

EVELEIGH NEWS

GET LOST!

That is General Manager Bill Goodwin's message to all Eveleigh Loco workers.

Goodwin has said in a letter to the Labor Council that he sees no point in continuing discussion with the Combined Unions.

(There is a summary of this letter in this issue of Eveleigh News. Full copies of the letter are available from your delegate, are pinned on all noticeboards, or can be got from the Combined Unions room.)

In the letter Goodwin says he will make two moves:

" ... I have decided to:

- a) Defer any further work in setting up the Manufacturing Workshop, and
- b) Transfer the Workshop Manager (Mr A Cavenagh) to Eveleigh where he will plan and organise the transfer of work as per the accelerated Chullora Consolidation plan."

Goodwin is trying to blackmail us. If he has to send all manufacturing out to private enterprise, it will be the fault of those bastards at Eveleigh Loco.

Peter Sams, the chairman of the Workshops and Depots Campaign Committee, has got Goodwin to agree that there will be no changes at Eveleigh Loco until the next meeting of the Committee on July 6.

The Combined Unions will hold a mass meeting before this to establish what position you want your delegates to take to the July 6 meeting.

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Foundry workers run into problems

Workers who were displaced from the Foundry under the Foundry agreement have run into a series of problems. Here are some of them:

- One moulder who asked for a job as a motor mechanic's mate in the bus repair workshops was unable to take up this job because there was no agreement with the bus union that workers could be paid different rates for the same job;
- Several workers were offered jobs in other branches, but when they turned up for work they were knocked backed by the local managers because of their sick pay record (For more details see summary of Goodwin's replies to our questions on page;
- Large, but vague promises, were made by the SRA about retraining. Some ex-foundry workers have been accepted for retraining, but in other cases ex-foundry workers have had to sit for tests along with other workers who were asked to **volunteer** to sit the same tests. In this way the SRA will be able to eliminate anyone "unsuitable" by making sure they don't pass the exam;
- Many workers in the Foundry have been acting in higher grades for years. Yet the SRA, despite the new agreement which has established completely new staff numbers in some sections, still refuses to classify some of those who remain and continue to act in higher grade.

These have been problems for 35 or so workers. Imagine the problems relocating the 700 or so who are left!

SRA sets up forced transfer unit

The SRA has set up a "Redeployment Unit".

Its name should be the "Forced Transfer Unit".

If implemented, the unit will make forced transfers a normal, everyday happening in the railways.

A manager will declare workers "surplus to requirement", their names will be sent in to the Redeployment Unit, and they will be "redeployed", maybe to a job that's OK, more likely to whatever's going.

Volunteers will be sought first, then -- if there are not enough of these -- workers will be transferred on the "last on, first off" principle.

The Combined Unions executive asked workshops supremo Bill Goodwin if the workers would have any say in deciding whether or not there was a "surplus to requirement".

No prizes for guessing the correct answer! Goodwin has always refused to accept any negotiations with the workers over bringing back work into the system and keeping jobs and trades in this way.

The Combined Unions have offered to discuss how exactly work can be done efficiently in this way, but the SRA isn't interested. Everyone knows that most of the trades that are "surplus to requirement" are surplus because the work those trades were doing has been "privatised". There's no surplus of these trades "outside"!

So, once you and/or your trade is declared "surplus to requirement" that's it. Goodwin and Co won't be listening to any arguments about bringing work back into the workshops to sustain jobs and trades.

IMPORTANT!

One of the most important mass meetings in the history of Eveleigh Loco will be held on

Thursday, July 2

in the Ambulance Square at 12.00 noon

At the meeting we will be considering what response to make to Goodwin's answers to our questions, as well as what position our delegates should take to the Workshops and Depots Campaign Committee meeting of July 6

EVERYONE MUST ATTEND! DON'T SAY YOU WEREN'T TOLD!

