. Some of these photos have been used in this article. Michael Halley, who also worked in the VR Marketing Branch and 'Packaging Division', added some of the 'interesting detail' from his personal experiences to round out the story. Michael Guiney, Hughie Gaynor and Steven Kaye proof read the various iterations, checked details as well as challenged some of the spelling and grammar.

THE IMPORTANCE OF UNIONISM

By A Melbourne Train Driver

I write this piece, as a worker, as a Union Member, as a person who wants to see the rights, and entitlements of those around me at work, and myself, to remain entrenched and in place for generations to come. The time has come when there has arisen a need for those in the workplace to take a stand, and to be more deeply, widely heard. Thus, please feel free to take the time to read my article and see what it evokes within yourself.

Some say the Union movement is antiquated and nineteenth century. To them, I say, think again. There has been no greater and more important time than now, for a change to be driven, and for those that have a say to make themselves heard, to their colleagues, their peers and their hierarchy. At the core of everything, YOU, the reader, are the

Union. The Union is the sum of all of its Members and cannot be quelled, by the erroneous ways of management, when they seek to undermine all that we as the Union have fought for, over time.

I can't speak too candidly of the particulars of my employment, other than to say that I am a Train Driver for Metro Trains Melbourne. I enjoy my job, the work and variety of it involved, the people I liaise with on a daily basis, and the satisfaction that it provides me, in terms of feeling like I am doing something that I really love doing. A lot can be said of Train Drivers and the cross-over, between us and those who are 'rail-enthusiasts', however, deep down, I feel even the most nonchalant Train Driver has at least the slightest bit of enthusiast in them, whether they deny it or accept the badge.

Nonetheless, I didn't commence this article to mull over the idea of Train Drivers coming to work and doing our job, simply for the pure love of doing so. No, I felt compelled to concoct this discourse, to address the key issue of why we and arguably most people in most professions, universally, attend a workplace of some sort. That is, to earn a living. To pay their bills, rental payments, mortgages, loans and to generally have money to spend for the ideal pastime of leisure. But ultimately, we come to work, to support our families. To take care of those that are near and dear to us. The ones that we know intimately, deeply, truly, whom we know and love, and wish to come home to, at the end of a tough day at work.

On that point, I must however take issue with the idea of a 'working day'.

As a Train Driver, here in Melbourne, Sydney, Adelaide, Brisbane, Perth, or on a grander scale, undoubtedly most other full scale railway operations, running worldwide, the typical working day for a Train Driver can be so ultimately and intensely varied!

To speak specifically of my experiences, the working day can commence, as far as shift times are concerned, anywhere from 12am, all the way to 11pm at night. Or rather, as we use in the business, sign on times could range anywhere from 0000 hours, all the way right through to one having to compel themselves to turn up for work, bright and early, fresh-eyed and alert at 2300 hours, to kick things off for the day. Great time for that 9am coffee, before hitting the office for the day, right?

Everyone has their chosen field, their profession, their trade, their role, career, vocation, job, or whatever other terminology you wish to synonymise, for the sake of describing work, and thus I do respect that we all work in different areas, and come from different walks of life. That is the beauty of the society which we henceforth live in. Diversity and equity are two key themes in the twenty first century and they are ones to truly behold. The absolute wealth of knowledge that can be drawn from all areas of a workplace, to reach common goals can be amazing. An example of this is as a Train Driver, if I or one of my colleagues is unsure of a particular procedure in our role, or a rule that can be open to interpretation, quite often, all one has to do is quite simply ask the question in a meal room or sign on area. Before you know it, you will undoubtedly receive a myriad of responses in return to your question, that will invariably provide you with the right answer, and send you on your way. That's the beauty of pulling communally together at work, with one's peers, and the ability to be able to have open discussions, and respectfully approach others for their opinions.

In all of that last sentiment, a key theme and factor to being able to be open in the workplace is to have morale. Much is said in railway Driver's meal rooms of this 'taboo' word, morale. Quite often, you will hear a lot of the perceived 'older-hands' saying that the job isn't what it

used to be, possibly in slightly more expletive parlance. On the flip side, I have come across a lot of those more experienced than I, as Train Drivers, whom are the absolute loveliest people to grace this earth, that I have met, and do their job with the utmost of finesse, precision, and absolute professionalism at all times. Thus, my thoughts on morale are the fact that it does indeed still exist, quite strongly, at least in my workplace, regardless of what some, young, old, new, seasoned, and otherwise may say.

