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RAIL AND ROAD

THE MAGAZINE OF THE NSW BRANCH OF THE RAIL, TRAM & BUS UNION

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of the 1917 Great Strike**





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From the Branch Secretary



The antics of Transport Minister Constance continue to attract media headlines as he continues to stumble his way through his ideological agenda.

Minister Constance persists with his agenda regardless of community opinion, regardless of fact checks, and has made some very telling statements in the process, about his desire to privatise as much of the public transport system as possible, and his hopes of destroying our union in the process. We hate to burst his bubble, but this is one wish that will not come true.

With the Transport Minister attacking workers across the whole transport industry – bus, workshops, infrastructure, train drivers, train guards and station staff, clearly the emphasis needs to be on the importance of the RTBU staying united to fight off all forms of privatisation.

Opposition Leader Luke Foley and his NSW Labor colleagues have made the privatisation issue a regular item of debate in the NSW parliament.

A number of politicians, UnionsNSW and other unions are supporting the RTBU in the fight against privatisation. The community are also strong in support of the RTBU and it has shown that our alliances with community organisations such as the Sydney Alliance, the Local Union Community Groups and the expense of setting up the Commuter Website are justified.

We will continue to apply public pressure on the Berejiklian Government to abandon future privatisation of public transport services.

The 40 Year Anniversary Ceremony of the Granville train disaster was acknowledged in a special ceremony held in the State Library on the 4th of May where an apology was given to the families of the victims with the assurance that this will never happen again. Both sides of Government agreed to keep the rail system safe and never let the infrastructure fall to such a low state of disrepair again. I have joined the Association to provide ongoing support for the good work of the committee.

The RTBU was front and centre at the recent NSW Labor Conference ensuring that transport issues were a focus. We were able to gain Labor support for a range of initiatives, that are reported in detail in this issue of the journal.

This issue of the journal reports a number of wins by the RTBU industrially and legally, with members rejecting sub-standard enterprise agreements from a number of rail operators, and the great work being done by delegates and activists in negotiations for new agreements in Sydney and NSW Trains, Transport for NSW, Pacific National, ARTC and others.

This issue of our journal reports and acknowledges the events being organised around the state to celebrate the lessons of the Great Strike of 1917. In this Rail & Road we reproduce extracts of a speech by former Labor Minister Rodney Cavalier, on the effects and impact of the Great Strike in Goulburn.

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Rail Entities 2017 - United for A Fair Agreement

RTBU and combined rail union representatives began negotiations with Sydney and NSW Trains management in early July for our new agreements.

Your union representatives have now had many meetings with management. We have put a plan to them to:

- Secure good jobs and make sure contract labour is not used to drive down wages and conditions;
- Protect a fair and transparent redeployment process, with redundancy as the last option;
- Maintain our voice and our vote when changes happen at work (Clause 12 – the facilitation clause);
- Ensure workers have access to leave and support when they are involved in a critical incident or domestic violence.

Your union representatives met with management again in early September, and following that meeting there was a delegates meeting on 12 September.



After the delegates' conference on the 12th of September it was critical management hear how serious you are about:

- Maintaining the incentive payment from the Deed (64 weeks redundancy pay) in an enforceable industrial instrument;
- Establishing a committee that can have a real influence on the protection of direct permanent employment;
- A Clause 12 (facilitation clause) that provides flexibility to people who want to negotiate over their conditions and protection to people who do not;
- Not dealing with pay and the term of the Agreement until we know

more about the value of the overall package;

- Proper assessments of workloads being included in any future restructures; and
- Paid Domestic Violence Leave being included in the new Agreement.

We have given management a number of issues to consider. We hope that the spin and propaganda stops and that they get serious about valuing you and the work that you do. Keep an eye out for membership meetings. These meetings will be your chance to get the details of what has happened in negotiations so far and have your say on what conditions you are ready to fight for. Keep an eye out for more details.



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PN Bulk & Coal: Members Support Industrial Action

Members at Pacific National Bulk and Coal have voted overwhelmingly in support of Protected Industrial Action to progress their EA negotiations.

By returning a strong YES vote, members have clearly sent a message to management that they are united in their demands for a fair and reasonable Agreement.

Predictably, management management has responded with a letter packed with scare tactics and silly propaganda to distract members. The company has even tried to appeal to members to consider the 'harm to the company' of any protected industrial action. Quite simply, the company can prevent any 'harm' or industrial action by behaving reasonably, bargaining in good faith and genuinely attempting to resolve outstanding issues.

What Happens Next?

Together we prepare for the appropriate action.

Organisers and delegates will be talking with members about what actions we may take to ensure that our outstanding issues are resolved.

The RTBU must formally notify Pacific National of the action(s) you choose to take. We will manage compliance with the industrial action laws to ensure that any action is lawful and protected.

We remind all employees of Pacific National that non-members must not participate in any industrial action. Non-member industrial action is unlawful and could result in fines or disciplinary action. Protected industrial action is only available to union members. Any non-member who is covered by the EA and wishes to participate in industrial action must join the union now.

What is at stake?

Together we are fighting for,

- Proper consultation
- Limits on casualisation and labour hire
- No reduction in Conditions
- Maintaining Shift Penalties (APM)
- An Independent Umpire that can arbitrate a dispute
- Accommodation standards for barracks
- A Fair and reasonable wage increase that recognises employees contribution to the company

Not a member? Don't delay – join your union and get involved now!

Hornsby Cleaners Stand Together to Win Fair Conditions

Cleaners at Hornsby were facing a move to Central while their workshop was updated. They stuck together and won fair conditions to make sure their move was not at a cost to them.

As our delegate Rachel says *"Showing solidarity wins better conditions."*



Get on the BUS EXPRESS!



Bus Express is constantly updated with new information from around the depots – including workplace disputes, industry updates and news about RTBU Members.

Members who subscribe to the web site get a fortnightly email with links to all the latest scoops. Printed newsletters will also be distributed around depots.

www.busexpress.com.au

Industrial Notes

RTBU Members Win Disability Allowance on Major Station Upgrading

RTBU members at Harris Park and Croydon Station have had a win with an allowance being paid for disruptive major works that forced members to deal with additional challenges at work.

Despite management failing to notify the

RTBU about the major upgrade work (which is a requirement of your workplace agreement), RTBU members came together to insist that a disability assessment was completed at the affected locations.

When the disability

assessment was conducted at Harris Park and Croydon Stations, it was found that the impact of the upgrade was major.

This means members get an allowance of \$0.39 per hour, which will be back paid to when the work started and will be

paid until the work is completed.

If your station is being upgraded now or preparing for an upgrade, contact your RTBU Organiser today for support organising an assessment of the impact of the work.

Aurizon Interstate Intermodal - Commencement of Bargaining

Members will have noticed that Aurizon issued a Notice of Employee Representational Rights (NERR) to commence bargaining for a new agreement, despite the company's announcement that it will be shutting down its Interstate Intermodal operations.

Just prior to the announcement, the RTBU had applied for a majority support determination (MSD) in the Fair Work Commission. The purpose of the MSD was to force Aurizon to the bargaining table for a new enterprise agreement.

At the time, we were unaware of the changes that were to take place. Basically,

the announcement and the outcome of the successful MSD happened almost simultaneously. In order for Aurizon to comply with its legal obligations it was then required to issue the NERR to commence bargaining. As we understand it, this was the sole reason for the issuing of the NERR.

Given the change in underlying position, the RTBU has since offered Aurizon a 12 month roll over of the current agreement with a 2.5% increase in wages for the Interstate Intermodal business. We are waiting on a response.

We understand that negotiating at this time may seem trivial given the shut down, however

should Aurizon's plans change then it is important that members are 'in bargaining', so the Union can best protect your interests.

REDEPLOYMENT AND "VR SWAP" OPPORTUNITIES

In the meantime, your Union continues to discuss opportunities for members to seek employment elsewhere within Aurizon's operations.

