

Sparks

THE RANK-AND-FILE TRANSPORT WORKERS' PAPER

THE CHICKENS COMING TO ROOST! D DAY FOR PRIVATISATION OF TRANSPORT!

- (1) SMH 19/11/19 Claassens okays 'trial' of DOO on new interurbans - code for permanent!
 (2) Late 2019 Sydney Trains Staff meetings - Bosses provide 'gossip' about refurbishing of Tangaras. Unless in writing - not a guarantee of Guards for 10 years!

- (1) Berejiklian 2019 NSW Election quote "No more privatisation..."
 (2) SMH 24/10/19 "A shocking betrayal. Berejiklian Govt. To privatise bus services."

DON'T GET CONNED BY FAKE NEWS! WEASEL TALK IS CHEAP!



Sparks Flash Back 2017

NSW Railway News;	Sydney Buses News;
Transit Systems & Greenroads;	Victorian Railway News;
STA Privatisation Conspiracy;	'Business in Confidence';
Fair Game Part 2;	STA 'Spring Madness'

EDITORIAL

Welcome to another edition of Sparks.

NSW Trains Workers Under Attack

Some of the most important news lately in the NSW Railways, has been Alex Claassens RTBU NSW State Secretary suddenly spilling the beans (See article in SMH 19/11/19) that the new interurban trains are engineered for DOO (Driver Only Operation). Spotlighting his and the NSW Govt's duplicity with the 'fake news' they spread at the time of the 2018 RTBU elections, that the guards' job was 'safe'. Needless to say he must have been aware of this fact, years before through those 'top secret' weekly meetings with the NSW Transport Minister. In the above article, he engages in more duplicity, with his Okaying a 'trial' of DOO on the new trains, 'code' for permanent. Courtesy of the 'facilitation' clause he slipped in Rail EBA 2018, DOO will be 'facilitated' to Millennials, Waratahs and Tangaras. In other states an important precursor to privatisation of the railways has been DOO, to cut costs for private operators. With the change of the guards' role to customer service, they become 'dead meat' losing their industrial muscle and easily sacked. Any gossip the bosses have spread that with the Tangara refurbishment that the guards' job is somehow guaranteed for 10 years, must be treated as further 'fake news' as it's not in writing. Another group under attack are Inter-Urban Train cleaners who are facing the sack due to privatisation. The RTBU officials are resorting to a feeble petition to cover-up their sell out of the cleaners' jobs. Both groups face ending up on the dole queue, poverty, drug testing, and the 'cashless welfare card'! A stop work mass meeting needs to be urgently held to consider an industrial campaign over the issues. With a likely lack of interest by the union officials, 'unofficial' meetings need to be held and an 'unofficial' delegate committee to be elected to co-ordinate the campaign.

Other important developments is the increasing 'state of siege' affecting the NSW Railways with further privatisation pincers and the new Metros. (See article page 3.)

The Way Forward to Fight State Transit Privatisation

Some of the most explosive news in the buses in Sydney is of course the decision of the NSW Govt. to selloff the rest of the STA, see SMH 24/10/19. Again the RTBU officials would have been well informed of this move well before the announcement courtesy of those 'top secret' weekly meetings between the RTBU State Sec. and Constance. With privatisation, drivers will face massive pay cuts as a result of management's tight control of rosters with likely adverse roster changes and later on casualisation. (See article page 12). Again the RTBU officials and Unions NSW are taking some feeble measures to help cover-up the brazen sell out and gain some electoral mileage for the ALP in the next State Elections (See article page 3), with a rally in the CBD on 2/12/19, ALP pollies talking at depots and small flyers/stickers. The way forward has to be a campaign of guerrilla industrial direct action and the election of an 'unofficial' delegates committee to coordinate the campaign.

Sparks welcomes contributions by transport workers. Please send to PO Box 92 Broadway 2007 NSW or via our web site www.sparksworld.org. Subs. are \$5 pa. Please make out postal orders to Rebel Worker. Sparks is published by the Sydney Local of the Network for Democratic Unionism. SPARKS WEB SITE - www.sparksworld.org

N.S.W. RAILWAY NEWS

Organisation is Not a Matter of Faith

The trade union movement is facing some serious issues of faith. Many more potential challenges loom on the horizon. These are not small issues and they require a thoughtful and rigorous debate in the workplace if they are to be overcome.

Among the challenges are the issues of climate change, automation and technological change, privatisation of state owned enterprises, attacks on working conditions, falling working class living standards, casualisation of the workforce, union membership decline, attacks on penalty rates, laws meant to curtail union activity and wage theft.

We have to admit that where unions have been prepared to fight back there have been outstanding victories. However these are sporadic and rely on union leaders tied to a militant rank and file. In most cases though, the union leadership is remote from its members and the workforce in general.

At the shop floor level members seem to understand little of how the top-down union apparatus works nor the implications of disengaging with the industrial processes within the union. This should never be about electing union officials every 3 or 4 years then hoping for the best.

The RTBU's strategy of steering union members, who they see as having potential as Labor Party hacks, towards the Party is a losing strategy.

During the recent Federal election campaign the ACTU actively campaigned for the election of an ALP Government. It has been quoted that over \$6million was spent on rallying the troops, door knocking, producing TV ads and flyers and cajoling members to vote for the ALP. What a waste of resources this turned out to be. There was always a chance that the ALP would not be elected and that we could end up with an even more determined LNP Government hell bent on destroying workers rights. That's exactly what happened. The problem for workers is that things are now much worse, we are under greater attack from a Government that has no time for workers or their issues.

Workers would have been much better served if the \$6 million was spent on bringing the rank and file up to speed and getting them involved in a campaign against the excesses of the government attacks and proposed changes to the anti worker laws. That would have put the working class in the front lines armed and ready to defend their entitlements and the austerity aimed at the general community. The leadership of the ACTU was not prepared to take that road as they had their eye on one prize only, the election of another neoliberal ALP Government. The labour movement has been damaged because of that tactic and we have lost a great chance to put the LNP and their cohorts onto the back foot.

The ALP, especially under the leadership of Albanese, has been no friend of workers. He is in complete step and agreement with the reactionary anti-worker LNP on a number of issues.

“Productivity” is now the new buzzword of both the major political parties. This means squeezing more out of workers in order to keep profits up.

The ALP’s recent capitulation on the new Free Trade Agreement angered many union members because it was contrary to what was agreed as the party platform. Some unions threatened to withdraw from under the ALP umbrella, but in the end they did not.



It was the Queensland ALP that scurried down the road to the

privatisation of public transport - before long the buses were gone. In Victoria, Metro gained control of the public trains and trams while Transdev grabbed the buses.

Here in NSW the RTBU oversaw the privatisation of the operation of Newcastle’s bus services to Keolis Downer which saw the biggest slump in reliability of bus services. At the same time a slimmed down workforce was quickly fleeced of their rightful entitlements. This was all done under the noses of the RTBU officials who had coverage of the workers in that area. All we got from the union executives were platitudes about privatisation being bad for members and the community.

