

NURSES' STRUGGLE

BACK PAGE

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THE RANK AND FILE GROUP ASKS ALL MEMBERS OF THE UNION TO GIVE WHATEVER FINANCIAL, MATERIAL, AND MORAL SUPPORT THEY CAN TO NURSES IN THEIR CURRENT INDUSTRIAL STRUGGLE.

COPY DEADLINE
FOR JAN '87
"PTW"
NEW YEARS EVE

- GOT A FUNNY PASSENGER STORY TO TELL?

- WOULD YOU LIKE TO EXPRESS YOUR INNER FEELINGS ABOUT WAKING UP AT 4 O'CLOCK IN THE MORNINGS TO DO AN EARLY SHIFT? (WITHOUT USING TOO MANY 4 LETTER WORDS)

- CAN YOU: DRAW, write poetry OR just scribble?

→ Then let it all out in the pages of "Public Transport Worker" by writing to: 31 Barnett St., Kensington 3031

LATINO

EL GRUPO DE BASE DE LA UNION DE TRANVIAS DESEA A TODOS LOS MIEMBROS DE LA UNION Y SUS FAMILIAS UNA MUY FELYS NAVIDAD Y UN PROSPERO AÑO NUEVO. DESEAMOS AGRADECER A LOS MUCHOS TRABAJADORES LATINOAMERICANOS QUE NOS DIERON SU APOYO EN LA RECIENTE CAMPAÑA ELECTORAL. CON SU CONTINUO APOYO Y PARTICIPACION MANTENDREMOS CONSTANTE LA LUCHA PARA CONSERVAR NUESTROS TRABAJOS Y SERVICIOS.

AMERICANO

2962

PUBLIC TRANSPORT WORKER.

december 1986



Big vote for Rank and File candidates.

by DOUG JORDAN, Essendon Depot.

The Rank and File Group won 41 per cent of the vote in the recent Tramway Union elections. This is an encouraging result for the group in its first attempt to win leadership positions within the union. Support was strongest at those depots which have been directly threatened by the cuts: North Fitzroy, South Melbourne, Glenhuntly and Essendon, as well as at Kew Depot, where union leadership has been lacking in recent years.

This result has clear implications for the existing union leadership. Members are demanding stronger policies and leadership from their union. Tramway union officials have been given a firm tap on the shoulder by the membership and told to improve their performance. The Rank and File Group will continue to campaign for a strong, honest and united union.

PUBLICATION OF THE TRAMWAY UNION
RANK AND FILE GROUP.

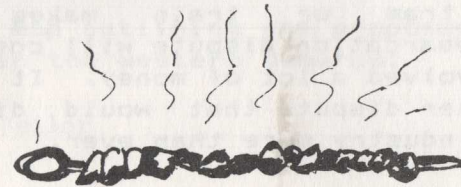
The RANK AND FILE GROUP of the Tramways Union wishes all union members and their families a MERRY CHRISTMAS and a HAPPY NEW YEAR. We wish to thank the many workers who gave us their support during our recent union election campaign. WITH YOUR CONTINUED SUPPORT AND PARTICIPATION WE WILL KEEP UP THE FIGHT TO SAVE OUR JOBS AND SERVICES.



 * FREE SPEECH IS COSTING US A LOT!
 * To keep on producing "Public Transport
 * Worker" so that ordinary union members
 * can have a say, we need donations from
 * YOU! Yes YOU! Send us any amount, big
 * or small to:
 * PUBLIC TRANSPORT WORKER,
 * 31 BARNETT ST., KENSINGTON, 3031.
 * *****

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you voted for us, then why not celebrate with us at the
rank&file BREAK UP BBQ! ΕΡΟΥΒΛΑΚΙΑ!
 cost \$5, children admitted free. FOOD provided, **BYOG.**
2 P.M. Sunday December 14,
2 Banool Avenue, Kew. use back entrance
 off Studley Park Rd.



