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SPECIAL 100th ANNIVERSARY ISSUE

RAIL ROAD

OFFICIAL ORGAN OF THE NSW BRANCH OF THE AUSTRALIAN RAILWAYS UNION

VOL 77, No 7 AUGUST-SEPTEMBER 1986 PRICE 1 CENT

PM HELPS US TO CELEBRATE 'TON'

WEDNESDAY, August 13, was a night of celebration of the centenary of industrial unionism in the NSW Railways.

Two hundred and eighty friends of the ARU met at the NSW Bowlers' Club to celebrate the great event with the Prime Minister, **Bob Hawke,** and the Deputy Premier and Minister for Transport, **Ron Mulock.**

Our guests included fraternal friends from other trade unions, the Labor council of NSW and the Australian Labor Party.

Interstate guests included **Pat Dunne,** national President and Secretary of the Queensland Branch; **Trevor Campbell,cf74 President of the Queensland Branch; Rex Neil,** Secretary of the Tasmanian Branch; **Joe Sibberas,** Victorian Branch Secretary, **Ralph Taylor,** national Secretary and the assistant national Secretary, **Roger Jowett.**

The Premier of NSW, **Barrie Unsworth,** apologised for his inability to attend, as did our colleagues from Western Australia and South Australia.

It was a night of celebration for ARU Members past and present.

In his speech (which appears on Page 3) the Prime Minister paid tribute to the founders of the ARTSA/ARU and the motivation caused by poor wages and bad conditions which brought about the formation of an industry union within the Railways.

The co-incidence of the development of unionism in the 1880s and 1890s and the development of the Australian Labor Party were as a result of the massive changes occurring in Australian Labor Party were as a result of the massive changes occurring in Australian society at that time.

It appears that 100 years later, the country is going through another massive change as part of the global economic crisis, but crisis was far from the minds of those who were celebrating the birthday of the ARU that night.

Part of the celebrations were 'Railway Issue', a group of Railwayworkers and ARU members led by **Brian Dunnett,** of Chullora Elcar, who provided some resonding numbers, many of them composed by the group themselves.

The stage was festooned with the banners of the ARU, including an historic Lithgow 8-hour day banner. The art and working life project depicting the history of the NSW Railway was also on display.

In moving the toast to the past, **Pat Dunne,** paid tribute to the foundation members of the industrial trade union movement in Australia, and particularly those associated with the ARTSA/ARU.

He drew attention to the fact that not many companies can boast such a long history.

In his view, the reason for this is that the foundations of organisations like the ARU are made up of ordinary workers who have a commitment to the improvement of mankind as a whole, and did not exist for the narrow greedy benefit of commercial organisations.

In honour of our centenary, we had struck a Centenary port, and Branch Secretary **Jim Walshe** presented bottle No 1 to the Prime Minister, together with a framed photograph of Eveleigh Loco Foundry workers taken around 1890.

In making the presentation, Mr Walshe said he could well imagine the Prime Minister relaxing in The Lodge with a glass of port, admiring the picture of Railworkers.

The Prime Minister said he would certainly be admiring the picture, but as for drinking of the port, it was six years too late.

He said it would be however a memento of great significance to remember the centenary of the ARU.



■ **ABOVE: The Prime Minister is welcomed to the dinner by the Branch Secretary, Jim Walshe (left), and the Branch President, Harold Dwyer. RIGHT: The Prime Minister in a reflective mood during his speech (see back page).**



INSIDE: Four pages of pictures of the big night

AUSTRALIAN RAILWAYS UNION NSW BRANCH

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RAILROAD

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Union had its beginning in a time of great turbulence

TONIGHT we celebrate 100 years of industrial unionism in the NSW Railways.

Why did Railway workers decide to form an industrial union instead of maintaining the sectional union organisation which was then current?

The Railways in the 1880s were still an expanding industry, opening up the hinterland of NSW to the coast.

One hundred years ago, there were in fact two Railway systems in NSW — one north of the Hawkesbury River, and the other, out of Sydney extending to Albury in the south and to Bourke in the west.

In a de-regulated labour market, Railway workers were receiving the princely sum of six to ten shillings a day for working anything from 96 to 120 standard hours a fortnight.

Annual leave was based on public holidays not being cleared, and for selected classifications, good conduct leave of approximately one week was granted.

Such conditions as superannuation had not yet been achieved; long-service leave, sick pay and other normal entitlements, such as weekend penalties or workers' compensation, which we enjoy today, were unheard of.