RTBU Queensland Branch has conducted an analysis of opportunities and skills requirements at Aurizon's Queensland operations.

For more information about the redeployment process please contact your workplace Delegate or RTBU Organiser.

Success! The NSW Trains Oprew rostering dispute has been resolved

Members will recall a previous article advising of the Step 2 Dispute in relation to the implementation of the Oprew rostering system across regional depots.

We are pleased to advise that the matter has been resolved with NSW Trains now providing period rosters that align with the current agreed Master Rosters for each of the affected depots.

Additionally, NSW Trains have undertaken to provide a legend for each depot that contains the necessary explanation of the details contained within the Oprew rosters and provide these rosters in a larger font to be more easily readable.

The Loco Division thanks its delegates for their prompt action in bringing this matter to our attention.



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Region 6 bus privatisation to be debated in Parliament!

On Thursday the 20th of July, we handed over the 14,000 written petitions collected in the Don't Sell Our Buses campaign to NSW Opposition Leader Luke Foley, and NSW Greens Transport Spokesperson Mehreen Faruqi.

A petition of more than 10,000 signatures means that Constance's drastic decision to privatise region 6 buses will be questioned and debated in Parliament. With our members in their 7th week of having their Industrial Allowances stripped just for defending their own jobs, now is a critical time to escalate our campaign.

It's overwhelmingly clear that unlike our drivers, the community want to keep public buses in public hands and now it's time for Constance to face the truth. Commuters from across Sydney have stood with our drivers in solidarity against the threat of privatisation and the NSW Government cannot ignore the consensus of the workers and the community.

Bus Division Secretary, Chris Preston, stated that "Now we have forced the NSW Liberal Government to hear our concerns and listen to the community. Maybe if Constance had done his job in the first place and actually consulted community members and bus drivers before announcing this drastic decision, we wouldn't have to do this.

"But Constance didn't do his job, and now our drivers and the community have done their job and collected 14,000 signatures to have their voices heard by Parliament."

We will be sure to keep members updated once there has been a date set in Parliament to battle Constance's privatisation overtake. We thank members, community volunteers, Unions NSW, AMWU and USU and all politicians involved in making this campaign an incredible success so far.

Andrew Constance - Out of touch and out of control

Our Union is in the fight for the long haul to have the privatisation of region 6 reversed and to see an end to Constance's privatisation rampage for the sake of all drivers and commuters.

Members should be under no illusions that the privatisation plans of Andrew Constance will stop with Sydney's buses.

In March he was quoted in the Australian Financial Review as saying that *"10 to 15 years' time [the] government will not be in the provision of transport services"* meaning that under a NSW Liberal Government, all public transport, road and rail is on the privatisation chopping block.

Privatisation will not deliver better services. In the UK, bus

privatisation has been a catastrophe for commuters and the 'Uber buses' Constance often talks about as 'the future of public transport' have gone broke in the only three cities they were trialled around the world.

His delivery of public transport projects and plans has been a farcical. It was revealed recently that the inner west tram line can never connect to the George St tram line because Constance was too lazy to insist they be built to compatible standards.

That project itself is now \$500m dollars over budget and after an expensive planning process the \$2.7 billion Parramatta light rail has been scrapped.

Our Union will continue to ramp up the fight to protect our public transport, as the public deserve a Transport Minister that listens to them and makes decisions to sustain and improve public transport networks – not sell them off to private companies who'll cash in while taxpayers are left to pick up the tab.

Minister Constance Dream of 'No more drivers; no more union'

Our National Secretary Bob Nanva responded to a story in the Sydney Morning Herald where Transport Minister Constance shared his dream of not having to deal with the union in future.

It was stated by Mr. Constance at a function for the Committee for Economic Development (the CEDA) of Australia that he isn't 'going to have to deal with the rail unions anymore' because, as of 2019, we will have technology that allows for the introduction of driverless trains and buses. According to Constance, the RTBU is opposed to this because it will mean that there are 'no more train drivers; no more union members'.

The RTBU views these comments as gutless and provocative. However, his comments – in our view – require a frank and honest assessment regarding the true meaning of his words.

Constance gloats about the fact that – by 2019 – there will be 'no more drivers' and 'no more union members' due to technological change and privatization. What he really means is that he hopes there will be 'no more jobs'. It is interesting, at the very least, to note that Mr. Constance is so afraid of the union movement that gloating about job losses seems more appealing than locating his spine. It really does beg the question: how does one have so much self-confidence as to rejoice at the thought of destroying peoples' lives and livelihoods, all whilst lacking the competence and confidence to take on or develop a relationship the union movement?

Of course, the RTBU would like to commend Mr. Constance on his truly impeccable timing. Making comments such as these amidst enterprise agreements negotiations between the RTBU and the rail entities that cover the public transport



sector in NSW is, without a doubt, ill-advised and extremely short-sighted. For this, we would like to thank you for reminding the members of the RTBU that it is the union – and not the government – who will fight for them when the time comes.

We will be raising these comments during the current negotiations and thank the minister for showing his hand during, and not after, these negotiations.

The RTBU has a long-standing and proud history of representing the interests of the membership and defending the rights of the workers in our industry. We are determined. We are organized. We are not afraid to meet a bully head on and, most importantly, we are united.

Mr. Constance's comments thus lend to two possible conclusions. Either he is incredibly inept, or he is perplexed and perhaps frightened by the strength of the RTBU. Perhaps both of these statements are true. Either way, it would seem as though Mr. Constance would stand to benefit by honing his negotiation skills because not dealing with the rail unions is, unfortunately, not an option.

Inside the heart of every RTBU member burns a fire, and Mr. Constance's comments have done nothing else but ensure that our flame is burning much brighter today than it was yesterday.

The RTBU will never bow to the whims of small-minded politicians who we have seen come and go since our union was formed. This is because the workers that are united will never be defeated.

People do not vote for politicians who gloat about abolishing their jobs.

There has been an overwhelming reaction to Transport Minister Constance's gloating that we won't need public transport workers in the future.

Mr Nanva was not the only one who wrote to the paper.

Al Svirskis from Mount Druitt wrote about the privatisation of public transport: *"This isn't economic 'rationalism'. It's near-superstitious adherence to a largely discredited ideology."*

Peter Olive from Marrickville wrote that the government's plans to *"privatise and convert the Epping to Chatswood line and the Sydenham to Bankstown line"*, were *"extremely disappointing."*

The latest information is that Minister Constance is handing over Epping to Chatswood and Sydenham. to Bankstown to Hong Kong interests. The RTBU will continue to campaign around these issues.

The Great Strike in Goulburn - 1917

The following are edited extracts from an address at the Great Strike 1917 Gala Dinner, 26 August 2017 Goulburn Workers Club, by Rodney Cavalier, former NSW Labor Minister in the Wran and Unsworth Governments.

NSW Railways were under the control of commissioners from their beginnings until 1932. The post of Chief Commissioner was one of the most powerful positions in Australian public life. During the Great War 1914-18, before air travel, when mechanised road transport was in its infancy, railways were pre-eminent.

In July 1917, in an already combustible industrial relations climate, the Chief Commissioner introduced a regime of time cards that workers had to complete. Not completing them was not an option.

Unions gave the commissioners fair warning that their members would not participate in the time card system. The commissioners were determined to proceed.

On 2 August 1917 employees at the Eveleigh Railway Workshop and the Randwick Tramways Workshop walked off the job. We are talking big numbers – 3000 at Eveleigh, 1300 at Randwick. 250 railway employees at Bathurst and 400 here at Goulburn went out.

14 unions were involved.

Revulsion at the indignity of the cards was the trigger for concerted action.



*Former Labor Minister
Rodney Cavalier addressing the
Goulburn Dinner*

The extreme act of striking does not just happen. These men walked off the job because Australian politics had become poisonous. Respect for authority was at a low ebb. The NSW Government wanted their rail employees to go on strike. The government wanted a reckoning.....