The Shop Stewards recommendation will be made available before the meeting

Tangara work comes to Eveleigh Running Shed, privately

It's happening again. The greedy, selfish rail unions have pulled the SRA's fat out of the fire.

Over a year and a half ago an Eveleigh Loco mass meeting voted to ban all demolition work on the Eveleigh Running Shed, which had been closed by the SRA, with nearly all the workers transferred to DELEC, Enfield.

This was in line with our policy of defending all buildings and equipment in the Eveleigh area.

For their part the SRA wanted to flatten the building.

So, what has happened?

The recent cuts made by treasurer Keating in funding to the States has caused the SRA to review all its capital expenditure.

It has even hit the Tangara suburban train project. A workshop and depot for this train is now being built at St Marys.

Construction of this shop has now been put back, and the SRA has chosen the Eveleigh Running Shed as a place where work can be done on the new cars.

However, this work will be done by the Tangara builder, Goninan's, who have to do all repairs while the Tangara is still under warranty.

So now that private industry will be taking over Eveleigh Running, should we lift our ban on its demolition?

The General Manager's 10 Points

As mentioned on the front page of this *Eveleigh News* the General Manager's reply to questions from Eveleigh Loco is available from your delegate or is pinned up on all noticeboards. Here is a summary of Goodwin's replies.

WORK GOING OUTSIDE

The only way work will come back into the workshops is if we are competitive with outside industry. There will be no attempt to negotiate agreements on work we have lost, and could be brought back into the workshops. The near-freeze on capital spending means that it will be even harder to get the equipment that would give us a chance of being producing efficiently.

RETRAINING

The SRA's retraining proposals are still completely vague. They say that "it is not possible to give a definite list of where the vacancies will be for excess staff." Several of the examples given in Goodwin's letter are quite misleading as they don't state clearly that for many jobs there are entrance exams that are not only open to present employees of the SRA, but all applicants. For other jobs you have to have the HSC or some equivalent qualification.

WHO GOES TO CHULLORA?

"Seniority is not a basis for selection."

WILL SOME EVELEIGH WORKERS BE ABLE TO GO TO THE TANGARA?

There will be no preference given to displaced Eveleigh staff at the new Tangara workshop in St Marys.

WORKERS REJECTED BECAUSE OF SICK PAY RECORD

The Workshops Branch will ask the Chief Executive, Pat Johnson, if workers with a "bad" sick pay record can be given a second chance on starting a new job, provided they make "a genuine effort to improve ... performance."

SPRING COILER SCANDAL

The Workshops Board has decided that "the workload does not justify this investment". This is in complete contradiction with the SRA's own report of 1984 on this issue which stated:

"Cost Comparison of Springs

A typical suburban electric car spring was used for costing (ie. 6 1/2" dia x 11 1/16" long x 1" dia bar steel).

Cost per spring (latest outside supply) = \$108.73

Workshop Cost using new spring coiler with new bar feed furnace = \$27.15"

SELECTED DUTIES STAFF

There is a proposal to set up a rehabilitation workshop. Details of how this would function have not yet been worked out. Nor is it clear what would happen to workers on selected duties who do not qualify for this workshop.

