

# SPARKS

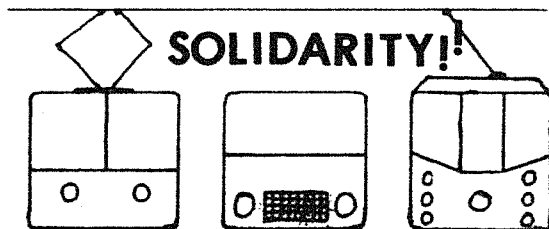
The Paper of the Public Transport Workers  
Association

No. 13 Mar-April '88

## Car 644 Where are you?



INSIDE: Preston hump victory, Guards, London Transport, Upfield line going?, Kew backs Clarrie, Bogy Awards Results and more!



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Welcome to SPARKS #13. With this issue there will be an increase in the print-run from now on. This decision was taken in response to increasing demand for SPARKS. This also means increased costs so if you can spare a couple of dollars - send it along or take out a subscription! Last year Melbourne's public transport workers gave over a thousand dollars to SPARKS. This year SPARKS will rely on continued support and more.

Fancy yourself as a poet? Or a budding graphic artist? Or do you tend more towards hard-nosed journalism? SPARKS needs contributions, news, views, poems, graphics, whatever! Don't be shy! Send to;-

Public Transport Workers Association  
P.O.Box 1066, Nth. Richmond, 3121

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**Public Transport Workers & Friends come to the  
Sparks Fundraiser**

**PARTY**

**At the lincoln hotel**  
**91 Cardigan St**  
**7-11pm** **carlton**

**Friday 8th April**  
**Food, Drink, Entertainment.**  
**STUFF WORK,**  
**LET'S PARTY!!**

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## Car 644 Where are you?

Car 644 was built at Preston Workshops in 1930 as a W2 Class tram. In 1953 it was converted to an SW2 Class tram equipped with sliding doors and fitted with 'deluxe' upholstery and lined ceilings. Attached to South Melbourne Depot in 1984 it was a very fast, quiet, smooth tram with a loud gong. But where is it now?

There are approximately 30 W5 Class trams still in service all with weather blinds, many with wooden seats. Some have not had overhauls since the '60s. Car 644 had its last overhaul in the late '70s and was roadworthy when withdrawn from service. It had no defects and was nowhere near worn-out condition. It was withdrawn from service in November 1987 and sent to Bylands tramway museum. Why?

Car 644 was equipped with K35 controllers and recently reconditioned MMTB No.1 trucks, this equipment would not be non-standard for spare parts, driver training, or shed staff familiarisation if attached to South Melbourne Depot because of the Restaurant and Tourist tram which both have identical equipment.

Despite a shortage of trams the MTA decided to withdraw a perfectly good one and send it to a museum!

On the face of it, it makes no sense but South Melbourne delegate Jeff Christie has pointed out to members that whilst there are W Class trams in service there must be conductors to go with them. Unlike Z and A Class trams, W Class trams would be too difficult and expensive to convert to Driver Only Operation (D-O-O).

It would seem that the withdrawal of perfectly good trams from service is in line with the MTA stated intentions of getting rid of connies and it would appear that the ATMOEA executive has done very little to prevent this.

W Class trams are part of Melbourne's history and character, most of them have many more years of service to give the people of Melbourne. Why the waste? Another case of sabotage by management?

Leigh Kendall  
Don Storey  
Tram Drivers  
Sth.Melb.Depot

# Preston

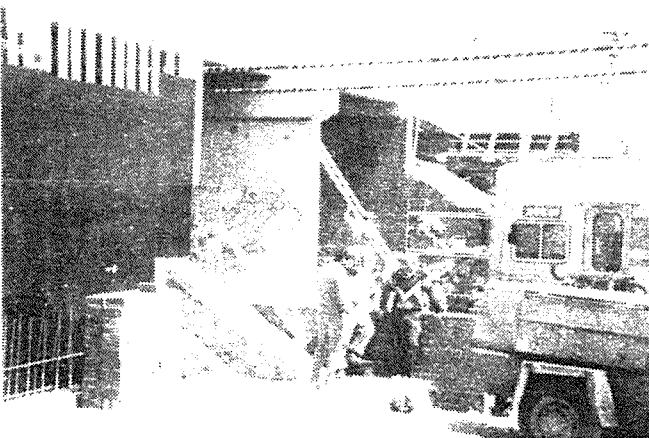
## Hump

### Victory

In the June/July '87 (no. 8) issue of Sparks there was a report on the Preston tramway hump. For those who missed the article or aren't familiar with Preston tram routes, the hump is a single track bridge over the Epping railway line. The single track takes two-way tram traffic that is regulated by traffic lights on either side. The hump has been a pain in the back for Preston trammies for many years. The traffic lights are often out of order and trammies went over against a red light, hoping, praying, sweating, whatever, that there was no tram coming over in the opposite direction. In one incident like this a driver was crippled in a head-on collision on the peak of the hump.

In mid 1987 the depot members decided to place a ban on going over the hump whilst red lights were showing, as a matter of safety. There was also a ban placed on connies walking up to

the top of the hump to direct trams over as often was the practice. This was to place pressure onto management to put another track on the hump, so that two-way traffic could safely cross. There had been talk and talk and empty promises for too long and it was time for some serious



Workers widen bridge in less than safe conditions.

**Hump Victory cont'.....**  
action!!

There were many occasions last year where, because of the ban, trams were banked up into Plenty Road and traffic could not get through to either lines (Plenty Rd or St Georges) while we waited for the glorious green light! At times it was chaos and a bit of a joke. Well, it seems that management have finally seen reason and VICTORY IS IN SIGHT!

Work is now happening to widen the bridge to make way for the second track. Here folks, is another happy ending, and an example to all that DIRECT ACTION GETS THE GOODS!!