It was a time of great ferment, with the company going through periods of peaks and troughs, and the trade union organisation reacting accordingly.

There was one big decision which led up to the 1880s. Workers generally, and Railway workers in particular, became convinced they could not achieve improvements to their conditions of employment or protection for their members, through sectional organisations.

The second area was the inability of unions to operate in a vacuum where the recognition of the organisation was left entirely in the hands of the employers, aided and abetted by reactionary political forces in government.

Therefore, the second strand of activity revolved around the development of a political organisation which would represent the workers in the political arena, as well as in the industrial area.

The road was not easy. The new organisation, the Amalgamated Railways and Tramways Service Association (ARTSA), had extreme difficulty in obtaining recognition as an organisation of employees.

Indeed, in a letter to the first General Secretary, W. F. Schey, on October 18, 1887, the Department of Railways acknowledged the existence of the ARTSA with restricted representation rights.

It would not be long before the new industrial union found itself in hot water, with the appointment of Mr Eddy as Commissioner for Railways. Eddy was viciously opposed to trade unions, having obtained his industrial relations training in the turmoil of northern England.

In true "democratic" style, Commissioner Eddy decided to get rid of disloyal elements



■ **This is the text of the keynote speech to the Centenary Dinner by the Branch Secretary, JIM WALSHE:**

within the service caused through the new industrial union.

Among the people he dismissed was W. Green, of Queanbeyan, for collecting 70 pounds for the English maritime strike. Two others dismissed were James Sinclair McGowan and M. Dannaher.

The President at the time, Henry Hoyle, a foreman of the Interlocking Branch, also had his services abruptly and shamefully ended by the Commissioner.

(As a matter of interest, Hoyle, Schey, McGowan and Dannaher all finished up in Parliament, with McGowan becoming the first Labor Premier of NSW in 1910).

Another Secretary of the ARTSA, W. A. Holman, also became a Labor Premier of NSW.

It was left to another ARU member and later Labor Member for the State seat of Auburn, T. V. (Tommy) Ryan, to claim that "the ARU made Labor Governments in NSW."

The 1890s were a period of not only great developments in union and political organising, but a time when great philosophical debate raged on the merits of socialism.

Many of the intellectual leaders in Australia had arrived at a theory of developing a socialist utopia in Paraguay. In retrospect, it was a bad decison because it robbed Australia of the leadership qualities which were necessary at the time.

People like Billy Lane, of the Shearers' Union (now the AWU), Dame Mary Gilmore, Australia's native poet, and many others left Australia for foreign shores to establish a commune which failed for many reasons.

The connection here with the ARU was that the parents of Dr Lloyd Ross, former Secretary of the NSW Branch, were active in this movement, though for personal reasons they did not make the decision to go to South America.

Lloyd Ross also wrote a biography of Billy Lane called *William Lane and the Australian Labor Movement*.

This great intellectual ferment led to the election of the first Labor Government in NSW.

With the experience of the vast majority of Parliamentary Labor representatives behind them, the development of Government intervention in industrial relations became a high priority. Industrial arbitration in NSW became a fact of life.

While it was not the final answer, it certainly took the sting out of anti-Labor forces for some time.

The recognition of unions by Government through an Act of Parliament also took the power away from employers in that field. It also saw the burgeoning of union membership through NSW and the ARTSA was no exception.

The ARTSA played a major role in the development of superannuation in the Railway industry in 1910 — The Railway Service Superannuation Account, commonly known as the 10/12 Fund — and in fact, preceded superannuation in the Public Service.

Many gains in improving workers' conditions were attained over the next few years. However, 1917 again saw major attacks being made by the employers on industry generally and particularly on the Railway and Tramway industry.

It needs to be understood that the 1917 dispute occurred at a time of the Great War, with feelings running high on the question of conscription. So any strike by workers was seen far and beyond a mere dispute over an industrial matter between unions and employers.

It became an issue of national importance.

The last issue of the Union journal to be published by the ARTSA was in August, 1917, with a brief paragraph commenting on a dispute in the Randwick tramway workshops over the Taylor (time and motion) system.

The strike lasted six weeks, and at its peak, saw the involvement of coalminers, carters, waterside workers and seamen, as well as industry generally.

Five weeks into the strike, 69,000 workers throughout NSW had downed tools in support of their mates at Randwick workshops.

The strike effectively destroyed the organisational strength of the ARTSA, though it carried on as a union until 1921, but the bitterness of that dispute remained in the Railway industry until quite recent times.

The dismissal of big numbers of strikers and the removal of their seniority rights played a major role within Labor Party politics in NSW for many years.