So, why the question of morale? Well, as far as morale is concerned, if morale exists in a workplace, those that work within, the rank-and-file, generally will communicate effectively with one another. As a Train Driver, I consider myself to be one of these aforementioned rank-and-file, therefore I feel more than qualified to comment on morale. What I am leaning towards is the fact that morale helps in terms of affording unity to the people of an organisation, the workers of that organisation, that is. Morale ensures that there can be a common thrust and that the workers stay united, exploring ideas and causes communally, in order to resolve the issues that occur in the workplace. What now is a way to harness this unity and to foster it further, to engage it and make it an active stance, to solidify the rights, and entitlements of those within that workplace? Good question. The answer, as far as I can foreseeably say, is, Unionism. The Union movement, its people and more specifically, the engagement of the Union in the workplace, in terms of having a strong, and united membership, who support each other through thick and thin.

I have been a Union Member since the day I joined the railways, in an unnamed location, in an infrastructure role, when I was just nineteen years old. I had always had an innate passion for the railway and had always wanted to one day attain that ideal of becoming a Train Driver. I saw the infrastructure side of things at the time as an in to the railway as it

were, thus, I jumped at the opportunity, regardless of the fact that I was pursuing tertiary study in a completely different field at the time, which I subsequently relinquished. It was a gamble, however, I know now

it was the right one. I have been driving trains for some years now and can honestly not see myself in another role. I am committed to my field, so long as there are trains to drive and railways that require Drivers.

Not to go off on a tangent, as I have slightly above, from my path of reasoning regarding Union Membership, I shall proceed back to the idea I have at heart. That is, that the day I joined the railways at nineteen, I was already asking those around me, on that first day, if they were Members of the Union. It was pleasing to see, at the time, that the majority of those that I asked were indeed Members of the Union. The Union specifically was of course, the Rail Tram and Bus Union (RTBU). I have been a member of the RTBU myself, since day one on the railways, as I have previously mentioned. I feel that over the years it

was one of the best life decisions I have ever made, aside from joining the railway, of course. There have been times over those years thus far, when I have had to call on the assistance of the Union in relation to various matters, and I cannot speak highly enough of my interactions with those people in the Union Head Office, as well as those delegates and other activists I have worked with, as well as the Members themselves, who are part of the Union, but wish not to take a more active role.

There have been some wins and there have been some losses, however on the whole, I know that each time I have had cause to seek assistance from those further into the Union movement than I, that they have advocated fiercely for me at every turn, and that they have never relented, never backed down, and have always sought to fight for what is fair, just and equitable, for their fellow Members. I have met some absolutely incredible people in the Union movement over the years and as such, I have learnt untold invaluable lessons about how to pursue even the most trivial of matters, in the workplace, in terms of how things should be approached when liaising with management.

I have previously been an activist myself and was then part of the committee for the depot which I was working at, early on in my driving

career to date. This was incredibly eye-opening work and as such, I must make serious mention of the fact that those in the role of Union Delegate/Activist at one's depot, are doing this work purely because they believe in fair treatment for their Members, and the right to be properly heard by the powers that be.

There is no compensation, no remuneration, no golden handshake to encourage the Delegate or Activist, they do this work simply because they believe in the cause and support the Union movement. Moreover, they live, breathe and sleep the Union movement.

The amount of times that I in the past have dealt with my Members outside of working hours, and to that end, at all hours of the day, and night, is innumerable. But, you do it because you WANT to. Not because you have to. The Union is a passion and is fuelled by those within that possess this passion. It runs on the indomitable strength of its Members, no matter their role in the movement, be it in a nominated and elected position, as a supporter, or quite simply as a concerned and interested Member.

Thus, I implore everyone reading this article to take a moment, to simply ask themselves the question, "what am I doing for the Union"? It's all well and good for people to always ask what the Union are doing, why one should be a part of it, and what use does the Union actually have, but, have those people ever considered what use THEY could be to the Union? It's more than just a Membership. It's a relationship. It's a bi-directional exchanging of information, of support, of guidance and most of all, of unity.