The switch to private operation of government buses in Region 6 of Sydney’s Inner West was a similar debacle. Once again no real fight back was organised amongst Public Transport Workers as a whole and only a half-hearted attempt to stop the privatisation of the services ensued. The campaign was directed once again at the election of an ALP Government. Even if they had been elected the ALP leadership was already saying that it may be too late to reverse the privatisation operation.

Now all of the State Transit buses are up for privatisation, just as Sydney Ferries were not so long ago. This is a debacle for public transport services in the State of NSW.

However the union’s response to the privatisation is less than flattering. Apart from organising a couple of flag waving days in Mona Vale in Sydney’s far north and elsewhere, nothing has been organised in the workplace. A “Keep our Buses Public” rally is planned for Monday the 2nd of December in Martin Place, Sydney. The union seems to have endorsed this action although it is not putting its name to it.

Whatever happened to organising the workplace? Whatever happened to getting union members out on the street? While it is important to win the hearts and minds of the public, the two tasks can be undertaken simultaneously by getting those in the workplace involved. The com-

munity and the workplace must become familiar with each other by building trust and solidarity if these sorts of campaigns are to become successful. Anything else is only half hearted.

When the second major arm of bus privatisation was announced the RTBU bleated their concerns by warning that “suburban rail services could be next”. Well I’d like to inform them that privatisation in the rail sector is well under way. There is a denialism within the RTBU leadership that is hard to fathom. More than half of the rail workforce has been outsourced in the last few years and Metro is set to take over another large chunk of the rail network from N.W. Sydney to Chatswood and Bankstown. A separate privately operated line has been announced to be built between the city and Parramatta. It does not get much more private than that.

As Sparks Magazine goes to press the “Ensuring Integrity” bill is being debated in Federal Parliament. The ACTU and Union Leaders from around the country have been lobbying parliamentarians to not pass this bill which severely curtails the rights of trade unions and workers in the workplace. The ACTU got their fingers burned during the last Federal Election for putting all of their eggs in one basket by taking part in the electoral process for a Labor Government. It is possible that this could be a similar debacle. The ACTU is now just another lobby group that tries to sway the likes of the rabid Pauline Hanson and other Neo-fascists. What ridiculous tactics these are.

They don’t trust the rank and file who might exercise a bit too much power and see through their unscrupulous schemes if they became organised.

Our union leaders are deeply embedded within the Labor Party. For instance, right winger, Bob Narva, the RTBU National Secretary is not only Assistant National Secretary of the ACTU but was recently elected Acting Secretary of the NSW Labor Party Branch. The ALP is split in NSW because of the appointment of Narva. His appointment from the Right Faction is a signal that it’s business as normal for the NSW Right. There has been no clean-out of the old corrupt guardians and nothing has changed in the party. Many more union leaders have taken up roles within the ALP, not just in NSW, but all over the country.

As rank and file unionists we must ask the question “do we really want our unions to be vehicles purely for partisan party politics”? Or, do we want our union to be a fighting force comprised of its members, for its members, fully informed and armed against the employer.

Lately we are losing battles because no real battles are taking place. Some unions have shown that where members are involved in the struggle over wages and conditions they have a much greater chance of success in winning the dispute.

The whole Woolworths wage theft case was made easy because bureaucrats in the SDA (retail union) made all of the decisions for members. Woolworths even signed new members up to the union because of their cosy relationship with the leadership. They didn’t have the same compromised incestuous relationship with other unions that they had with the SDA.

It’s important for all members to be actively engaged in the struggles of their union. That means a certain amount of openness and trust must be forthcoming from the leadership.

Unions can’t do that if their primary role is focused on being just another arm of the octopus that is the ALP.

One of the most inspiring union wins this year was that of the Chemist Warehouse workers. Rolling strikes took place by 800 members of the NUW for 17 straight days involving the membership. The solidarity built during the strike helped the workers win a 18.75% pay rise over 4 years. They also won better redundancy pay and more permanent jobs. Chemist Warehouse tried to bypass negotiations with the union, yet members stood firm despite the threat of stand-downs and other threatening behaviour. Solidarity between workers always wins the day.

In all future disputes in Public Transport we must stand together and insist that the leadership of our unions mobilise in solidarity, organising as equals in the decisions, involvement and actions that help us win. We have lost too much already. The future is there for us to take.

FAIR GAME PART 2.

In Fair Game part 1 your editor gave you an introduction on why the game is not fair and how it got that

way. You will recall that we alluded to the fact that unconstitutional new laws were gradually enacted. Unconstitutional in the sense that they were not put to the people via referendum as the original constitution demands. These laws were then used as precedent for the enactment of even more laws that effectively took power away from the average person, who are in the majority and handed power to an unelected bureaucracy.

We also told you how politicians of either political stripe and orientation gradually signed us into international treaties and trade agreements that on the surface appear to be one thing but in reality, sign away our rights to what used to be the “commonwealth”, i.e. belonging to all the people and transferred that ownership to what is known as the government. This means ownership of land, water, minerals and all the resources of the country are effectively transferred to the bureaucracy of government. We also told you that the politician is nothing more than a flashy salesperson, selling you on the idea of democracy and that privatisation is good when it is “theft”. Selling you the lie that they are representing you when they and their political parties are front organisations for private interest groups, some openly and overtly and others secretly and covertly. All seeking to take from you what is rightfully yours and transfer it to themselves and their various networks and secret societies.

Having established in the average person’s mind and core belief system that the government owns everything, it now claims to be able to do anything! We told you that the government bureaucracy now claims not to need the average person’s, indeed any person’s, any citizen’s permission to do anything. Government claims the right to create smaller clones of itself, such as councils and claims the right to be able to dictate to you what you can and can’t do in your own home or back yard, anywhere in fact. They have established a belief that “Legislative Law” (laws created by parliament/government, often with a political and/or philosophical agenda) overrides “Common Law” (based on precedent and has its foundation in the idea from Magna Charta that there should be limits on the power of the king [state/government].) This is the central principle of the rule of law - that no one is above the law, and everyone is subject to it.

In a famous 1951 High Court of Australia case where the government of the day sought to legislate against the existence of a group the government of the day did not like, the High Court of Australia held that the Act was invalid. Here are a couple of reasons cited for the decision:

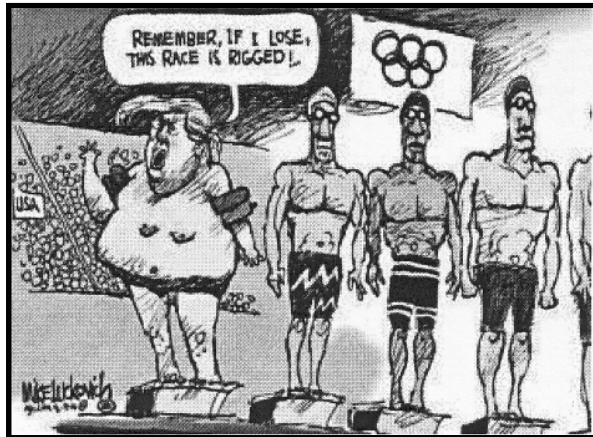
“Government cannot ‘recite itself’ into power.”

“ Validity of a law, or of an administrative act done under the law, cannot be made to depend on the opinion of the law-maker.” To give this quote some context the following was said “a power to make laws with respect to lighthouses does not authorise the making of a law with respect to anything which is, in the opinion of the law-maker, a lighthouse.”