Indeed, the development of "scab" organisations who carried out the dirty work of the bosses has remained with us to this day.

TO: The Secretary
Australian Railways Union,
New South Wales Branch,
C/- Railway Despatch
SYDNEY.

ADVICE OF CHANGE OF ADDRESS AND/OR WORK LOCATION

Surname.....Christian Names.....

Transferred from.....

New work location.....

Grade.....

New Address.....

.....Post Code.....

Previous Address.....

.....Post Code.....

Position held within union.....
(e.g. Sub-Branch Secretary, Rep, etc.)

Employment No.....District Code.....

Signature.....Wallet No.....

This circular has been authorised by:

H. DWYER PRESIDENT
L. HUDSON VICE-PRESIDENT
J. WALSHE SECRETARY

Dutchy Vandenberg dies

WE regret to announce the death on August 23 of Hermanus Vandenberg, better known to all his friends as "Dutchy", after a long illness.

Dutchy, who was 65, was well known throughout the Traffic Branch, having been an office bearer and subsequently Sub-Branch Secretary in Sydney No 2 Sub-Branch (Sydney Parcels) for many years.

He was elected Metropolitan Traffic Branch Councillor, Delegate to National Convention and Sub-Branch Delegate to NSW Branch Triennial Conference for a number of years.

He was also ARU Delegate to the Labor Council, and was recognised by that body at its annual conference earlier this year when he was presented with the Council's Scroll of Honour.



Branch Council recognised his contribution to the Union by awarding him Life Membership.

"Dutchy" played a major role in the campaign to retain Sydney Parcels in its present location, and was a driving force in its success.

As a member of the ARU Freight and Parcels Committee, he was of invaluable assistance in the six-year campaign to retain that business.

He was a gentle person, greatly loved and respected by all those who came in touch with him.

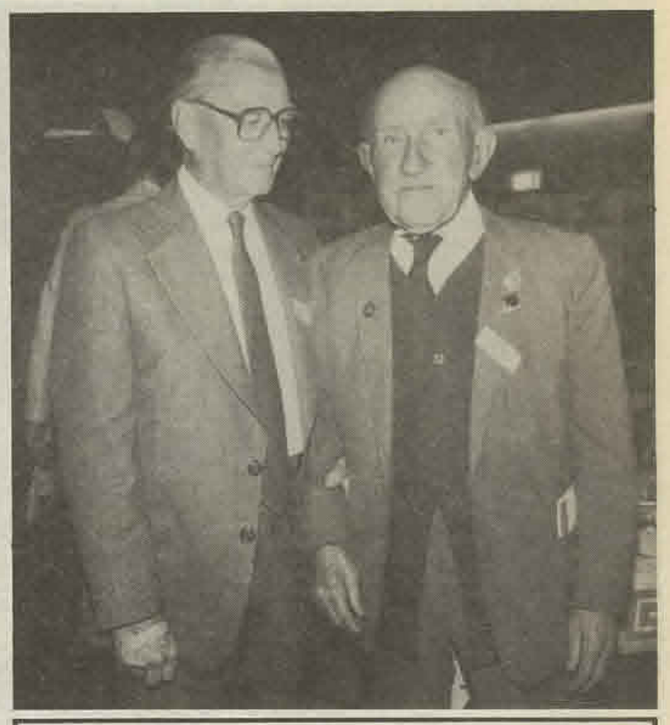
The Executive, Officers and staff extend to Mrs Vandenberg and her family our sincerest condolences.

— Jim Walshe

Gala dinner to celebrate our first 100 years



■ Jim Walshe presents the Prime Minister with a framed photograph of the Eveleigh loco yards c 1890, which Mr Hawke has promised to hang in The Lodge.



