

SPARKS 25

NOV. 90

VORSPRUNG DURCH TECHNIK.

FOR WHEN YOU WANT YOUR BREATH TAKEN AWAY



* INTERNATIONAL NEWS *

* TRAMWAY UNION ELECTIONS *

* plus
MUCH
MORE! *

* STRESS INDEXED WAGE RISES *

* Do you remember the JANUARY DISPUTE? *

INTRODUCTION

This publication, no. 25, will continue the tradition that *Sparks* built up over the years. It will reflect the news of rank & file workers in the transport industry, especially how tram workers feel about what is happening in their industry today.



Cuts to jobs and services in our industry as well as to the education and health sectors is the programme of the local ALP Victoria and Federal ALP regimes. The selling of the State Bank, Australian Airlines & Qantas, Telecom and in our smaller cog the rolling stock (busses, trains, trams) so it has to now be leased back...no wonder the transport industry and the economy is a shambles, the politicians and their bureaucrats are selling everything off to their rich mates. ALP= Another Liberal Party indeed!

On top of the selling of rolling stock and wasted office space and high salary manager parasites, the huge losses \$70 million 'officially' (we know it is higher) on the Kennan folly "scratch-ticket" have blown the transport budget. Does anyone remember Kennan saying it would save \$24 million. Put it another way Kennan, like all politician and managers do not know what the industry is about only the workers and passengers do! Fares up now too!

Today the 'velvet glove' Spyker is making much of consultation processes, the proper channels. But it is only postponing the inevitable - the Kennan, Roper, Crabbe IRON FIST of cuts.

What is the rank & file answer? We fought back in January and the Connies are still there. We know the fight back today is going to be harder it still needs the help of the community and the Support Groups.

TRIAL BY MEDIA

The media have recently been attacking the financial losses of the Public Transport Corporation. Yet the TV, Radio and newspapers themselves have been getting sold off, taken over eg the new *HERALD-SUN*.

The spate of accidents involving trams has also been used to attack Public Transport. Yet the media leave out the crucial chronic problems of:

RUNNING TIMES eg on the South Melbourne No. 1 route the time given to get from the terminus to Flinders St is so outdated there is no allowance for the traffic lights installed.

TRAINING eg those trained in summer have not driven on the wet slippery surfaces of winter, leafy grease of autumn... when you pass your test you often have to go back on as a conductor and lose experience, forget what would be routine as a result. Also there is no 'test track' so that drivers can be experienced at getting out of a skid when wheels lock up etc.

DEFECTS eg the maintenance of trams leaves a lot to be desired. The pressures from Supervisors and Management on maintenance crews is such that together with staff shortages and the PTC push to bring in new high-tech articulated 'B' Class trams on all routes the old 'W' Class trams are more and more neglected. The campaign by South Melbourne trammies to get the 'W' Class trams listed as National Trust safe from extinction has been popular and almost succeeded.

One way for us to protect ourselves is to have our own list of all the trams or busses in our depot. If they are okay, defective or away being repaired is then known to all and so no drivers can be fooled into driving defective tram when all 'repaired' trams are road tested by Delegates, Health & Safety Officers and their proxies before they are allowed to carry members and passengers.

A review of running times is currently being held up by Management (as usual) but if we stick together no tables will be cut out, running times will be increased and the members and passengers alike satisfied.

The training procedure is under inspection and it up to all of us to come up with a better system what do you think?



WOULD WE LIE TO YOU?



REMEMBER ME, REELECT ME, LOVE ME.

Yes folks its that time of year again. All those Officials you never normally see turn up to get your vote. Those who reckon they can do a better sell-out job compete, and when it is all over the promises turn out to be broken and while we are back at work the newly elected are back in offices - which get grander the higher up in union Bossdom you go.

What a grand throne John Halfpenny has and what a big one Martin Ferguson has too. The Trades Hall Secretary and ACTU Chief love the ALP and you in your place.

All elected officials should get the lowest wage in the industry as an incentive to improve the lot of the lowest paid, not the highest paid (Bus driver plus Sunday penalty rates which works out about \$600 aweek for the Secretary who only has to face reelection every 4 years).

Depot delegates could be the Executive, accountable to the Depots through regular workplace meetings and bulletins... This alternative of a federation where the jobs of Secretary assistant secretary and organiser are ROTATED amongst the Delegates who work in their respective workplaces is the on only way to stop secret deals and sellouts.

