

# The Tramway Record

Official organ of the **Australian Tramway and Motor Omnibus Employees Association** [Victorian Branch]

232 King Street Melbourne Victoria 3000. Telephone: [03] 602 5122 M.T.A. extension: 3500 Fax: [03] 670 4245

Volume 54, No. 1

Melbourne

March 1989

light rail!!



## THREAT TO SYDNEY ROAD TRAM AND UPFIELD LINE

SEE PAGE 10 ►

► ► SEE INSIDE ► ►

New President's Page . . . 3  
WorkCare . . . . . 8

Rehabilitation and You . . . 9  
Depot Doings . . . . . 19/27

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## EXECUTIVE: OFFICERS

Secretary ..... Jim Harper  
Assistant Secretary ..... Rohan Byrnes  
Organiser ..... Tony Martin  
President ..... Monica Harte  
Senior Vice President ..... Sam Branciforte  
Junior Vice President ..... Bruno Rendina  
Treasurer ..... Steve Bell

## TRAFFIC DELEGATES

Brunswick ..... Hec Cama  
Camberwell ..... Basil Finnigan  
Doncaster ..... Bill Donnelly  
Essendon ..... Lou DiGregorio  
Elwood ..... Keith Lavery  
Footscray ..... Joe Vaka  
Glenhuntly ..... Derek Moses  
Kew ..... John Andrews  
Malvern ..... David Lewis  
North Fitzroy ..... Malik Melhem  
Preston ..... John Fenech  
South Melbourne ..... Jeff Christie

## NON-TRAFFIC DELEGATES

Running Sheds North ..... Norm Garland  
(Kew, Brunswick, Essendon and Preston)  
Running Sheds South ..... Nigel Michaud  
(Malvern, South Melbourne, Glenhuntly and  
Camberwell)  
Bus Garages ..... Les Newburn  
(Doncaster, Footscray, Elwood and North Fitzroy)  
Civil Branch ..... Robert Ardolic  
(also Preston Workshops, Coburg, Wattle Park,  
Hawthorn, Services Branch and Head Office)  
Affirmative Action Correspondent ..... Kathie Riddle

## EXECUTIVE MEETINGS

are held monthly on the first or second Tuesdays.  
**Members are welcome.**

Forthcoming 1989 dates are:

6 June / 4 July / 8 August / 6 September  
10 October / 14 November / 12 December

Publication dates are **March, June, September**  
and **December**. Closing date for material is the  
last day of the month preceding publication.

Correspondence is welcome. Letters may be  
edited for space or clarity reasons, unless it is  
stated they must appear in full, or not at all.

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**The Tramway Record** are those of the writers  
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Tramway Union.

## CONTENTS

President's Page	3
Secretary Says	4
Report from Assistant Secretary	5
Report from Organiser	6
Award Restructuring	7
WorkCare	8
Rehabilitation and You	9
Upfield Report	10
M.T.A.C.A.	10
Tears Are Not Enough	11
M.T.A.'s New Ticketing System	12
50 Years Ago!	13
A History of May Day	14/15
What is a Scab?	16
The Death of Chico Mendes	17
I'm Only 17	18
Depot Doings	19/27

# President's Page

Monica Harte



Though the year is well under way, this is my first opportunity on behalf of the executive to thank the membership for the vote of confidence they have placed in this Executive of 1989/90. We thank the members of the outgoing Executive for their work and contribution to the Union, especially those who were active for many years.

It is by hard work and following through on issues that I believe this Union will be effective and build its strength over the next two years.

Central to the work of the Union is the involvement of members in discussions and decision-making. Whilst officers and delegates have a responsibility to ensure this happens, members must also seek to involve themselves in a meaningful way, thinking through issues, discussing at depot committees and meetings problems and resolutions that can be taken up by the Executive and officers.

It was thus heartening to see the number of members who attended the February Quarterly meeting. There was a healthy discussion and exchange of ideas on Upfield, M.T.A.'s proposal for proof of payment system, Award Restructuring. In all of these areas, particularly Award Restructuring, involvement of all members is the key to formulating our demands and having the strength to carry them through.