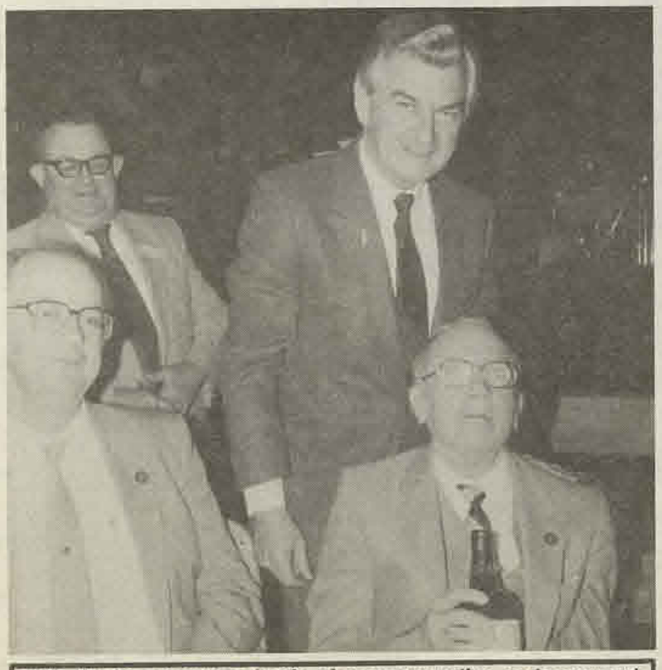
■ Old-timers Norm Garvey (left) and Jim Hallinan were among the many retired members present.



■ A happy Albury group enjoying themselves were (from left) Sub-Branch Secretary Peter Joos and his wife Cossie, pictured with Dave Cox and his wife.



■ Among the official guests were the Deputy Premier and Minister for Transport, Ron Mulock (right), with the acting Chief of the SRA, Pat Johnson,



■ Mr Hawke presents a bottle of commemorative centenary port to the former Branch Secretary, Dr Lloyd Ross, while the National President, Pat Dunne, looks on.



■ Bottle No 4 was presented to former Branch Secretary Jack Maddox — bottle No 1 will stay on the shelf at The Lodge, Mr Hawke said. Looking on is Branch President Harold Dwyer.

Gala dinner to celebrate



■ Obviously enjoying the night were Branch Councillors Norn O'Neill (left) and Les Holland, pictured with their wives.



■ An overall view of the main section of the dinner at the Bowlers' Club, whic led by Jim Walshe's secretary



■ The Prime Minister and Jim Walshe take time out to chat with Eileen Hudson, widow of Branch Vice-President Les Hudson, who died suddenly in July.



■ "Now listen, Bob, I reckon . . ." The Prime Minister gets the benefit of some good advic from Goulburn Sub-Branch Secretary Frank Tozer.



■ The Prime Minister poses for an official photograph with the Exec

Public Authorities Superannuation Board

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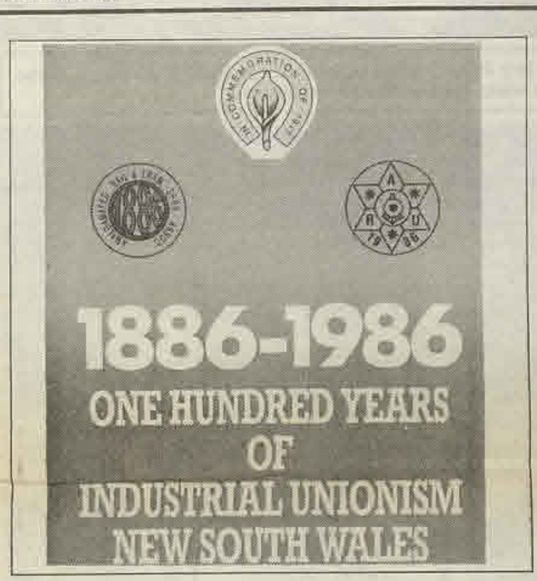
e our first 100 years



h was specially decorated for the occasion by Head Office staff, Marie Andrews.



■ Former Northern Organiser Max Maguire (left) and his wife Tina, with former South-Western Organiser Frank Slavin and wife Jean, and Thelma Martin, widow of Alf Martin.



Copies of pictures

MEMBERS wishing to buy copies of pictures published in this special centenary edition — or other pictures taken at the dinner — can do so through Head Office. Contact prints of ALL pictures taken on the night are available for viewing at the front counter.



utive and members of Branch Council.



■ One of the many tables of retired members at the dinner. The old-timers were among the better supporters, and were very appreciative of their commemorative bottles of ARU Centenary Port.



Prime Minister kept busy signing autographs



■ The Prime Minister autographs the souvenir menu for Mrs Ros Bailey, widow of the Union's former State President, Bob Bailey.



■ Mr Hawke chats with Mrs Peter Kyriacou, wife of the State Councillor, while he waits his turn for an autograph.



■ The Prime Minister poses happily with the unusully dressed band, Railway Issue, who provided the entertainment.



■ Per Way State Councillor Norm O'Neill gets the PM's autograph.



■ Before the dinner gets under way, the Prime Minister and Branch Secretary Jim Walshe inspect a special display outlining the Union's contribution to the NSW Railways spanning a century.

