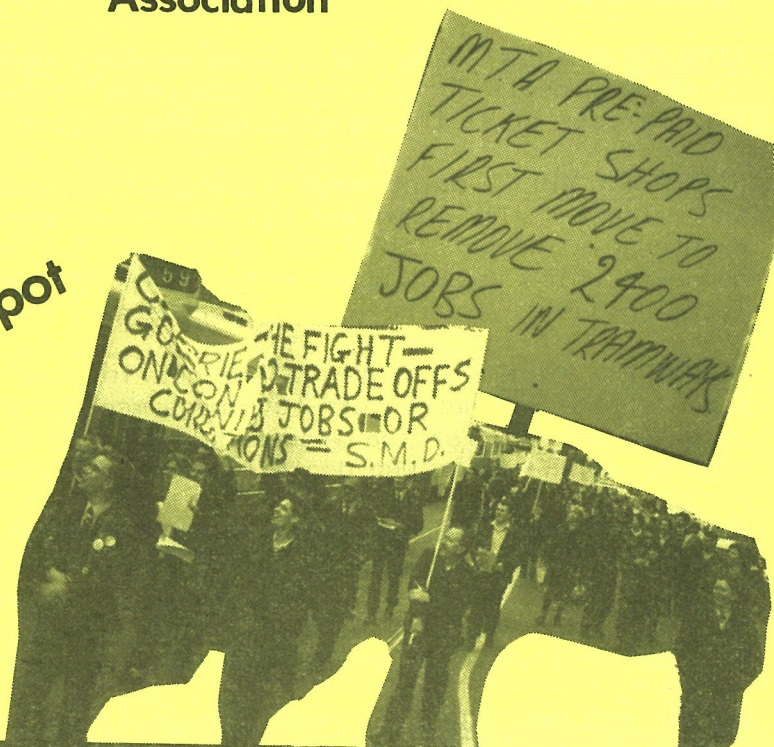


SPARKS

The Paper of the Public Transport Workers
Association

No 16
Sept - Oct
'88

South Melb. Depot
takes on
Metshop



As we go to print Sparks has received news that the ATMOEA executive met on Friday the 26th of August to consider a response to the National Wage Case. Only one delegate to the ATMOEA executive voted against accepting the disgraceful, backward proposal to once again trade conditions for measly "payrises".

REMEMBER WHEN Jim Harper told us that never again would he allow himself to be in the position of trading conditions for payrises after the second tier payout last year?

REMEMBER WHEN maintenance crews placed bans in support of the Trades Hall inspired six percent campaign in June? Maintenance workers lost 8 days pay for a now defunct campaign which was stomped on by the ACTU (Aust. Council of Trade Unions). Was their sacrifice totally in vein?

REMEMBER WHEN we were called out in June for a one-day token strike and herded off to a mass meeting to start the 6% campaign rolling for the Trades Hall Council? We were being used by union bosses who don't lose any pay when WE strike.

REMEMBER WHEN Rohan Burns informed us in July that we wouldn't get 6% by the first of July, (oh boo the Gov't wouldn't agree to that) so that we might as well accept the 3% now and 2½% in December that the government and Arbitration Commission would supposedly agree to?

WHERE ARE WE NOW? A three percent rise with trade-offs and \$10 next year sometime if we're good workers - what an insult! Our pay is so low that any family which depends on one MET pay is a family living in dire poverty. 3% won't cover cost of living increases, so lets drop the term "payrise" altogether because in reality we are facing a continual loss to our spending power.

That only one delegate refused to accept this sham is an outrage. No delegate should even consider voting for acceptance before consulting the membership. We had a mass meeting to approve the unions huffing and puffing for 6%, why don't they come back now before selling our souls to the lowest bidder? **How much longer are we going to let the Government and bosses bleed us dry before we stand-up and say we're not going to sell ourselves so bloody short?** The time is NOW to fight for a big payrise, and we need to do it together!

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welcome to SPARKS No 16

- * Would you like to see your drawings, cartoons, poetry or articles published in SPARKS?
- * Want to distribute SPARKS at your station, depot, workshop or along your line?
- * Are you curious about this paper and/or the ideas and activities of the Public Transport Workers Association?
- * Do you feel like telling us off or patting us on the back?

If you've answered "YES" to any of the above then write to us at: P.O.BOX.1066,

North Richmond, 3121.

Sydney readers can contact

us at: P.O.BOX.92,

BROADWAY, 2007.

**** Subscriptions to SPARKS are available from the above address'. For \$10 you get a year's worth of the best transport workers magazine in the world!! (Plus it helps ease the burden on our collective pockets).

VOTING CHANGES LITTLE

In April '82 Labor was put into power in Victoria substantially helped by it's promises to improve and extend transport across the state.

Six and a half years later the promises remain unfulfilled. A veneer of change has occurred—bureaucratic restructuring, updated '80's style corporate logos, new livery for the rolling stock and new uniforms for the workers. Every other piece of change has cost us workers, and the community reliant on the system, plenty.

V/Line has lost 3,000 workers. By 1992 another 2,000 jobs will be wiped out. All services deemed 'unprofitable' have been, and are getting, systematically closed down. Meanwhile, the 'profitable' parts are having millions poured into them. These 'profitable' services just happen to be the areas big business uses, i.e. the bulk commodity movers like BHP, CRA, etc. and the 'Superfreighter' services to Adelaide & Sydney, operated for the likes of TNT and Brambles.