What do Officials really do? Sellout and trade off. The former President of the AT&MOEA Jack Shirley is now PTC Special Projects Officer. The former Trades Hall Council Executive Officer is now a PTC Industrial Relations consultant on \$60,000 a year (Peter Parkinson who 'negotiated' on behalf of the Tramways Union in January Lockout). Where will those who don't get reelected this time end up? Latest tote figures: Phoney Martin 4-7 for Trades Hall Council Monica Harte 5-1 PTC Special Projects. Sam Branciaforte (bullshit is his forte) 2-1 and shortening for PTC Public Relations or used car salesman. Steve Bell is evens for Treasurer of the State of Victoria.

The only good thing about banging your head against the wall is you feel much better when you stop.

MAKE THE OFFICIALS WORK DON'T REELECT THEM!

LOUIE THE LIE

After the AT&MOEA lapsed in its affiliation payments to the Australian Labour Party, Officials were questioned about their own loyalties. Louie diGregorio, along with Sam Branciaforde and Tony Martin all assured us they had left the ALP so there was no conflict of interests. Yet Louie was the affiliated rep for the Tramways Union at the State ALP Conference held earlier this year. Did we disaffiliate or not, did Louie ever. Who does Louie serve? The ALP not the members who voted to disaffiliate after being shat on by the Party in Government for years too long!

WHERE WAS JIM HARPER LAST JANUARY?

This person who sold out the connies on the busses in September 1986 has now reared his head again putting out false propaganda in his Trammies Link.

Tram workers should also ask the question 'Where was Harper in our great Lockout dispute in January'. He ran away from a great struggle.

Dick Curlewis

WHERE'S THE MONEY STEVE?

Treasurer Steve 'I love Louie' Bell is in the running for most-incompetent bureaucrat award. Not only did he make a name for himself by losing a cheque from the 3CR Tramathon during the January Lockout but now it seems he has failed to provide a half-yearly audit required under the Vic. branch rules. He still hasn't done the one thing that would improve the unions finances - he hasn't resigned.



DOWN SOUTH

After rebel workers had driven their trams thru the warm January summernite into the city of Melbourne in a bid to maintain the service of transport to the public; the PTC on behalf of Jim 'scratch the service out of PT' Kennan shut the power of the entire system down.

Thus the Minister for PT made the public hostage to a stubborn minded approach to a dispute about changes in PT the public doesn't want at all and doesn't deserve in the first place. In this spirit the passenger support groups were set up. Brunswick and inner city residents did see the need for community support behind industrial action.

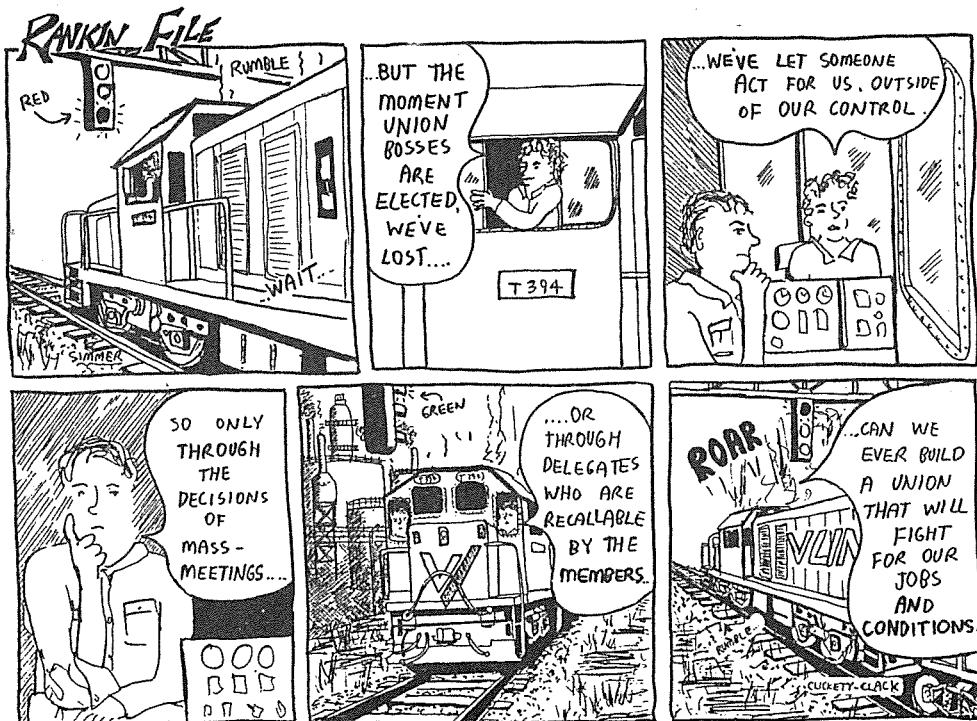
Now you'd think that any user of PT who wants to support the trammies in their fight to retain conductors would be welcomed. That was the case in B'wick, and later in Preston and Kew but not so in the South.