... and the tram

**Letter key to tram vandals**

**By ROSANNE MICHIE**  
TRANSIT police are treating a hand-written letter sent to The Sun yesterday as a breakthrough in their investigation into the vandalism of 22 trams in  
"We obviously splinter groups, tramways union retain Mr Jim Harper. But I'd say ratbag element."  
TRANSIT police are treating a hand-

**By ROSANNE MICHIE**  
The union and the transit police had agreed at the time that the damage must have been done by someone with particular skills.  
"It was con-"  
"We obviously do have splinter groups," said the tramways union state secretary Mr Jim Harper.  
"But I'd say this was a ratbag element."  
"Don't say so"

The union and the transit police had agreed at the time that the damage

Everyone must have heard of the vandalism of about 25 trams at Glenhuntly depot on Jan 18th this year. Apparently it was an "Inside Job". Some pack of morons calling themselves the "Tramway Employees Group" have claimed responsibility for this action. The so-called "Tramway Employees Group" sent a letter to the "Sun" on the 2nd of February. In this letter they stated that they did this action to protest at "the excessive number of trams in use at peak periods", "despite losing millions of dollars and not enough patrons". What a bloody joke. What tramway employee in their right mind would advocate less trams, less service, and therefore less jobs? All tramway employees know how packed

peak periods are on our trams.

It was more than ten days after the vandalism that this letter was sent to the "Sun". This suggests that anyone could have done it and some other person or persons later decided to make publicity out of it for their own purposes.

"Less trams!" - piss off, no trammie in their right mind would come out with this rot!

(The P.T.W.A. sees sabotage as a legitimate form of direct action for workers to use to achieve certain gains. In this case however, the sabotage is against us workers and the travelling public, and we therefore condemn it.)

**A.R.U.**



**ELECTIONS**

POWER!  
MURDER  
BOMB

**VOTE**

**1**

**NOBODY**

*DON'T VOTE*

**MILITANT**

**BE  
IT!**



**NOBODY KNOWS  
WHAT'S GOOD FOR  
YOU!**



ASSYRUS



**JOIN  
THE PTWA**

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# **Train Guards – We're Still Here!**

As we go to print, Jim (Pottsy) Kennan, the new Transport Minister, has been forced to back away from his arrogant claim that "400 TRAIN GUARDS WOULD BE SACKED IN MARCH, NO MATTER WHAT!" The Transport strike in December '87 that saw Snappy Tom come a gutser has now been put off till May and is unlikely to be completed this year. So where does this leave suburban guards now?

The 12 day strike last year had 2 main demands and failed on both counts. Our first demand was to be told the truth about driver only operation (D.O.O.). The second was to remain in our jobs as guards in the back of the van.

The ARU leadershit have shafted us on both counts. (see SPARKS no. 12)

After having their "Job Change Proposal" rejected 3 times the ARU bosses have finally succeeded in pushing it through at "special meetings" held in Jan.

Many guards were unable to attend these meetings and were denied a say because they were out running trains. Less than 50 out of 500 guards voted on the changes. Now the ARU leadershit are supposedly negotiating with the government. We are being told bugger all about how talks are progressing. As for our futures, we now know less about that than before. In their documents, the Union, the Government and MET officials promise to "consult" with us over the D.O.O. project but we are told next to nothing. Down in the guards depot we are forced to live on rumour, like the proverbial mushrooms, kept in the dark and fed on bullshit.

In the depot nobody knows if we will be sacked or kept on. If we are sacked we do not know what jobs are on offer or if we will get redundancy pay. A letter from management sent to all guards in Jan. promised only severance pay. If we do stay we don't know exactly what our new job will involve. Indications are the new job (if any) will amount to a Bicentennial recreation of convict working conditions as the ALP's gift to MET bosses. Despite all the bullshit about consultation even our health and safety officers cannot obtain information on D.O.O.

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It does not need to be like this. Graham Bertrand must know what is happening. If he was fair dinkum over consultation he would find the time to come down to the depot once a week and tell us how talks are progressing. This does not happen. Why? I suspect it's because he has no good news, if he had the ARU would shout it from the rooftops!

The ARU bosses don't like us to know what's happening because the guards have a good habit of making decisions they don't like. During the strike the guards demanded a say in all decisions and a campaign of direct action. This freaked out the Unity Hall mob no end.

How can the guards regain their lost morale and once again hold the strength they had during the strike? First, they must demand meetings over D.O.O. It is not good enough for negotiations to take place behind closed doors when the subject is our jobs. Whether they want redundancy or to stay on the job it affects all guards how the talks proceed.

We can use the upcoming ARU elections to force the issue of democracy. Don't vote for candidates <sup>who</sup> will not resign immediately a vote of no confidence is passed against them. Don't vote for members of political parties or friends of the Unity Hall mob.

Also, we need to look at new ways of fighting. It is DIRECT ACTION that stuffs the bosses and we need to use it if we are to avoid the defeats of last year. Go slows, work to rule, black bans, strikes, mass sickies, sabotage, pickets, and demonstrations all have a role to play in defeating the MET bosses.

The guards also need solidarity from other workers in the industry. Next time a blue breaks out why don't trammies and bus drivers walk off the job in support? Why don't maintenance workers black ban all work to do with D.O.O. and track gangs refuse to carry out modifications or instal equipment? If the train drivers held a meeting and rejected D.O.O. outright then that would be the end of the matter. Guards and drivers could then agree to take united action over a 40% pay rise. If the guards do go, all transport workers will lose because it is not just 440 guards jobs on the line, but 2000 MET workers targeted for the chop.