Back in Melbourne, staff shortages mean many stations are closed, tram routes have been axed, conductors have gone from buses, most of the rail parcel service gets carried by trucks, fares have risen way above CPI increases, LRV's have been wasted replacing viable, existing

services. Now connies on trams are slotted to be replaced by ticket machines while train guards recently lost 14 days pay trying to keep their jobs. Their future still is clouded with uncertainty. **THE LABOR PARTY IS THE WORKER PARTY??? Ha, ha, ha, ha, ha!**

And what do the Libs offer? Line closures, ticket machines, guards retrenched, stations unstaffed, etc., a nauseum. Great choice we have, hey? We get to choose the method of execution—a shot in the head from the Libs or slow poisoning from the Labs.

Voting is a bad joke—unfortunately the jokes on us. We don't consider democracy is about ticking a piece of paper once every 3 or 4 years. In the period between we get treated as idiots, our needs get ignored and our desires are quashed. The other point to consider is who ultimately benefits from this system. Is it you and me, or the money movers of the world??? It is far easier leaving it up to others to make decisions that affect our lives. But what the cost of such a method??

the PTWA

BELL ST BUS[^]TED!

Bus drivers for the private Bell St Bus Company work between 10-11 hours per day, six days a week. For these long hours the usual pay is \$400 gross per week. Last year the drivers, members of the Transport Workers Union (T.W.U.) missed out on the 4% payrise. Annual leave conditions also leave a lot to be desired, only four weeks instead of the usual shiftworkers' 5 weeks.

In late August drivers at Bell St decided to impose overtime bans in support of a claim for a catch-up rise to last years 4% plus an additional week annual leave.

On Monday the 29th of August the boss at Bell St began calling in drivers individually and tried to sweet talk them into breaking the overtime ban. He asked drivers to do favours and they would get favoured treatment in return. The drivers refused, and by that afternoon about 90% of the workforce there were given the sack.

A picket was organised for the next day, it only lasted for one morning as a T.W.U. organiser came along and told the drivers they'd have to lift the picket for an arbitration hearing which was hastily organised for the Wednesday.

At the Arbitration Commission hearing the union succeeded in getting all drivers re-instated without loss of pay. This was hailed as a great victory by the union organiser, but the claims for a payrise and an extra weeks annual leave were pushed to the sidelines, so the drivers were back to square one and according to the commission ruling, had to drop the overtime ban.

With bans and pickets dropped, the drivers demands are now left to the union bosses and the bus proprietors to argue over before the courts some time later this year. More direct action will be needed to get the goods, and solidarity will be needed to fight the heavy hand of the bosses who are members of the Bus Proprietors Association.

GUARDS UPDATE

—UNIFORMS; ASBESTOS; ROVING ROLE.

The 'Herald' recently ran an article about train guards getting new uniforms "more suited to our role as roving guards". Some guards reckon it'll be blue in keeping with the proposed role as Clayton's Cops. Unconfirmed reports have it that the boys from the clothing depot have been sighted doing the rounds of fancy dress shops around Melbourne. Our spies tell us that so far the government has had no luck coming up with 500 Rambo outfits. **SPARKS** believes management is concerned about blood stains spoiling the MET's image and is secretly testing a bloodred vest ideal for cutting down on dry cleaning bills after yobbo's have given the roving target...ooops, guard, a good kicking. The vest is suppose to look great when matched with a black and blue suit, designed especially to hide bruises.

On the subject of injury, the 'Sun' just revealed a guard has died of asbestos poisoning. As well another has contracted the fatal cancer from working in the asbestos soaked environment of the blue Harris trains. In the last issue of **SPARKS** we reported on how guards safety delegates had had tests conducted on the Harris trains that proved conclusively asbestos was still in abundance in these trains despite management 'removing' it ten years previously. Now the trains have been taken out of service permanently despite the efforts of AFULE leader Hussey to help management keep the blue coffins in running. Considering the thousands of guards and drivers who have worked these trains over the last thirty years it's quite possible our bosses may end up killing more innocent people than the Clifton Hill and Queen Street massacres combined.

The ROVING GUARDS' NEW BAG OF FRUIT ??



The Julian Knights of the MET bureacracy still aren't satisfied with their murderous efforts.They're going full steam ahead with the 'roving' role for guards which is not only dangerous for guards but also for users.(See **SPARKS no.15**) It seems asbestos doesn't kill us off quickly enough so they've gone for messy platform accidents,passenger assaults and maybe a few train crashes.The rumour mill suggests management accept 4 deaths per line,per yearas an acceptable risk.

It's now well over twelve months since the plans of the government to remove us were announced.The 12 day strike over Xmas put paid to that but now we've been lumbered with this changed role.Certainly the government has left the dirty work up to management in the lead up to the election but who knows what'll happen when that's out of the way? D-0-0 will be that much closer if guards accept drastic changes to their job now that weaken their safety role.

Iain MacPherson,guard.



'PROGRESSIVE GROUP' EYES THE PRIZE.

Since May there has been a group of depot delegates, calling themselves "the Progressive Group, meeting to plan a campaign to capture positions on the union executive at the next election in competition with Jim Harper and his supporters.

The "Progressives" were behind the successful campaign to elect Rohan Byrnes to the position of Assistant Secretary. They have been meeting regularly at Essendon Depot and include Louie DiGregorio (Essendon Delegate), John Fenech (Preston Delegate), Gary Handley (Brunswick Depot), and Jeff Christie (South Melbourne Delegate).