The South Melbourne delegate Alf 'drama queen' Debakker saw the support group as a threat to his reign & acted accordingly. He questioned the motive of the S.G. and told lies about them, constantly harassed members of the S.G. and made their task - providing trammies with food, money & support - impossible & therefore played into the hands of the bosses and the Ministry. This sad affair came to an end when the S.G. decided to leave the South Depot and join the groups in B'wick and Preston where delegates were acting in true fashion by informing their members and have decisions made on the floor. This is exactly the way a union should work and one would hope that the workers of South Depot keep that in mind & remember that Alf Debakker failed them as a delegate by acting against their wishes and indeed their mandate. With upcoming elections a change is in the air. We do hope it is for the better.

Carol (from the Support Group).

THE POLITICIAN By David Fletcher





NO TO AMALGAMATION

Is obedience strength? A bigger empire for rail , bus and tramway union bureaucrats is being built up without any consultation from us. Only when the ripoff deal is ready to be sold to us will the Officials call us together to agree, rubber stamp what they decided with the ALP & ACTU is in their own best interests.

We want workers control not controlled workers. The ALP & ACTU are wrecking our wages and conditions. No more tame-cat unions.



BEIJING BLOOD ON METS HEAD

In the summer of 1988 one day it hit the ton in the shade. A suburban guard sunning an old silver Hitachi train was wearing his old railway issued shunters hat to protect him from sunburn. Upon his return into Flinders Street he was set on by a \$60,000 a year Met Bureaucrat. The comfy chair crew had sent him down from the decadent air-conditioned oppulence of Met-Rail HQ, under orders from Leo Wanker. This management box despite the blistering heat yelled at that Guard to "take that bloody hat off"!

Naturally the Suburban Guard told him to "Go and get fucker arse hole!" The Met-boss promptly stood-down the Guard for 'failing to remove his hat'. The next day Met-rol were forced to re-instate the guard after he obtained a medical certificate from his doctor covering him to wear a hat "for the sensible reasons of Protection from sunburn, skin cancer (Australia has the highest rate in the world) and sun stroke. To cut a long story short Met Management still didn't like it and for the next few months tried every trick in the book to get the Guard to stop wearing his hat.

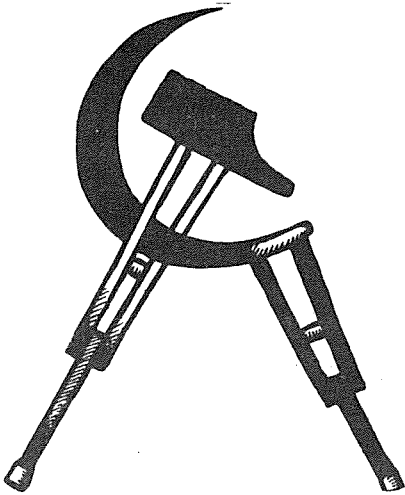
The Guards Health & Safety committee got behind this Guard and with their support (and threatened Court action by the Guard) Met-Rol eventually gave up. The Guard was finally issued with a very nice railways, Rabbit-pelt, Acubra style broad-rimmed hat. At this point Met-Rol hoped their hat-troubles were over. However that wasnot the case.

Because the Guard had finally forced the bosses to issue him with an Akubra hat a precedent had been set for all workers (including trammies). Before long a queue was forming outside the Met-Rol HQ as other train Guards concerned about a hole in the sky (during Summer Melbourne has no Ozone Layer for protection) wanted Hats too. They also wanted skin cream because the bosses had offered an unlimited supply to a Guard if he agreed to take off his hat. They also won Thermos Flasks and Aero-guard (pest poison) to spray on themselves.

Before long Akubra Hats ran out. In January last year Met-Rol Boss Bob Short met with Guards Delegates to discuss an alternative Hat for Guards. This was despite the Fact that V-Line still had Akubra style hats to issue to Loco Assistants at the time. The Hat he suggested was a floppy style Army hat.