**Train Guards continued...**



Money is also needed for strike funds because the ARU will not hand over one cent. Perhaps they are saving it for ALP affiliation dues! On the subject of the ALP, they are due for re-election this year. A decent transport strike at that time would really stuff them up. People who vote ALP often don't own cars and with an election day transport strike who honestly believes they would walk miles to put an X beside Pottsy Kennans name.

In 1988, we guards will have nothing to celebrate if management and the ALP government have their way, apart from unemployment and poverty. Transport workers need to unite and join the struggle to smash all governments, Labor or Liberal.

If we smashed the State, it would truly be "great in '88".

Iain Macpherson  
Suburban Guard  
6/3/88



## LIGHT RAIL

# Upfield Line Under Threat

The Met has now begun passenger counts on the Upfield line to justify their plan to convert it into light rail. One plan is to run trams up along the zoo tram line and from there into Sydney Rd. This would cost a fortune in taxpayer moneys and disadvantage workers in the Western suburbs. Obviously the travelling time to factories like Ford at Upfield will be greatly incresed.

Tram workers at Brunswick Depot need only to think back to the rail strikes of last year to imagine what life will be like without the Upfield train. Students will lose access to Royal Parade and Melbourne University. Traders on busy Sydney Rd will also suffer and no doubt turn their lost profits into sackings for their workers.

In fact the potential for chaos is greater on the Upfield line than the Pt Melb and St Kilda disaster areas. Providing we don't allow the Union officials to sell us out again transport workers can beat the government plans. Meetings need to take place between transport workers and the residents to organise a fight-back as soon as possible.



Fill in  
And Send  
To-day

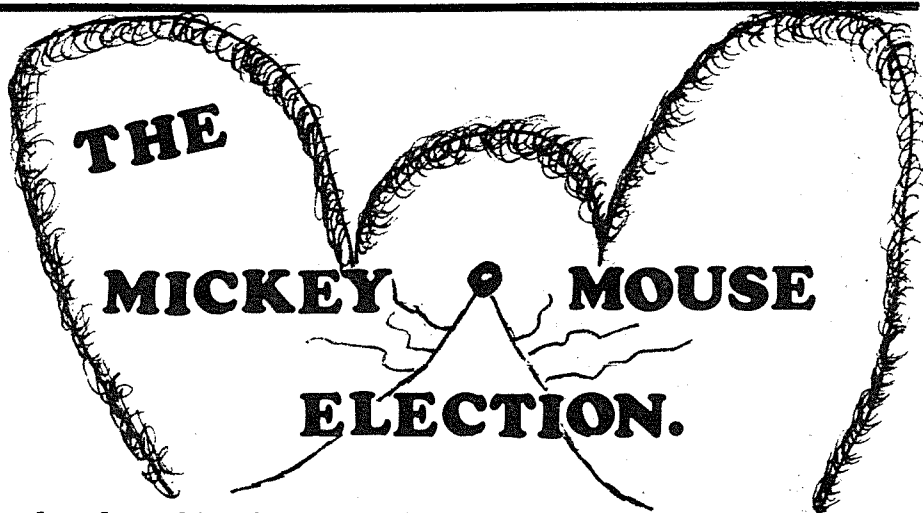
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# THE MICKEY MOUSE ELECTION.

On Wednesday, 24 Feb. an ordinary depot meeting at Sth. Melbourne, with J. Harper presiding, "elected" a new delegate and proxy delegate.

The meeting, of some 40 odd members, was held at short notice. Crews on the road, late shift crews, and those on their day off, had no opportunity to cast a vote.

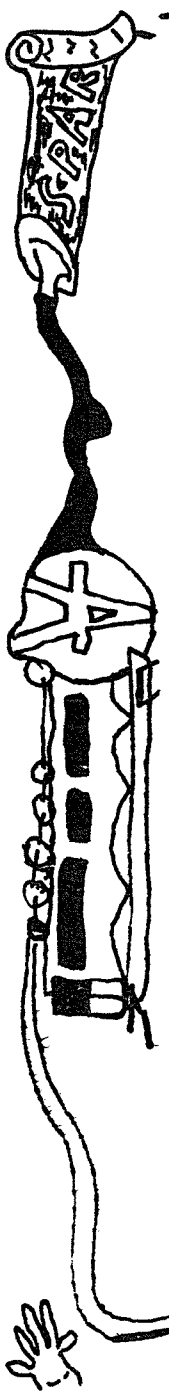
A well respected, long standing, member of the depot was nominated and seconded for the position of proxy delegate, but this nomination was rejected by J. Harper on the basis that the candidate was not in attendance.

In fact, he was taking his wife to a doctor on his day off, and so of course was not able to attend. He told me the next day that he would have accepted the nomination had he known!

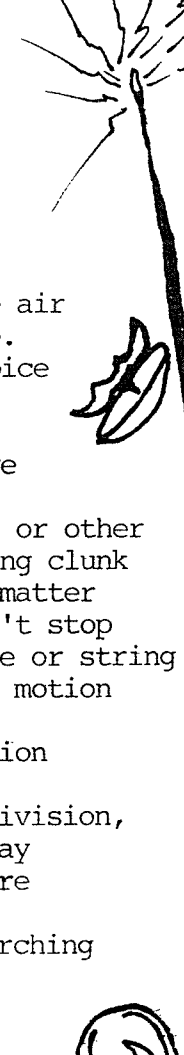
The position of delegate in this election was a foregone conclusion (only 1 candidate) and required a simple ratification, but that of proxy delegate was not so, and in view of the number of candidates and the closeness of the vote a proper election giving everyone the opportunity to vote should have been held.

Many of my workmates grumbled and expressed disillusion over the way this Mickey Mouse election was conducted. This is not an attack on any individuals involved (I've been told that everything was done by the book), but a criticism of the system that allows such a travesty of the principles of union democracy.

Patrick Cook  
Tram driver, Sth. Melb.