Meaning that the High Court of Australia had sought to define limits to the legislative (law making) power of government in order to stop government from misapplying and/or misusing that power. By giving a simple example of the lighthouse, whereby if the government had obtained via a referendum the authority to make a law about lighthouses it did not have the authority to proclaim that in its opinion any house and/or structure was a lighthouse and therefore make laws about it. It only had the authority to make laws about lighthouses that everyone agrees are lighthouses.

And yet here we are!

Government “reciting itself into power” at every level, federal, state and most insidious of all the local council, police, transport etc. We will however restrict ourselves to transport. We’ve seen the disaster of the light rail, disrupting traffic, destroying business’ (who are suing) and of course over budget and over deadline, exacerbated by wilful negligence, wasting billions of dollars and all paid to a foreign contractor. This is an inversion of reality where the politicians and the permanent bureaucracy have “re-



“recited themselves into power” and have become an autocracy. They do not feel themselves to be accountable to the people of NSW for the job that they have been given authority to do and that is run an efficient state for the benefit of the residents and taxpayers of NSW. Create good, safe, well-paid industries and jobs for the citizens they are meant to represent. Instead these bureaucrats destroy industry by giving preferential treatment to foreign contractors, who are in fact multinational globalist organisations syphoning billions of dollars out of the economy. The destruction of industry depletes the skill base and creates unemployment, lowering the standard of living and even impoverishing many workers and residents of the state. They certainly do not and did not have neither the mandate nor the authority to do so. They have simply “recited themselves into power” to serve their own ambitions and special interests.

Your editor is loath to use the terminology of these “autocrats”, these permanent bureaucracy, parasites, deceitful liars and arselickers, who remain in power no matter who is elected and use deceptive terminology to lull you into a sense of complacency and compliancy, while they destroy your industry, your jobs and standard of living. Terminology like “our people”! When did we become their people? We’re not their slaves, they don’t own us. No, this is their deceitful language to lull you into a sense of complacency, make you think they care about you, don’t worry, stay asleep we look after “our people”. Yeah! You’ve done a great job, ripped-up half a city, destroyed businesses and wasted billions of our taxpayer dollars paying off a globalist multinational consortium who will of course reward you with a cushy little number in their organisation. The new interurban trains (I refuse to use their acronym NIF because it’s again a play on words to deceive you) are another example of deliberate and wilful inversion of their mandate and authority to run an efficient state for the benefit and prosperity of the people of NSW. Instead of using the existing expertise and capacity already available here and keeping the billions of dollars turning over in NSW creating new, safe and well-paid jobs, these autocrats and their political front men do the exact opposite. They place orders with a foreign company and not content with destroying local industry and syphoning off billions of dollars they secretly have the new trains “redesigned” to remove the guard. This of course will destroy even more jobs. And how many billions wasted and syphoned out of the state? To the direct detriment of the people and taxpayers of NSW. This is also why they use the deceptive acronym “NIF” to create the impression that these are different to the existing interurban fleet with guards.

Did the politicians have a mandate, or the bureaucracy have authority to deliberately seek out a foreign manufacturer, when the capacity and expertise was available locally and would in fact be to the benefit of the citizens and taxpayers of the state, to use local capacity and expertise? Did these politicians have a mandate or the bureaucracy have authority to deliberately and secretly request the foreign manufacturer to redesign the train so that it “cannot” practically have a guard on it. A deliberate act to destroy jobs, right here in the state that they are meant to represent. In the humble opinion of your editor and albeit a bush lawyer all this is illegal, the bureaucracy is “reciting itself into power”. Because the High Court of Australia said back in 1951 that “an administrative act done under the law, cannot be made to depend on the opinion of the law-maker” Or put another way, a politician elected to represent the interests of the people who elected them, cannot “legally” then go on to represent the interests of others, based on their opinion.

The metro needs no elaboration, another mess to the detriment of the people and taxpayers of NSW. What is interesting to your editor is the misapplication of legislation to silence or minimise negative media about the project’s failures and malfunctions of a supposedly automated system. And even more interesting is the compliance of the media. This alone should tell you something about the so-called media.

The bus network is now to be privatised when allegedly the politicians gave assurances to the union leadership that it would not be fully privatised. And your editor questions the union leadership, are they asleep at the helm? Have they been lulled into a false sense of complacency and compliancy? Or are these union leaders not leaders at all, but simply followers of an

ideology that has totally infested and captured their minds so that they have become victims of a type of “Stockholm syndrome” where they have abandoned their natural instincts for survival in favour of siding with their captors.

Then there’s the slated ripping up of the Bankstown line. Only the in the minds of unrepresentative politicians and the unelected bureaucracy serving someone or something other than the best interests of the taxpayers and citizens of NSW can something like the idea of ripping up a perfectly good rail line fully integrated with the rest of the network and replacing it with a totally different operation that does not integrate with the existing system make sense. At a cost of billions of dollars, that will blow out by billions more, with missed deadlines and faulty

trains, of course. Once again there is no mandate or authority for such outrageous waste and destruction and it only makes sense if you understand who the politicians and unelected bureaucracy really work for.

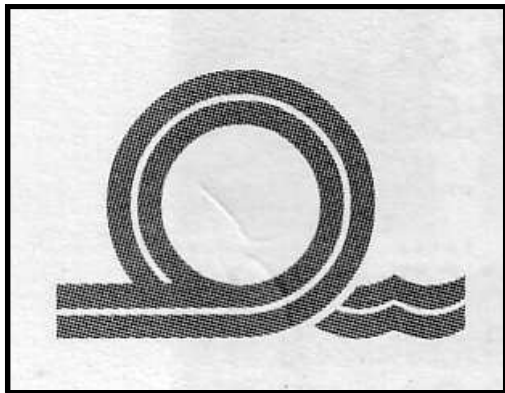
With the politicians it’s a relatively straight line by following the money and the money inevitably leads to globalist organisations owned by the elite. With the bureaucracy it’s a little more complicated because at first glance the permanent



bureaucracy is made up of career yes men/women and suck-ups, unthinking “apparatchiks” as they were called in the old Soviet Union. These types know that you get ahead by sucking-up and not challenging anything that flows down from the higher ups. These are the types that will do and say anything to get up the next rung and so they are also the types that will push the destruction of their own fellow citizens and the perfect channel by which an unelected autocracy can “recite itself into power”!

The game is not fair!

Look out for “Fair Game” part 3, in the next edition. Unfortunately, your editor didn’t get the time to fully and satisfactorily explain how the union movement has been co-opted to complete the betrayal of the people and the worker, so we’ll get to that next time. If in the meantime perhaps you’d like to know more about the famous 1951 High Court case, if so, you might like to research the “Communist Party Dissolution Act”. Sounds a little bit like the currently proposed “union-busting laws” the current ACTU “leadership” or should that be Stockholm syndrome victims are complaining about? Rather than squawking about petitions, your editor suggests they’d be better employed heading to the High Court. It’s the only language unrepresentative and unelected want to be autocrats understand.