Apart from looking 'dorky' they get soaked in the rain, flop about in the breeze, don't have broad rims and mess up your hair-doo. After being told they were unacceptable Bob Short went ahead and ordered them. That was in January. The Hats are Chinese by the by.

In June that year all hell broke loose in China. Students and workers were butchered in Beijing after an epic struggle for freedom. Decent people throughout the world were over-awed with emotion and vowed not to deal with China's corrupt economy. Not so our friend Bob Short and his cronies in the Met HQ. If workers Health, Safety and comfort were not sufficient arguments to persuade these Met-Bosses to reject floppy style Chinese Army hats then I would have thought the massacre of defenceless civilians by members of the Chinese Army wearing the *same* hats they ordered would be. Even the brutal execution of railway workers in Shanghai failed to move these men of stone.



today if a Train Guard wants protection from the weather according to the MET he must either wear a dicky peak cap or a blood stained Chinese Army hat. It is a bit pointless appealing to the Transport Minister to order Met Officials to change their attitude. He tried to turn Jolimont Rail yard into his own version of 'Kennan-man Square' the day trammies turned up to picket trains. Sending half of Victoria's Police Force down to remove a couple of dozen peaceful protesters shows where his heads at and about as subtle as a flame-thrower.

If this was an isolated incident then it could be dismissed as an oversight or trivial. The Met have been caught out before however. I remember the South African fish scandal at the ERD depot canteen several years ago. Also does the Met still plan to sell LRV's to China? I reckon our bosses are not fit to manage and the day we get rid of them there will be dancing on the streets. Lets get our act together and do it.

Bob.

INTERNATIONAL NEWS

FRANCE

Cooperation between the CGT, CFDT, CFTC, FO, FGAAC and FMC (six railway workers' unions took the form of a 36 hour strike of suburban, provincial and long distance networks . The issue was the archaic attitudes of management and government on wages, jobs and modernising & developing of public services.

Also taking solidarity efforts were taxi drivers, Air-Inter ground staff, local transport workers, maintenance and others. The angry workers were protesting their low pay, difficult & dangerous working conditions, Govt plans to cut staff and services.

NORWAY

Strikes by the railway workers union NJF and the locomotive engine drivers union NLF are the first since 1920. Cuts to jobs and services have seen a huge level of protest and support for the railworkers by the travelling public, other workers and environmental groups.

CANADA

nationwide opposition to cuts in passenger rail services and 50% of the workforce erupted against Via Rail and Conservative Transport Minister. The cuts were made by an executive order-in-council of the 'Progressive Conservatives' like the Liberals before them preventing a parliamentary debate on the issue. No passenger rail service in the world actually makes a profit but those privatised use the infrastructure paid for and set up by the Public to make surpluses running high speed peak hour only services.

The Canadian Brotherhood of Railway, Transport and General Workers which represents over 50% of the 7,000 unionists at Via Rail pushed through a redundancy package and preference system for the ex- should vacancies occur.

MALAYSIA

The Railwaymen's Union of Malaysia held a nationwide picket to protest Government plans to turn Malaysian Railways (KTM) into a corporation. The first stage towards privatisation and cuts in jobs and rail services, removal of income and job security.

EAST GERMANY

Railway workers have under State 'Socialism' been (dis)organised by the Party-State run Transport & Communications Union. The West German Railway Workers' Union (GdED) met members of an independent 'democratised' IG Eisenbahn in East Berlin to form a post-Unification country wide union. More radical people East & West have also linked up beyond the Officials at a rank & file level and we can expect to hear 'from below' their ideas and action as they federate. The improvement of East-West rail infrastructure for both passenger and freight services makes environmental sense too in a land awash with acid rain from exhaust fumes.

ARGENTINA

The French and Spanish Railways SNCF and RENFE, the West German railway builders Thyssen-Henschel and the Iowa Interstate Railroad are the four main business groups interested in taking over parts of the privatised railways of Argentina. The 95,000 workforce is to be cut by 10%. This when one in three of the working population is partly or wholly unemployed. Large scale privatisation is taking place to pay off the huge foreign debt which became overblown during the bloody years of military dictatorship.

JAPAN

5,000 members of the National Railway Workers Union (Kokuro) employed in Japan Railways freight section staged 24 hour strikes and a sit-down at the Transport Ministry's HQ to protest and demand the reinstatement of dismissed colleagues and stricter safety codes. This was the first major direct action since the privatisation of the country's railways in April 1987.