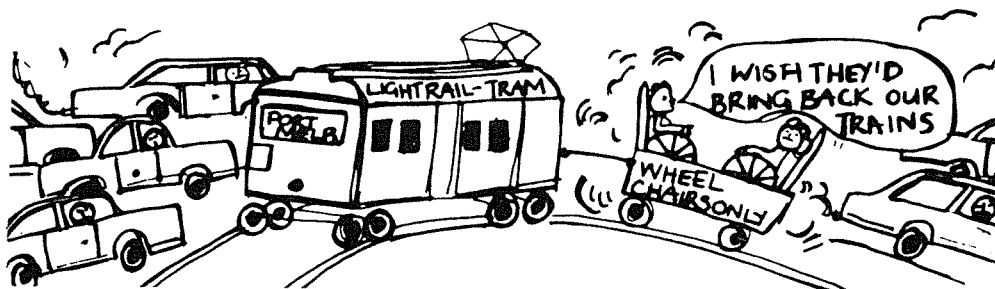
However, Jeff Christie has ceased his involvement in the group because of too short notice of meetings (a bureaucrats trick) and the secrecy and elitism. Jeff Christie expressed a desire to involve members of South Melbourne Depot but was discouraged by the "progressives" because they objected to the South Melbourne members on the grounds that they were "anarchists" or "Harper supporters". These meetings have not been openly advertised, but rather, approaches have been made to 'select' people. A number of Essendon people are involved and it is rumoured that Doug Jordan and Steve Bell are eying off minor position in the union.

The question is why the hush-hush modus operandi? Is Rohan Byrnes planning a palace coup? Are the "progressives" any better proposition than the present leadership?

It doesn't matter whose bums are in the seats behind the desks at King St. Unless there are fundamental changes to the organizational structure of the union. One problem is accountability of union officials - secret negotiations with management whilst the rank and file are kept in the dark must stop. Union officials must account for their actions or be sacked by the membership. There should be limited tenure for union positions to prevent empire-building. Most importantly there should be **elected and accountable** Depot Committees to strengthen the union at shop-floor level. Are the "progressives" prepared to take a position on these issues?

Their performance over the Met Shop issue raises serious doubts about their viability as an alternative to the present leadership. When South Melbourne took action in response to an initiative by Rohan Byrnes they melted away. A bureaucrat is a bureaucrat - workers must do it for themselves. Suzie Brown (Preston)
Leigh Kendall (Sth Melb).





Imagine yourself in a wheelchair. Do you reckon it would be easy moving about this city? You'd probably fight damn hard to keep accessible transport running, after all, without it your opportunities for work and pleasure would be severely limited.

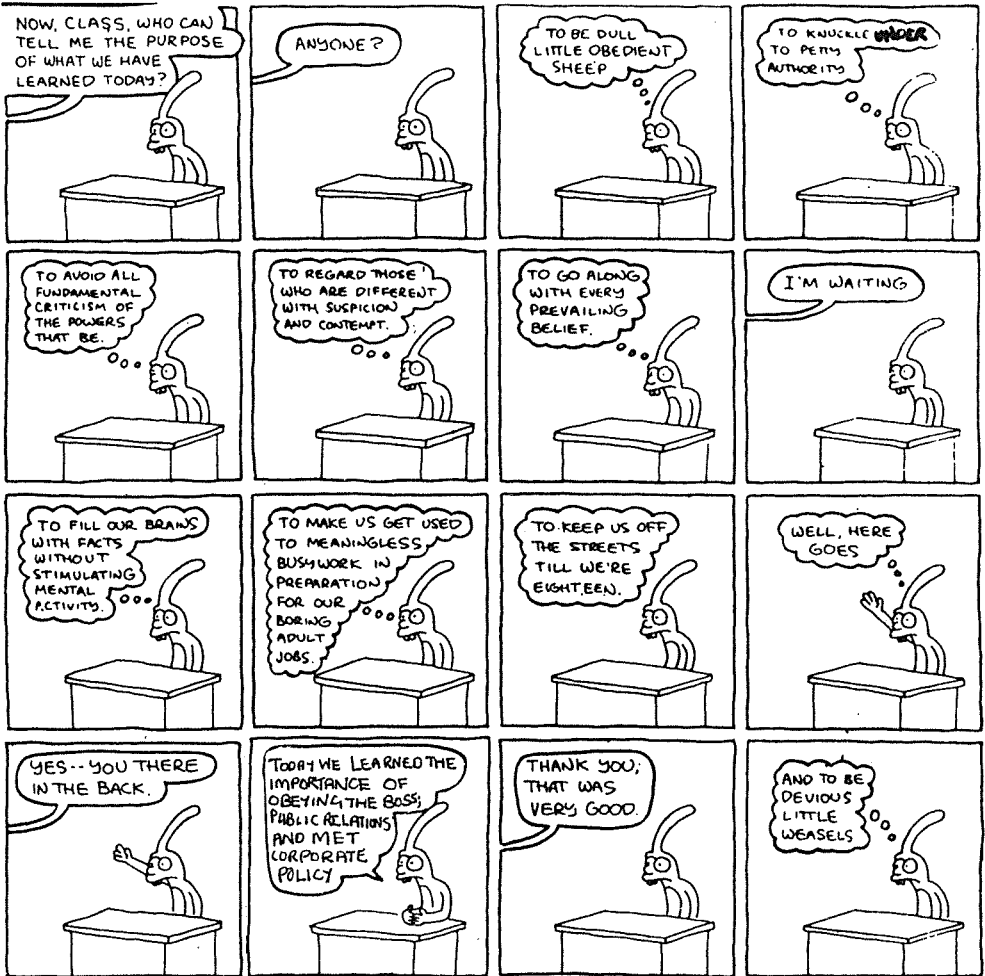
Katie Ellis is wheelchair reliant. She was in the thick of the fight to maintain the Port Melb. and St. Kilda train services. She is an active member of **PEOPLE for EQUALITY NOT INSTITUTIONALISATION**. In July of 1987, Katie took the MTA to the Equal Opportunities Board on the grounds that she and all people in wheelchairs, were ^{set} unable to use the Light Rail Vehicles that were ^vto replace the trains. The case was dismissed on the basis that since the LRV service had yet to run, no discrimination had yet occurred.