## SPARKS OF SPICE



The linament of pain exudes  
from person to persons unknown  
As they commute in cart on rails  
Sitting quietly or reading papers  
They either stare or flicker  
ever changing glances at  
everchanging neighbors.  
In, out; out, in. Exhale, inhale,  
exhale, in.  
While they share all that's in the air  
Dust, disease, fragrance and spice.  
Yes, spice; for tramming is the spice  
of early morning life.  
Shuffling back towards the rear  
So more can join or those can leave  
That have found their career  
Marked, tram stop number something or other  
Ding, Ding; clunkety, clunkety; Ding clunk  
Forever sounds of being aboard no matter  
how long your journey and it doesn't stop  
Until the chord of custom, the line or string  
Halts its everlasting character of motion  
And you step down and down and off  
You are involved again with migration  
Of your own accord  
Hustle, bustle, speech, signs of division,  
Diversion, while the tram moves away  
But the memory of it is always there  
Even when it's sounds have passed  
There'll always be another one searching  
For ears, eyes, noses, throats.  
Fingers, feet, mouths, arms, hands  
And other appendages to persuade.

Noodle String

## KEW BACKS CLARRIE

Clarrie O'Shea, the retired ex-secretary of the ATMOEA, recently submitted a letter to the Tramway Record condemning the current union bosses for their selling out of bus conductors jobs. Clarrie spent time in jail in the late sixties defending bus conductors. His jailing led to massive industrial action across the country which effectively put the penal provisions of the Arbitration system out of action.

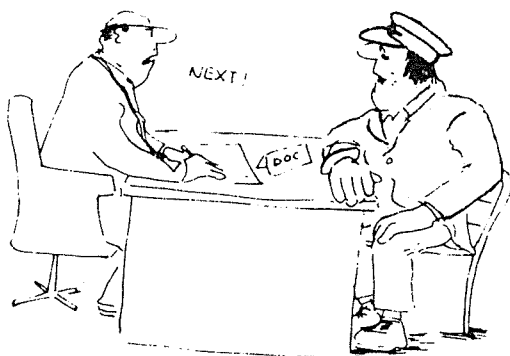
In Clarrie's letter he pointed out that a High Court decision had guaranteed bus conductors jobs, yet Harper & Co. were prepared to tell ATMOEA members they couldn't save these positions. The tantalizing promise of a pay rise for drivers effectively sealed the fate of the connies.

The ATMOEA leaders have refused to print the letter. Censorship is alive and well and living in King Street. Afraid of embarrassment Jim??

Now Kew Depot have unanimously endorsed the publishing of this letter. All depots need to take up this important issue to expose the hypocrisy that emanates from union bosses.

ROVING CONNIE.

DOC  
MY JOBS TERRIBLE -  
FUMES, HEAT, NOISE,  
DUST, CHEMICALS,  
SHIFTWORK & STRESS  
DO YOU THINK THAT  
ACCOUNTS FOR THE  
WAY I FEEL?



# LESSONS from LONDON

One Person Operated trains are being phased in on London's Underground (the first O-P-O line started in March '84). Like the situation here in Melb, the move behind the move to guardless trains is 'cost cuts'. London's system has of course been in the news recently with the Kings Cross fire. What isn't so well known here is the overall effect cuts to London's train system is having on workers and users alike. Below, we reprint from 'Notes From The Underground' a few O-P-O nightmare tales....

## One step from tube disaster

A MISTAKE by a train driver could have cost West End secretaries Tina Kaylor and Karen Goldsmith their lives.

The doors of the District Line train they were leaning on opened onto the wrong side.

The accident at Upney Station last week was similar to the one during the morning rush hour at the same station a week before.

Tina, of Goresbrook Road, and Karen, of Bentry Road, Dagenham, were on their way to work at a shipping company in Holborn.

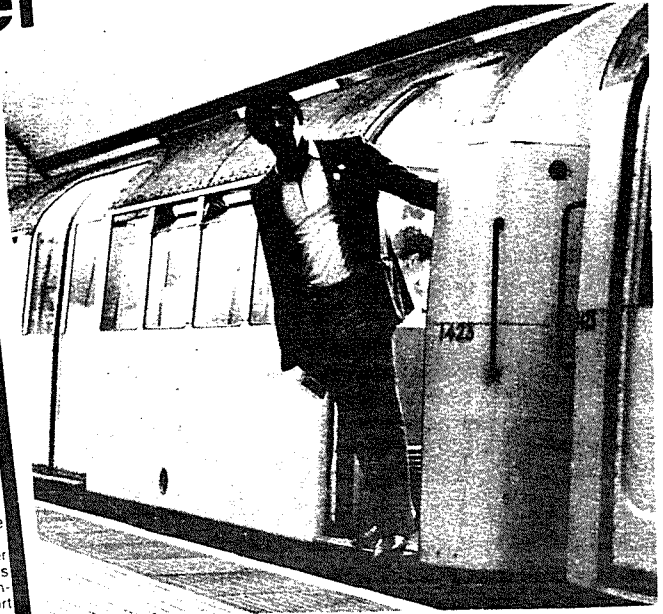
Tina, 21, said: "The train was packed and we were leaning against the doors leaning against the doors when they suddenly opened."

"It was right on the express line and there was nothing to stop us falling onto the track."

"It was just luck that we didn't fall out."

Alan Williams, GLC member for Hornchurch, has already protested to London Regional Transport that the incidents highlight the dangers of one-man operated trains.

Barking & Dagenham Post  
27 November 1985



There have been an incredible 280 reported incidents of doors being activated on the wrong side on District Line trains between November 1985 and September 1986. Another 107 incidents have been recorded on the Metropolitan Line in just two months! When questioned by the press, London Underground Limited (LUL) stated

"These incidents are so rare, it's untrue".