The union movement was not averse to a showdown. Why would the union movement in NSW cop an assertion of authority by those in charge of the governments of NSW and Australia, once allies, once friends, who had behaved in so scurvy a fashion?

Real wages in Australia fell some 30 per cent 1914-19. Sacrifice seemed unequal. A wave of industrial action began in early 1916.

The unions sought an inquiry. They sought arbitration. The NSW Government said no to every effort at compromise. The Holman Government wanted the fight.

The narrative of the dispute is told so very well in a commemorative booklet written by Lucy Taksa and published by Unions NSW.

Being here in Goulburn this night, I will try to examine what happened in this town.

We know that locomotive journeys out of Central before the strike were 660 per day. The strike cut the number to 74. That is a major reduction in economic activity.

Denied the living memories of participants, we are reliant on records of memory and the reportage of the Goulburn Evening Penny Post. Though coverage is heavily biased against the strikers. The Post did seek to cover the story.

Each day there is the template – “Goulburn and the Strike”.

Prose cannot disguise that the the absence of labour is playing havoc with the rail network in both directions. Passengers are wary to travel. The arrival of a loco does

not mean it will be unloaded. If it is unloaded, there is no certainty the goods will be driven away.

Pickets are on both sides of the line. The pickets demand explanation from anyone passing through. The Post was sweating on violence. It did not come to pass. The worst the paper can report is bad language that may or may not have occurred.

Newspapers cease arriving.

Locomotives delivered mail from all parts of NSW to all parts of NSW. There was no alternative. Mechanised lorries are in their infancy. Without mail commerce is disrupted, bills do not arrive, payments are not received.

The ranks of Goulburn’s rail workers are for the strike. The permanent way staff are unanimous. Engine drivers and firemen are not : 32 drivers and 16 firemen are available for work. The guards vote to remain at work but many guards walk out anyway.

Clerks volunteer to shovel coal and ash. Some 20 Goulburn High students volunteer and are employed as cleaners.

Goulburn is a centre of militancy. June has stayed in. A lack of reports on Moss Vale suggests it was not involved. Goulburn is, of course, the most important rail centre on the Southern Line.

All up, some 1000 from the Southern Line have volunteered for Sydney. The Holman Government has concentrated its efforts on breaking the strike in Sydney. Once broken at the centre, the Government calculates, the holdouts in Goulburn and Bathurst will not be able to continue.

Those un intimidated are called “lily-whites” in honour of their refusal to buckle. Goulburn has a great many entitled to wear the badge made to honour them.

The Government has not moved one inch. It has set a date for a return



to work. Anyone not back will be dismissed as from midnight of that date. Goulburn Council declines an invitation from neighbouring councils to participate in strike breaking.

Dismissal notices are issued. Employment records receive precise annotation that indicates if the dismissed was an agitator. Dismissal means the loss of seniority, the loss of superannuation and any rights the Government can withhold.

The Government does not want the dismissed back. The Commissioners issue a statement that no striker is to be re-employed except with "the special permission of the Chief Commissioner".

By the end of August the Post has a triumphant tone. Strikers are returning. They mean Sydney. Not Goulburn. On the previous Sunday a meeting at the Majestic Theatre voted unanimously to stay out.

For the Government country towns holding out is a sideshow. Volunteers, with their names reported, are being transported from Goulburn by car to Sydney. The

need for a motor car reveals that the strikers continued to control rail movements in and out of Goulburn.

The town is divided. Sentiment is with the strikers. Will pubs serve the strike breakers? It appears that many will not.

The jobs of the strikers are being filled by new recruits. The Post



exults that the strikers have passed the point of no return.

In Goulburn and across the bush the strikers avoid restlessness with useful tasks like rabbit shooting and cutting wood. The men carted it to people who could not afford to buy



it. There is a telling note: "Business people are assisting in the way of supplying ammunition".

The government arrested strike leaders. By 30 August, 22 unions had been deregistered.

The government made hunger serve their cause: benevolent societies were instructed not to offer food or relief to the families of strikers. Families have suffered grievously. A feature has been the solidarity of women.

The strike had become total war. If you were a worker on wages, if you were part of a working family, if you had joined your local Labour League in the flush of belief that you were transforming society, if you had family members who had gone to the Front or were sailing on ships, you felt you were under sustained attack. You had good cause to feel that way.

Commemoration of the Great Strike is an honourable recall of what should not ever be forgotten.....

Unions did renew. Unions did regenerate. At the end of the strike, locomotive engine drivers confronted a union deregistered and the prospect of membership of a union favourably disposed to the Commissioners. Workers had to rebuild from the ruins: in 1922 of 3700 engine drivers, only 600 belonged to the union. Intense organisational work lifted that number to 2670 inside a year.

In 1925 the Lang Government legislated to restore seniority as it was before August 1917.

Looking back from 30 years on when he was our Prime Minister, Ben Chifley reflected:

I should not be a Member of this Parliament today if some tolerance had been extended to the men who took part in the strike of 1917. All that harsh and oppressive treatment did as far as I was concerned was to transform me, with the assistance of my colleagues, from an ordinary engine-driver into the Prime Minister of this country.

Blue Mountains rail celebrates 150 years

The Blue Mountains Gazette reported recently on events surrounding the Blue Mountains celebrating 150 years of rail.



When the Great Western Line opened up 150 years ago there was no pomp and ceremony as there was to celebrate the opening of the Great Southern Railway from Picton to Mittagong.

The report quoted Professor Robert Lee, Emeritus Professor of History at Western Sydney University who told the crowd of more than 300 in Coronation Park at Wentworth Falls, adjacent to the station, *“there were no festivities, because there was nothing here other than an inn known as the Weatherboard, the very name suggestive of gimcrack, cheerless and chilly accommodation”*.

But on Friday July 21, in 2017, the community of the Mountains and beyond, celebrated on a NSW Rail Museum steam train, the 3642 Blue Mountains Flyer, marking the advent of that first passenger train from Penrith to Weatherboard years earlier.

Back then the train stop was *“at first merely a transfer point in the middle of the bush for the Bathurst mail and passengers between train and coach”* but the line *opened up the Mountains to the world”*, Professor Lee said. It brought tourists and saw the Mountains grow quickly as land and jobs became available.

The community celebrated in the park with a donated cake from Patisserie Schwarz, music and speeches from Wentworth Falls Public School and Blue Mountains Grammar. Station master Edward Griffiths cut the cake

with Blue Mountains MP Trish Doyle. The event was hosted by the Wentworth Falls Chamber of Commerce with help from Track 150 campaigner Bluey Quilty.

Transport Heritage chair Rob Mason said Friday’s commemorative trip –travelling up a 1 in 33 metre incline, the steepest section of railway line in Australia – had been so popular, *“we could have sold it ten times over”*.

A weekend of steam events followed, organised in conjunction with the NSW Rail Museum and the Valley Heights Rail Museum.



RTBU Holiday Park **NEWS**

While the RTBU Holiday Park has slowed a little with the cooler weather, members and their families and friends continue to visit the Holiday Park to enjoy the Autumn quiet. This is also a time for maintenance and necessary work to be carried out at the Park.

Improvements at the Park

A number of measures have been carried out recently to improve the amenities for guests at the Holiday Park. Work has progressed to rectify electrical systems in the grounds of the Holiday Park, with one power pole having been replaced with new wiring and electrical box. The replacement of one remaining power pole in the Holiday Park in the coming period will ensure a high safety standard and remove any potential risk from the old electrical system.

Some landscaping work has also been completed to top dress and re-grass areas within the caravan section.

New picnic tables have also been placed near all of the cabins, and have been freshly painted, to allow guests to enjoy the outdoor facilities.