When looking through old Executive minutes and editions of *The Record*, you are struck by the number of issues and concerns continually reappearing, two in particular being - **Staffing** and **tram maintenance**. All too often there has simply been band-aid jobs done to fix up these areas, when the problems become critical ... yet these issues vitally affect our members and the future of the industry.

Union representatives are currently pressurising management for policies and agreements in both of these areas.

While results are not always seen up front immediately, it is important for the Union to be working toward long-term benefits, and not allowing agreements to fall by the wayside or renege on by management.

With regard to **child care**, members may well feel this issue is like a mirage in the desert. At present a submission prepared by Union, Ministry and management representatives is with the Minister. It calls for land adjacent to the North Fitzroy Depot to be officially made available for a centre and for approval to be given for us to seek funding through the Commonwealth Office of Child Care. While the official process and work are important, it is in conjunction with a campaign amongst the membership that the issue of child care can be won.

At the last Executive it was requested that entitlements and information for members be printed in the **Record**. Two important areas - **Workcare** and **Rehabilitation** have been covered in this edition with further articles on leave, pay rates, uniforms, superannuation to be included in future issues.

This year we commemorate the 20th Anniversary of the defeat of the **Penal Powers**. While Tramway Union Secretary **Clarrie O'Shea**, jailed on 15 May 1969, was at the forefront of the struggle, what is not often recognised is that the nationwide stoppages and support were not the result of some spontaneous reaction by workers, but the culmination of ten years of organising and building by left unions, of strategies and tactics, that would bring the whole of the labour movement into action.

What happened 20 years ago is not just a significant event in labour history, but a lesson in strategy that trade unionists concerned at the pervasive assaults on the trade union movement (imposition of fines, bans clauses, essential services legislation), should be drawing upon.

Monica Harte

# Upfield Report

by Driver John Edwards (Brunswick Depot)  
currently working for V.T.H.C./U.U.C.C.

In December 1988, the Met released a report based on a study of the **Upfield Corridor**. At the end of a three month consultation period, the Met was to present its recommendation to the government as to the future of the Upfield railway line and the Sydney Road tram. As the consultation with community groups progressed, it became clear that the conclusions of the report were as disturbing to community groups as they were to the various Public Transport Unions.

The report contains two options:

**EITHER:**

(1) **Upgrade the heavy rail line to Upfield and improve service by providing more frequent (10 mins.) peak hour service, and evening and Sunday services. Retain the trams on Sydney Road.**

**OR**

(2) **Replace tram and train services with a Light Rail system to run from Upfield or Gowrie Station down the rail reserve to Park Street, Brunswick and then follow existing tram route in Royal Parade to the City with a 2-3 min. peak hour service. A 10 min. bus service in Sydney Road for shoppers.**

It is obvious to anyone who reads the report that the Met would like to install a Light Rail System. The Met denies a preferred option and says that it has not made up its mind and genuinely wants to consult. The Met report has been criticised by Engineer Consultants Lodor & Bayley (engaged by Brunswick City Council) and the Public Transport Users Association. The consultation process has been going badly. There have been many reports in the local papers of bad receptions for **Ed Dotson**, Director, Planning, and **Doug Bell**, who have been conducting poorly planned and badly conducted meetings.

The Public Transport Unions, through the Vic. Trades Hall Council, have also done a study of the Upfield Corridor, and a report based on this was released on 15 March 1989 at a Press Conference.

This report supports the retention and upgrading of the Heavy Rail System and also the retention of the Sydney Road tram. It questions a lot of the Met's figures, as have other critics. In fact, the Met's spokesman at its 'Consultation' meetings has recently used altered figures.

In the face of strong union and community opposition, the Met is expected to extend the consultation period, and announce private consultants to take over the Consultation process.

This is a worry, as it indicates the Met is determined to get its way by lengthening the battle, and trying to make small alterations to its scheme to convince some community groups to change their stance.

It is fair to say that the Met has a hard job on its hands, but that is not to say that they will lose.