OCCUPIED SOUTH AFRICA

The South African Railways and Harbours Workers Union has been in full on battle with the State police and scabs herded by the Police into well armed battalions. At Germiston station near Johannesburg 1,000 scabs supervised by the Police attacked pickets, killing and injuring many. 23,000 SARHWU members were sacked by South African Transport Services. They were sacked for striking in support of pay rises and recognition of SARHWU late last year.

HOLLAND

Dutch rail workers had a 24 hour national strike to push for more than the 3% 'rise' offered.

DO YOU REMEMBER FITZMAURICE'S

PUBLIC TRANSPORT CORPORATION - MET
NOTICE TO EMPLOYEES
CONFIRMATION TO WORK AS DIRECTED

CONTRACT
??

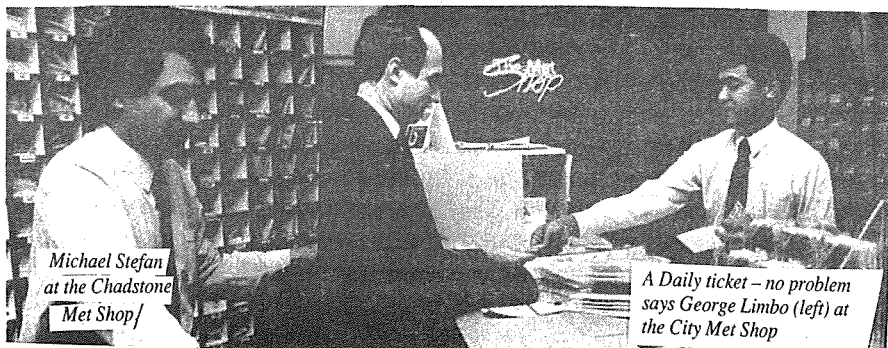
From 1 January 1990, the introduction of the MetTicket results in ticket changes across the Transport System. As a an employee you have been provided with self-training information and instructions on these specific changes relevant to your job.

All employees are legally required to fully carry out all duties as directed in accordance with the changes detailed through Depot Management. For example, Conductors on Trams or Bus Drivers are now required to sell only Emergency Tickets and to check validity of tickets of all travellers on the tram/bus. An Emergency Ticket is to be purchased if a traveller is without a valid ticket or does

a traveller is without a ticket or does not have a valid ticket.

Accordingly, you are now required to endorse that you will sell and check tickets only in accordance with instructions and acknowledge that "no work as directed, no pay", and possible disciplinary action shall apply if such duties are not fully carried out.

AUTHORISED BY CHIEF EXECUTIVE, 29 DECEMBER 1989



Fitzmaurice's "work as directed" order form was not signed by alert union members. However at Brunswick Depot two conductors did sign, despite being cautioned by union delegates and even the Depot Manager! The two George Limbo and Mick Stefan now work at the City and Chadstone Met Shops and were pictured in a centre-page spread in the PTC staff magazine.

SUPPORT GROUPS

On the evening of January 2 half a dozen people sitting around came up with the idea of setting up support groups and decided to set about organising them at the two nearest depots - Sth Melbourne and Brunswick. The delegates were contacted about the idea and both gave the go-ahead. The word spread and on January 3 the first meetings of the support groups were held.

I was a member of the Brunswick Passenger Support Group, so I'll use that as may example. The support groups turned out to be the element that gave the trammies their strength. Knowing that "the community" supported them and had in fact involved themselves in the daily life of the Lockout seemed to provide the trammies with their best reason for not backing down - they were not only fighting for themselves but also for others. This was stated time and again.

The two depots which were able to set up durable support groups - Brunswick and Preston - formed the basis of the resistance to the union sellout. In these depots support group members were able to participate in all depot activities and often to observe and to speak at the depot meetings. It was the inclusion in the decision making process that was particularly significant given that this was in blatant contradiction to "the rules", tradition, and the wishes of the union officials. It demonstrates the degree of union between the depots and the support groups.

Sue.

WHERE ARE THEY NOW?

Jack Shirley - former President Tramways' Union now working for PTC Special Projects office for \$45,000 per year.

Peter Parkinson - former Trades Hall Council bureaucrat now working for PTC as Industrial Relations consultant for mere \$60,000 per year.

