



The Signallers News

RTBU Signallers Sub Division Newsletter



"To Organise Workers In The Transport Industry To Protect And Build Their Rights At Work"

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Pathways to Signalling

As signal box consolidation moves ahead there have been concerns raised by the membership in relation to the lack of opportunity to act up into higher grades. An example of this is if a Grade 1 Signaller wishes to act up into a Grade 2 Signaller position there is no opportunity as there are minimal Grade 2 positions available. These conditions were protected by a document called 'The Dwyer Agreement'. Although fantastic in it's time, with the closure of so many smaller boxes the document was being made redundant with the roll on effect of lower grade signallers not having opportunity to act up or apply for higher grade positions.

The Signaller Sub-Division recognised this and have formed a working group with Sydney Trains to address the concerns. The system that has been produced is called "Pathways to Signalling".

There have been a large number of consultation meetings in relation to this with the executive and with Signallers at most locations. The feedback has been positive. The outcome of all of this work has resulted in the following:

- All Signallers will eventually become Area Controllers, Grade 3.
- Certificate 3 in Signalling Operation.
- Recognition for prior learning.
- Training package that is nationally recognised.
- Traineeships for external applicants when the time comes
- Guaranteed training that is locked into twelve (12) months at a minimum and eighteen (18) months at a maximum.

If members have any questions or comments please contact your local Delegate or the RTBU office. .

Centralisation of Signalling Boxes



Sydney Trains have commenced the process of centralising all signalling into one location. This location is referred to as the ROC. In preparation to the ROC commencing many of the smaller signal boxes are being consolidated into bigger boxes or complexes. Information has been provided to Signallers via their local Delegates and Sydney Trains.

Dispute – Grading and Backpay



Signallers have experienced a great deal of issues in relation to Signallers being paid the correct grade and the backpay associated with the regrade when signal boxes have

been graded at a higher grade.

There have been two recent issues in relation to this which are Clyde Signal Box and Hamilton Yard Box. Both boxes have been regraded but the pay associated to the regrade has not been processed.

The RTBU membership has shown Sydney Trains a great deal of latitude in relation to this as the Sydney Trains Enterprise Agreement stipulates that the regrade and payment should be processed prior to the commissioning of the new infrastructure.

Simply put, this is unacceptable. The RTBU view this as an attack on workers' rights and Sydney Trains not adhering to the conditions of the enterprise agreement that they mutually agreed to in front of the Fair Work Commission.

This is a breach of the Enterprise Agreement and as such, this matter is now in step 2 of the disputes settlement process.

Insurance

During the 2014 Sydney and NSW Trains Enterprise Agreement bargaining process, a big victory for the Combined Rail Unions was to get an agreement from Sydney Trains and NSW Trains to investigate how Journey Cover Insurance could be provided for employees. Union representatives have been working for many months with the project team to deliver a proposal to take to our members which would offer them journey cover insurance at a very low cost.

The Proposal

The proposal at this stage for the 'Employee Funded Journey Accident Insurance' developed by the Working Party would cost employees no more than \$2.20 per week – provided 5,000 employees across NSW and Sydney Trains take up the insurance.

Here are the summarised details of the proposal:

- Non-Medicare Medical Expenses - 100% of the actual amount incurred up to \$3,000
In the event of accidental death or permanent total disablement, following an injury sustained in an accident, a lump payment will be paid - Two times salary up to a maximum of \$200,000

Weekly injury benefits – 90% of your average weekly income:

- up to a maximum of \$1,800 per week, with no waiting period, payable up to the maximum benefit period of 156 weeks.

Cover up to the age of 75 years

For the Working Party to progress this proposal, we would need at least 5,000 employees to express their interest in taking up the insurance, it should also be noted that the more people we have involved the better position we will be in to negotiate a cost reduction.

Sydney Trains and NSW Trains have a online survey running currently. The RTBU strongly recommend that members register their interest in this initiative that fought for in your EA.

If you have any issues with accessing the online survey you can email ea2014@transport.nsw.gov.au and put 'Yes' or 'No' in the subject line.

If Members have any questions please contact your local Delegate or the RTBU office.

Picnic Tickets



It's this time of the year again, where members can purchase a picnic ticket and spend a day with family to relax whilst being paid. However, without the support from the

members the picnic day will just become a memory. Members can show support by purchasing a "Picnic Ticket". The purchase price of a Picnic Ticket provides the financial support to the various picnic committees and allows them to continue to operate.

The added bonus of course is for member's who purchase a picnic ticket will get a day off on full pay. The message is if we don't use it we run the risk of losing it.

Remember the Picnic Day is your day so support it by buying your ticket.