(LUL press statement, 1986)

Below is the text of a letter sent to Mr. N. R. Garrie, Public Relations Officer of London Underground Limited from a concerned passenger.

Dear Mr. Garrie,

*As I was travelling home on Wednesday 2nd October, the following incident took place.*

*At 16.20 hours by the platform clock I ran to catch an eastbound train at Baker Street platform 5. The doors shut before I could get onto the train, but my coat caught in the doors and I was unable to free it. The train started off slowly and I ran down the platform holding onto my coat; although I made a considerable amount of noise, shouting and kicking at the doors of the train, the train continued moving.*

*Two policemen who were standing at the easterly end of the platform heard the noise I was making and shout to the driver to stop, but by this time the front of the train was well into the tunnel. The train continued moving. Fortunately a man who was waiting on the platform ran up and help me to free my coat. The train disappeared into the tunnel.*

*I did not see a guard on the train concerned in the above incident, and I am sure that had there been a guard he or she would have seen me and stopped the train.*

*Had I fallen over whilst running down the platform hanging onto my coat I might have been seriously injured, and as it was I was very lucky not to lose my coat and the important documents etc., it contained.*

*In the light of the above incident, can you give me an absolute assurance that driver only trains are as safe as those having a guard? I was very frightened by the incident, but I fear there could be far more serious occurrences at any time.*

Yours sincerely,

Edward Wood

Drivers of guardless trains can't be held responsible for these incidents. Stress related illness' and resignations have skyrocketed for drivers of O-P-O trains. They 'gained' a 7.5% wage rise for the extra workload but considering their doing the work of two people, was it worth it?? A wage increase should never be used to compromise safety standards.

Reductions in station staff numbers have made many stations 'No-Go Areas' at night. Train maintenance cutbacks means equipment isn't getting serviced as regularly so another disaster beckons. General servicing of stations has been drastically curtailed leading to unreliable

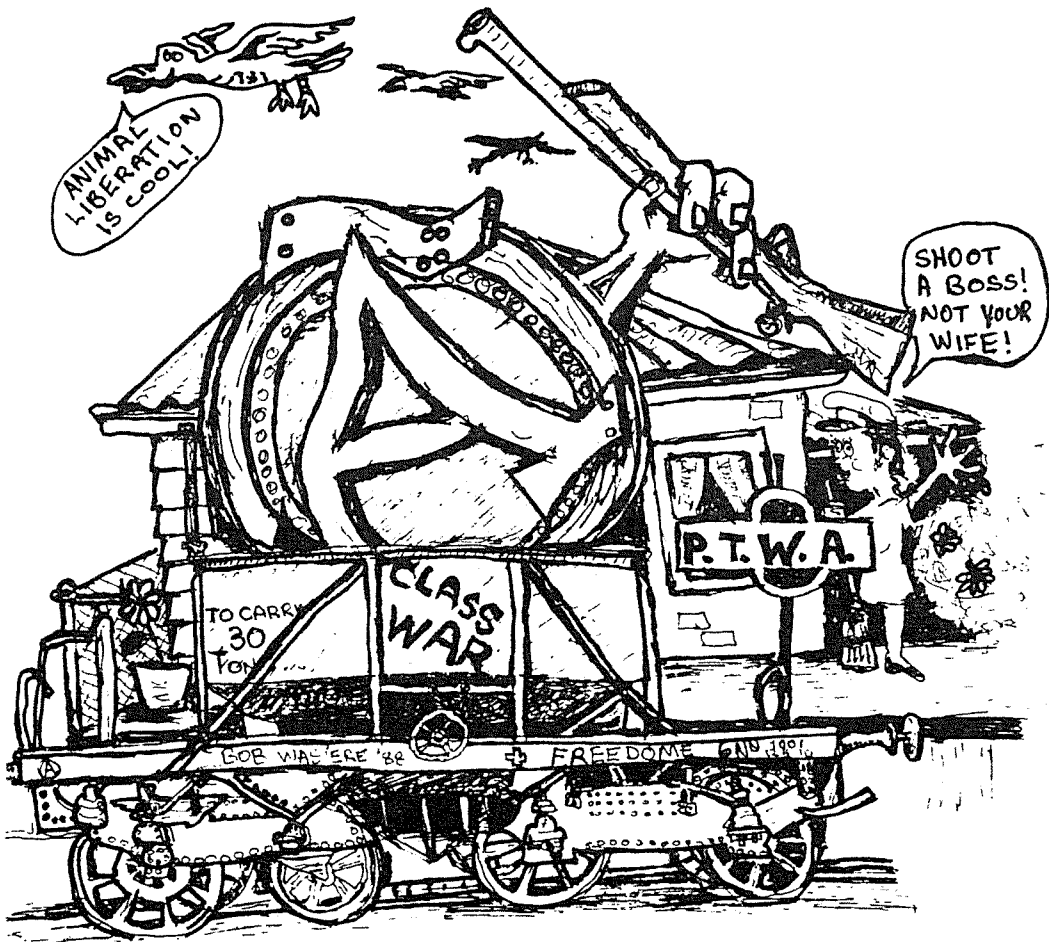
equipment like extinguishers, manual over-rides on escalators, etc. Contract labour has taken over some jobs—cleaning, catering, etc. Workers of the contract firms are regularly pressured to ignore safety standards in order to get jobs done quicker.

Service cuts and job cuts add up to only one thing: **an unsafe, dangerous environment.** One example....escalators on the Underground were serviced until 1984, once a fortnight. Cutbacks meant escalator servicing was reduced to once every two months. The Kings Cross Fire was caused by a spark igniting rubbish under an escalator.

Leaving safety in the hands of those whose only motive is profit is **DANGEROUS TO YOUR HEALTH.**

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# guns are for REVOLUTION!