FIGHTING FOR OUR JOBS

TRAMMIE FRONT LINES

FIGHTING FOR OUR SERVICES

DERAILING THE LIGHT RAIL CONVERSION.

by STEVE TURNER, South Melbourne Depot.

Our union must defend all existing transport services on which we work. The maintenance and extension of all public transport services is directly linked to the defence of our jobs, wages and conditions. Cars and motorbikes are handy, but not during peak hour in Melbourne, the fourth most polluted city in the world!

Not everyone owns a car. In the area that South Melbourne Depot workers are most concerned about, Port Melbourne, South Melbourne and St. Kilda, residents have the lowest level of car ownership in the whole of the Melbourne Metropolitan area. The majority of working class people in the area, young and old, rely on public transport to get around.

The proposed light rail conversion of the Port

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Melbourne, South Melbourne and St. Kilda rail lines is all about cutting costs: money, wages, jobs, services, conditions, amenities....ignoring the social costs to the community of these proposals.

The light rail conversions mean bitter demarcation disputes between our union and the railway unions: a destructive fight between unions over who will cover the people who operate the Light Rail Vehicles (LRV's). Our union regards the LRV as a heavy tram, and the rail unions regard the LRV as a light train. Whether it's a tram or train makes no real difference. A demarcation dispute will cost members of all unions involved a lot of money. It would be a long and bitter dispute that would divide the public transport industry more than ever.

We must confront this issue and its consequences. We can't allow our union to sanction cuts in public transport. It is against our union's policy to aid and abet any reduction in services. This includes those in the Port Melbourne, South Melbourne and St. Kilda areas.

The light rail conversion will result in the elimination of at least one parallel tram service: the no. 10/12 (South Melbourne and St. Kilda) tram lines. There is also the possibility of the elimination of the Port Melbourne bus line because the government plans to extend light rail to Garden City. Surely none of this could be regarded as contributing towards the maintenance and extension of public transport services or jobs!

The public won't be well served either. e.g. the train from St. Kilda Station to Flinders St. currently takes 10 minutes. The LRV will take a minimum of 15 minutes. This is because additional platforms will be built between existing railway stations, which will slow down the LRV's. The LRV's won't terminate at Flinders St., but at yet another planned interchange in Spencer St. Passengers won't be able to conveniently change to another train (assuming they're on time!) Worse still, during peak hour, Bourke St. will bring back memories of the famous trammies' blockade of the city!