Light Rail's been running for a year. Katie and others in wheelchairs can't use this 'service' and thus are denied access to large parts of the city. Discrimination is now occurring. On August 31 she fronted up to the Equal Opp's Board to once again take on the MTA. 20 cases of discrimination were put before the Board who promptly rejected 10 outright on the grounds that since the MTA no longer provides a train service to Port or St. Kilda, it can't be accused of discriminating against wheelchair users!!!!!!!

With the other ten cases, discrimination by the MTA towards Katie was upheld but the Board ruled it couldn't enforce a redress since it would be too costly and troublesome to reverse the discrimination.

This ruling, taken together with last year's one makes a mockery of any claims the Equal Opp's Board has for 'redressing wrongs'. First it tells Katie to take a hike. no discrimination is occurring. Then, when the discrimination takes place, they tell her to take a hike, it's too costly too address the discrimination. Many

RAILWAYS SCHOOL



transport workers are aware of why the Government closed the Port and St.Kilda lines: it wanted to open Sth.Melbourne and Pt.Melbourne up for 'redevelopment'. \$42 million of our money got used and our needs got trampled on. Is it any wonder Katie got kicked in the face by the hypocrites sitting in their comfy chairs at the Equal Opportunity Board, when they're all appointed and paid for by the Government. They know who butters their bread.

ADAM MUYYT.

South Melb. Depot takes on the MET SHOP

On the 18th August about 100 members of Sth.Melbourne Depot marched on the opening of the **MET SHOP** to protest the decision by the MTA to have it staffed by Municipal Officers Association members and to draw public attention to management intentions to sack conductors. Sth Melb. trammies also took the opportunity to voice their anger at the national wage case decision which makes the trade-offs of awards and conditions a prerequisite for any 3% wage increase. **But why only Sth.Melbourne and no other depot??** Now there lies an interesting story.....

In early August recently elected Assistant Secretary Rohan Burns addressed a meeting of members of Sth.Melbourne Depot and revealed the MTA plan to open the **MET SHOP** on the 18th August. He also informed South members the shop was to be staffed by MOA members. It was recognised by the meeting that the idea of a **MET SHOP** would be a good thing if they were located in areas where they could be of service to the public ie. in the outer suburbs, thus making the job of one person operated buses easier for drivers. That the MTA located the shop in the city under an MOA award coverage was recognised as a first step in the proposed one-person-operation of trams as outlined in METPLAN (see **SPARKS No.9-10-11 for more info**). Rohan Burns asked South for a resolution demanding the **MET SHOP** be staffed under an ATMOEA award. This was forthcoming and passed unanimously. Included in this resolution was a call for "support from all members of our union to engage in united industrial action to force the issue if necessary". (continued next page)

Similar resolutions were passed at Brunswick, Essendon, Preston, Nth. Fitzroy and Footscray depots. Brunswick said **"we will take action to stop these shops opening"**. Indeed Brunswick resolved to blockade Elisabeth Street on the day of the opening-this was later overturned by a meeting presided over by Jim Harper (enough said). Preston demanded **"our union pursue this matter to the fullest"**. Nth. Fitzroy called on the Executive to **"organize action"**. As well, Sth. Melb resolved to meet again on the 16th August to decide on the form of action it would take. At the Executive meeting of 15th August all these resolutions were received and endorsed.

At the 16th August meeting Sth. Melbourne decided they would stop work between 8am and 12 noon and march on the **MET SHOP** opening and establish a picket line. The time for high sounding resolutions and speeches was over.



P.T.W.A. banner outside Metshop. 18/8/'88.

At the time of the Sth.Melb.meeting -12.30 pm,16th August-Transport Minister Kennan had not made a commitment to meet members of the ATMOEA.(Harper had sought an audience as per Executive instructions).A meeting was hastily arranged by Kennan for 4.30pm,17th August,less than 16 hours before the proposed action.At this meeting were Harper(Sec.),Byrnes(Assistant Sec.),Gary Handley(B'wick),Louie Di Gregorio(Essendon), John Fenech(Preston),and Jeff Christie(Sth.Melb) for the ATMOEA,and Kennan,Kevin Shea (Manag.Director) and three other senior MTA personnel.At this meeting it was suggested that if South Melb.called off its industrial action no more **MET SHOPS** would be opened.

Kennan,the MTA reps and ATMOEA representatives attempted to bully Jeff Christie into backing off from industrial action and accepting the Minister's terms.He explained that as delegate he was accountable to South Melb.Depot and was acting in accordance with their instructions and would not betray them.Jeff refused to be intimidated by MTA and union heavies and stuck to the Sth.Melb resolution of the 16th August.The Minister then withdrew his offer and the meeting broke up.