AUSTRALIAN RAILWAYS UNION
NEW SOUTH WALES BRANCH

NOTICE TO MEMBERS

Arrangements have been made by the Office of the Industrial Registrar with the Electrical Commissioner under Section 170 of the Conciliation and Arbitration Act 1904, for me to conduct an election for the following vacancies (remainder of term) in the above Organisation:

- Branch Vice-President • Trustee • National Executive Delegate • Delegates to National Convention (2).

Group repreentative of Branch Council from each of the following groups:

- Metropolitan District — Per Way and Signalling
- Southern District — Per Way and Signalling

Delegate to Branch Conference from each of the following Sub-Branches:

- Bombo-Kiama, Enfield, Flemington, Bathurst, Binnaway, Boggabri-Gunnedath, Lismore, Mount Victoria, Narrabri West, Taree, Wagga Wagga.

Chairman for each of the following Sub-Branches:

- Auburn, Bombo-Kiama, Darling Harbour, Way & Works, Bathurst, Binnaway, Boggabri-Gunnedah, Broadmeadow, Cowra, Lismore, Narrabri West, Singleton, Wagga Wagga.

Vice-Chairman for each of the following Sub-Branches:

- Auburn, Bombo-Kiama, City, Electrical, Eveleigh Carriage, Eveleigh Loco, Gosford, Bathurst, Binnaway, Boggabri-Gunnedah, Broadmeadow, Broken Hill, Lismore, Narrabri West, Newcastle, Nyngan, Taree, Wagga Wagga.

Secretary for each of the following Sub-Branches:

- Bombo-Kiama, Enfield, Binnaway, Boggabri-Gunneda, Lismore, Moss Vale, Singleton, Taree, Wagga Wagga.

Chairman and Vice-Chairman for the following Section:
Metropolitan Car and Wagon Examiners (ODORS).

Vice-Chairman and Secretary for the following Section:
Central Coast Salaried.

Nominations which comply with the requirements of the registered rules of the Organisation are invited and may be made at any time from September 4, 1986, and must reach me not later than 4.30 pm on October 2, 1986. Those members sending their nominations by post should allow sufficient time for processing by Australia Post so that their nominations are in my hands by the closing time.

Should a ballot be necessary, voting material will be forwarded to eligible members at their addresses shown in the Organisation's records. The ballot will open on October 30, 1986 and close at 10 on November 20, 1985.

NP Kean Returning Officer
Australian Electoral Commission
Telephone: (02) 265 1382
Level 6, 162-166 Goulburn Street, Darlinghurst, NSW 2010
((Postal Address: PO Box 21, Darlinghurst, NSW 2010).

RAILWAYS STAFF CREDIT UNION 212-4188

WHAT IS THE RAILWAYS STAFF CREDIT UNION LTD?

The Railways Staff Credit Union Ltd is a group of people with a common bond who save regularly together, lend to one another of the savings at the lowest possible rates of interest and assist one another to solve their economic problems by mutual co-operation.

HOW DOES THE CREDIT UNION DIFFER FROM A BANK?

The Railways Staff Credit Union Ltd is owned by its shareholder members, each member has only one vote no matter how much money he has in the Credit Union. Loans can be made only to members of the Credit Union.

MEMBERSHIP

Full membership is open to employees of the State Rail Authority/Urban Transit Authority of NSW, or of Trade Unions or Associations covering Authority employees or employees of the association of Rehabilitation Facilities Ltd and members of their immediate families, regardless of race, colour, creed or political belief. However, ANY person can be a savings member, whether connected with the SRA and UTA or not.

HOW CAN I BECOME A MEMBER?

By completing an application form and agreeing to purchase five shares at $2 each, and to pay an entrance fee of 50 cents, as well as completing a "Payroll Deduction Authority". All documents to be returned to Railways Staff Credit Union Ltd, C/- Despatch, Sydney Station, or 470 Pitt Street, Sydney 2000.

MEMBERS' SERVICES

for convenience and financial benefit

TOTAL PAY

Whole of a member's salary is paid into the Credit Union. A member with total pay may request regular monthly money transfer to other accounts or to pay regular commitments.

PAYROLL DEDUCTION

Part of a member's salary is paid directly into his/her Credit Union savings and/or loan accounts.

RAILWAY DESPATCH

Members may use the Railways Despatch system to forward correspondence to the Credit Union.

AUTOMATED TELLER MACHINES

RSCU has reached agreement with the State Bank. Members will have access to teller machines shortly.