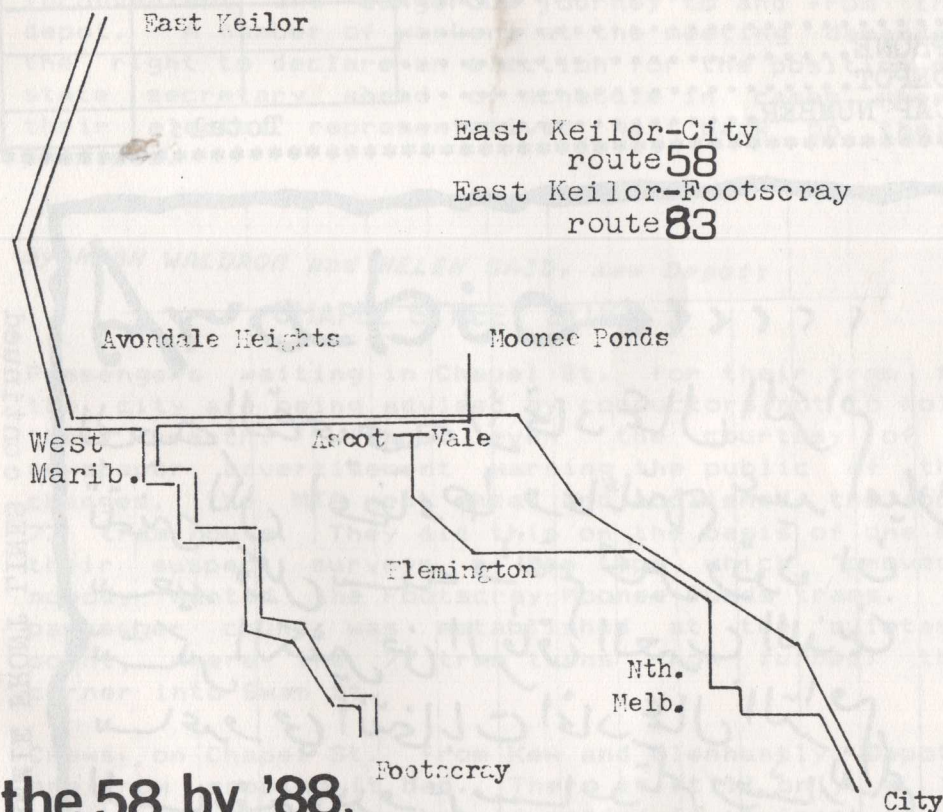
page 4/TRAMMIE FRONT LINES continued

EAST KEILOR NEEDS TRAMS!

by PETER WILLIS, Essendon Depot.

The East Keilor Tram Line Committee is off and running, following a successful public meeting which attracted about 50 local residents. The meeting was sponsored by the Save the Footscray-Moonee Ponds Tram Coalition, following its successful fight to save the no. 82 tram line.

Below is a map outlining the proposed extensions to tram lines in the western suburbs:



the 58 by '88.

The 58 by '88 T-shirt might not sound as if it is going to fit you, but we can assure you it will. The 58 by '88, however, won't fit in with the aims of the government to turn the proposed tram route's roads into a major truck route. More details next page.

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For just \$12.00 you can order a washable, hand-painted T-shirt, with a 4-coloured map of the proposed extensions of tram lines in the Western Suburbs, and the slogans: the 58 by '88, East Keilor needs trams! All profits made will be used to print the next issue of "Public Transport Worker." Send this coupon to:
HELEN SAID, 4/82 MADDEN GVE, BURNLEY, 3121.

NAME.....	Quantity	Size	Cost
ADDRESS.....			
.....			
PHONE.....			
DEPOT.....			
CAP NUMBER.....			
	Total:		

الجمعية التأسيسية لاتحاد عمال الترام
تتمنى لكل اعضاءها وعائلاتهم عيد ميلاد
سعيد وكل سنة وانتم بحير وتود ان
تشكر الكثير من الرفاق العرب اللذين
ساعدو في انتخابات اتحاد عمال الترام
السابق. بدوام مساعدتكم ومشارفتكم
سوف نقف دائما للدفاع والحفاظ على
عملنا وخدماتنا

page 6/TRAMMIE FRONT LINES continued

WORKERS STUMPED BY HUMP WORK.

by GEORGE TRIPKOU, Preston Depot, and HELEN SAID, Kew Depot.

At a fiery depot election meeting, workers told the rank and file candidate that reconstruction work of Preston's "hump" was totally unsatisfactory. Workers reported that they had been promised by Jim Harper that a double track would be built connecting St. Georges Rd. and Preston Depot, but when they saw the actual work being done, it became apparent that they would once again be stuck with a single track. The single track makes for a slow, inconvenient and dangerous journey to and from the depot. A number of workers at the meeting demanded the right to declare an election for the position of state secretary ahead of schedule in cases where their elected representatives went back on their promises.

by HUGH WALDRON and HELEN SAID, Kew Depot:

CHAPEL STREET BLUES.

Passengers waiting in Chapel St. for their tram to the city are being advised by conductors not to hold their breath. Without even the courtesy of a newspaper advertisement warning the public of the changes, the MTA went ahead and abolished the no. 77 tram route. They did this on the basis of one of their suspect surveys of the type which "proved" nobody wanted the Footscray-Moonee Ponds trams. A passenger count was established at the quietest point, where the 77 tram turns (now turned) the corner into Swan St.