A new waste management system will be introduced in July in collaboration with Booderee National Park, with the installation of two skip bins for general and recycled waste. This will allow us to reduce waste costs and more effectively recycle waste, reducing the impact of waste generated at the Park on landfill and the environment generally.

Cabin Face-Lift

Building work has commenced to replace timberwork around the cabins. Work commenced on 4 cabins in May, and another 4 cabins in August. A total of 8 cabins have had the timber posts, handrails and gates replaced as part of an improvement to all cabins to be completed over the next twelve months. The new timber work replaces deteriorated and damaged timber, with structurally sound rails and posts which should serve the holiday park for many years to come.

Sussex Inlet Access

Regular visitors to the Holiday Park will be pleased to know that access to the inlet near to the cabins and BBQ area has been re-opened, after being blocked off for some time following major storms and erosion.

Follow what is happening at the Holiday Park and encourage family and friends to



Christmas Holidays at the RTBU Holiday Park

A ballot was held on Friday, 29th September 2017 at noon to decide who will spend the peak Christmas holiday period (Saturday, 16th December 2017 to Saturday the 27th January 2018) at the RTBU Holiday Park at Jervis Bay.

Most members who nominated for the ballot have opted to take their holiday in January, so there are still some vacancies available for December.

Check with the RTBU office on (02) 9264 2511 for details of vacancies.

Kempsey Celebrates 100 Years of Rail



Kempsey will be celebrating the opening of the railway 100 years ago on 25th, 26th and 27th of November 2017. The 27th November 1917 was a very memorable day for the residents of the Macleay Valley, when the railway was opened from Wauchope to Kempsey, linking it with Sydney without the rigours of sea and road travel. A crowd of more than 5000 was on hand, with flags, banners and local celebrations to welcome the railway to Kempsey.

Kempsey was a locomotive depot with a roundhouse with six bays, a 60 foot turntable, coal stage, and carriage shed until its closure in the late 1980s. On 25th November 2017, a luncheon is being held at the Kempsey RSL, and anyone wishing to attend should contact Kevin Bennett on 02 65667107, for bookings. On Saturday afternoon (25th) and Sunday (26th)

there will be rail motor trips to take people north or south of Kempsey for approximately 40 minutes. On Sunday 26th November there will also be a market and food stalls. On Monday 27th November 2017, a Centenary Ceremony will be held, with unveiling of a commemorative plaque, morning tea, welcome to country, school choirs, Silver Band, Sing Australia group, flyover, and military light horsemen, will be in attendance over the week-end.

The RTBU will be supporting the event by funding of a booklet to commemorate the event.

Everyone is welcome to attend the centenary celebrations. For further information contact the Secretary Garry Munday by email on Garry.Munday@bigpond.com or telephone 02 6562 5331, or Committee member Barry Seghers on mobile 0428 194 244.

RTBU Front and Centre at the NSW Labor Conference

The Rail, Tram and Bus Union was right in the middle of the action at this year's NSW Labor Conference.

It was a very significant conference for the trade union movement, with the Leader of the Opposition, Luke Foley, announcing a five-point plan to tackle worker exploitation and wage theft. Luke put union issues at the centre of Labor's pitch to voters for the next NSW election.

The RTBU has been fighting hard for many of the reforms that Luke announced. Our Union was also at the forefront of Conference debates around issues such as labour hire, privatisation, safety, transport infrastructure and addressing domestic violence.

Major wins for the RTBU at the NSW Labor Conference included:

Labour Hire Licensing

The RTBU proposed the introduction of a labour hire licensing scheme, along the same lines as the scheme currently being introduced in Queensland. This scheme would be designed to make sure workers engaged through labour hire companies receive the same pay as employees.

The RTBU policy, which was passed unanimously, committed a future Labor Government to:

Develop a licensing scheme for labour hire providers, with penalties for enterprises and organisations which use unlicensed providers; and

Introduce a mandatory code of conduct for labour hire providers, with breaches of the code punishable by removing the provider's license to operate in NSW.

Luke Foley then picked up the RTBU's policy, promising to make Labour Hire Licensing a reality.

Labour hire firms tendering for Government business

Labour hire firms pitching for government contracts will need to meet new standards under a Labor Government. The RTBU and the

AMWU successfully moved a policy to require labour hire firms to have Enterprise Agreements with their employees that meet industry standards before they can be considered for government work. This will have a huge impact on labour hire firms competing for government work in places like Sydney Trains and NSW Trains.

Privatisation

Labor has doubled down on its opposition to the privatisation of public assets, including the so-called "franchising" of public transport services.

An RTBU resolution condemning NSW Transport Minister Andrew Constance, and committing Labor to keep of Sydney's public buses in public hands, was passed unanimously.

New Intercity Fleet and Guards

A number of unions, including the RTBU, argued for Labor to commit to building trains in NSW rather than importing them from overseas. An RTBU resolution condemning the State Government for sourcing then New Intercity Fleet from South Korea was passed unanimously. The resolution also committed a future Labor Government to:

Supporting the local rail manufacturing industry by maximising local content in train procurement; and Retaining Train Guards on all suburban and intercity rail services.

Rail Safety

NSW Labor has committed to retaining strict fatigue management regulations, such as mandatory maximum shift lengths for rail workers. An RTBU policy supporting recommendations of Inquiries into past rail tragedies in NSW, including the Waterfall disaster, was passed unanimously.

Public Transport Safety

- NSW Labor committed to working with the RTBU to



tackle violent and anti-social behavior on public transport. The Conference endorsed an RTBU policy committing a future Labor Government to:

- Increase the number of Transit Officers and security staff on the public transport network; Introduce tough penalties for people who assault, harass or threaten public transport workers; and
- Consult with public transport workers on other measures to improve their safety at work.

Termination of Enterprise Agreements

Ever since Aurizon went to the Fair Work Commission to terminate 12 separate Enterprise Agreements with thousands of workers, companies across Australia have been lining up to use this tactic in order to get an upper hand in enterprise bargaining negotiations.

The RTBU has been campaigning to close the legal loophole that allows employers like Aurizon to terminate agreements and throw workers back onto Award safety net pay and conditions.

The RTBU put forward a resolution calling on NSW Labor to work with a future Federal Labor Government to introduce laws that remove the ability for employers to terminate an agreement, except when all parties to the Agreement consent to its termination. The resolution was supported unanimously.

Rail infrastructure in Western Sydney

The RTBU has put a new orbital rail line through the outer western suburbs of Sydney, connecting with

the new airport at Badgerys Creek, firmly on the agenda of a future Labor Government. The RTBU received unanimous support for its proposal, which commits NSW Labor to:

Consider an orbital rail corridor linking the South West and North West rail links, and intersecting with the Western Line;

Work with Federal Labor to deliver a rail link to the Western Sydney Airport; and

Look at funding mechanisms such as value capture to help pay for new rail infrastructure.

Good jobs and economic fairness

The RTBU and other unions made jobs and fairness a central theme of the economics debate at the Conference. The RTBU spoke in support of a resolution committing a future Labor Government to:

Restore Sunday and public holiday penalty rates;

Introduce legislative protections to ensure employers do not misclassify workers as independent contractors in order to bypass and undercut employment conditions, particularly in the so-called “gig economy”;

Make wage theft a criminal offense; and restore right of entry access to provide unions with the right to investigate and prosecute suspected cases of wage theft.

Tackling Domestic Violence

Tackling Domestic and Family Violence was a major theme of the Conference. The RTBU supported a motion committing a future Labor Government to provide all public sector workers with access to up to ten days Domestic Violence Leave a year, and Union NSW Secretary (and



RTBU member) Mark Morey spoke on this important debate.

The RTBU also worked with the ASU to put forward a policy for developing a comprehensive whole-of-government response to domestic violence, to ensure victims get the support they need.

Importantly, our joint proposal also committed a future Labor Government to increasing funding for domestic violence prevention programs – so we put an end to the scourge of domestic violence in our community.