Modern management seems dead set on abolishing the stance and strength of the Union in contemporary society, with the objective of dividing and conquering those that are the workers. This is a perilous ideology and is one that must be mitigated, and completely rebuked, by those that are the Union movement staying strong, united and loyal to the cause. If you've never seen your local delegate, your Union head office, or taken the time to have a conversation about the Union in your workplace, I suggest that now is the time for you to take the opportunity to go forth and

do so. A friendly chat with your fellow Members can be the difference between unity and a disaffected workplace, where Members are uninformed and thus feel that nothing is being achieved.

In my previous role at a former Driver's depot, on the committee, I found that communication was the inherent key to keeping Members positive about happenings within the workplace. I compiled an email list and would regularly publish a newsletter for the depot, to ensure that all Members were abreast of the latest developments concerning them. These are simple gestures, albeit ones that can make a Member feel like they are part of the movement, and that they are actually gaining 'value-for-money' out of their Membership. Not that being part of the Union is at all about money. What price can one put on being part of an organisation that promotes the longevity of employees in a role, and allows the fortification of workplace rights and entitlements, for those directly affected by them. For those that are sceptical of Union Membership, I always like to utilise the analogy of car insurance. I do this in the sense that quite often, motorists think they can simply not bother with comprehensive car insurance, because they will never have an accident, their car will never be stolen, or any other raft of things will never happen. But, we are not psychic and cannot predict the future, despite what some may think. People and their cars are not infallible and things can, and will happen. We do not plan for them to, but they may. And when they do, we will call on that car insurance to come into play, to assist us through a time of great need.

In the same sense, the Union movement and a Membership of such is something that is truly worthwhile to have, at all times. You never know when you may require assistance from your local Delegates, Head Office, or even legal assistance/ advice, from the legal partners of the Union. I personally can vouch for all steps of the way, having even had to engage legal advice via the RTBU on more than one occasion. Further to which, I am pleased to say, I have had some wins with. Nonetheless, I will remain somewhat vague in regard to my personal circumstances, as unfortunately in this day and age,

management will stop at nothing to seek to malign those, whom they believe are attempting to thwart them and their objectives, in some way or another. The bottom line is, being a financial Union Member is worthwhile, fulfilling, useful and can even provide one more purpose, within their workplace, and in the community as a whole.

Too often I have heard the words of 'free-riders', these being those that are workers, yet they consciously choose to not become part of the Union movement, yet are more than happy to accept the same conditions, agreements and entitlements that those within the movement have fought for, even though these free-riders have done nothing, and contributed not one iota of effort into having achieved these.

I feel that it is an absolute imperative to be a Union Member, as it truly does unite one with others in their workplace and provides the avenues for proper communication that are required, in order to ensure that issues are adequately addressed, discussed, and duly rectified.

Members, I call on you to bear in mind the fact that YOU are the Union. The Union is not simply those in head office, or those with a particular elected position at any time. The Union is only as strong as its weakest Member. Not that I mean to say that anyone who is a Member is weak. Being a Member means that you are strong, that you have taken the moral decision on board to solidify your rights at work, that you will not accept anything less than fair treatment at work, that you are committed to upholding the rights of yourself and those around you, whilst ensuring you perform to the best of your abilities at all times.

Far too often in my workplace, I see examples of behaviour by management that is absolutely less than average, in terms of trying to undermine our legally ratified conditions, as per our relevant, and current Enterprise Agreement (EA). It seems that on almost a daily basis, management feel they are justified in doing so, in the most casual of ways possible. Quite often, Drivers will be asked to extend beyond their rostered hours whilst at work, for one reason or another, which in itself is a fair request ostensibly. However,

when Drivers refuse, management immediately take an offensive stance and attempt to misconstrue the Drivers' refusal to perform this overtime as a refusal of duty. These are two completely different things. Overtime is done out of the goodness of an employee's heart and is purely at the discretion of such an employee. This is time that they may be spending with their beloved family, or on the innumerable amount of other activities that one may do, whilst one is not at work. The old adage of "eight hours work, eight hours recreation and eight hours rest" rings true indeed.