COUNTRY POSITIONS

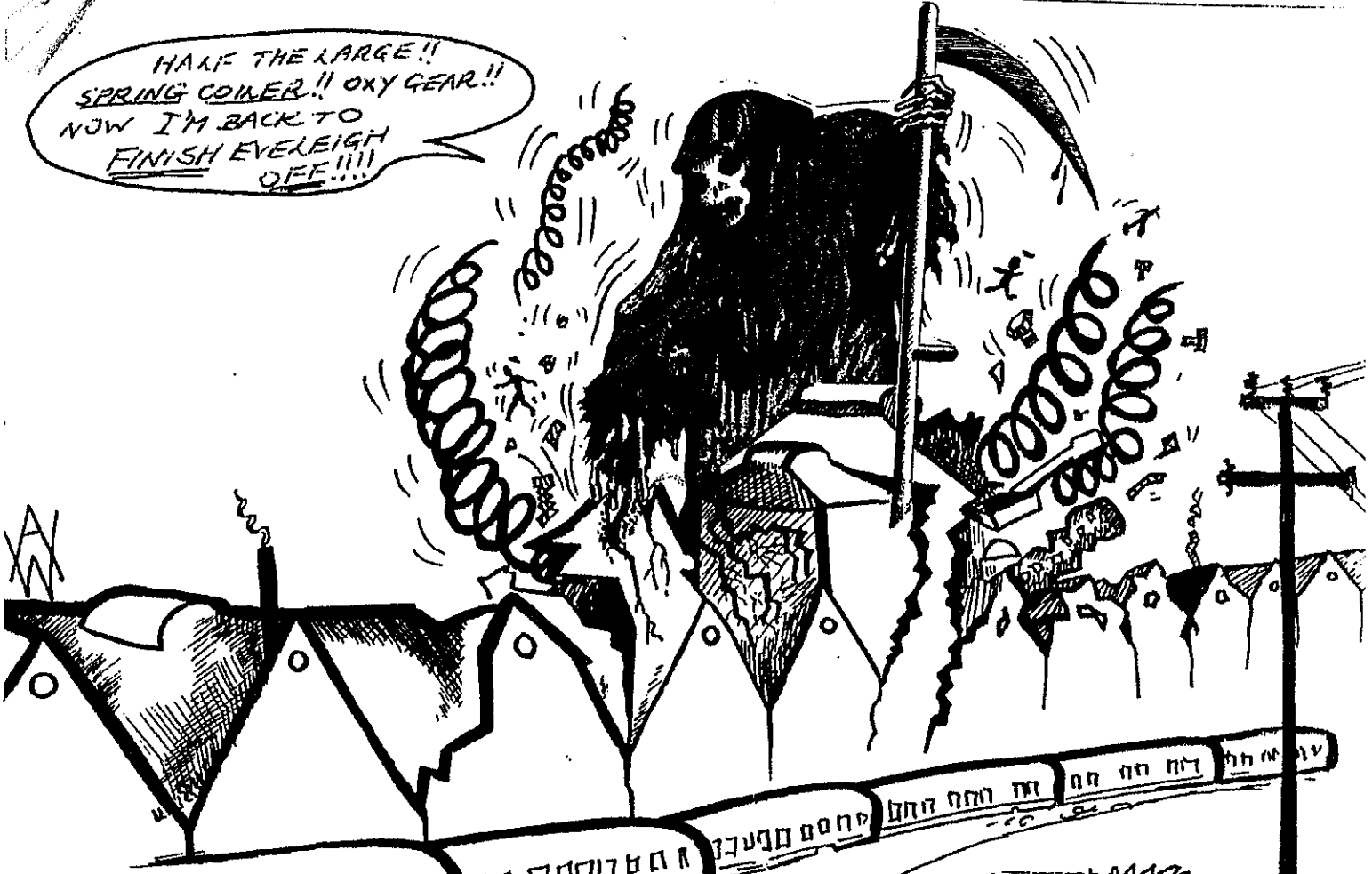
Workers who presently travel from the country to Eveleigh will be able to apply for country positions nearer home, but displaced country workers will have first choice of any vacancies.

Sick pay under threat again

After last year's effort in tightening up our sick pay provisions the SRA is at it again. This time they want to eliminate any days off without a medical certificate if any of these days comes before a Friday or after a Sunday.

At present you don't have to provide a medical certificate if you take days off either side of a normal weekend.

HAVE THE LARGE!!
SPRING COVER!! OXY GEAR!!
NOW I'M BACK TO
FINISH EYELEIGH
OFF!!!!



WHERE
WILL I BE
GOING??

I'VE
BEEN OFFERED
"RETRAINING"
AT GWABEGAR
SIDING!!!