Rental Affordability

Housing affordability is a major issue across NSW, and particularly in Sydney where real estate prices are among the highest in the world. The high cost of housing puts more pressure on renters, who are often at the mercy of real estate agents and landlords. The RTBU supported a motion calling for new residential tenancy laws that:

Protect the rights of all private tenants; Remove no grounds evictions;

Prohibit punitive and discriminatory practices, including rent bidding, by landlords; and Explore strengthening protection and rights for pet owners.

Cultural Heritage

The Eveleigh Rail Precinct is one of the most important culturally important heritage sites in NSW. The maintenance of this site is particularly important to the history of Union, so former RTBU NSW State Secretary Nick Lewocki successfully moved a resolution calling on a future Labor Government to ensure the Eveleigh Rail Precinct is fully protected as a

public asset into the future.

Conversion of the Bankstown Line

A number of ALP Branches submitted resolutions dealing with the conversion of the Bankstown line to run single deck metro trains, along with the huge increase in the number of apartment blocks along the line.

With the help of the RTBU, these resolutions were combined into one, which stated that NSW Labor:

Supports investment in public transport;

Understands that the lack of public transport for Western Sydney is a critical issue of social equity;

Prioritises construction of a Western Sydney Metro;

Categorically opposes the Berejiklian Government’s one-size-fits-all rezoning along the Sydenham to Bankstown Line;

Supports tackling congestion in the Inner West by adding services for the Inner West Light Rail service to increase capacity and retaining Region 6 buses under the operation of the State Transit Authority; and Condemns the Liberal Government for failing to justify the expenditure of \$12.5 billion to rip up an existing rail line that is not yet at capacity and replace it with a metro line.

Life Member: Ken Sullivan

Former RTBU Organiser Ken Sullivan was recognised for his long-standing contribution to NSW Labor with Life Membership. Ken is a popular former Mayor of Goulburn, and a champion of the labor movement in the Goulburn region. Our congratulations go to Ken and his family.

Jeans for Genes Day Fundraiser

Thank you to Ragini for organising a Jeans for Genes day fundraiser at Liverpool Station, and to all members who volunteered their time for the important cause.

Jeans for Genes day is a day where each year, Australians unite by wearing their favourite jeans and outdoing each other with crazy denim outfits, and donating money or purchasing merchandise, to support genetic research.

Every dollar raised will go towards the Children's Medical Research Institute, an important cause to support scientists who searching for cures for sick kids. You can still donate to the cause by following the link here: www.jeansforgenes.org.au/get-involved/donate.

We would like to thank Ragini Naidu from the Womens Campaign Committee for her tireless efforts in organising this and other events. Ragini has also organised other events for our members to support, such as the White Ribbon day event pictured below.



LOCO EXPRESS Loco Division online
www.locoexpress.com.au



Helping hand for Indigenous literacy

Closing the Indigenous literacy gap is the aim of the Wall of Hands Appeal raising funds during NAIDOC Week.

The appeal is the The Australian Literacy & Numeracy Foundation's (ALNF) annual fundraising campaign which delivers literacy programs to children in remote Indigenous communities.

Ms Flikier said the awareness of Indigenous issues during the week meant the charity often received support from schools, with children across Australia donating second hand and new books to Indigenous communities.

NAIDOC week is held annually in the first week of July and celebrates the history, culture and achievements of Indigenous Australians.

ALNF raised approximately \$46

thousand during NAIDOC week through the support of fundraisers like the Rail, Tram and Bus Union (RTBU) sausage sizzle.

RTBU members were at Central Station to help the Wall of Hands Appeal achieve its goal.

"We like to do something for children and Indigenous children are way behind the eight ball," Craig Turner, the President of Train Guards for the RTBU said.

"They don't get enough government funding," he said.

"[The RTBU's donation] will help us set up a brand new community with all the books they need . . . as well as lots of fantastic literacy

resources and school supplies to get the children ready for learning" Ms Flikier said.



Rail workers at the RTBU's sausage sizzle Last year

Know Your Union Delegate

Nyssa Parsons

Honorary Divisional Secretary, Workshops Division

Why did you get active in your union?

I wanted to be a representative of our collective strength from my workplace to management and to be a good source of reliable information to members.

What's the best thing about being an RTBU Delegate?

Holding management accountable on an industrial level and leading members to join together and have major wins.

What is your proudest achievement as a delegate?

Winning additional staffing positions within cleaning which hasn't been seen in years, and also being active in the Womens Campaign Committee. I have also had the honour of representing the RTBU in actions organised by other unions, such as the the MUA protest rally depicted in the photo.

What do you do when you aren't doing RTBU activities?

Catching up with family, reading and spending time with my cat.



Representing RTBU at MUA protest rally

Fixing Sydney's public transport requires a new Minister not 'Uber' buses

NSW Transport Minister Andrew Constance has again demonstrated why he is not up to the job with his announcement of 'on demand Uber buses'.

RTBU NSW Tram & Bus Secretary Chris Preston said "Minister Constance's pie in the sky Uber bus scheme has been trailed in Boston, Washington, Kansas and Helsinki and in all cases they have gone broke because the cost and subsidies per rider were simply too high."

"Why on Earth is Minister Constance tipping taxpayers dollars into a scheme which has gone bust in every other place it's been trailed?"

"We know the answer. He doesn't know what he's doing."

Mr Preston said that the 'Uber bus scheme' had failed in other places because of 'dead running' where the bus runs empty from one job to another, and every kilometre travelled without passengers onboard adds to the cost.

"The result of increased 'dead running' will inevitably be exorbitant fares for passengers or excessive subsidies from Government."

"This proposal is another dud and commuters and taxpayers will be left to pick up the tab for Constance's incompetence."

"If Minister Constance wants tips on how he can improve Sydney's bus services he can start by cancelling his plans to sell them off, a move that has no public support and will result in higher fares, fewer stops and closed routes" Mr Preston said.

The latest announcement adds to a growing list of public transport fails and cost blowouts.

"Just weeks ago it was revealed the new \$2.1 billion central city tram line can never connect to the inner west tram line because Minister Constance was too lazy to insist they be standardised."

"A \$2.7 billion dollar light rail project connecting Parramatta to the city was canned after expensive planning work had already taken place and the central city project has blown out by a staggering \$500m."



Community event opposing bus privatisation organised by ALP members Sophie Cotsis and Jo Haylen - Marickville June 15, 2017

"At this rate Andrew Constance will go down as the most incompetent Transport Minister in NSW history."

"It's time Premier Berejiklian gave him the boot and put in someone who knows what they're doing" Mr Preston said.

Fair Work Commission Takes First Step in Reducing Australia's Casualisation Epidemic

The casualisation of the workforce across Australian industries is at a critical level with forty per cent of Australians in insecure work. This figure is unacceptable and this needs to change.

In July, the Fair Work Commission ruled that casual workers who work on a long term, regular basis must be provided with the option to convert to permanent employment. The decision will impact workers across retail, manufacturing, agriculture and hospitality industries. While this decision is a positive step, our movement will continue to push until all workers are given the option of permanent positions regardless of the regularity of the shifts made available to them and the length of employment.

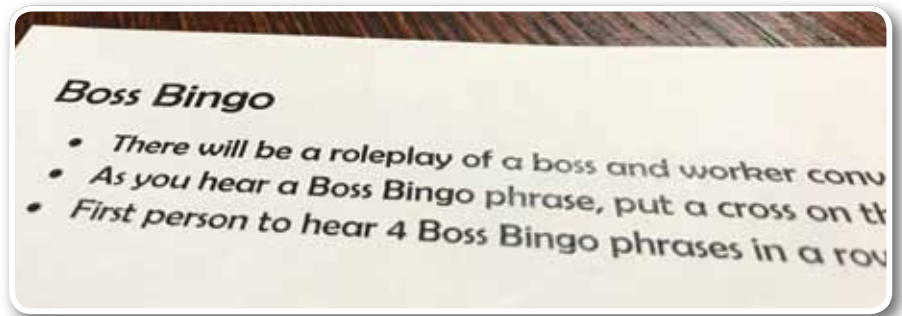
While we celebrate the Fair Work Commission's decision, we also know that there is still a long way to go until every worker receives the entitlements they deserve.