Warning! Political Satire 'BUSINESS IN CONFIDENCE' & INCOMPETENCE

On the morning of Monday 14th October 2019, a top secret conference organised by the NSW Liberal Govt. was held at the Head Office of Transport for NSW to launch the NSW State of Business Grand Plan for Public Transport Infrastructure development and Operations and the facilitation of corporate business opportunities. It was attended by the union executives of the relevant 'corporate' unions such as the RTBU, TWU, ASU, CFMMEU, etc, faceless Transport for NSW bureaucrats, NSW Premier Gladys Berejiklian, NSW Transport Minister Andrew Constance, the CEO's of State Transit, Transit Systems and other multinational private transport companies, together with Harry Finger-on-the-trigger and a posy of other real estate developers and construction firm bosses.

Following welcoming the attendees, Gladys in coded language outlined how the corporate partners in the real estate and construction sectors and private transport companies could facilitate their business opportunities associated with the projects and privatisation carve-up which she outlined with the aid of a slide show by 'discretely' assisting Liberal Party finances for the next state elections.

A workshop was then convened. Following a nod from Gladys, her mascot and neoliberal muse Constance obediently pranced into action and brought into the conference room a range of exhibits for facilitating the transactions. He quipped that "we are taking a leaf out of the NSW ALP Rightwing Machine's book". Constance went on to explain the functions of the exhibits: The A4 Envelope which holds up to \$1,000 and comes in white or gold, Wine Box with reinforcing tape suitable for \$35,000 donations and Aldi Bag with stitched handles, reusable for groceries can take up to \$100,000. Constance went on with the aid of a slide show to present 'cosy' locations in various dark alley ways in Sydney, where the 'transfers' could be discretely conducted. He particularly emphasised that the alley at the back of NSW Parliament House was definitely ruled out as a rendezvous! "We are more discrete in these sensitive matters than those ALP crooks!" he emphasised.

Following the 'workshop', Gladys went on to emphasise the importance of 'Confidentiality' amongst public transport and construction workers and their 'unions'. She darkly warned the

assorted union bosses, waving a threatening finger with a knowing wink at Alex 'Trust me, it's only a Trial' Claassens RTBU NSW State Sec. and renowned Gourmet Cook of the union books and notable for his statement about "always obeying the law of the land", which particularly intrigued, but worried Gladys, of a possible Govt. inquiry into union election ballot rigging involving the 'union' bosses and the AEC(Australian Electoral Commission)in 2014 and 2018 elections and corruption. If any details of the corporate donations to her party were leaked as occurred embarrassingly for the ALP recently.

Real Estate Developer Mogul Harry Finger-on-the Trigger suddenly piped up and raised concerns that construction workers might spill the beans on shoddy work and dangerous work practices resulting in 'collateral damage' which would inevitably occur with the fast tracking of his apartment towers like with the Opal Tower and the recent spate of construction site so called 'accidents' and fatalities. Whilst NSW Trains CEO Rod Mason also got into the frenzy



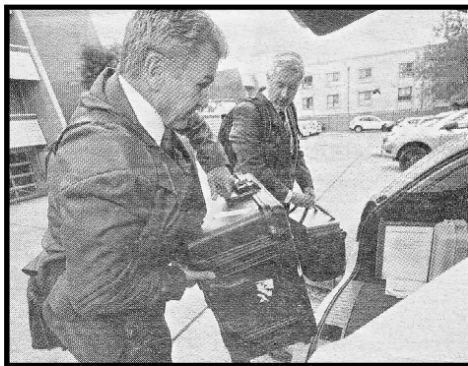
raising worries about accidents with Driver Only Operation of new interurban trains.

Sydney Trains CEO Howard Collins had qualms about the need to effectively cover-up near head-on collisions of trains, which unfortunately might have many witnesses amongst rail workers and commuters.

Whilst Transit Systems CEO Clint The Fuehrer and Stefan Furball STA CEO chirped up about worsening bus services, tightened running times and inadequate training of new drivers causing traffic accidents, requiring delicate and creative camouflaging with absolute silence from drivers to ensure effectiveness.

Gladys, went on to propose a solution. It entailed that all workers in the public and private sectors involved be required to sign confidentially agreements. They could be suddenly ambushed on the job by their bosses and made to sign the documents. The assorted union bosses rose from their chairs applauded and expressed how delighted they were with the idea. They would do their bit in the dirty work. The word would be put out to union reps that if workers complained, they would say "the union officials, who were 'democratically elected' could do nothing, as their hands were tied! It was all perfectly legal!"

On 16th March 2020 a massive scandal broke over the heads of Gladys Govt. Andrew Constance was caught by an AFP (Australian Federal Police) surveillance team, brazenly receiving a \$200,000 'transfer' stuffed in two Aldi Bags from a Chinese real estate developer and a Chinese transport company boss in the alley way at the back of NSW Parliament! Apparently he had nipped out to make a rendezvous during a Parliamentary tea break! He was arrested and dragged off to AFP HQ. Following a grilling Constance split the beans and details of a secret NSW Govt. Corporate Partnership meeting on 14th Oct. 2019.



Australian Federal Police outside 'Shanghai' Gladys home, just before the raid.

Massive lurid four page spreads with explosive photos appeared in all the corporate media about the scandal. Follow-up AFP raids on NSW Liberal Party politicians were ordered by an enraged Peter Dutton Minister for Home Affairs. Even Gladys home in Willoughby was raided by the AFP in the early hours of next morning. The cops smashed through her front door and burst into her bedroom, ripping down her bed sheets and dragging her out of bed. Gladys was dumbfounded. At the top of her voice she screeched, "Don't you know I'm Gladys Berejiklian, Premier of NSW?" One of the AFP cops quipped back, "After that incident behind Parliament House, Dutton is now calling you 'Shanghai' Gladys!" They then made a beeline to the all important underwear drawers. Upended the drawers and perversely became very engrossed in examining her dollar sign emblazoned underwear. Finally stumbling across wine boxes, Aldi bags and large envelopes stuffed with illicit cash from Corporate well wishers of the NSW Liberal Party. After questioning by the AFP and denying all allegations, Gladys was yanked into an emergency NSW Liberal Party Executive Committee meeting, also attended by Constance. She screamed blue murder to the Liberal Party bosses about that Alex Claassens of the RTBU whom she believed tipped off the AFP. "I was always suspicious about Alex and his 'business confidentiality', as he was quoted "always obeying the law of the land". We'll have to get back at him with an ICAC (Independent Commission Against Corruption) Inquiry over saucy stuff involving his union's elections and accounts. I've been reading quite a bit about the shenanigans in a certain underground magazine." Gladys and Constance were made to 'walk-the-plank' by the Lib. bosses over the exploding 'Foreign Interference' scandal and to cool down Dutton. However, they'd get Dutton and the media bosses to hush up the whole affair. The outcaste Neo-Liberal duo would be provided with handsome golden handshakes on top of their lucrative Parliamentary Pensions.

Next morning Gladys and Constance made an announcement to the NSW Parliament and the Media. Along the lines that she was standing down as NSW Premier and Constance was standing down as Transport Minister. Both were retiring from politics for 'health reasons'.