# NOT RAMBOS



D. L. McNAMARA and ROBERT MURPHY

BARRISTERS AND SOLICITORS  
19 GREY STREET, ST. KILDA 3182

ROBERT F. MURPHY, B.A., LL.B.  
D. L. McNAMARA, LL.B. (Consultant)

P.O. Box 2070  
West St. Kilda 3182  
Telephone: 534 5579 or  
534 4509

RM

6th January 1988

Mr P. Cook  
C/- South Melbourne Tram Depot  
Kings Way  
SOUTH MELBOURNE 3205

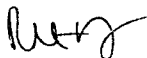
Dear Sir,

re: Ms D. Stephens

We advise that we act for Ms D. Stephens who instructs us that you are the author of an article in 'Sparks' magazine which contains a number of inaccurate or misleading statements concerning our client. Ms Stephens finds these statements offensive and insulting and believes that, while the statements are untrue, they may damage her personal standing and reputation in the union movement and the community.

We are instructed to advise you that if your statements are repeated our client will take the appropriate legal action against you.

Yours faithfully,  
D.L. McNAMARA and ROBERT MURPHY



Robert Murphy



Leigh Kendall and myself received this outrageous letter several weeks ago. It is clearly an attempt to stifle legitimate criticism of union officials by threats of legal action. Such intimidation of those who speak out is the sort of calumny resorted to by bosses and their stooges.

We spit on it in contempt!

Patrick Cook.

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# IT'S TIME!

## to disaffiliate

During the Bicentennial no doubt we will hear a lot of pig-shit about the unions and the A.L.P. being the Australian workers greatest achievements. We will hear all sorts of trash about bludgers like Bob Hawke and Simon Crean being the workers heroes, leading the country on behalf of all Australians. The reality of course is that the only Australians which the A.L.P. rules the country on behalf of is the rich.

The only birthday presents our Governments are going to bestow on workers in '88 will be more sackings, wage cuts and attacks on freedoms. Why then do Public Transport Unions continue to fund the bosses party when all the ALP does is shit all over us? Every year the ALP bagmen demand tens of thousands of dollars in "protection" money and every year the union officials hand it over in the form of Affiliation Fees.

It seems insane to me that we transport workers should continue to support the same political party that is presently destroying our industry. The limp excuses of our union officials don't cut much ice. They say we need to fund the A.L.P. "because they're better than the Liberals." I reckon that's garbage because there's virtually no difference between Labor and the Liberals. It's like choosing between Twiddle-Dumb and Twiddle-Dee when asked to draw comparisons between Hawke and Howard.

The yuppy left wing union officials acknowledge the faults in the Labor Party but argue: "...yes I know the Labor Party isn't perfect but you have to be inside the party to change it...". Once again this is crap because usually the party changes them. I have seen stacks of decent workers come up off the shop floor attempting to change things by joining the ALP and climbing the union ladder. Within six months most of them are sucked into the system and become sell-out scum. Frank Lacey is a good example of this.

It's odds on that the real reason our union bosses don't want

## It's Time...cont'..

us to disaffiliate from the ALP is that the thousands of dollars used to fund ALP elections also fund their union elections. A certain portion of our union dues are put aside for the ALP's annual rip-off of affiliation dues. The union bosses say it's not much, but it adds up. The Australian Railways Union "donates" 20 000 dollars annually to the ALP!

Why should transport workers fund this mob of parasitic rabble? After all, the ALP has been responsible for wage cuts, line closures, mass sackings and countless attacks on our conditions. They prance around the country calling themselves "workers representatives" while they stuff their faces at cocktail parties for the rich or play golf with the famous. Well, stuff them! Let's treat these ALP cockroaches the way they deserve and treat them like the social lepers they really are.



We should demand an immediate end to payment of ALP affiliation dues and that the money be used for strike pay instead. As well as this we should demand that all members reveal their political affiliations.

This might sound a bit over the top but remember that the ALP is a corrupt party and when in government many of their officials wander around the workplace like Industrial Policemen. The ALP mafia at work are simply another arm of a shithouse government that extends all the way to your workplace.

**Leonard Trotsky.**  
Sth Dynon Diesel.

YES IT'S THAT TIME OF YEAR AGAIN!!!

the **SPARKS-PTWA**

# BOGY AWARDS



Winner of last years Sparks  
**GOLDEN DUNNY SEAT TROPHY**  
 Joe Sibber-arse says:  
 "I reckon that if I tried  
 to pick up all the bogies  
 that had ever come out  
 of my nose, that I'd never  
 get them back up there....  
 ...So like, I'm not  
 even going to try it!"

## MUSSOLINI MEMMORIAL PLATE

Dedicated to all attempts  
 to emulate Italian WW2  
 dictator Bennito  
 Mussolini's aim of "Making  
 the trains run on time"...  
 New Transport Minister,  
 Jim Potsy Kennan is this  
 years winner. Our readers  
 hope Potsy Kennan follows  
 Bennito's footsteps  
 .....all the way to the  
 gallows!



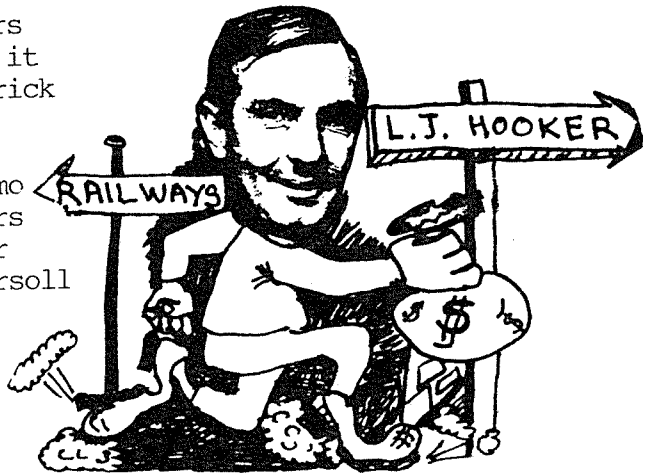
## HOW-LOW MEDAL

### winner FRANK LACEY

For sellouts and backstabbing above and beyond the call of duty, Frank Lacey wins the coveted "How-Low Medal". We know you are suffering from a guilty conscience FRANK (or is it Roy?) but we thought we would remind you of some of your more recent sellouts...The suburban guards strike, the light-rail fight, the goods guards, the shunters, the 6 day strike, etc, etc,.....