Other aspects of our role that management regularly attempt to undermine are in relation to meal break times, facilities, untold amounts of rostering issues, as well as payroll having regularly distributed incorrect fortnightly pays, to name a few. These are real issues that could affect a workers' very livelihood, causing all sorts of undue stress upon that person, in terms of financial and familial pressures that may result. But the question remains, do management care? I ask you to internally reflect on that. For I shall not answer it here. Every time a Train Driver makes a minute mistake at work, in terms of forgetting to stop at a station, accidentally driving past a red signal, or not being on the correct platform to drive the service they are rostered to, management will immediately seek action to investigate and at times discipline those involved. However, how many times a day, would a manager, driving a desk, potentially make a mistake, in terms of calling the wrong person, printing out the incorrect document, or mistaking the particulars of an issue perhaps? I dare say that there would be investigations aplenty, if we were to turn the microscope around.

Management, on these occasions, may fail to take into account, the fact that the Driver who went past that red signal accidentally, by three metres, attempting to stop in the course of doing so and already foreseeing the immediate ramifications of their actions, may have been up since 1am that morning, thinking about their mortgage or their children's education expenses, having had three coffees at work just to keep alert, having already worked the last eleven days straight.

There are far more compounding and mitigating factors to these things, than meets the eye at first glance. Management may be about KPIs and ensuring the budget is kept in check, to satisfy their superiors and ensure that their bonus is granted, for meeting such, but, who is there at the coal face, at 2am in the morning, in the dead of night and cold of winter, preparing that train, in a dark and dimly lit railway yard, exposed to the elements and all manner of dangers, such as graffiti vandals? The Driver. The worker. The Union Member. The family Member. The person who simply wants to get home as quickly as they may after their shift, to spend the quality time they may with their family, and utilise the money they have toiled for, at bizarre hours of the day, just earn that living.

And what of the risks, and hazards that a Train Driver faces? Here in Melbourne, there are a veritable amount of level crossings and plenty of area of the rail corridor that is not fenced off. One can only imagine the dire implications of the picture that the author is painting thus. Collisions with pedestrians and motor vehicles, at level crossings, as well as the hazard of potentially being witness to someone ending their life, in your workplace, are unfortunately not uncommon. Nonetheless, a Train Driver may be directly exposed to all of these things, the harm of which psychologically may last a life time in itself. I shall not touch on that subject any further, other than to say, that as nonchalant and blank as that Driver may look, through the windscreen of the train, as one stands there with their coffee, waiting to travel into the office for that 9am start, behind the façade is an intently focused and professional person, remaining incredibly alert, as they perform their mundane and at times mind-numbing, yet highly safety critical tasks.

It is often said that Train Drivers are paid more for what they know, than what they do. In some ways, this could be argued to have some merit. Albeit, what we do is in itself quite taxing at times and is not to be discounted at all, especially when you have the safety of those 1000 passengers behind you, to consider. Every moment and action counts. That being said, there is a significant amount of underpinning knowledge behind train operations, that a Drivers

must be taught and qualified in over time. The average time frame for training a Train Driver, from 'off the street' to 'qualified' is approximately 14 months. Having been through this training more than once, I can completely empathise as to why and am more than cognizant of the fact that we are highly trained individuals, performing an incredibly safety critical role.

We are not taught merely to drive the trains on our network, but also to inspect them for faults and rectify these, as well as to prepare them for revenue passenger service, and secure them at the end of this service. Not to mention a raft of other rules, procedures and instructions that I won't delve into here, for fear of boring the reader. Having diverted onto yet another tangent of many now, I will return to the key theme of this article.

The Union movement is as relevant and important now, as it ever has been. In fact, its prevalence and importance has only become greater over time, especially in the modern society and workplace, where people are being micro-managed and policed at every turn, by those in management, and with the advent of technology, by those of the general public also. Smart phones have caused many a worker to come into strife with management, for 'incidents' that those members of the public may perceive to be something they are not, which those within the organisation would be aware, are completely sanctioned and not at all cause for investigation.

Nonetheless, it appears that the public will take the word of the public, over the word of its employees in every case. Thus, being a Union Member again provides one with that extra protection to seek advice, consultation and ultimately support, to fight for what is right, fair and just.