SYDNEY BUSES NEWS

WAVERLEY DEPOT NEWS

State Transit 'Spring Madness' Sale

Sparks: What's the situation since Transport Minister Constance's announcement of privatising the rest of the STA on Thurs. 24th Oct.?

Waverley Busie: Within days of the announcement the bosses have gone into a truly bizarre frenzy. They held a party upstairs in the depot. To entice drivers along to participate in the 'fun' a BBQ with free food was provided. Completely disregarding the serious ramifications of Constance's announcement for drivers' job security, conditions and entitlements, STA CEO Stefan Faurby, who was waving around a graph showing various depots 'performance' according to different indicators gave a 'pep talk'. It particularly focused on how Waverley was still out performing other STA depots. When he held these festivities at other depots he probably said these other depots were also winning the performance race! The spiel was redolent with duplicity received rounds of applause! It was unbelievable! As part of the bizarre 'neo liberal festivities' the bosses also handed out strange, old Easter Show style paper 'sample bags' containing an apron, and some trinkets. If this was a sample of what the STA stands for, it was pretty cheap and nasty! The bag and trinkets probably only cost \$2 to \$3. I have noticed around the depot, the bosses have also put up much 'achievement propaganda.' It seemed all about the bosses softening us up for the selloff and being worried about keeping their own jobs. The STA is envisaged as a merry-go-round, with each spin becoming lighter and finally wafer thin, with less staff activity, less training, etc. Everything skilfully planned to downsize the STA to make it easier and cheaper to transfer to the private companies.

All the private transport companies which are in line for a share of the STA gravy have multi-national connections and are likely to use tax minimisation practices involving tax havens. A notorious case of a company being caught out over these practices was Wilson Security contracted by the Federal Govt. Constance has also been spreading the lie that drivers won't lose any conditions for 2 years after the selloff and will all be guaranteed jobs in the private operators. Unless you are doing the wrong things of course you would have a job, but it's easier to get the sack in a private company. It's likely the new owners will want to cut immediately Bendi shift allowances from \$25 to \$5 per day.

Don't Be Conned! Privatisation Means Massive Wage Cuts!

In Adelaide following privatisation over twenty five years ago, bus drivers lost \$10,000 pa overnight. In a little 'illegal' magazine which has a strong resemblance to our paper called 'Information Bulletin' put out by the STA CEO, the Govt's 'vision' or 'wish list' for us under privatisation is presented. The new regime looks to be quite ruthless. The days of highly paid drivers will end. Management will have complete control over our rosters. We will have no choice and could face the immediate robbery of \$15,000 to \$20,000 pa from our pay. Our hourly rate of pay won't change but the wages gouging will be hidden in adverse changes to

our shifts. This is their way to steal from drivers! This is not fair play! Even more savage attacks are likely 18 months after privatisation. Whilst already many driver/instructors have left the STA due to worries about their job security and conditions under privatisation. On Monday 18th Nov. there were 19 drivers down at the depot, it's likely most will resign. There are also a lot less mechanical and auxiliary staff.

Sparks: What are your impressions of the new drivers coming onto the job?

WB: With the corner cutting going on, there seems to be a decline in driver quality. Particularly some bad habits drivers have are not being tackled. This issue was highlighted to me recently when I noticed a bus going through a red light. Needless to say the driver was pressed for time to meet running times. However this is certainly not a good thing and adequate training could remove such habits.

What the bosses could do to tackle the problem would be to hold low key training programs at the depots involving the showing of small 'safety program' videos every month. In years gone by groups of drivers were sent to Strawberry Hills STA HQ for training courses and to have group discussions of issues.

Sparks: How is the situation at the depot?

WB: In the last 2 to 3 years there has been a major decline in social activity associated with the 'Nanny State' attitude of the bosses. 10 to 15 years ago there was some great entertainment and athletics. The message being put out is that the business side of the job is being made prominent. The social aspect of the job is being downgraded by stealth involving a gradual decline. Recently Selina has been giving out cheap orange plastic trinkets to reward and motivate some drivers. In contrast to years ago, the bosses handed out some great stuff in the way of dicast buses and 75 Years Cups as souvenirs, good quality hats and heaps of goodies.



A Falling out of Thieves

Other news is that the 'Spring Madness' has spread to the so called 'unions'. A brawl has erupted between the RTBU and the TWU in and outside the depot. The TWU has been trying to muscle in and has been putting flyers advertising their tacky 'wares' under the wipers on the windscreens of drivers' cars. The RTBU reps have burst into action and retaliated. In an obviously highly synchronised and meticulously planned operation, they removed and ripped up the flyers! Needless to say they are too busy with these antics to assist us to fight with direct action the Govt's planned highway robbery of our wages, conditions and jobs with privatisation! Bizarrely most of the conditions as part of the 20 point program offered by the TWU on their flyers, are worse than those provided by the current RTBU EBA (Enterprise

Bargain Agreement). It looks to be in line with the Liberal Govt's 'vision' for us presented in the STA CEO's 'illegal' magazine.

Sparks: What is the latest with the privatisation of Region 6?

WB: New drivers are particularly being targeted following the Transit Systems takeover. There is much gouging of their wages. This is illegal. New drivers on the job are being paid a lower hourly rate and have less holidays than the older hands on the job. They only get 4 weeks annual leave, in contrast to the old timers who get 5 weeks. This is just greed by the new bosses.

Sparks: What is the latest with the Light Rail extensions in the Eastern Suburbs and elsewhere?

WB: I have noticed the Govt is moving much faster to ready the Light Rail for completion. Two Tram sets together are being tested all the time which don't make any stops. I saw on the TV recently a short piece about a new type of Light Rail vehicle. It will run on wheels without tracks. It will be much less costly than Gladys gold plated Eastern Suburbs extensions. This project has cost \$2.2 Billion so far and when completed will cost \$2.9 Billion and well over budget. The Govt. will never get its money back. It will be another costly exercise for tax payers and the Govt. It looks particularly to be about Gladys supporting the Concrete, Steel and Cement industries. There has been a phenomenal amount of these materials used in the project. Next stage is to go out to Kingsford and will terminate at South Sydney Juniors Leagues Club.

Sparks: What are your impressions of cover-ups, ineptness and public/private partnerships by the NSW Govt?

WB: The extent of cover-ups was highlighted to me recently in regard to the scandal over the killing of many retired race horses. It's now been revealed on the 7.30 Report that 30% to 40% of these horses are going to the knackery. Whilst the NSW Govt. is allowing 12,000 wild horses to roam in the Mt Kosciusko National Park causing considerable environmental damage.

Another case involves the NSW Govt. using fear mongering as a pretext to refuse to supply the locations of all the buildings with the cladding problem and provide funds to rectify it. However, the Victorian Govt. is willing to spend \$600 million to fix up their problem.

Whilst the Liberal Govt. received income of only \$250 million from stamp duty from the high rise building boom facilitated by lax building standards associated with its 'self regulation' of checking building work. The likely cost of repairing the faulty high rise building problem in Sydney and Newcastle is \$5 Billion.

The most notorious example of a Private/Public Partnership, is the South Pacific Hospital, which replaced the Manly and Mona Vale hospitals which were closed down. The new hospital is not functioning properly due to confusion and problems with information exchange associated with the Partnership legalities. Doctors are now calling for the abandoning of plans for hospitals based on this model. These examples show just how inept Gladys Govt. has become. It has the look of a Bjokey Petersen style Govt. on steroids!