Latest betting for next plum PTC job

Phoney Martin 8-11

Louie the Fly 2-1

Monica Thomastown 6-1

THE BRUNSWICK DEPOT RESOLUTION

In the evening of January 25th, 1990 the Delegate at Brunswick Depot called the members to a meeting. It started at 10pm and finished at 2.30am the next morning. When the vote was taken on the resolution below - 109 voted to support it and one person opposed it. This motion was long debated and the chairperson I believe will never forget the experience.

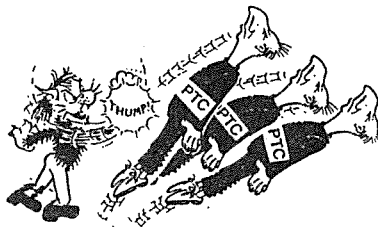
WE, THE MEMBERS OF BRUNSWICK, ARE DISGUSTED WITH THE EXECUTIVES DECISION TO AGREE TO DISCUSS ONE PERSON. OPERATION.

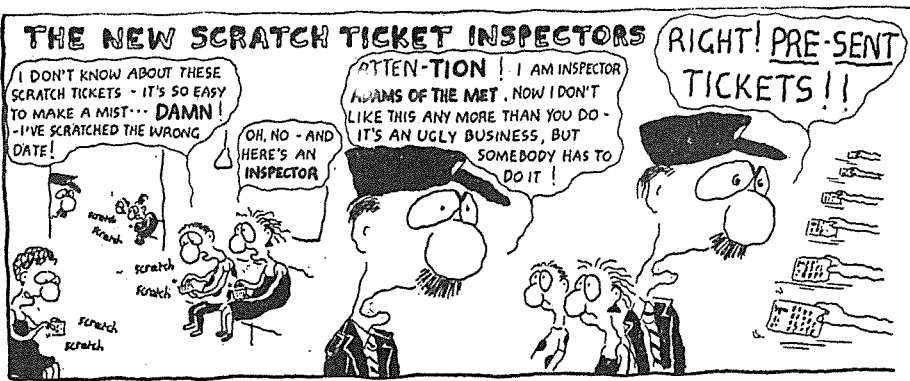
BRUNSWICK. AGAIN REAFFIRMS ITS POSITION THAT WE ONLY AGREE TO TWO PERSON OPERATION AND THIS DEPOT WILL NOT RETURN TO WORK REGARDLESS OF THE EXECUTIVES DECISION.

THE MEMBERSHIP OF BRUNSWICK ARE NOW MORE THAN EVER MORE DETERMINED TO FIGHT THIS DISPUTE TO THE BITTER END WITH EVERYTHING WE HAVE.

FUTHERMORE, DEPUTATIONS BE SET UP TO VISIT OTHER DEPOTS TO GET THEIR SUPPORT IN APPROACHING OUR FELLOW MEMBERS IN THE BUS AND NON-TRAFFIC DIVISIONS TO SUPPORT US BY STOPPING WORK INDEFINATELY UNTIL THIS DISPUTE IS WON.

In the period when the bosses and Government are mucking up the economy and taking it out on us workers, the fighting spirit that we were able to build up last January should not be forgotten. The history of that event - against the bloody contracts that the Met bosses tried to inflict on us on Jan. 1st and the attempt of the Brunswick and Preston Depots to bring the lockout to a succesful conclusion at the great meeting on January 25th should not be forgotten. It was the solidarity of rank and file with their accountable delegates that almost brought the dispute to a successful conclusion.





FARES HIKE

So once again the Officials have shown their concern about public transport, the community and their own members by selling us all down the drain and accepting trade-offs in exchange for the fare-rises.

In true January style the 'progressive team' went into negotiation regarding the fare increases with no consultation with its members or the very community expected to cop the wacking great 15% increase.

Excelling themselves in the act of grovelling to the boss the Officials agreed to accept in 'good faith' the rises and that there would be no industrial action (free fares or making 3 hourly a daily) in protest, to get daily tickets back sold on trams etc. The delaying tactic of the media-lead 'consultation' by Spyker is to stall the inevitable return of daily tickets to the tram conductors, out of the % commission private shop outlets fiasco.

We have had to cop the fares and we still can't buy daily tickets from the connies. Another fine job of being done over by the PTC & Union bosses alike. They are consistent!

Brunswick Passenger Support Group.



CONNIES ARE NEEDED IN CASES OF ACCIDENTS & ILLNESS
ON TRAMS



Last Friday on a tram to North Coburg about 6pm - in the peak period, a woman had a fainting attack. If there had been no conductor on the tram she would have been in difficulties - though I suppose the bureaucrats of the MET would not worry - finance is more important than the problems of human beings. This is just one experience - I have seen many more.