The winner of this years GREEZY PALM AWARD wins it for his fly-by-night trick performed as Victoria's Public Transport El-Generalismo. Hired at 100 000 dollars per year on a five year contract, Russell Ingersoll jumped ship half-way through after stuffing up the job. The govt' still gave Russell a generous pay-out and L. J. Hooker gave him a 300 000 dollar job. We suggest a rent' strike.



## GREEZY - PALM AWARD

### winner RUSSEL IMBECILE

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## THE WORKERS ARE THE PUBLIC ARE THE WORKERS ARE THE PUBLIC.....

DEAR Public Transport Workers Association,

Please can you send me one of your 'Tram Conductors-You'd notice them if they weren't there' stickers. I am a supporter of your campaign to save these vital and undervalued workers. With thanks, Robyn A.

DEAR P.T.W.A.,

Thanks for your response to my letter. You asked how I knew about the stickers. I travel regularly on the 10/12 tram route and have seen them posted at various points along there, as well as on trams (many from Sth. Melb. Depot) and also on connies' bags.

I don't work in the public transport industry, but, until recently shared a house with a connie. He was a keen supporter of SPARKS, and I always had a look at them when he brought them home. Through living at such close quarters with a p/transport worker, I quickly came to appreciate how hard they work, and how little appreciation most people have of that hard work and commitment. I was astounded to find that shoes aren't part of the uniform provided for roving connies (and they go through them so fast), and that uniforms are made almost exclusively of hot unhealthy nylon. The hours connies work and the poor conditions under which they work, coupled with the general public's almost complete failure to acknowledge-let alone appreciate-the vital service these workers perform, make me really angry!

As a user I always try to do the right thing by connies, drivers, etc, whom I encounter, and get riled by the ignorant and even hostile treatment dished out to them by many users.

I hope your current 'You'd notice them if they weren't there' campaign makes an impact on public awareness. Keep up the good work. Yours sincerely,

ROBYN A.

Thanks Robyn for your refreshing letters and attitude. Naturally the PTWA will continue to fight for connies and anyone else under threat in this industry. We've distributed 4000 stickers and have none left. For the moment we haven't the money to get more done-so if you want to see stickers readers, why not take out a subscription or donate whatever you can afford? And for only \$10 you can purchase the latest in fashion-the SPARKS-PTWA 'An Injury To One Is An Injury To All' t-shirt. Details are on the inside back cover.

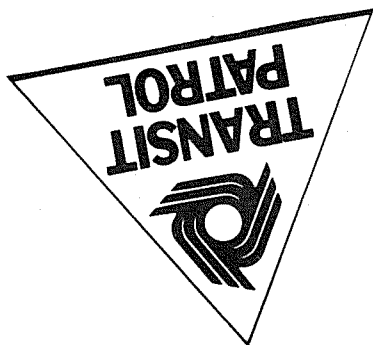
## Transit Cops

What an arrival the 'new and improved' version of transport police have received. A media conference launch, a mass advertising campaign in the dailies, posters up at most stations and info. stickers on many trains. As all good politicians know, it's the illusion that counts.

Transport cops are and will continue to be, light on the ground. When trouble occurs on the system it is the running grades, station staff, guards, drivers, conductors, who deal immediately with the troublemakers and it is they who can most quickly deal with trouble. The simple fact is, if you employ more station staff and keep guards and conies on vehicles, less trouble will occur and when it does occur more workers are around to help those needing it. With 50% of stations unstaffed at night, of course 'trouble' takes place be it vandalism or harrassment of users. Station staff act as a deterrent and provide reassurance to users. For workers getting harrassed it's usually other workers who come to their assistance, not the cops, eg. on a train the driver calls up the guard or visa versa. What will the driver of a train do if guards go and stations remain understaffed?? Wait and wait and wait for the transit cops to arrive or will he/she leave the train and passengers and run down the road knocking on doors hoping to find someone to help them?? Surely increasing staff numbers not decreasing them is the way to protect the users and workers.

The Transit Police **will be used as industrial police**. A precedent was established in Sept. '86 down at Jolimont Workshops when a picketline was busted up by 20 RIO's. This disgusting scabbing was followed six months later with violent acts against protesting workers and residents down at the anti-Light Rail pickets. The Transit Police may ride the rails pretending they're 'one of us' but look whose side they take in an industrial dispute. Can any transport worker identify with these scabs????

**RAILWAY ANNIE**



## A MESSAGE FROM A SUBURBAN GUARD

TO: The Managing Director

The Suburban Guards and the working people of Melbourne are committed to the retention of guards on Suburban Trains. This means that yourself and the several hundred non-productive and parasitical transport bureaucrats who allegedly manage public transport will be dismissed. You will have the opportunity to participate in the dole queues or seek exorbitant contracts from private industry.

The workers in public transport must provide a viable public transport industry for its owners, the people of Victoria, and this can be done only if control is wrested from careerist bureaucrats and other hangers-on and given to the people who actually perform the useful work of transporting workers and freight.