Tempe Depot News

Sparks: What is the current situation at the depot?

Tempe Driver1: I've been at the depot prior to privatisation. Lately conflict has developed at the depot and throughout Region 6 and the STA due to the TWU trying to muscle in on the RTBU. The bosses are getting quite nasty and trying to censor what literature we read (this is illegal). Whilst the Fair Work Australia officials recently came out to the depot over the issue of the bosses high handed cutting of the wages of the older drivers. They tried to talk the Transit Systems bosses into focusing away from their big push to save dollars by cutting our wages and look at other avenues to save money. Other news is that we are continuing to face tight running times. Whilst Transit Systems is likely to be involved in a merger with the NRMA which operates the Ferries.

Sparks: How are you finding the job under Transit Systems?

Tempe Driver2: As we all know the new drivers are being underpaid with less wages and have worse conditions than us old hands. The bosses are using this situation to put more pressure on us to work harder.

Leichhardt Depot News

Sparks: What's the situation at the depot lately?

Leichhardt Driver: There is a great deal of atomisation developing amongst drivers. There is little socialising. The approach of many seems to be to sign on, get your work sheet, get out of the room and wait for your bus. It's a battle to just to get through your shift. The Transit Systems bosses are starting to play dirty pool with their pursuit of divide and rule tactics against us. In particular they are turning a blind eye to ethnic discrimination and favouritism. I have noticed this behaviour amongst the guys who allocate buses. The guys who do the job are allocating the best buses to their mates. Those not favoured can end up with the older, less powered gas buses, which are notorious for being difficult to drive up hills. Half of the depot fleet consist of old and poorly maintained buses. At the end of your shift you can report faults with the bus, but there is no guarantee it will be fixed. Is it the fault of the mechanics or is there insufficient mechanics to do the job, or the age of the depot fleet? These buses are in such a bad state of repair that they should be considered defective and taken off the road permanently. Why isn't this action being taken? Why aren't the unions intervening on the issue? In years gone by at the depot a stop work union meeting would be held and the union officials called in to raise the issue with the bosses. It's difficult just to operate the steering wheel on many of these buses, causing some drivers to develop muscle strain injuries.

In late October quite an incident blew up over this issue. One driver who suffered an injury from these buses, had took a few days sick leave and turned up for work with a large bandage. He was directed by the yardman to drive the worst bus in the depot which caused his injury. He refused the request and was directed to clean up and drive the 2nd worst bus which was very dirty. He refused on the basis, that bus cleaning wasn't a duty mentioned in his employment contract. Higher level management became involved in the row. The result was another medical examination to determine whether he could operate a bus. When the driver returned and

presented the medical evidence showing he was unfit to drive a bus, the bosses placed him on light duties.

Recently four new buses came to the depot, but these buses are only to be operated on week-ends. Whilst the bosses have advised that in the new year, all the older buses will be replaced with new ones. As a result of the harshness of the job, 18 new drivers have resigned. Associated with this high turnover of drivers, Transit Systems and TransDev aren't getting enough drivers and are continuing to recruit new ones according to their Web Sites. Whilst the TWU delegate is competing with the RTBU by trying to recruit the new drivers, neither seems to be doing much. Another problem we are having is the crowding of drivers in the sign on room. With dozens of drivers in the room, you waste time waiting for run sheets to be handed out for your shift.

Sparks: What are the major problems on the road?

LD: We are having considerable trouble with the private school buses parking in our bus stops. It's particularly bad in Darling Street in Balmain in afternoon peak, but occurs elsewhere outside private schools. These buses are quite large and sometimes just carry a couple of school kids. As a result of parking in public bus stops these buses are causing us to have minor accidents. Another problem is we continue to be hard hit by the running times with the first half of the broken shift running early and the second half running late. You can get into trouble with the bosses over running early from stops. However with running late, they accept the excuse of traffic problems.

Sparks: What are other issues?

LD: The bosses have got a new trick. They have threatened all drivers with the sack if they are caught using their mobiles while driving their buses. However, they are now wanting drivers to sign statements about this threat every 3 months. Many drivers think signing these forms is unnecessary and stupid. They are refusing to comply. The bosses in turn are threatening to have these drivers stood down and are having these drivers chased after by depot staff to sign the forms.

BURWOOD DEPOT NEWS

Sparks: How are you finding the situation since the Transit Systems takeover?

Burwood Driver: The situation for us has gone much worse. Initially we were assured that there would be no adverse changes. However, this advice has proven to be duplicitous. The new operator has been heavily engaged in cuts to our wages. In the case of the Easter Saturday, where under the RTBU Enterprise Agreement drivers who don't work it are paid the day as a public holiday and the uniform allowance has refused to pay these entitlements. Constantly dragging out the paying of these entitlements. Until the Union officials took the issue of the Easter Saturday pay to the Fair Work Australia Court. Consequently we are having a 50% driver turnover, with many of the older and best drivers leaving the job. The company is constantly seeking new drivers which they pay on TWU style lower wages and entitlements.

STOP PRESS Major adverse changes in Region 6 are likely after Xmas with the end of the 18 month so called guarantee by Constance there would no major adverse changes.

The Truth Behind Greenroads

by Quokka

On the 28th of August 2019, IBM released an impressive article entitled, “The Future is here: How AI builds smarter supply chains.”(1) Big tech would tell us that by constructing elaborate, self-learning artificial intelligence (AI) systems, efficiencies in supply chain management can save costs, deliver rapid solutions to recurrent or sudden problems and smooth out the entire supply chain from farm to family.

Now you might wonder what on earth this has to do with bus driving or Transit Systems Australia’s rollout of the Greenroads(2) data collection programme. The answer is simple. Transit Systems has, knowingly or not, sold out its employees to the data gods of our current age. If you think that Greenroads is simply about collecting on-the-road data about driver behaviours to improve overall efficiency, safety and cost-effectiveness for the business, you’re only half way there.

This is the public face of all data-collection enterprise. “Give us your data, and we’ll give you improvements in cost-effectiveness, safety and efficiency,” they tell us. “Wouldn’t it be a wonderful world we could live in if everything worked together in a harmonious whole!” they boast of their futurist AI-controlled utopia. Half-truths have always served the propagandists well since the age of Goebbels. They offer us a carrot, and it is a very real carrot of improvements in efficiency and safety, but they deliberately hide the cyanide.

The other side of the truth is that the power of data collection rests not in the harmonisation of the whole for the benefit of the consumer. Data is the essential ingredient, the digital gold, of the impending predictive abilities of neural network AI, that is, the copying (read: transcending, surpassing) of human behaviour by machine minds.

Companies like Greenroads would not exist if they were not making money from their data collection. So how do they do it? Simple. Our on-road data (and all electronically generated data, in fact) is sold, like the raw and valuable commodity it really is, to AI developers and big tech industries like Scania, Mercedes, Volvo, Google, Apple, Samsung, Intel, Microsoft, IBM, NSA, D-Wave, Quadrant and so on.