By 8.06am,18th August all cars at South had run in and about 100 connies and drivers had assembled under a banner with **"CLARRIE,THE FIGHT GOES ON-Sth.Melbourne Depot"** on it.About 8.15 the trammies marched up Dorcas Street to St.Kilda Road and boarded two trams to Flinders Street Station where everyone assembled under the banner and placards inscribed **"save connies jobs","no trade-offs for wage rises","no cutbacks"** and marched down Elizabeth Street to the sausage sizzle at the **MET SHOP**.(Thanks for breakfast Mr.Kennan.Good use of our taxes for once).Leaflets were handed out to the passers by,explaining what the opening of the Shop meant.

About an hour later the Sth.Trammies decided on marching up to ATMOEA H.Q.Chanting **"For better public transport-save conductors jobs!"** they were greeted with gongs and thumbs up from other trammies passing by.Some pedestrians clapped and cheered,crane drivers on a building site sounded their horns and other building workers cheered the march.At ATMOEA offices,trammies wanted answers as to why other depots had failed to take action and also wanted to know why no union officials had turned up at the protest.



Rohan Byrnes, who only two weeks earlier had gone around depots drumming up support for action against the Shop, reluctantly spoke to the assembly but it was apparent he was unsympathetic towards South Melbourne's action. Many present made unkind comparisons of Byrnes to Harper. And speaking of Harper, where was the 'greatly experienced' leader of the ATMOEA when members wanted him?? He was at a meeting at Nth. Fitzroy bad-mouthing the actions of South members!!! He claimed there that South Depot was **"anti-union" and "divisive"** and went on to suggest that South had **"conned"** Nth. Fitzroy into supporting them. (Nth. Fitzroy on the 17th August had resolved not to run past Spencer Street during the stop-work and had decided on a refusal to collect fares after 1pm. That action and solidarity was gratefully appreciated by South members). One Nth. Fitzroy connie walked out on Harper's lies for fear she was going to be ill.

After ATMOEA H.Q. the march decided on seeing Shea. He attempted to placate the trammies saying there were no plans to sack connies at the moment. After that the march wound its way through the city to the main suburban railway crew depot in Batman Avenue to talk to the workers there about the issues and action.

For months trammies have been kept in the dark about proposed changes in the industry particularly over the future of conductors. The **Tramway Record** has had nothing in it's pages on this issue and so concern about the insecurity of connies jobs has risen. The union executive appears to have adopted a 'wait-and-see' approach. Recently Preston Depot members have been distributing their own badges to raise public awareness over connies jobs. The **MET SHOP** opening was the trigger for Sth. Melbourne Depot to fire the first shot in the battle for connies jobs. It was morale boosting and greatly needed. If the union officials run away from the fight then it's up to the rank and file to do so. South Melbourne workers have shown that the rank and file can control it's destiny. Hopefully it's inspiring action will spark other depots into taking action.

TITLE: . Leigh Kendall (Sth Melb).

MC57 DRIVER ONLY TRAM OPERATION (previously project MF8)

Where can you get T-Shirts, tickets and sausages?



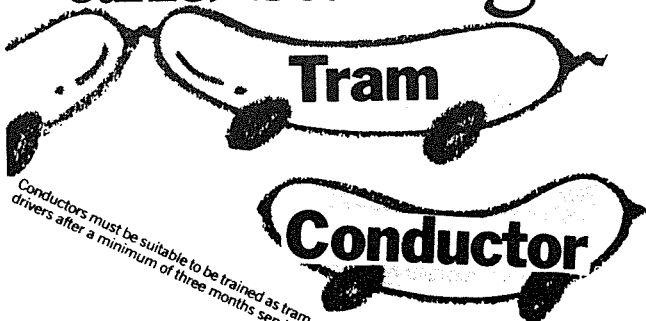
Tomorrow The Met will be opening their first shop. It's the perfect place to buy tickets and get information on transport all over Melbourne.

The shop will also sell The Met's exclusive range of T-Shirts, windcheaters, bags, postcards and posters.

To celebrate the opening, there will be a sausage sizzle, competitions and giveaways. JXY's Kick to Kick team will be there.

tomorrow at The Met Shop, 103 Elizabeth Street, Melbourne.

and sausages?



Conductors must be suitable to be trained as tram drivers after a minimum of three months service.

The trammies' reply to the sausage sizzle celebration of the opening of the Metshop was the chant:
"WE DON'T WANT SAUSAGES, WE WANT OUR JOBS!"



Suddenly skin colour has become an issue in Australia. Encouraged by the desperation of Little Johnny Howard searching for a relevant issue to defeat Hawke on, and fed on the hatred of scum like Ron Casey and Bruce Ruxton, a paranoid anti-Asian campaign is being whipped up. Many transport workers come from Asia and are bound to be on the receiving end of this racist backlash. With this in mind, the Public Transport Workers Association states here that we are internationalists and will not accept harassment of anyone just because they happen to have darker skin.

We ask the question 'What's an Australian?' The loud mouths complaining about Asian migration conveniently forget that the only 'real' Australian's are the aborigines. 16 million Australian's are a pretty good advertisement for migration!!

The same morons who judge people on their skin colour are usually the ones who treat women like shit and don't take kindly to gays. Recognise a pattern?? Yep, any one vaguely different, any not fitting the bland monotonous scheme of things, anyone who threatens to bring variety into our lives, cops their crap.

Racism is used the world over to divide us. By poking us into pigeon holes we end up fighting amongst ourselves. That's great for the ruling class 'cause then they don't have to worry about the workers challenging their 'right' to exploit us.

Our industry is under massive attack. In order to strengthen our position we need to forget superficial differences and **unite as fellow workers**. Extend the hand of friendship to asian workmates—you may learn something from them and benefit from their experiences and cultures.

interstate

W.A.