Crews on Chapel St. from Kew and Glenhuntly Depots are now copping it bad. There is still only a 12 minute service when what is needed is at least an 8 minute service. Discussion on the issue was upstaged by other elements of the union-government deal, namely the issue of the bus conductors. Crews on Chapel St. know that much more consideration of their tram route is needed.

page 7/TRAMMIE FRONT LINES continued

WELL, WHADDAYARECKON?

How are you enjoying the new-look, expanded issue of "Public Transport Worker"? What's cooking at your depot? Got a point of view on union issues that you want in print? Any constructive comments on how to improve our magazine? And what do you think the Rank & File team can do to improve their votes at the next election? Don't just talk about it to your connie or driver, or the person on your table in the messroom. Send it over to PUBLIC TRANSPORT WORKER, 31 Barnett St., Kensington, 3031.

save la trobe st trams!

On Monday November 24, Kew Depot passed a motion objecting to the proposed closure of the following tram routes:

- * 13 - West Preston-La Trobe St.
- * 14 - La Trobe University-La Trobe St.
- * 23 - Mont Albert-La Trobe St.
- * 24 - North Balwyn-La Trobe St.

It seems certain that it is the intention of the MTA to close these routes after building the proposed interchange at the corner of Victoria Pde. and Brunswick St.

The MTA has gone interchange-happy because this saves them running certain tram routes and saves on their wages bill. The proposed changes would mean that people living in North Balwyn who work in La Trobe St. will have to catch three trams to get to work.

We have seen the results of the new Domain Rd. interchange, which most people would rather by-pass in favour of catching trams down La Trobe, Bourke, Collins or Flinders Sts. during the evening peak. An interchange for La Trobe St. trams is also likely to fail. A tram interchange has its applications, but should not be used as an excuse to cut services. Rather, it should be used to transfer passengers between existing services.

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TRAMMIE FRONT LINES
continued

Already there are less trams running down Williams St. Will there be less trams running down La Trobe St. soon?

At its depot meeting on December 24, Kew Depot also requested a delegation to see Tom Roper about extending the Mont Albert tram line to Box Hill.

change the interchange!

Passengers who live south of the city and work in William St. could until recently catch a tram straight home. But with the advent of the Domain Rd. interchange they are now expected to shuffle out of the shuttle and change at the interchange. It's all too much for many of our passengers, who would rather catch a tram up La Trobe, Bourke, Collins or Flinders St, and then catch the tram home from Swanston St. This is their only hope to get a seat or even get into the tram in peak hour, because, by the time the Swanston St. trams reach the interchange they are chock-a-block.

In any case there are less trams in William St now. The interchange has resulted in the elimination of tram nos. 32, 35, 36, 37, 38, 53 and 65. Passenger counts show that these routes carried 90 per cent more passengers that what presently use the remaining tram route 55 or the new shuttle service 33.

It's a case of what came first - the tram or the track? By eliminating all of these tram routes, passengers are deserting William St., the 33 is under-utilised and may well be axed, which will be a further deterioration of the William St. services, which will drive more passengers off the William St. trams and give the government further excuses to slash our jobs and services.

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TRAMMIE FRONT LINES
continued

LOOKS GREEK TO ME:

Η διοργάνωση του RANK AND FILE της ένωσης των τραμ εύχεται όλα τα μέλη της ένωσης και τις οικογένειές τους καλά Χριστούγεννα και ευτυχισμένους ο καινούριος χρόνος. Επιθυμούμε να ευχαριστήσουμε τους πολλούς Ελληνες εργατες που μας έδωσαν υποστήριξη εις το δικσστημα των εκλογιών της ενωσείας μας. ΜΕ ΤΗΝ ΣΥΝΕΧΗ ΥΠΟΣΤΗΡΙΞΗ και συμμετοχή σας θα μπορούσαμε να παλέψουμε να αποφυλάξουμε τις εργασίες μας και εξυπηρέτηση των τραμ.