Sally McManus, ACTU Secretary commented that, "Australian Unions fought for this improvement but it only plugs one small hole in a nationwide crisis."

As part of the broader movement our Union will continue to fight to decrease the casualisation of the workforce, alongside our battles to secure fair Enterprise Agreements for better pay, better working conditions and more entitlements for all workers.

ARTC Delegates Workshop

On the 19th and 20th of August ARTC delegates from around the state came together to plan how to turn a massive NO vote on a dodgy Agreement into ongoing power at work to win the rights and conditions they want. Delegates looked at examples of workers standing up and winning around the world before putting in place a plan to do the same thing at ARTC. They also planned how they would recruit new members and get existing members more active. As a result of the workshop, they have recruited more than 15 members and begun the work needed to fight back against cuts to their conditions.



All Aboard for Light on the Hill

On Saturday 23 September, members, delegates, politicians and the general public joined together on a train to Bathurst for the annual Light on the Hill dinner, held in memory of former Labor Prime Minister Ben Chifley.

RTBU NSW Secretary, Alex Claassens, drove guests on the train to Bathurst on Saturday morning, returning on Sunday.

Each year, a leader of the Labor party leads the address as a tribute to Chifley's 1949 "Light on the Hill" speech, which outlined the objectives of the Australian labour movement.

The dinner was held at Bathurst Panthers Leagues club, where the Hon. Tanya Plibersek, Deputy Leader of the Opposition, spoke about the power of Unions in combating inequality and achieving justice.

"100 years ago, Ben Chifley got the sack. He – and tens of thousands of his union comrades, stood up to protect the pay and conditions of working people... 100 years after



their predecessors took that action – I am delighted to see the RTBU here in force tonight. How proud Ben Chifley would be to see you here – a century on – still union strong."

Tanya went on to tell audiences:

"We need a new growth story, a new plan for inclusive prosperity, a new way to deliver an economy that works for everyone. We need to face the new challenges thrown at us and

be brave and innovative in tackling them."

Tanya thanked the RTBU for our contributions both past and present to the Union movement and protecting workers' rights. We want to thank Tanya for her kind words of support, and everyone who joined us on the train to Bathurst for a fantastic evening at the Light on the Hill dinner.

Rail Safety Week a big hit with celebrations across Australia and New Zealand

Australia and New Zealand celebrated the 12th annual Rail Safety Week involving a record 61 rail, police and government organisations. Community events, rail safety campaigns and school visits took place all over both countries as part of the week-long celebrations. From Thomas the Tank Engine, police bands playing at stations to a virtual reality immersion experience this year's Rail Safety Week offered more rail safety fun than ever before. We would like to congratulate those rail, police and government organisations who were behind the biggest Rail Safety Week campaign yet.

Asbestos found on Sydney and NSW Trains

Recently representatives from the RTBU, AWU, AMWU and ETU including our Health and Safety Representatives (HSRs) met with Sydney and NSW Trains management for the regular Asbestos Management Committee.

At this meeting our team were advised that Asbestos Dust had been discovered in units of S and V set rolling stock.

Sydney Trains continue to tell staff that they believe the presence of Asbestos Dust poses no credible risk as testing to date has shown the amount of Asbestos Dust in the air to be below that of background levels. Our union team hope this is true and that you have not been put at risk.

Until full testing and certification has taken place, we recommend that any member concerned about the safety of working S or V set trains

advise their local manager of their concerns. You should request to not be placed in potentially unsafe work environments until such time as Sydney Trains or NSW Trains can provide adequate evidence of safety.

You would be aware of the recent issue of Asbestos Dust being present in C and K set units. With the assistance of SafeWork NSW, an agreed process was developed for inspection, testing and certification each set as "Asbestos Dust Free" via an independent workplace Hygienist.

Our union team say that the same agreed process must be followed for these sets to ensure the safety of Members. The agreed process, supported by SafeWork NSW is as follows;

- All units to be inspected, tested, and certified safe by independent Hygienist WSP.

- A list of all cars that have been tested and "Certified Safe" to be provided to the Unions and displayed at all Sign On locations.
- Any units found to contain asbestos dust to be dynamically tested to ensure that secondary encapsulation controls are effective.
- All Crew Compartments to be fitted with Asbestos Warning Labels and "Certified Safe" status labels.
- Any units remaining untested will be tested jointly with Hygienists and Union/HSRs. Any Members who feels they may have been exposed to Asbestos should contact their manager to be placed on the Asbestos Register and sent for a medical assessment.

If you have any questions or require more information contact your union.

Newcastle rail line revelations proof of government shonky decision

Revelations that the NSW Government's decision to close the last section of the Newcastle rail line were made prior to any costing or assessment of the light rail replacement prove the decision wasn't made to benefit commuters and was a disgraceful use of public funds.

Rail, Tram and Bus NSW Secretary, Alex Claassens, said the union and local community fought hard to protect the line from closure because of the negative impact it would have – and has proven to have – on commuters.

“Unfortunately this confirms everything we suspected, but were hoping wasn't true – that the NSW Government's decision to shut the rail line wasn't made with commuters in mind at all,” Mr Claassens said.

“It made absolutely no sense to close the Newcastle line at the time, and it still makes no sense now. Every city in the world would love a top-class rail line leading

straight into town, and here our State Government was tearing it up.

“The only people who stood to benefit from the rail line closure were property developers, not the travelling public. These latest revelations only cement that thinking.

“This was never about improving transport for commuters – this was about lining the pockets of some of the government's mates.

“The Premier at the time stood in front of the people of Newcastle and claimed that the shutting of the rail line was necessary because it was part of their plans to make Newcastle's transport system world-class. We knew that was rubbish at the time, and now it's been proven.

“The NSW Government has shown complete disregard for the people of Newcastle time and again when it comes to public transport.”

Mind the gap. Minister's new, dodgy trains a safety disaster

The safety of Blue Mountains train commuters will be put at real risk by the NSW Transport Minister's ridiculous decision to purchase trains that don't fit on the current tracks.

Recent reports reveal that stretches of track in the Blue Mountains will have to be shifted or replaced and stations and overhead wires altered to make the line between Springwood and Lithgow suitable for the new fleet of intercity trains.

Rail, Tram and Bus Union Secretary, Alex Claassens, said one major concern – among many - is the fact that the changes to stations will mean the gap between the platform and the current fleet of trains will be incredibly wide and hazardous.

“This is a bungle of epic proportions,” Mr Claassens said.

“Unfortunately this is just the latest example of the Transport Minister



thinking more about profits than the needs and safety of the community.”

“Not only will Blue Mountains commuters be incredibly inconvenienced by all the work

required to move lines and stations, but their safety is going to be put at real risk. We're going to see a gaping hole between the platform and the train as a result of these works.

“If the Minister had bothered to consult the union and other experts, and done the proper risk assessments, he would have known about all of these issues.

“The gap between platform and train at a number of stops in the Blue Mountains area is already quite large – this move is going to make that even bigger. It's a safety disaster.

“And that's not to mention all the other issues with these hastily purchased trains. We've told the Minister these trains were a terrible purchase, but it seems he cares more about his coffers than he does the commuters of Sydney.”

We've got your back

Proudly supporting the NSW Branch of Rail,
Tram and Bus Union and their members.



RTBU Members are entitled to
a free, initial consultation and
discounted rates when referred
by their union.