Never forget, YOU are the Union. YOU have the power for change in your hands. YOU can further the Union Movement by being more active in your workplace. Those that aren't Members are only such, because YOU haven't had a conversation with them yet. Be the voice for change and join the movement, or if you are part of it, seek change by encouraging those around you to the same also.

A little bit of History in Pictures

By: Lachlan Hinds



Above: B62 leading N466 on the up departing Stawell on 22/01/1966



Above: the B has been changed for T379 leading N466 at Horsham
22/01/1966

A little bit of History in Pictures



The above photo shows us S303 and railmotor at Ballarat on 24/01/1966



The photo to the left is a lovely photo captioned "*A gentleman who cleans the water spaces*".

Commonly known as "Harry", his name is Mr H.Sirling, a washer out at North Melbourne Loco.

Photo states 16th March 1958.

"Just a fantastic shot of a man with a less than glamorous job but necessary in the days of steam on the VR."

A little bit of History in Pictures



The above photo has lovely D4-285 pictured at Arden street taking water in May 1958. The crew were N. Depomeroy and J. Lovasi. If only Arden Street shunts were still this exciting!

The next photo on the left shows N. Depomeroy's fireman on the day of Norms driver assesment on the last newport built N class 432 on 8th September 1955.

I am sure someone would have his name which would be fantastic)



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.com.au 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.

Elections.



Magilla is back in Elizabeth Street and Dan's back in Spring Street, both with a vastly substantial majority. The ALP in the House of Reps may have as much as 62 seats but likely to be 57 after final counting, and 19 seats in the legislative Council,

in not an unexpected result really.

I believe this is the best outcome for Drivers as our Enterprise Agreement is due to start negotiations in January next year, and the Tories are not the friend of Trade Unionists nor railways in general.



Speaking of politics, it's good for our industry that Labor was resoundingly returned to office as it means all the infrastructure investment will continue across the state much to the chagrin of Lobsterman and his Tory Tossplot mates.

Well done Victoria.

Don't Bring Problems to Work.



Recently, I got into some pretty hot water at work due to being distracted by family issues while driving a train ex-rest in that I was trying to be a superman and sort things out, which did not work out very well on the day but luckily

now, has since been fully resolved.

The rest job I was on I had tried to offload for a fortnight with no success, trouble with rest jobs you feel obliged to carry them out instead of go off on family leave on the forward leg and duty bound to run the return leg due to inconvenience it would cause to the country people who pay our wages through continued patronage.



The bottom line is family is more important than a Swan

Hill rest job, if there are things going down at home then stay home and resolve it and don't come back until you are in a fit state to work, lest it cost you your job or far worse, bearing in mind people on your train rely on you to act professionally and get them to their destinations safely, that's what we do. Don't leave it to late like I did.

While on The Subject.

I would like to thank the Union for their invaluable help during this pretty dark period, most notably Marc, Jimmy, Hicksy and Howard Hand, and also, I am grateful to local Regional Drivers Manager Tony Green for the

compassionate way in which my case was heard and the aid I was given by V/Line in the form of counselling and extended time off.

I'll try not to feck it up.



Imminent Danger Policies.



Every railway has a similar policy on imminent danger to the public and staff which goes thus, if the operator of a train cannot be assured that there is no imminent danger attached to a warning of someone on or near the tracks then the train should not be moved until such time as you are satisfied that any danger has passed.

Usually however you will be advised by Centrol to hold at the nearest platform if possible until the danger has passed as advised by Victoria Police to the respective Train Controllers.

Sometimes though, you will be asked to proceed with extreme caution which is subjective as it is a vague term with no defined aspect to it and potentially makes the driver responsible for whatever happens next.

So, if Centrol or Metrol ask you to proceed with extreme caution, don't flat out refuse but do ask pertinent questions and if the answer is ambiguous and insufficient to satisfy you all is safe, then ask to speak to the Senior Train Controller on duty failing that consult your Metro Principal Driver or V/Line Regional Drivers Supervisor or equivalent at your company, for further guidance and contact the Union if you feel things are getting on top of you, just don't allow yourself to be sucked in by expedient request just to make the graph look good at the end of operations for the day, people may die as a result of this expedience.



