

***DEPOT MEETINGS

There were two during the past week, on Wednesday and Friday, principally to discuss the contentious issue of transfers.

The question was raised as to whether drivers, to enable them to stay at this depot, could regress to conductor-driver. Delegate Russell had previously raised this with the Asst. Traffic Manager and the answer was NO.

It should be noted that the connie-drivers stay by virtue of their seniority as conductors...also they will remain connie-drivers until every other driver has returned to Camberwell, which may mean anything up to two years before they go up on the sheet.

***THERE WILL BE REGULAR DEPOT MEETINGS to keep everyone informed on any later developments regarding both transfers and the new roster.

RESOLUTIONS:

Roster: The new roster contains a large number shifts that work over 8 hours and at the meeting on Wednesday June 20 a resolution was passed stating the following: "We, the members of Camberwell, resolve not to work any shift that works over 8 hours on the new Z-car roster".

Fines: A resolution was also passed calling on the Board to pay any traffic fines that a member might incur whilst carrying out his duty as an employee of the Tramways.

***Advice to drivers who are booked for traffic offences is to ask the policeman: "Are you booking me?" If the answer is YES, ask for his or her number. Above all DON'T ARGUE. Contact the union immediately and put in a yellow on the matter, as there may be a chance of getting the charge dropped especially as the police often take a dim view of actions on our part that are unavoidable.

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RECENTLY PASSED RESOLUTIONS

Included here as a matter of record and for the information of members.

May 18 "We the members of Camberwell depot, in the light of the excessive heat endured in the summer months, give the M&MTB until December 1 1979 to improve the ventilation system on the Z-cars, especially in the crew area, or we will consider taking action".

(Endorsed by Executive)

"We the members at Camberwell accept the training schedule for Z-car drivers and connies."

(Details in this newsletter)

June 20 "We the members at Camberwell request the M&MTB to pay any fines of members when involved in traffic accidents whilst carrying out their duties as employees of the M&MTB."

F I R S T A I D St. JOHNS AMBULANCE

Anyone at Camberwell who is interested in the St. Johns Ambulance Brigade please contact: Geoff Nicholson or Bob Morgan as soon as possible.

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G A L A E V E N T O F T H E Y E A R ! !

Christmas Party December 15 details next issue...

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THE NEW 'Z' ROSTER
 Report and rough analysis.

***THE SERVICE

In the AM peak one car has been taken off Elgars and placed on East Burwoods, providing a better service from Middleborough Rd. between 7 and 8 AM of roughly 3-mins. The service from Elgar Rd. has been increased as a result of all Warrigal Rd. cars having been through-routed to the terminus.

This has resulted in a 5 minute service from around 7 AM till 7.39 and then a 4 minute from 7.39 till 8.00, followed by a gradually reducing 6-8-10 minute frequency until the 8.54, which is the first car on the off-peak 12 minute headway.

** Run-in cars leaving Princes Bridge between 7.52 and 8.56 all have between 42 and 49 mins. to get to the bridge from Elgar. Most have somewhere between two hours and 20 minutes stand-by after they get in, the broken generally seeming to stand-by for the rest of the half.

This is obviously to cover the fact that Rosters have provided for the trams to run late to the Bridge yet still have time up their sleeve, which means in effect that if you're late you don't have to bust yourself to get in bang on time... presumably if you are a service car you run late and stay that way.

PM PEAK The extra car on East Burwoods has resulted in a vast improvement from mid-afternoon on, between approximately 3.45 and 4.30. Trams leaving Spencer within this period at present often get slaughtered and run excessively late on their outward trip. Headways in this period are now an even six minutes with the exception of a 7/8 min gap around 4.00. The frequency increases to 5 mins after 4.24, 4mins after 4.39 and so on into the peak.

On Elgars the 5 min service exists from 4.15 till 5 PM, thence 4 mins until around 5.30.

To sum up one can see that the service we will be providing is in many respects an improvement over that presently operating, with more trams being where they are needed rather than travelling around in convoys with one car getting all the loading. From this aspect its not a bad roster.

More importantly let us now look at the roster as it concerns us personally, the people who have to run it.

***THE SHIFTS

There are a number of shifts that work over 8-hours, while many portions of shifts work over four and a half hours. This is important to note in the light of our Executive's current attempts to eliminate portions that work over 4 hours, and our present depot policy of refusing to work any shift on the new roster that is over 8-hours duration.

WEEKDAYS The following shifts work over 4 Hrs. in any one portion:-

Between	4 hrs and 4.15	14 tables
"	4.15 " 4.30	24 "
"	4.30 " 4.45	26 "

TOTAL shifts working over 4 hours in any one portion...64
TOTAL OVER EIGHT HOURS ...11 on Weekdays.
 8 on Saturdays
 4 on Sundays.

over....

NEW ROSTER cont.