No BHOPAL here strike.

On July 21st train drivers, members of the Locomotive Engine Drivers Union went on a 24 hour strike. They were angry at safety changes to the way Westrail carts sodium cyanide to the Goldfields for use by Gold corp. The number of wagons between cyanide carriers is to be reduced from five to two near the locomotive.

Defying Transport Minister Troy's "industrial sabotage" slurs and the Industrial Relation Commission's orders to stay at work, more than 200 hundred drivers met to discuss safety issues. For 24 hours suburban, country, and interstate trains were stopped.

The State government plans to establish a hazardous waste dump and a high toxic chemical incinerator inland at the Goldfields too. Protests in the eastern states have so far stopped plans to burn off ICI Chemical's poisonous rubbish, so the focus has moved West at the invitation of the Labor government, principally the Deputy Premier David Parker. He also invited the unpopular Rhone-Poulenc company to open a "rare earth" plant at Pinjarra in the south-west of the state. Radioactive waste will be moved by rail to the proposed dump. Earlier in July a locomotive went off the rails near Pinjarra, dumping some of its diesel fuel cargo into the Murray River polluting the water and

We all live in Bhopal - some closer to the gas chambers, but every single one of us close enough to be a victim. There is no longer any escape. All the poisons vented into the air and water, dumped in rivers, streams and ponds, fed to animals going to market, sprayed on food crops, everyday, everywhere, add up to a thousand Bhopals and more.

In this country there is a lot of talk about nuclear waste. Sure, who would want that mess dumped on their doorstep. The real proof of its safety will be when they store it in Parliament.

But they are going to have to dump it somewhere. And that's the root of the problem. If we want to stop them dumping their crap, then we have no option but to stop them producing their crap - which means getting rid of THEM in effect.

INTERSTATE NEWS. W.A. "No Bhopal Here!" cont'.....
panicking the locals including farmers who oppose
the RP plant.

The union sent warning letters to ten shire
councils on the route between Kwanana and Kalgoorlie
about a "Bhopal-type" disaster. The Union Carbide
corporation's chemical plant at Bhopal, India in 1986
leaked toxic gas killing and maiming thousands who
are still awaiting compensation.

The state Opposition called for emergency services
legislation along Queensland lines to outlaw workers
such as the train drivers taking any industrial action;
the strikers, they called "union vandals".

Returning to work convened a dangerous goods
committee to review risky safety procedures. The
committee is meeting EPA and Commission of Occupat-
ional Health, Safety, and Welfare officers. Ecolog-
ists, farmers, local parents along the rail route
should all have their opinions heard as direct action
of transport workers can bring an immediate halt to
such poisons moving about. At present Troy and local
union officials corrupted through ALP patronage are
trying to keep workers and community apart, keeping
dissent through the proper channels. For how long?

N.S.W.

The NSW government is intent on
introducing promotion by merit
rather than seniority throughout
the transport industry. Almost all
workers are opposed to this system and for good
reason. Militants, 'troublemakers', casual dressers, etc, are
bound to suffer. The better routes and easier rosters
will go to those favourites of the depot managers.

Transport Minister Baird reckons merit promotion
will improve morale and cut absenteeism. This means he's
expecting workers to 'behave' so as to get the softer
jobs. **What a joke!** One consequence of merit promotion is
the breaking up of trust and solidarity between
workers, hardly the stuff to better morale. If transport
workers fight the government on this one then they're
bound to get a real morale booster out of the effort!!

Polish Authorities Resist Phantom Anarchy

In response to the biggest wave of strikes since 1981 Polish authorities have announced curfews in several Polish cities.

In August riot police stormed three tram and bus depots in the city of Szczecin (Stettin) and dragged away strikers who had been occupying the depots in support of recognition for the banned trade union Solidarity.

The Interior Minister, Mr. Czeslaw Kiszczak, announcing the crackdown on television, said "the phantom of anarchy and self-management is being born again" and that the communist authorities "will not allow Poland to become a free anarchic country".

Strikes have also occurred at the Lenin Shipyard in Gdansk, Cegielski turbine factory in Poznan, a railroad repair enterprise in Wroclaw, and a steel and heavy machine plant in the southeastern town of Stalowa Wola.

More recently negotiations have taken place between the government and representatives of Solidarity with the Church mediating. Lech Walesa had trouble convincing workers to return to work so that discussions about legalizing Solidarity could proceed. Many workers remain sceptical about the governments intentions.

STRESS DEPARTMENT.

THE WAGE SLAVES SERMON:



The hours are long
the pay is small
so take your time
and fuck 'em all!
Those who work hard
and do their best
get the sack
with all the rest!

Have some fun
and play about
You'll live to see
the job right out!
Or on your tombstone
neatly lacquered
Just three words
Died bloody knackered!

@ PROLE

Dedicated to Larry Law(less).



tram wreckers

Having read your article in **SPARKS No.13** on car 644 I thought you may be interested in a few facts about Bylands Tram Museum. It's situated 30 miles north of Melbourne between Wallan and Kilmore. The group who run it is the Tramway Museum Society of Victoria-TMSV. This group thinks it has divine right to be Victoria's only tramway preservation group.

When the Ballarat and Bendigo museum groups formed in the early '70's the TMSV was the main opponent to the formation of these other bodies as they saw their 'kingdom' threatened.

The TMSV don't like the other groups obtaining old bodies of trams and whatever they find and cannot keep they wreck-other groups have given them the name of "tram wreckers".