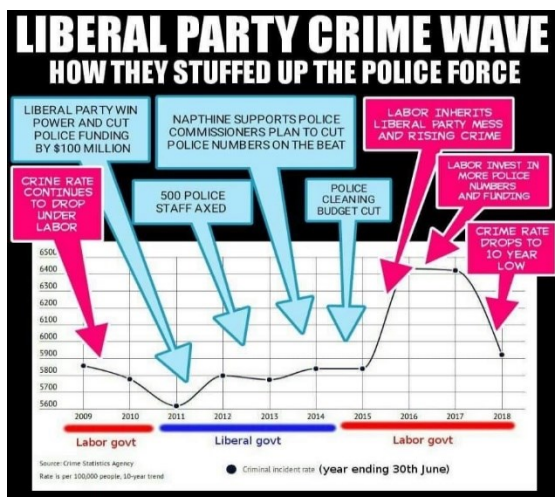
Responsibility and Imminent Danger



Once you agree to do something such as “Proceed Cautiously” or “Proceed with Extreme Caution” you are now completely responsible for everything that happens from thereon in and you are on your own baby.

The minute you choose to comply you virtually absolve all other parties from any further action and you can bet, they will not be in any hurry to come to your defence.

If in doubt contact your PD or RDS and the Union for guidance.



Gippsland VLocity Trains.



Well they're finally running 6 Car VLocity trains to Bairnsdale with the current infrastructure, I didn't think it would come to pass but there you have it.

There seems to be mixed responses from passengers who miss the catering and first-class seating but by in large it seems to be gaining acceptance with the long-suffering public.

China owned 10 times more land after one year of Morrison as Treasurer



As Treasurer, Morrison allowed the sale of large chunks of Australian property, including a 476,000ha Kimberley cattle station. Foreign interests now own a quarter of Tasmanian and NT agricultural land.

Source: <https://www.smh.com.au/politics/federal/china-now-owns-10-times-the-amount-of-australian-land-it-did-last-year-20170930-gyrxia.html>

Long Service Leave Act 2018.

This year the Andrews Labor Government passed the Long Service Leave Act 2018 which replaced the 1992 act. The new Act says you can have as little as 1 day to the whole lot provided reasonable notice can be given and can only be knocked back for solid business reasons that can be substantiated

Your company can require you to take long service leave provided they give you a minimum of 12 weeks' notice. There are also adverse action clauses which you cannot be penalised for taking long service leave.

The act is subject to the jurisdiction of the Industrial Division of the Magistrates Court.



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

#

RETIREMENTS AND RESIGNATIONS



Above: Retired Driver Stuart Mcoll receiving his retirement plaque from Locomotive Division Vice President John Marotta



Above: Retired Driver Greg Dixon receiving his retirement plaque from Southern Cross Sub Divisional Secretary Howard Hand.

Western Region - Retired Locomotive Drivers

Active & Retired Victorian Locomotive Drivers who passed away October 2018 and October 2018

Name	R.I.P Depot	Date
REGAN, John	N.Z + VR	12/10/2017
STANFORD, Brian	Kyneton	8/12/2017
HAYES, Bill	Swan Hill	1/01/2018
LACEY, Lindsey	Wodonga	8/01/2018
Hill, Bill	ERD	27/01/2018
CARSON, Bill	ERD	19/02/2018
WISE, John	Wodonga	22/02/2018
SPOLDING, Norman ILR	Geelong	24/03/2018
DELANEY, Kevin	South Dynon	23/04/2018
HALLIWELL, Trevor	Bdgo, ERD	5/06/2018
TAYLOR, Rennells	H'ton & Glg	30/06/2018
O'BRIEN, Mick	Wodonga	5/07/2018
WEBB, John	ERD	6/07/2018
ANGOVE, Cliff	South Dynon	23/07/2018
O'BRIEN, Jimmy	Bratt, NM, WA.	5/08/2018
ATWELL, Fred	Traralgon	8/08/2018
LAKE, Ernie	ERD	10/08/2018
MALLOCH, Dan	Geelong	30/08/2018
AGELI, Joe	Seymour	10/10/2018

List compiled by W.R.R.L.D From information supplied courtesy of the R.R.E.A. and accepted in good faith from former workmates of the deceased Enginemmen.