MAMAMIA! No Italian?

Well, we gave it a try. We went around to all our Italian friends and asked them to do a translation of our message to Tramway Union members which appears on page 2. Trouble is that a lot of Italian workers in traffic have been here so long they have forgotten how to spell their old language. But in non-traffic, workers are wondering if they will ever get to the English classes on the job before retiring age. So far we've managed to get translations in Greek, Arabic, Vietnamese, Turkish and Spanish. A lot more work needs to be done to help many migrant workers become informed and involved in our union, but, unlike the union officers, at least the Rank and File Group is tackling the communication problems. Can you help out with the Italian, or with any other language? Then contact Helen Said, in either English or Greek, at 4/82 Madden Gve., Burnley 3121.

P.S. We forgot to try Lygon St.



BOSS WATCH!

Is your boss going berzerk, attacking hard-won union conditions, or nosing into union affairs? And the spotters, panel, inspectors? How have they been treating you lately? Let us know at PUBLIC TRANSPORT WORKER, 31 Barnett St., Kensington, 3031.

Courtesy is the big issue with the bosses these days. As the union elections drew close, and the Rank and File candidates gathered more and more support from the members, management began to take a more than courteous interest in union affairs. They wanted to be introduced to the candidates, hear about how delegates would be conducting their election meetings, and even decide which union election leaflets workers should be allowed to read. If you think all of this is none of the bosses' business, then you're probably almost as discourteous as we are!

PETER WILLIS, Essendon Depot, and HELEN SAID, Kew Depot, told Public Transport Worker about their run-ins with management as they went around the depots campaigning for joint vice-presidency.

from courtesy to censorship

Rank and File Group campaigners were confronted by delegate Alan Murray when they visited Malvern Depot to distribute the previous issue of *Public Transport Worker*. Alan criticised *Public Transport Worker* saying, "It contains an attack upon the executive of which I am a member." As the campaigners explained, it is necessary to criticise the executive during a union election campaign. Alan told them it was a common courtesy to contact the delegate before distributing material at the depot.

After all attempts to contact Alan and his proxy failed, Rank and File Group members returned to Malvern to distribute union election pamphlets.

This time, it was the depot manager who told them it was a common courtesy to contact him before distributing material at the depot. He was told that this was not the practice at other depots, whereupon he insisted that, as manager of Malvern, he had a right to know what was going on. The day before the union elections, he reportedly went around the messroom throwing rank and file union election leaflets into the rubbish bins.

BOSS WATCH continued

VIETNAM VIEW:

MỘT NHÓM NHÂN CÔNG THUỘC CÔNG ĐOÀN XE TRAM XIN CẦU CHÚC TẤT CẢ CÁC HỘI VIÊN CÔNG ĐOÀN CÙNG BỮU QUYỀN MỘT LỄ GIẢNG SINH ĐÃY VUI VẼ VÀ MỘT NĂM MỠI ĐÃY HẠNH PHÚC. CHÚNG TÔI XIN CHÂN THÀNH CẢM ƠN ANH CHI EM VIỆT NAM TRONG NGÀNH XE TRAM ĐÃ ỦNG HỘ CHÚNG TÔI TRONG KỶ VẬN ĐỒNG BẦU CỬ CÔNG ĐOÀN VUA CỦA CỬA CHÚNG TA. VỚI SỰ ỦNG HỘ KHÔNG NGỪNG CỦA ANH CHI EM VÀ PHẦN THAM GIA CÔNG TÁC, CHÚNG TA SẼ TIẾP TỤC TRANH ĐẤU GIỮ VỮNG CÔNG ẮN VIỆC LẠM CỦA CHÚNG TA.