This group were able to obtain cars **7W, 15W, 16W, 19W & car 644**. They hope to obtain **469, 612 & 799** under a nominal lease fee from the MTA while other groups have to tender for the trams they wish to obtain.

To create room for these extra trams some of their other museum trams had to go. L class 102 was disposed to the Canberra Tradesman's Club. A museum group in Newcastle wished to get it but couldn't afford the exorbitant price the TMSV demanded.

Recently W2 cars 331,399 and 522 were sold to the Gales Creek Enterprises for export to the USA as they could not obtain any trams from the MTA.TMSV members were not told what had been sold to Gales Creek.

Trams 102,331 & 522 were purchased from the old MMTB for a token price.Tram 399 was donated to the TMSV because it was the first tram built entirely at Preston Workshops and the Shop Committee there black banned it's scrapping.(It had been damaged in a collision-however it could easily have been repaired).

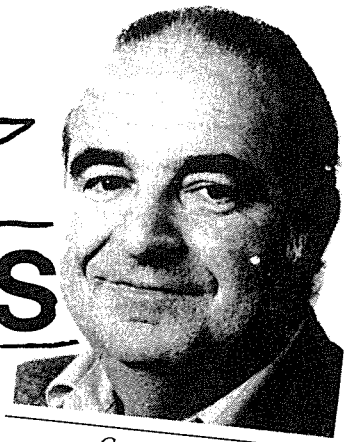
No other group was told of this 'sale' and when workers at **Preston Workshops** were told they immediately black banned any more loading of trams to Bylands.The TMSV have not only sold trams to make money they've sold rare trucks to a museum group in Adelaide for \$3500 unmotored.

In conclusion I was a member of the TMSV till 1976 when my membership was cancelled by the board of management as I went out on strike with other members over the arrogant attitude of the board towards volunteers.That's another story which I'll leave for another day.Having read Railfan Rex's piece on the ARE in SPARKS no.15 I thought you people should know about the TMSV and their 'profiteering' at the expense of others.

CLYDE CONTROLLER.



WELCOME TO DE SVALT MINES



George Zangalis

TOP SECRET-TOP SECRET-TOP SECRET-TOP SECRET-TOP SECRET-TOP

Central Committee, The Kremlin,
RED SQUARE, MOSCOW.

Glorious Greetings Comrades! I'm informing you our "Red Terror" has stretched it's tenticals that little bit further. Years of bowing and scrapping to ALP comrades has finally secured a glorious deal that see's me promoted to ARU El Presidente. In typical Bolsi style no workers had any say in this, only the party hacks and power brokers. With great pride I announce to you my new role as the ARU's answer to J. Stalin.

The ARU's slogan is "Work and Vote for Socialism". In the recent election no one got the chance to vote for socialism but as El Presidente I intend to make sure they work for it. (Well, those the government doesn't declare redundant).

Fortunately for us lots of salt abounds in the Gibson Desert and we are currently negotiating with the Government to set up hundreds of point cleaning jobs up there. Now I've climbed a few more rungs up the ladder, it's with pleasure I announce my new ability to sellout workers. I do have vast experience in this field; just ask any ex-shunter, ex-goods guard, ex-station assistant or any stranded passenger waiting for an almost non existant light rail vehicle. I expect some opposition to my 'Dictatorship of the Proletariat' but we do have a wealth of experience to draw on in handling trouble makers. It's a pity tanks aren't water proof though. They always come in handy when dealing with rebellious workers who cannot see how good our power games really are for them. You certainly showed who was boss in Hungary, Czechoslovakia and more recently Poland.

I may join the ALP like our old comrade Halfpenny. Imagine me in the Senate! After all the ALP's adept at screwing workers and has some real stars in this field like Steve Crabb. I'll probably stick with you guys and help Comrade Carmicheal write pro-boss documents like the Accord and 'Australia Reconstructed'. Staying in the Party will let me continue to blow my own trumpet and big note myself in the pages of Tribune.

Well ARU members are stuck with me for four long years like it or lump it. Now my bum warms the throne at Unity Hall, the ALP and bosses can certainly count on me. Do you know if 'Georges' is still having a sale on? I really need to look the part of the boss now I'm El Presidente, just like our friend Rowan Burns does in the ATMDEA.

Forward to Backwardness, Yours obediently,
Georgie Zanzalis.



HARRASSED BY TRANSIT POLICE

As a railway enthusiast, I recently visited Traralgon to photograph "T" class locomotives. On arrival I obtained permission from the station staff to take photos from the other side of the yard providing I didn't cross the running line. This I duly observed.

While taking a photograph of the "up" Bairnsdale passenger, this person approached me and told me to get out. I told him I had permission from the staff to photograph the engine. He wouldn't listen, and flashed this Transit Police Pass and started to write out a \$50 on the spot fine. I told him to "go and jump in the lake" and I walked off. I turned around and he was ranting and raving. I just walked on.

Later, enquiring from the station staff I found that his name is Albert and he patrols the line from Warrigul to Bairnsdale. He is treated as a joke by the staff. I wonder how he holds his job. He should be patrolling for prevention of theft and vandalism and not harrassing people taking photos of trains. No wonder the Transit Police are hated by young people.