The late Treasurer of the Brunswick Passenger Support Group.

SYDNEYs METROTEN TICKETING SYSTEM

A few years ago the State Transit Authority of NSW introduced a new ticketing system that it claimed would save \$ millions every year. The system is called METROTEN and consists of a type of ticketing validating machine installed inside the bus (on the immediate right-hand side as you enter) and a control above the dashboard where the driver changes the route and section numbers. Tickets are purchased off-vehicle in chemists and newsagents. One ticket is worth ten journeys.

Like a lot of management initiated projects it has turned out to be yet another failure. Machine malfunction has become so prevalent that STA management issued a directive instructing drivers to write or stamp the date, time, route number, section number, and direction of the journey on the METROTEN ticket (something the machine was supposed to do). Many drivers ignored this directive correctly pointing out that the union executive had accepted METROTEN on the basis that drivers only had to flick switches at the beginning of section and at the terminus. Objections were also raised on the grounds that the time taken to write details would cause delays.

A lot of drivers lament the lack of a connie and some are of the opinion that the union had sold them out. At the time STA management had said money would be saved by taking conductors off buses. But quite the opposite has happened and the introduction of METROTEN has exacerbated the situation. Clearly the solution is to sack the management bludgers and introduce workers' control of the industry. Think of the cost savings and resultant tax cuts! Not to mention the improvement in quality of service.

DIESEL CANCER LINK

Transport workers who are regularly exposed to diesel fumes run an increased risk of developing cancer and heart disease showed research carried out amongst 700 workers in Stockholm City Transports' bus garage by occupational medicine specialists at the Karolinska Hospital SWEDEN. SCT is now planning to introduce particle filters on its vehicles to reduce the toxic content of exhaust fumes, pending the expected development of a sulphur-free diesel.

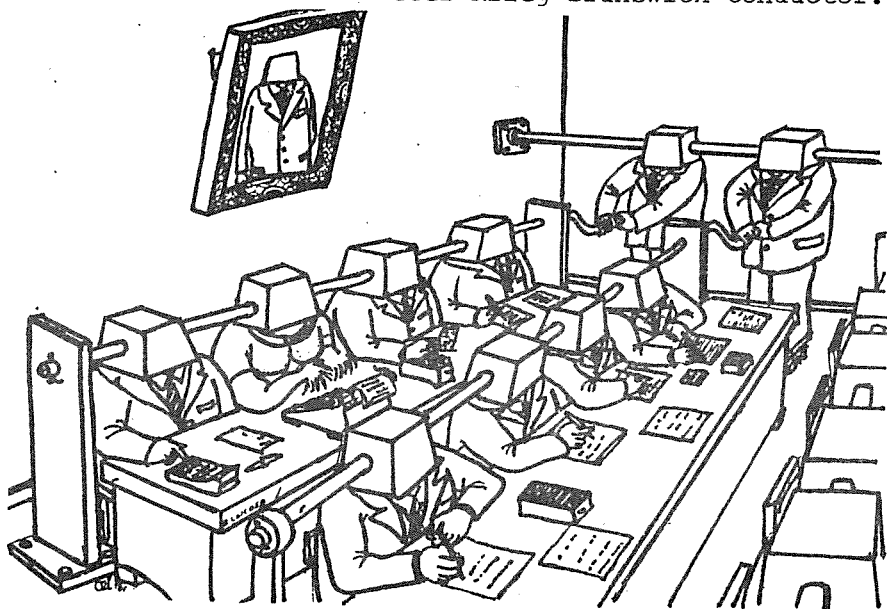
MISLEADERSHIP OR WORKERS CONTROL

It is naive to believe the ALP lead regime can do anything but run our industry down. The Liberal/National coalition when elected (as in New South Wales) have proved as stupid and arrogant as our present masters. Whats the alternative, yet another Politician racket? No, its us and the community taking over: workers control!

On January 1st this year we proved we could take over and run the service. The bureaucrats need us we don't need them. If we don't come to work a tram does not run. If they do not does anyone notice? These bureaucrats take home salaries far in excess of our miserable wages. They make stupid decisions like selling off rolling stock (busses, trains, trams) and privatising ticket sales (the 'scratchies' madness) buying high-tech disposable trams (can you see 'Z' Class trams, let alone articulated 'B' Class ones on the road in 40 years like the 'W' Class wooden ones) office blocks etc.