GET IN TOUCH

Contact the RTBU on
02 9264 2511 for a referral to
Slater and Gordon Lawyers

 **Slater
Gordon**
Lawyers



RTBU Members can also take advantage of the United Services Union's Aquatic Resort at Port Macquarie

The RTBU and USU have a reciprocal arrangement where members of each union can book holidays at the two locations, at member discounted rates.

The USU owns the Aquatic holiday resort, in a glorious location on the Hastings River at Port Macquarie on the north coast of New South Wales. The resort consists of a Motel and a Caravan Park.

Stay in comfort at the holiday resort and enjoy great discounts and great style while relaxing in what many say is the best climate in Australia.

No matter what type of holiday you are after your needs are covered. Lots to do any time of the year! There are a lot of attractions in the area for you and your family – have a great game of Putt-Putt golf or try Jet boating, Parra Sailing, Waterslides, Wave Bowling & Lawn Bowls which are all within walking distance. And don't forget the fishing! Please note – there are no tent sites at the Port Macquarie Caravan Park.

You can contact the motel or caravan park by calling the Comfort Inn Aquatic Motel on 02 6583 7388 or the Aquatic Palms Caravan Park on 02 6584 9155 or check the website at www.aquaticinport.com.au

You can also call the United Services Union's Head Office on 02 9265 8211 for more information.

Members must provide proof of identity plus their RTBU membership card at the time of arrival at Jervis Bay or Port Macquarie or full rates will apply.



RTBU Holiday Park at Jervis Bay

Located in the Booderee National Park, the RTBU Holiday Park at Jervis Bay, is just a 3 hour drive south from Sydney, but a world away...

Each of the 14 self-contained cabins sleep up to a maximum of 6 people.

Cabins have a queen sized bed, two single beds and a set of double bunks.

You will need to bring your own sheets as only mattress protectors, quilts and pillows are supplied.

The cabins contain a digital television, an oven, microwave, fridge, crockery, cutlery, glassware, pots and pans as well as basic cooking utensils. Make sure you come prepared as the closest grocery shop is in Vincentia, a 30 minute drive away.

The RTBU Holiday Park facilities available to all guests include a Boat Ramp, Undercover Bar-B-Q area with seating, Tennis Court and a Coin Operated Laundry.

There are various swimming spots to enjoy and natural areas to explore, suitable for all the family.

Kangaroos, possums, wallabies, kookaburras, bandicoots, echidnas and rosellas visit the grounds of the Holiday Park daily.

Enjoy fishing for whiting, flathead and bream from the calm shores or take a quick walk to experience beach fishing for tailor and salmon on the pristine Bherwerre Beach.

Bookings can be made by telephoning the RTBU Office on (02) 9264 2511.



Booderee National Park & Bherwerre Beach

In the Dhurga language, Booderee means "Bay of Plenty" and the area is the home to the people of Wreck Bay.

The Booderee National Park has the only Aboriginal owned Botanic Garden in Australia. The gardens are well known for providing a centre for interpreting plants used by the local aboriginal people.

The Park is also home to 200 species of birds, over 30 different native mammals including 10 species of bats, 37 reptiles, 17 amphibians and at least 180 species of fish.

The White-Bellied Sea Eagle is a special bird at Booderee as it is the guardian of the Koori people of Wreck Bay and features on the Booderee National Park logo. Within the Booderee National Park you will find beautiful white sandy beaches at Green Patch, Murrays, Steamers, Caves and Bherwerre.

Bherwerre is home to some of the Booderee National Parks rarer seabirds. Pods of bottle-nose dolphins are often spotted playing in the waves at the Sussex Inlet Entrance and Humpback whales have been known to enter the protected areas close to shore.



**Like Us on Facebook
RTBU Holiday Park Jervis Bay**



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at
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RTBU CHANGE OF DETAILS FORM

CHANGE OF PERSONAL DETAILS

Surname		Given Name(s)		Gender <input type="radio"/> Male <input type="radio"/> Female
Street Address		Suburb		Post Code
Home Telephone Number	Work Telephone Number	Mobile Number		
Date Of Birth	Email (work)			
	Email (home)			
Employer	Employee Number	RTBU Member Number	Date Commenced	
Occupation: Eg Train Driver	Work Location/ Depot	Employment Status <input type="radio"/> Fulltime <input type="radio"/> Part time <input type="radio"/> Casual		

CHANGE IN BANKING DETAILS

IMPORTANT Members need to specify the date of their next pay so that when the membership fee debit occurs on a **Friday** there is sufficient money in the account to ensure the transaction is not dishonoured which results in you then being charged an additional fee by your bank.

Next Pay Week

DETAILS OF BANK ACCOUNT TO BE DEBITED

Name of Financial Institution (Bank)	Branch where account is held
Account in the name(s) of	
Bank/State Branch Number: (BSB Six Digits)	Account Number (Maximum of 9 digits)

DETAILS OF CREDIT CARD TO BE DEBITED

Credit Card Type: Eg Visa, MasterCard, AMX	Credit card in the name of
Credit Card Number	Expiry Date

//We authorise and request the Australian Rail Tram and Bus Industry Union, until further notice in writing to arrange for my/our account described in this direct debit authority, to be debited with any amounts which the debit user may properly debit or charge me/us through the direct debit system.

//We authorise and request this direct debit authority to remain in force until cancelled, deferred or otherwise altered in accordance with this service agreement.

SIGNATURE	DATE
-----------	------



Keep your health on track, join rt health today.

WIN a \$750
Coles Group &
Myer Gift Card*!



As an RTBU member you'll receive generous additional benefits such as:

- ✓ An immediate waiver on ALL 2 and 3 month waiting periods;
- ✓ \$150 fuel or grocery voucher (your choice) – just our way of saying thanks for coming on board!
- ✓ 5% discount off every one of our health cover choices.

Contact our friendly team today, and get on track with rt health!

1300 782 810

rtbu@rthealth.com.au rthealth.com.au/rtbu

*Join rt health between 1 August 2017 and 31 October 2017 and we'll put you into the draw.
Permit No NSW LTPS/17/15232. Railway & Transport Health Fund Limited (ACN 087 648 744) ("rt health"). 0817/3227

Shouldn't your health fund be focused on serving you – not making a profit from you?

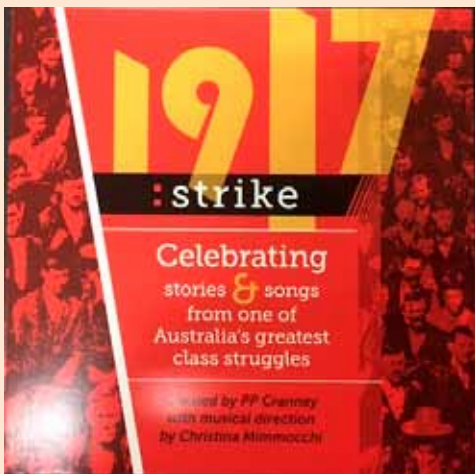


rt health



Buy Your Piece of Union History

Limited numbers of the commemorative badge of the 1917 Great Strike are available for purchase from the RTBU office for \$10.



1917 Great Strike CDs available at cost price!

Celebrate the stories and songs from one of Australia's greatest class struggles with a copy of the 1917 Great Strike Centenary CD!

We've purchased 50 Great Strike CDs which we're offering to members at cost price (\$20.00 each). Get your copy at the RTBU Pitt St reception desk!

Have You Left the Industry? Retired?

If you have left the industry, permanently or for a period, have retired, or are off work due to illness, you must resign, or suspend your union membership, in writing.

Our union rules provide that members leaving the union for whatever reason, must do so in writing. If you do not resign in writing, you will continue to be included on our union membership and liable for the dues owing for that time.

Please note: Regardless of whether your union dues were paid by direct debit or through payroll deductions, the employer is not authorised to change your membership details after resignation or leaving the union. You must do this personally.

Please contact the membership office at the union on 02 9264 2511 for more information.