Rail Fairy tales

Have

your

Say!

OK Kiddies, let me transport you to the mythical Fiefdom of V/Land. Recently elevated from the status of her ladyship or Auntie, the Baroness Jacinta was still cross at her former minion – the Mediterranean Man – being careless enough to get caught in the act

of corruption and forcing her to have to throttle him quite publically. “Silly little twonk,” she mused, “fancy getting caught like that. Simply unforgivable.” Never again, she vowed, would she allow a commoner, a continental, to take the reins of office at V/Land. Why, those commoners who populated V/Land, those grubby common Pie Cart Drivers had been most emboldened by Med Mans departure and were being particularly cheekier than ever. What she needed now was a good old fashioned aristocrat. A Peer, no less. But where would she find such a man? Just then, as if providence genuinely shone upon her, there came news from an attaché at the misty fellow fiefdom of Metro upon Polis, that a genuine product of the Gentry and an authentic example of the lineage of Nobility, was seeking a fresh battle in fields afar. (And besides, he was ready for a new gig.) Enter, Lord Jimbo. Fresh from his part in the conquest of the Horizontal Lift Operators. Lord Jimbo was locked and loaded and ready to skirmish. Lord Jimbo was duly received at the Baroness’ court and given his commission. “Go forth Lord Jimbo” Jacinta invited, “and tame those Pie Cart Drivers on behalf of King Daniel’s Empire.” She put him in charge of “All of her horses and all of her men and all of her Pie Cart Drivers, right there and then.”

Lord Jimbo accepted his commission with enthusiasm and the promise that he alone would tame and belittle those pesky, troublesome Pie Cart Drivers and all the knaves and ne’er do wells that surrounded them. But first, he had to spend the time to immerse himself into the Fiefdoms book of accounts and seek to understand just what had transpired all these years and how the sweaty natives had managed to survive on the Kingdoms purse. His investigation revealed the shock that all of the Fiefdom’s minions had always been permanent full time employees. “Outrageous!” he declared. Something must be done. The cost of labour unit capital on the Kingdom’s coffers is simply unsustainable! “Firstly” he thought, “I must commission my friends at the College of Deakin, they will know how to re-educate these varminths.” Then he planned to emasculate the Pie Cart Drivers with a plebiscite of all the knaves and ne’er do wells. This vote would, of course, be terribly rigged and he was confident that all of the throng would be far too stupid to see through his plan. Trouble was, they actually weren’t that stupid at all and all of them recognized his plan for exactly what it was. They instinctively recognized Kingdom crap. They had all seen (and smelled) it far too many times before and they voted against it.

Lord Jimbo did not concede that this was a defeat and declared that the issue was far too important for the knaves and company and that they “didn’t understand what was good for them.” He declared his intention to resurrect it at the next EBA (Extremely Biased Assault) Inquisition. With this in mind, Lord Jimbo offered a plan to the Baroness. He suggested that they should adopt a philosophy of divide and conquer. Introduce compulsory payout of the entitlements of these awful natives and set them adrift upon the stern sea of Labour Hire Contracts. These Pie Cart Drivers need to be divided into more subordinate groups such as “Secondary Pie Cart Marshallers.” Get them ready for their eventual demise.

The Baroness Jacinta approved of this plan but stressed to Lord Jimbo that he must remain quiet and not allow any ripples upon the state-wide pond until after King Daniel had run and won his next Ballot Box quest. Lord Jimbo acquiesced and lo, all was calm upon the sea of V/Land. In the next chapter, we shall see the awakening of the Management beast, ready to strike down V/Land victims at the sword of the EBA Inquisition.Stay tuned Kiddies.

Signed: TT Dynon

To Wayne Hicks Divisional President of the RTBU and
Clare Mitchell from Union assist

I cannot thank you both enough for your assistance in my successful claim from work cover . The whole process took approximately 21 months including a visit to work cover independent doctor, conciliation and finally going before an independent medical panel, and I was successful. As your previous Locolines magazine says “Never give up.”

I have been retired now 10 years and I have never regretted belonging to the drivers grade and belonging to the Union.

Geoffrey Sang



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.