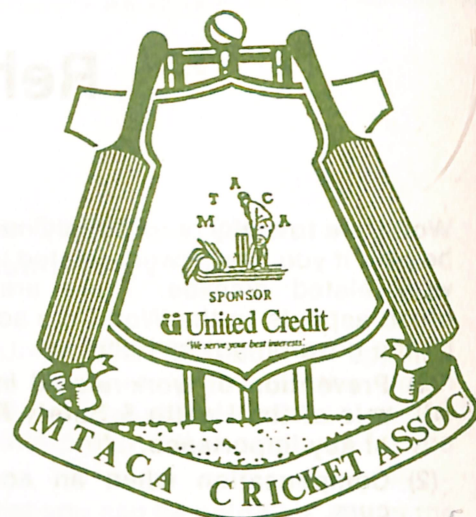
As copies of the Unions' reports are distributed and read, it is hoped that it will be accepted as a much better proposal than the Met's, and that the arguments contained in this report would be the basis of any campaign against a light rail proposal.

It is essential that the members of the Tramway Union get involved in this campaign, as it is essentially an industry-wide struggle against a proposed reduction of services by the Met to reduce costs. If the Met has its way and light rail is introduced, the communities of the Upfield corridor can look forward to overcrowded vehicles, running late. The communities and members of other depots can then expect the Met to cast its eyes on their services and make further attempts to combine rail and tram services into 'light rail'.

Public meetings are being held in various communities. The dates, times and locations are usually advertised in the *Brunswick Sentinel* and the *Coburg Courier*. Some of our members have attended some of those meetings, along with comrades from other public transport unions.

**Turn Up . . .  
Have Your Say . . .  
Make Your Presence Felt . . .**

For more details, contact:  
**John Edwards, on 610 2343.**



Patron: **Greg Rogers**  
President: **G. Scott 232 7112**  
V/Pres.: **B. Finnigan 29 3954**  
Treasurer: **C. Strain 848 3406**  
Secretary: **A. Ward 551 4237**  
23 Mack Crescent  
Clayton South 3169.

## SEASON STARTS OCTOBER FIRST

**FEES 1989 - 1990:**

**Team: \$175 Player: \$5**

**Payable on 26 June 1989**

**Interstate Carnival Results**  
(played between 29/1/89 - 4/2/89)

**DAY ONE**

**Vic 119 defeated N.S.W. 118**

Vic Batting P. Repic 47

NSW Batting G. Schettke 44

Vic. Bowling C. Strain 5 for 25

NSW Bowling B. Digby 3 for 22

J. Thompson 3 for 19

**West. Aust 208 defeated Sth. Aust 92**

W. Aust Batting E. Croft 59

S. Aust Batting W. Valladares 16

W. Aust Bowling D. Glover 5 for 19

S. Aust Bowling M. Stewart 2 for 19

**DAY TWO**

**Vic 234 defeated S. Aust 146**

Vic. Batting Alex Barakat 113

D. Rodrigo 71

S. Aust Batting M. Stewart 42

Vic. Bowling D. Rodrigo 5 for 31

S. Aust Bowling H. Van Ristell 1 for 8

**Western Australia 192  
defeated N.S.W. 182**

W. Aust Batting D. Parker 57

N.S.W. Batting W. Mills 45

W. Aust Bowling G. Pattullo 2 for 27

N.S.W. Bowling J. Thompson 2 for 30

**DAY THREE**

**W. Aust 198 defeated Vic. 158**

W. Aust Batting D. Brown 83

Vic Batting D. Rodrigo 36

W. Aust Bowling E. Croft 2 for 26

Vic Bowling P. Hunt 3 for 36

**N.S.W. 195 defeated S. Aust 134**

N.S.W. Batting W. Mills 48

S. Aust Batting D. Francis 27

N.S.W. Bowling D. Delaney 2 for 16

S. Aust Bowling M. Rozleja 3 for 38

**Western Australia won the Carnival  
by winning all three matches.**

**Victorian Trophy Winners:**

Batting: **Alex Barakat**

Bowling: **Colin Strain**

Fielding: **J. McArthur**