Join the RTBU Retired Members Association

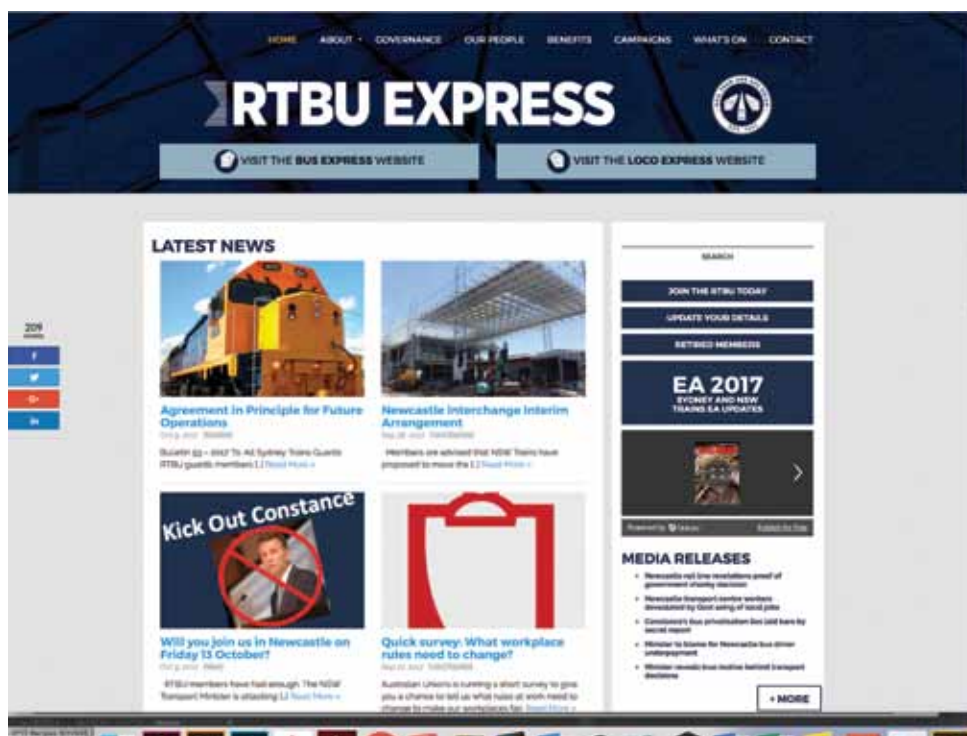
Many retired members continue to receive copies of the journal Rail & Road, and take an interest in the life of the union. Many have also said that they would like to maintain a closer connection and involvement with the work of the union. The RTBU Retired Members Association was established to provide a forum for former members to meet, work on campaigns, address issues of particular relevance for retirees and to identify ways of assisting, supporting and contributing to the work of the union.

It is expected that the Retired Members Association will function independently and pursue issues that it identifies as priorities.

If you are a retired member of our union, we would like you to consider joining the Retired Members Association. Membership forms are available from the RTBU Head Office, Level 4, 321 Pitt Street, Sydney or on the union website: www.rtbu-nsw.asn.au

For more information, contact Don McKechnie on 0409 813 643
or the union office on (02) 9264 2511

RTBU Express Website



www.rtbuexpress.com.au



MEMBERSHIP APPLICATION FORM

Surname		Given Name(s)		Gender <input type="radio"/> Male <input type="radio"/> Female
Street Address		Suburb		Post Code
Home Telephone Number	Work Telephone Number	Mobile Number		
Date Of Birth	Email (work)			
	Email (home)			
Employer	Employee Number	Date Commenced		
Occupation: Eg Train Driver	Work Location/Depot	Employment Status <input type="radio"/> Fulltime <input type="radio"/> Part time <input type="radio"/> Casual		

I, _____ the undersigned, hereby apply to become a member of the Australian Rail, Tram and Bus Industry Union, an Organisation of employees registered under the Fair Work (Registered Organisations) Act 2009 as amended, and hereby undertake to comply with the Rules and By-Laws for the time being of the Union.

Signature of Applicant _____ Dated _____

I, _____ the undersigned, hereby apply to become a member of the Rail, Tram and Bus Union of New South Wales, an Organisation registered under the Industrial Relations Act 1996 (NSW) as amended, and hereby undertake to comply with the Rules and By-Laws for the time being of the Union.

Signature of Applicant _____ Dated _____

- I agree to pay \$ _____ via **DIRECT DEBIT** fortnightly OR **CREDIT CARD** fortnightly.
or any other amounts as may be determined from time to time in accordance with the Rules of the Union.
I certify that I have received a copy of Rule 14, Notification of Resignation From Membership.
- I/We authorise and request the Australian Rail, Tram and Bus Industry Union, until further notice in writing to arrange for my/ our account described in this direct debit authority, to be debited with any amounts which the debit user may properly debit or charge me/us through the direct debit system.
- I/We authorise my employer to notify the Australian Rail, Tram and Bus Industry Union of any change of address during my employment.
- I/We authorise and request this direct debit authority to remain in force until cancelled, deferred or otherwise altered in accordance with this service agreement.

Signature of Applicant _____ Dated _____

DETAILS OF THE ACCOUNT TO BE DEBITED

Account Name **OR** Name on Credit Card _____

Financial Institution _____

Branch _____ Date of next pay _____

IMPORTANT Members need to specify the date of their next pay so that when the membership fee debit occurs on a Friday there is sufficient money in the account to ensure the transaction is not dishonoured which results in you then being charged an additional fee by your bank.

Bank/State Branch No. (BSB) _____ Account No./If Credit Union Membership No. _____

Card Type MasterCard Visa Expiry Date ____ / ____

Credit Card Number _____

IMPORTANT

PLEASE KEEP THE FOLLOWING
FOR YOUR REFERENCE

RESIGNATION FROM MEMBERSHIP OF THE RTBU

1. A member may resign from membership of the Union by written notice addressed and delivered to the Secretary of his/her Branch.
2. A notice of resignation from membership of the Union takes effect:–
 - (a) where the member ceases to be eligible to become or remain a member of the Union
 - (i) on the day on which the notice is received by the Union or
 - (ii) 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
 - (b) In any other case:–
 - (i) at the end of two weeks; or
 - (ii) on the day specified in the notice: whichever is later.
3. Any subscriptions, 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 due to the Union.

4. A notice delivered to the Branch Secretary shall be deemed to have been received by when it was delivered.
5. 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.
6. Resignation from membership of the Union is valid even if it is not affected 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.

What happens if I get pregnant, sick for an extended period or take leave without pay?

If you are on unpaid maternity leave, sick or are off work for a substantial period of time you can seek to have your membership fees suspended until you return to work by giving written notice addressed and delivered to the Secretary of his/her Branch under Clause 11 (8):

- (8) Notwithstanding the foregoing provisions of this Rule, should any member during any financial year be without pay owing to ill health or to other causes which a Branch Executive regards as warranting special consideration, then the Branch Executive may grant the member exemption from payment of all or any contributions imposed in accordance with the Rules for all or part of the period during which he/she is without pay. During the period of the exemption, the member shall be deemed to be financial.

The Rail, Tram & Bus Union is bound by the Privacy Act and your information can only be used for RTBU processes and cannot be used for any other purposes.

Level 4, 321 Pitt Street
Sydney NSW 2000

Tel (02) 9264 2511

Fax (02) 9264 1342

E-mail nswwho@rtbu-nsw.asn.au

Website www.rtbu-nsw.asn.au



RTBU

Feel future ready

Our financial planners can help you face tomorrow with confidence.

For your future-ready feeling go to firststatesuper.com.au/feelfutureready



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Winner of the Canstar award for the Personal Super product.
Consider our product disclosure statement before making a decision about First State Super. Call us or visit our website for a copy.
FSS Trustee Corporation ABN 11 118 202 672 ASFL 293340 is the trustee of the First State Superannuation Scheme ABN 53 226 460 365.