The slew of sensors, detectors and data-input affixed to our buses serve only one ultimate purpose: to feed the machine of impending automation. AI cannot learn how to drive a bus from scratch. It can only copy (and ultimately improve upon) how humans do it. And we’re freely feeding the Beast by our complicity with their data collection projects.

Automotive industries are all heading towards the same pinnacle: complete AI-controlled autonomy. The data our driving collects and our company gives to Greenroads “in the name of safety and efficiency” will contribute, ultimately, to the full automation of our industry and the loss of our employment. It will not happen soon, but it will happen. My guess is by 2040 or so.

(1) <https://www.techrepublic.com/resource-library/whitepapers/the-future-is-here-how-ai-builds-smarter-supply-chains/> (2) <https://www.greenroads.org>

Unfortunately, ceasing data collection for Transit Systems/Greenroads tomorrow will not prevent the inevitable. All the newer buses come with in-built sensors; every new, black-box-fitted vehicle (like the ones you install yourself for 'cheaper' insurance premiums, not realising your insurer is laughing at all the free money they get by selling your data; point rewards programs like Flybuys and Everyday Rewards are the same thing) is already feeding the automation beast, Greenroads or not.

I do not think I have space to detail at length the 5G 'revolution' and the Internet of Things (IoT), but it, too, deserves some mention. This is the system being built up around us right now whereby every individual component in a bus (indeed, all of existence, including our bodies) will eventually be connected to the internet and collecting data for the sole benefit of Big Tech. It should not surprise us that the 'Peoples' Republic' of China is at the forefront of development for the IoT.

When a bus (read: person) has a 'fault', real-time 5G internet-driven AI powered diagnostics can identify the problem immediately (the carrot we are being offered now by Big Tech AI firms) for rectification by a 3rd party (mechanic, doctor, local robot militia/police/army, etc). The goal (cyanide) is the same, however: the future automation and control of mechanics, medicine, police/military, every industry in fact, and not just bus drivers. It cannot be stopped now without a voluntary reversion by agreement of the whole world to a pre 18th century existence. Good luck with that.

The other alternative is for the masses to rise up and demand our fair share for the data we have been mindlessly and gratuitously providing the powers-that-be. Unfortunately the selfsame powers already know this and will tell us on that day, "You want in to our global enterprise of buying and selling data, do you? Take this mark in your right hand or forehead and we will let you participate." Anyone with any Biblical literacy at all should know how that ends (Revelation 13:16-17).

For those of you who have been on the road for decades, you are the fortunate ones. You will have long retired (and possibly deceased) before mass redundancies accompany the full automation of bus, truck and taxi fleets world-wide, let alone every other currently human-occupied profession that will get tapped into the 5G-driven, data-collecting Internet of Things.

But the rest of us are left with the rather poignant question: what will become of us and our livelihoods when the machine takes over, not just our employment, but the whole world? For I have not yet even begun to mention the real purpose behind our mobile phones, social media and how our personal data is contributing, right now, to the Sentient World Simulation³ and the digitisation of our very selves for AI to copy, monitor and ultimately control.

For this, indeed, is the ever unspoken end goal of the data gods of our current age. Terminator: The Rise of the Machines (see also The Matrix, Star Wars Episode 3, Minority Report, Upgrade and even Fritz Lang's 1927 classic Metropolis, among countless other psychological mass-media preparations).

These are not just movies. These are the public expression of the formerly unspoken occult ideal of world domination unfolding itself before our very eyes. We are busily building the

digital bars of our own prison while most of us remain lulled into our brain-dead, tech-zombie cages of device, entertainment and consumption addiction. Only one question remains. Will humanity wake up before its own impending extinction?

(3) https://www.krannert.purdue.edu/academics/mis/workshop/ac2_100606.pdf

THE CAMPAIGN AGAINST BUS PRIVATISATION 2019-STYLE.

Another Case of Shutting the Gate after the Horse has bolted?

Readers of Sparks must think the powers that be must think that Public Transport workers and the travelling commuters have no memory whatsoever? How else can we explain the Berejiklian statement at the end of November that she has a “new policy” to reduce the transport chaos of Sydney. How else can we explain the NSW ALP Opposition and the Unions NSW leadership initiating yet another dead-end campaign designed to fail to prevent the remainder of our Public Transport system from the corporate axe?

Let's remember what happened. In late 2016 the two public bus depots in Newcastle were gifted to Keolis Downer without an industrial fight in Newcastle or Sydney. No “Touch One, Touch All” message from the RTBU Bus Division leadership. Indeed just a comment in the Newcastle Herald that privatisation might fix the system up there. Some 18 months later, during a huge 1,000 strong commuter protest meeting in Newcastle Town Hall the then ALP Opposition leader sat in the audience and told everyone he was just an observer.

Newcastle was used as a precedent to destroy the morale of the Inner-West bus workers when it came their turn to be “put out to tender” in late 2017. Unions NSW intervened a week after the 12 Sydney bus depot delegates voted for a Sydney-wide stoppage to “save the Inner-West (Area 6) from privatization”. Mark Moray, Head of Unions NSW, later defended this “You're on your own, bus drivers” sell-out. He confessed to this big-stick warning in a public meeting when he spoke to the Politics-in-the-Pub meeting in Surry Hills some months later.

A so-called 24 hour Sydney wide strike to save the Inner-West was called by the RTBU leadership at a moment's notice with a fake delegates meeting announced on Channel 9 the night before. No depot meetings to build the momentum. No job bulletins. No nothing. Just a press release or media comment with conflicting stories. Half the drivers did not know they were on strike. Most did not know if it was just Area 6 (four Inner-West depots) or Sydney wide. The result was Divide-and-Rule with drivers losing their EBA industry allowance across the board and inter-depot solidarity waning or non-existent because of the RTBU leadership sitting on their thumbs for weeks after the “strike”(?). Then the fake Ryde depot picket claiming they were next without even a tender being called by the State government.

Next was the Unions NSW inter union stop work march over super funds control which the RTBU leaders claimed would go to State Parliament to back up the 20,000 signatures on petitions that the ALP presented in Parliament that day, after months of delay, to embarrass Transport Minister Constance. The rally got diverted behind St Mary's Cathedral into the "perfume garden" and then disbanded. The Unions N.S.W. petitions, posters, stickers and t-shirts were ignored by the media and the Liberal Government.

Next up the ALP lost the Federal election in May 2019, with the stench of Shorten's A.W.U. wage cut deal with the bosses in exchange for electoral support for himself, which saw industrial workers desert Labor in droves. With Constance and Berejiklian on the nose, Luke Foley and the ALP lost the unloseable election in June 2019. Then the Chinese corruption in the NSW Machine crippling the ALP Opposition in NSW as lame duck. In such an atmosphere why wouldn't Berejiklian and Constance feel confident they could lie to the electorate with "no more Privatisation" in their election campaign?

And why would we not expect the Liberal Party to capitalize on the ALP weakness and hence bring forward their schedule to sell off the remainder of the Sydney Buses to their corporate mates while the ALP is still on the nose with the public at the State level, or in the wilderness at the Federal level, with Albo's "listening and talking" show stopper (i.e. no policy on Climate change, pro-Adani back flip and toeing the Murdoch press line).