Significant gains would be made in the areas of finance, administration, on time running, safety and efficiency if you and your ilk would resign forthwith. Then we could get on with the job of rectifying the mess you and your Labor Government patrons have gotten us into. Train maintenance would improve through cheap methods like the issuing of repair manuals and the abrogation of expensive leaseback arrangements to provide funds to buy parts. Track gangs would be hired and new rail would be bought to rectify the decrepit state of the permanent way. Grade separation, multi-aspect colour light signalling and a regular signal maintenance program would restore the safeworking system. Stations would be fully staffed at all times, trains would be run all hours, and fares would be drastically reduced to increase patronage. Oh, actually, your senior management cohorts could be employed: as station staff, cleaners, signallers, even guards. **Useful** work, you understand.....

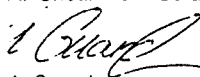
Driver Only operation is the most pea-brained, stupid, bureaucratic idea you people have come up with to date. The system is already a Granville waiting to happen, but **this** - its a plan to kill and maim the commuters of Melbourne (not to mention the Train Drivers). The road toll last year was around 650 killed. Is that the sort of figure you're aiming for? Or is it merely a "philosophical issue", an "acceptable risk"?

Since you've apparently decided that there's not to be a TRRS-type payout, and since you intend sacking not only us but 3280 workers over the next two years, what of your claim that nobody will be sacked? They pay you enough so you should be able to perform the simple equation: where x is the current number of staff then  $x - 3280 = x - 3280$ ! Simple! So cut the double talk. By the way, "consultation" is spelt "c-o-n-s-u-l-t-a-t-i-o-n" not "i-m-p-l-e-m-e-n-t-a-t-i-o-n". Just thought I'd clear that up. And its **not** pronounced "sack the low-paid workers who actually do the work and be damned to them, too".

Let's call a spade a spade. You are a product of the corporatism sponsored by the current crisis of capitalism and the attempts by the ALP to manage it. Your bottom line is money and you don't give two hoots about the thousands of people you intend to pauperise. You are part of a monolithic bureaucratic bloc which follows a chain of command from the ACTU and the Trades Hall Council to their Labor Party compatriots. You produce nothing but the coin by which Cain and Hawke rule: anti-democratic, union- and worker-bashing rule by decree.

As for your precious MTA and your precious "change": every single worker in the industry and most of the public agree that the MTA/STA split is a financial and administrative nightmare which should be destroyed. It's a job creation scheme for the girls and boys - the scabs, the sycophants and the friends of the ALP. "Change"? What a hypocritical abomination coming from you. You are dragging back this system - not a "business" but an essential public utility - to the 19th century.

Spare us your transparent attempts to divide us, and spare us your corporatist platitudes, Mr Shea. We'll be around much longer than you - and your ALP government patrons.

  
A. Guard,  
Productive Worker



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## KENNAN-JUNK!

In an 'Age' article on 27th Feb. Kennan stated he now sees a point to keeping guards on trains, albeit on services where there's 'trouble'-mainly at night. (Lost faith in the Transit Police already Jim?). At least it's a shift from the previous 'no guards at all' position but there ain't any logic to it. Millions of \$\$\$\$ would still get wasted converting those lines considered 'safe' to Driver-Only-Op. And who'd do the considering??

What's Kennan getting at? Is he trying to save face for the bureaucrats and their extremely dumb Driver-Only/Dead-On-Arrival scheme?? The Unity Hall mob had better not try selling this to guards (and users) as some sort of "reasonable compromise" in order to save **their Labor Government** the embarrassment of another industrial fight.

ADAM MUYYT, Sub.Guard.

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### **Workers Control Not Controlled Workers**

The new Director-General of Transport, King, was interviewed in the 'Age' on Feb. 22. Despite his numerous business management degrees from uni, his numerous bureaucratic posts and his \$100,000 plus a year pay packet, it seems our Mr. King is really a revolutionary at heart-well sort of. In the interview King reckoned the workers need to believe they owned the system. It's not quite the same as really owning the system, or workers control as we at **SPARKS** advocate, but "believing they own..." is quite a step up from the usual garbage emanating from the mouths of bureaucrats. You didn't also study psychology at uni Mr. King???

the SPARKS-PTWA

## T-Shirt!!!

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## 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.



## Anarco sindacalismo

L'anarcosindacalismo e' molto diverso dal sindacalismo che divide gli operai a seconda delle categorie a cui appartengono. Tutti noi lavoratori dell'industria dobbiamo fare parte di un sindacato unico dell'industria. Dobbiamo rimuovere le divisioni artificiali fra di noi. L'organizzazione e la direzione di un sindacato unico come questo devono essere completamente nelle mani degli iscritti.

Un sindacato unico autogestito dai lavoratori deve avere i seguenti requisiti:

1. Che nessuno dipendente del sindacato guadagni piu' dell'operaio medio iscritto.
2. Che i portavoce non abbiano



nessun potere esecutivo. Tutte le decisioni vanno prese da quegli iscritti interessati direttamente da una determinata questione.

3. Che i portavoce funzionino soltanto da delegati eletti dagli iscritti per portare avanti le decisioni prese dagli iscritti stessi.

4. Che si istituisca una norma per la revoca immediata di qualsiasi portavoc/delegato che agisca contr le regole sopracitate.

5. Che ogni incarico sindacale abbia un periodo limitato, cioe' due anni (a meno che non ci sia nessun' altro che lo voglia).

6. Che non ci sia un corpo di sindacalisti di mestiere, cioe' pagati a temp pieno. Che il sindacato ricompensi soltanto le perdite della paga normale.

7. Che il potere decisionale all'interno del sindacato venga decentralizzato, in modo tale da non aver bisogno di personale pagato a tempo pieno.

Soltanto cosi' possiamo creare un' organizzazione democratica, unita e combattiva, un' organizzazione in grado di lottare per i diritti dei lavoratori/delle lavoratrici e le loro famiglie contro tutti i padroni, governi e partiti politici. Per eventuali informazioni, rivolgersi a