# CAMBERWELL DEPOT NEWSLETTER

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NUMBER 4 JUNE 1979



As everyone is no doubt by now aware the date of the changeover to all-'Z' operation at this depot is AUJUST 5.

This is the date by which the Board will.... have sufficient Z's and machine outfits to remove the last of the W cars from Elgars., or so they hope.

As a result we lose the Camberwell line to Malvern; we also lose forty-five staff.

Nineteen drivers and twenty-six connies will have to transfer elsewhere...many to Glenhuntly, which will require at least 10 drivers and 16 connies with the remainder having the chance to transfer elsewhere.

A notice with transfer information in greater detail has been placed on the mess room notice board and was correct at the time of posting; but as the staff situation changes all the time members will be kept informed.

Of coarse the uncertainty people have had as to where they would have to transfer has not been helped by changes and reversals of policy by the Traffic Dept. Our delegate, Jack Russell was long led to believe that staff would be able to transfer to any depot where there were vacancies. Yet on June 8 at a meeting with the Asst. Traffic Manager, Mr. Lamb, the Acting Celegate was informed that all staff transferring would have to go to Glenhuntly. A week later they had changed their mind again.

Maybe it was because of threats of a stop-work at Camber-well to discuss the changeover, or maybe it was a realisation that such a corse of action would be counter-productive (i.e. that the resignations resulting from such a policy were not worth it)...nevertheless the end result is that 10 drivers and 10 connies can transfer elsewhere.

\*\*WHAT TO DO WHEN YOU START WORK AT YOUR NEW DEPOT:

Immediately asfer back to

put in a Special Day Report requesting a transfer back to

Camberwell as soon as a vacancy occurs here.

Many of those transferring have expressed doubts as towhether those remaining at camberwell will back up their
attempts to get back here. The situation is that Camberwell
will refuse to train any new staff or work with any new
transferees until ALL THOSE WHO WISH TO TRANSFER BACK HERE
HAVE DONE SO. Getting back to Camberwell will be based on
the order of seniority of service at this depot.

\*\*IF YOU SUSPECT that the Depot Master at your new depot is holding you longer than he should do, then don't hasitate to contact your delegate, the delegate at Camberwell and the Secretary, Des Shooter, in at the union office.

If you go bus driving and find you don't like it, you will not be able to come back to Camberwell straight away but will have to go to the bottom of the seniority list.

\*\*\*DEPOT MEETINGS

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

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

It should be noted that the connie-drivers stay by virtue of their seniority as conductors...also they will remain conniedrivers 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 answere 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 part that are unavoidable.

# 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."

<del>\*</del>\* 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 frequencyuntil 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 standby after they get in, the brokens 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 inte-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 beproviding 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 #our 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 "

and the expression of the second control of

TOTAL over EIGHT HOURS ...11 on Weekdays.

on Saturdays 8

4 Sundays. on

### NEW ROSTER cont.

WEEKENDS	The following shifts work over 4 hours in one portion:					y
	Between	4 hrs a	and 4.15	SAT:	10 tables	
	11	4.15	" 4.30	SUN: SAT:	4 " 19 "	
	II	4.30	" 4.45	SUN: SAT:	15 "	
		AND DESCRIPTION OF THE PARTY.		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 runand 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 lage 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 @ 9.0	77	133 cms. Millio every contract to more contraction
Elgar	Bridge	**D\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
9.25.	10.3	**DAYS OFF As you may realise
10.45	11.23	we now have proportionately less
11.59	D- ""1" '	week-end work, and more weekday
	<u>Depot</u>	brokens.
Junction	12.23	Of the 66 working tables, are-
12.26	Gardiner	off on Saturday and 45 On Sunday. (there are 49 Saturday shifts and
The state of the line	12.36	21 Sundays).
<u>C-well</u> -		There are 5 shifts OFF Fri/Sat
12.51		9-shifts-OFF Sun/Mon
	ar in @ 12.51	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.

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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.

\*\*\*BELOW, FOR THE INFORMATION OF MEMBERS, IS THE 'Z' GAR TRAINING PROGRAMME AGREED TO BY BOTH THE UNION AND THE BOARD FOR THIS DEPOT, and presumably fo other depots that go all 'Z'. Details of how this was arranged , 'S' 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 Briving 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.

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. if necessary.'