All we can say to the Unions NSW leadership rally proponents at State Parliament next Monday December 2nd is ARE YOU SERIOUS THIS TIME! Will you build a combined rank and file worker campaign to save what's left of the public sector? Will you mobilize the public to picket depots continuously so the workers know they have support if they vote for industrial action? Or is it just about reclaiming lost credibility and renewing illusions of action to improve electoral chances in the next State election? We shall see.

VICTORIAN RAILWAY NEWS

In the last two years, there has been articles in Sparks about individuals 'dobbing in' their work mates. These incidents have been increasing over the last six months. Once again Drivers, Conductors and Station Staff have come together to discuss these issues. As in previous issues, names have been changed.

Sparks: What is happening at V/Line? Years ago no one 'dobbed in' a fellow work mate. It was regarded as unethical.

Rastus and Roscoe: This has gone out the door. The place is toxic. If you have been 'dobbed in' and you confront the person who 'dobbed' you in, these people run bleating to Human Resources.

Archie and Forsyth: We work in Customer Service positions at Southern Cross and we are disgusted at what is going on.

Clarence: Some individuals think that by 'dobbing in' their work mates, they will advance in their career path.

Jethro: Management is using these people for their own ends and when these people are past their use by date, they will get the flick.

Midge and Moose: We are conductors and we are disgusted at our fellow Conductors 'dobb-ing in' Drivers.

Rastus: A Driver was 'dobb-ed in' a few months ago by a Customer Service Employee.

Archie: I remember the incident where a Driver was preparing a Velocity Train for service on a platform at Southern Cross. The train was empty but the Driver had the doors on the wrong side of the train opened.

Roscoe: This does happen when empty car trains are parked in the platform. The Driver was testing the doors to see if the train was fit for service.

Forsyth: The Customer Service employee reported the Driver and midway through the train journey, was asked for a please explain.

Rastus: The Driver was cleared as there were no passengers on the train, but he was put under a fair amount of stress.

Archie: This Customer Service employee is alleged to have reported some Shunters over an OH&S breach.

Roscoe: The Drivers do not know what the incident was but we do know the Shunters were cleared of an OH&S breach.

Rastus: A Conductor 'dobb-ed in' a Driver for allegedly exceeding the speed limit on the Albury Line.

Clarence: The Albury line was handed over to ARTC in 2008 and converted to Standard Gauge. The track is rough and is due to be repaired. There are a number of speed restrictions on the line.

Midge: The Conductor who 'dobb-ed in' the Driver was not the Conductor running the train but the Conductor working the Buffet Car. The Corridor Conductor did not know that the Driver had been 'dobb-ed in'. The Conductor was distressed over the incident.

Rastus: The Driver was stood down on arrival where Drivers were changed. The Speed Chart was checked and the Driver was cleared. It was a section of rough track that caused the inci-dent.

Roscoe: The Driver of the train had enough and subsequently retired. As he said after "After forty years what is the job coming to?"

Sparks: Why are these employees resorting to 'dobb-ing in' their workmates?

Midge and Moose: When we were doing Conductor Training, an instructor told us it was our duty to report employees who were doing the wrong thing.

Sparks: What about the employee who is being reported? What these people are doing is destroying their livelihood.

Moose: An employee in the Conductors' Class resisted this matter and one of the instructors told him, if he did not like the job. GET OUT!

Midge: You see V/Line has a Talent Pool and if an employee is dismissed, they draw new employees from this pool.

Moose: Later on we found out the original trainer who trained the Conductors was removed and replaced by a YES MAN.

Rastus: The OH&S Act was changed during the Kennett Years. Under the original OH&S Act the representatives were elected by Union Members. They were known under the Act as Union OH&S representatives. If an employee was in Breach of the Act, fellow employees would inform the Union OH&S representative and the person would speak to the employee.

Archie: The Act was changed in 1993 and the Union OH&S Act was replaced. The Union members were not to nominate a representative and anyone could be elected for the position. Non-unionists included.

Rastus: The Trades Hall runs OH&S classes but V/Line sends OH&S representative to organisations approved by management.

Roscoe: Some people get elected to these positions for their own ends. They are not interested in OH&S, only in advancing their careers and get satisfaction reporting employees.

Sparks: Part of the OH&S is Duty of the Employee.

Rastus: This is correct and an employee who was mentioned in issue 157 is still reporting Drivers and Conductors.

Roscoe: Have you heard of his latest action? This person was jogging around a lake which passes the Swan Hill Line. An empty Velocity Train passed by. There were two people in the Drivers' Cab. He reported them. We do not know the outcome.

Moose: This person is not an OH&S representative but he still goes around reporting his fellow employees. It was mentioned in issue 157, he still keeps out of the meal room at Southern Cross Station.

Archie: This person is after a promotion but management is using him. He will not be promoted and will stay a Conductor hated by his fellow workmates.

Sparks: What was the incident over an employee reported over computer?

Moose: An employee was looking at the computer so as the employee could work out his daily roster. A fellow employee observed the computer and reported to management that the employee was looking at pornography.

Midge: This employee thought it was his duty to report the matter which resulted in the employee being stood down while the matter was investigated.

Archie: We do not know who reported the employee but if we find out who it was, we will let him know what we think of him.

Midge: The matter was investigated and the employee was cleared.

Rastus and Roscoe: The Drivers discussed the matter and came to the conclusion that the employee should not have been stood down. Think of the stress he was placed under and his career would have been destroyed.

What is Democratic Unionism?

Democratic Unionism means grass roots controlled unionism, not control by officials. It also means that workers in one industry should be in one union so as to remove artificial divisions that can cause disunity. Such a union should be fully organised and controlled by the membership.

To achieve this we believe a union should be organised along the following lines:

1. That no person employed by the union should earn more than the average income of the membership.
2. The Spokespeople should have no executive power - all decisions should be made by the union membership in the course of mass meetings.
3. Spokespeople are only to act as delegates elected by the membership to carry out decisions made by the membership in mass meetings.
4. That a mechanism is instituted for the instant recall of spokespeople/delegates who break the above rules.
5. That all positions within the union be held on a limited tenure, the duration of which will be decided by the membership.
6. That a programme of decentralised decision-making be implemented within the union structure, so that we won't need full time officials.
7. All loss of earnings incurred by elected delegates who miss work as a result of carrying out union duties will be reimbursed by the union to the extent of the lost wages.

Vic. Rail News continued
From Page 23

Sparks: Once again we have run out of space. Management is working to put fear into the workplace and they have the employees around to help them achieve their aims.

Midge and Moose: Before we joined V/Line, we were both told by employees, it was a great place to work and had a family atmosphere. What V/Line has become is an organisation full of YES MEN, BACK STABBERS and CRAWLERS hoping for a promotion that will never come.

Rastus and Roscoe: In having the final say. To the Conductor who forced the Driver to retire, you are just a scum bag. To yourself and other persons who 'dob in' their fellow employees. GET OUT OF V/LINE! You are not wanted.

STOP PRESS

As this issue goes to press, a manager who was mentioned in issue 157 has been stood down for making inappropriate comments to a female employee. Details next issue.

What is Democratic Unionism?

Democratic