"apologise or go"

Whilst rank and file group candidates were talking to workers in the messroom at Glenhuntly Depot, they were approached by the office clerk, requesting them to go to the manager's office. The workers explained that they were on the premises to speak about matters concerning the Tramways Union of which the boss was not a member, and at the urging of the Glenhuntly workers they remained in the messroom.

After a second attempt by the clerk, on behalf of the manager, to dislodge the campaigners failed, they distributed rank and file group leaflets around the messroom. After leaving, the manager took their leaflets and threw them in the rubbish bins. Angry Glenhuntly workers contacted their delegate Tony Stacey who was at the union office, and the matter was taken up with the big bosses in town. The Glenhuntly manager tried to cover his tracks by falsely claiming that the rank and file group campaigners swore at the clerk and provoked the incident.

After further reports of the manager throwing leaflets in the bins, he was given the ultimatum by a depot meeting: apologise within one week or get out of the depot!

delegate OK's union matters with boss

When Helen Said arrived for her election meeting at Elwood Depot, the acting delegate George Cawley insisted she discuss it with the manager first. You guessed it! This was yet another common courtesy - an expression which has been used by several unsympathetic delegates and managers alike.

Despite her objections, George took her to the boss' office, introduced her, and discussed the conduct of the meeting with Helen in front of the boss. The boss asked her when she would leave, and imposed a time limit of half an hour on her meeting. "You will be leaving the premises by one o'clock," he said.

It seems strange that at a depot, which fought so hard to be in a stronger union, union rights are now being handed back to the boss on a plate.

page 13/BOSS WATCH continued

Kew's free wall

Workers at Kew Depot liberated the wall opposite the stairway of their decrepit messroom and called it Kew's Free Wall. Democracy flourished as the many and varied notices sprung up advertising everything from the Uncle Bob's Club to the Rank and File election effort.

Suddenly, all the notices disappeared. Workers reported that the depot manager objected to the workers' use of the wall, as he didn't want them using sticky tape after the walls get repainted. He insisted that the existing tiny, out of the way notice boards were sufficient for members' needs.

A number of workers disagreed and approached him on the need to establish a permanent free wall. Kew members have now been promised a free wall in another location, and a temporary notice board has been erected opposite the stairs. But many workers agree that the present free wall enjoys the most prominent location. With the number of notices crowding the free wall, the members probably need both notice boards on a permanent basis!

PLEASE RELIEVE ME FROM THE RELIEVING D.M.

"Things run differently at Kew," the office clerk told a conductress. She had recently transferred to the depot, and expected to be given a late meal break after being held up 40 minutes by a traffic accident. The clerk was defending the instructions of a relieving depot manager, who insisted the crew work 40 minutes overtime, bringing their working day up to 8 hours 31 minutes.

She was accused of manipulating her driver into wanting a full meal break, and they were threatened with loss of pay for breaking their guarantee if they took the full meal. After being harangued by the clerk, the manager and two depot starters, the crew took their full meal, and reported the matter to the acting delegate. As the conductress told the clerk, if things do run differently at Kew, then it will not be for very much longer!

HELP ME MAKE IT THRU THE LIGHTS.

St. Kilda Beach is dead and gone,
And North Richmond is out of sight,
And it's sad to run so la-a-ate,
Help me make it through the lights.

I don't care what's right or wrong,
And I can't read the stop signs,
Let the devil pay the fines,
Cos I need more running time.

Do do do do dee dee dah.
Dah dah dah dee dee dee.
Until they put on extra tra-a-ams,
Help me make it through the lights.
No, I don't want my sandwich la-a-ate,
So help me make it through the lights.

talkin' turkish—

Tramvay sendikasının mücadelecisi grubu
bütün sendika üyelerinin ve ailelerinin
yeni yıllarını kutlar.

Geçen sendika seçimlerinde bizleri
destekleyen bütün Türk işçilerine
teşekkür ederiz.

Sizlerin sürekli destek ve yatırımları
ile iş ve ulaşım sorunlarımızı çözme
mücadelesine devam edeceğiz.