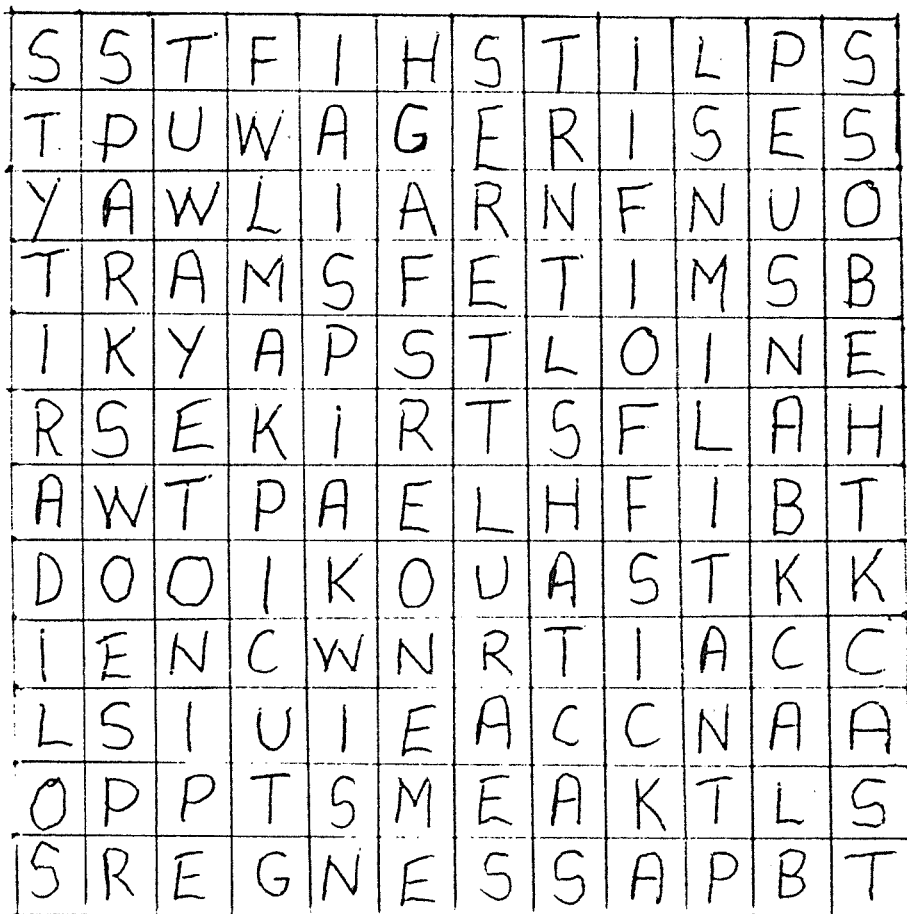
In concluding, I have been taking photos of trains for over 20 years with permission from staff to photograph from the lineside (with the exception of busy yards) and have never been harrassed until I came upon this jerk. I'm glad your magazine publicises these people.

Yours Sincerely,
T 408.



AL's Word Puzzle No.1.

FIND THE 24 HIDDEN WORDS IN THE LETTER GRID BELOW. THE REMAINING ELEVEN LETTERS FORM THE SPARKS SECRET MESSAGE. IT HAS THREE WORDS.

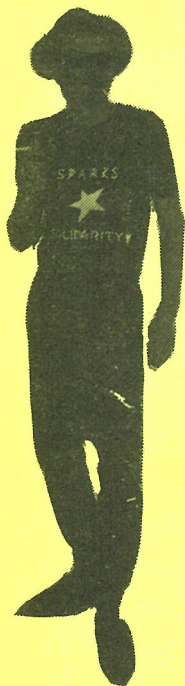


ACT
ARU
BLACKBANS
BUS
DOO
FARES
LINES
MILITANT

OFF SICK
PASSENGERS
PAY
PICKET LINES
PTWA
RAILWAY
SACK THE BOSS
SLOW UP

SPARKS
SPLIT SHIFTS
SOLIDARITY
STRIKES
TRAINS
TRAMS
UNITE
WAGE RISES

the SPARKS-PTWA T-Shirt !!!



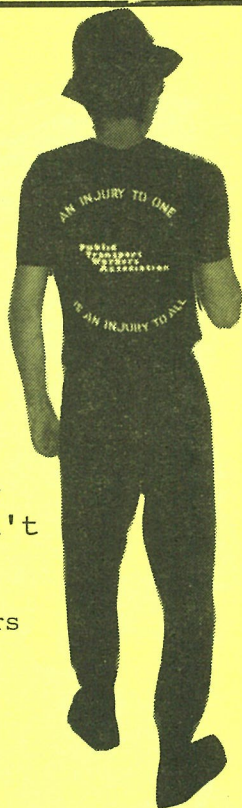
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Vic.



ANARCHO-SYNDICALISM

ANARCHO-SYNDICALISM means anarchist unionism. This is as opposed to trade unionism. We advocate all workers in one industry to be in one union so as to remove artificial divisions amongst workers. Such a union must be fully organised and controlled by the membership.

To achieve this we want a union organised along the following lines:-

1. That not person employed by the union earn more than the average income of the membership;
2. That spokespeople have no executive power - all decisions are made by the membership affected;
3. Spokespeople are only to act as delegates elected by the membership to carry out decisions made by the membership;
4. That a mechanism be instituted for the instant recall of spokespeople/delegates who break the

above rules;

5. That all positions within the union be held as a limited tenure, i.e., two years (unless no one else stands).

6. There is to be no body of full time paid officials. All loss of earnings are to be paid by the union to the extent of the lost wages.

7. That a programme of decentralised decision making be implemented within the union structure, so that we won't need full time paid positions.

Only in this way can we see a democratic, united, fighting organisation created which will stand up for the rights of workers and their families against all governments, political parties and all bosses.

Any questions please ask.



WE RULE YOU
we fool you