It is time for us to get together with the passengers we carry, the other workers who supply us electricity, printed tickets, telecommunications and take over. This can be done as a Co-operative where we lease out the system and run it, or more quickly occupy the Depots and evict management more permanently.

Peter Riley Brunswick Conductor.



* Meanwhile...back at PTC Head Office. *

TRAM & BUS DIVISION NOTICE TO MANAGEMENT

Over recent months the health & safety committees of the workforce have continued to get complaints from passengers and the workforce regarding the general stupidity of bosses.

Areas of particular concern are:

Being unaccountable & incompetent.

Collecting huge salaries.

Carrying about blank papers.

Long lunching at expensive clubs with business cronies.

Being absent at the start of first shift and end of last.

Being absent from the scene of accidents.

Not knowing how to drive a bus or tram, collect fares etc.

Sneering elite snobbery, laughing at the passengers & workers.

Failure to pick up passengers.

Not using public transport at all except for TV adverts.

Yuppie dressing, flaunting your wealth in the face of other people's poverty and misery.

Making up your own work schedules as you go along.

Talking on the radio, TV and to papers as experts on public transport.

Sitting on disciplinary Panels when you don't have a clue.

The rare intelligent, respectful Manager has the astonished support of the passengers and workforce. The rest fall short of the standards of basic humanity, mismanaging, corruptly the industry. This will not be tolerated.

Any bosses identified as being parasites will be dealt with to ensure that passengers and workers health and safety is not ruined by your acts.

WE ARE WATCHING YOU!

Your days are numbered bourgeois swine.

SPARKS

NSW

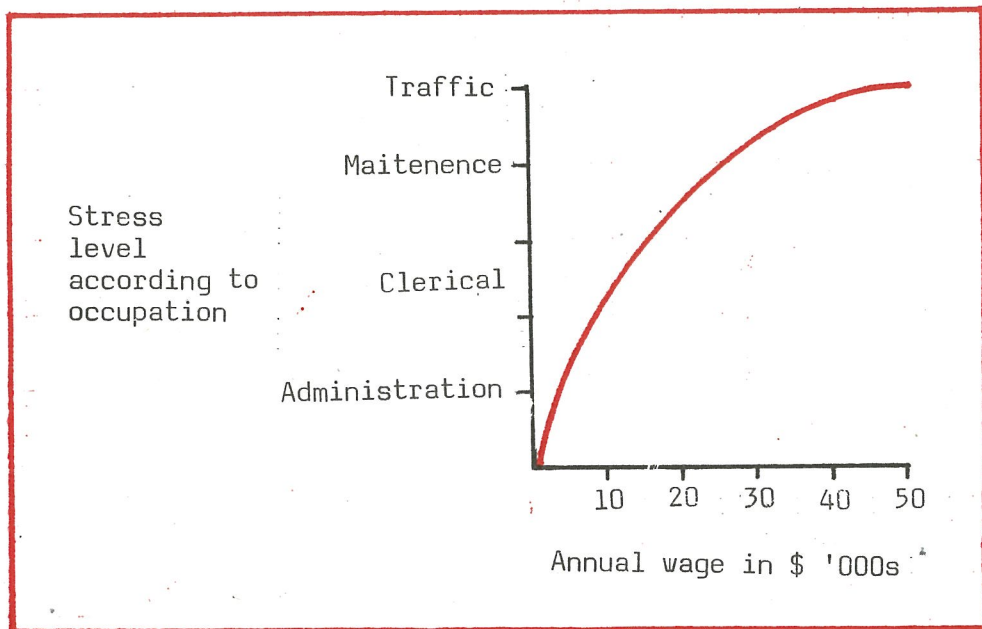
Anarcho-Syndicalist

Transport Workers Paper

Editorial Address: P.O. Box 92
Broadway 2007, NSW.

S.U.U.W.A
3CR 855^{AM}
FRIDAYS 11-NOON

STRESS INDEXED WAGE RISES



The PTC is considering the introduction of stress indexed wage rises to improve efficiency. The concept is based on adequate remuneration according to how much a PTC employees health suffers due to job related stress levels. (see graph)

It is estimated that up to \$100 million could saved each year if the new scheme is adopted.

The system is remarkably simple. Studies show that even Depot Managers can understand it.

The PTC is anxious to hear any suggestions regarding the proposed stress indexed wage rises. For further information; Phone 610 - 8888