WEEKENDS

The following shifts work over 4 hours in any one portion:

Between	4 hrs and 4.15	SAT:	10 tables
"	4.15 " 4.30	SUN:	4 "
"	4.30 " 4.45	SAT:	19 "
		SUN:	8 "
		SAT:	15 "
		SUN:	4 "

TOTAL number of shifts working over 4 hours in any portion

SATURDAY	44
SUNDAY	16

Not counting the emergencies, there are TEN tables in the AM and TEN in the PM that stand-by for some part of their time. There are

- 66 working tables
- 14 D.O.R 's
- 14 driving Reliefs
- 18 conductor reliefs

giving 94 / 98 shifts altogether.

There are ten shifts that work on Elgars and do more than three rounds...two worth noting are 34 run and 36 run. The first is done by a broken, second half, between 1.59 and 6.21. The second is the second half of a late straight early shift and runs between 10.47 and 2.59. We mention these because they have a crew on the road for an excessive time during what are quite busy periods. There is also a late on East Burwoods V43 run, which does three and two and works 4.45.

Basically the East Burwood block remains little altered from that existing at present...most of the changes are on Elgars, where they've really crammed in the work, especially on the Saturday roster.

First and Last Cambers are covered by Z's between the terminus and Gardiner. As an instance of how its rostered we reproduce the following second half of the late, V24 run:

take @ 9.03

<u>Elgar</u>	<u>Bridge</u>
9.25	10.3
10.45	11.23
11.59	<u>Depöt</u>
<u>Junction</u>	12.23
12.26	<u>Gardiner</u>
	12.36
<u>C-well</u>	
12.51	car in @ 12.51

**DAYS OFF

As you may realise we now have proportionately less week-end work, and more weekday broken. Of the 66 working tables, 2 are off on Saturday and 45 On Sunday. (there are 49 Saturday shifts and 21 Sundays).

There are 5 shifts OFF Fri/Sat and 9 shifts OFF Sun/Mon and 3 shifts with two days off in the middle of the week.

As mentioned there are 10 Weekday shifts that endure 3 round Elgars; there are 14 of them on Saturdays and two on Sundays.

To sum up the roster, from the point of view of the Roster Dept. is an efficient piece of rostering; unfortunately we suffer somewhat as a result. The Weekday block is quite bearable, although far from perfect and has room for improvement.

The Sunday block appears to be about the best you could get with few shifts over 8 hours, with most portions being of a reasonable length.

The Saturday roster is another story; one is tempted to say that it stinks, but we won't, and will confine comment to the statement that it will probably be most unwelcome by members.

Whether we accept the new roster depends on the members of this depot; on whether the depot will enforce its "no shifts over eight hours" policy, and whether members regard the on-road time as excessive in some instances.

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***BELOW, FOR THE INFORMATION OF MEMBERS, IS THE 'Z' G/A R TRAINING PROGRAMME AGREED TO BY BOTH THE UNION AND THE BOARD FOR THIS DEPOT, and presumably for other depots that go all 'Z'. Details of how this was arranged, by the Delegate and the Depot Committee, can be found in Newsletters nos. 1 and 2.

New tram Drivers:

- Day 1 - Driving school (W class training)
Five days W class 'in service' training with Trainer Driver at foreign depot.
- Day 7 - Driving school (W class)
- Day 8 - Driving school (Z class intro.)
Two days 'Z' class 'out of service' training with Trainer Driver
Five days 'Z' class 'in service' training with Trainer Driver
- Day 16- Driving school (Z class)
- Day 17- " " (W & Z class)

Total Training

Driving school - 5 days
 'W' practical with Trainer - 40 hours (5 days)
 'Z' " " " " - 56 hours (7 days)

NOTE: Should a Trainee Driver be considered unsuitable for 'Z' class driving he/she is to be given the option of remaining at Camberwell as a Conductor or a transfer to another depot as a 'W' Driver. If the Trainee elects to transfer, a further 56 hours 'W' training is to be given.

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New Conductors:

- Day 1 - Conductors school - 'W' class
Six days 'W' class 'in service' training with Trainer Conductor at foreign depot plus 1 day at Conductors School during this period.
- Day 2 - Conductors School - Finalise 'W' class training and instruction on Almex Ticket Machine.
Two days 'Z' class 'in service' training with Trainer Conductor.

Total Training:

Conductors School 3 days
 'W' practical with Trainer - 48 hours (6 days)
 'Z' " " " " - 16 hours (2 days)

Blocked by motor cars? What to tell the motorist!

By-Law No.11(as amended 9/5/57) Section 22 states - 'No person shall, without lawful excuse (the proof whereof shall lie on him) persist in riding or driving any horse, car, carriage, motor, bicycle, or other vehicle, or any sheep, cattle, pigs, or other stock on a roadway in front of any tram, or so that the tram may not freely proceed on its course, after the bell or horn of such tram has been sounded as a warning that the tram is coming behind or overtaking such horse, cart, carriage, motor, bicycle, or vehicle, sheep, cattle, pigs, or other stock.' So there!

From the Rule Book. Rule 207 specifically states: 'When passing a horse standing beside the track, a car must proceed slowly, and, should the horse be without a driver and show sign of being frightened by the car, the Conductor must leave the car and hold the horse by the head until the car is safely past. When a horse-drawn vehicle is in motion, and the horse is restive, special care must be taken, and the car stopped, if necessary.' So beware the restive horse.