DEPOSIT OF FUNDS

Members may make deposits to Savings Account, Term Deposits and make loan repayments in person or by mail — Australia Post or SRA Despatch at any office of RSCU or at Agencies of the Credit Union. See pages 5 and 6.

WITHDRAWAL OF SAVINGS

HEAD OFFICE: 470-478 Pitt Street, Sydney. Cheque withdrawals between 9 am and 5 pm, Monday to Friday. Cash withdrawals between 9.15 am and 4 pm, Monday to Thursday, and 9.15 am to 4.30 pm on Friday. Maximum cash withdrawal: $600.

FREE CHEQUES

Cheques may be made out to third parties free of charge, e.g. for bill paying.

LOANS

To members only, at interest rates lower than available through most other lending institutions. Repayments through payroll deductions, the most convenient method to make repayments.

NEWSLETTER

"Rescue" keeps members informed about their Credit Union and general financial matters.

TOTAL PACKAGE OF PROTECTION

This newly arranged member service completes a TOTAL PACKAGE of free protection, which comprises:

(1) FREE LIFE COVER — to pay off the balance of a loan in the event of death.

(2) FREE PERMANENT DISABILITY COVER — to pay off a loan in the event of Total Permanent Disability.

— AND NOW —

(3) FREE TEMPORARY DISABILITY COVER — to make regular fortnightly loan repayments until a member recovers from temporary disabilities resulting from sickness or accident; and payable for period of absence in excess of six weeks.

and is available ONLY to eligible members who borrow from Railways Staff Credit Union.

INSURANCE

Competitive insurance (motor vehicle, life and general) is offered through CIC (Co-operative Insurance Company) and CUMIS (CUNA Mutual Insurance Society).

OPEN END LINE OF CREDIT

(Continuous Line-of-Credit)

Up to $1000, $2000 or $3000 are available to approved borrowers. The continuous Line-of-Credit enables members to make one application for the total required and then use the Line-of-Credit as often as desired in any amount of $100 or more, subject to the approved limit. Once approved, members may send deposits or receive withdrawals by railway despatch from/to outlying areas.

RETIREMENT PLAN

Members who wish to invest for their retirement (and take advantage of tax concession benefits) may join the RSCU Retirement Plan.

This fund invests the participant's moneys, which cannot be withdrawn until the participant reaches the nominated retirement age of 55 or up to 70.

Income distributed to members of the Fund is tax free income as far as members are concerned. Some eligible members of the Fund may also gain a tax concession on their contributions to the Fund.

RETIREMENT COUNSELLING

Wise preparation for retirement. Financial security is encouraged and helped by expert counselling.

TRAVEL

Competitive travel bookings can be made for members through Alliance Travel. Branches at RSCU Office, Central Station, and at AISCU office, 21 Auburn Street, Wollongong. All local and overseas travel, air, land and sea bookings are available.

MORE FOR YOUR MONEY

Because your Credit Union is only concerned with your welfare, it can offer you attractive interest rates on a variety of packages.

ON CALL ACCOUNTS

You can deposit by regular "painless" payroll deduction or over the counter any time you have some spare cash. And you can normally withdraw any time you like.

LONGER TERM SAVINGS ACCOUNTS

The Credit Union pays very attractive rates of interest for longer Term Savings Accounts. The minimum period is usually 6 months and the minimum figure could be as low as $1000.

THE PROFITS COME BACK TO YOU

Your Credit Union is not in the business of making a profit. We must, of course, cover costs and set aside some prudent reserves. After this has been done, surplus funds are returned to members by even more attractive interest rates or, indirectly, by way of extra services and better facilities for its owner-members.

Phone or write for a brochure setting out our interest rates.



TAX REFUND LUCKY DIP

SAVE YOUR TAX REFUND CHEQUE and, WIN a holiday (or two!)

It's easy. Members of the Railways Staff Credit Union who deposit their tax refund cheque into their Credit Union savings account AND fill in an entry coupon will be eligible to win:

$1,200 towards the cost of an overseas holiday — choose from such great destinations as BALI, SINGAPORE, HONG KONG, NEW ZEALAND, NORFOLK ISLAND, and FIJI.

Plus

You will go into the draw for the NSW Credit Union Association prize of:

- 13 GLORIOUS DAYS FOR TWO IN NEW ZEALAND WITH $500 TO SPEND, OR
- 5 CAREFREE NIGHTS FOR TWO ON THE GOLD COAST WITH $250 TO SPEND.

Also

- 10 CONSOLATION PRIZES OF $100 EACH, DEPOSITED INTO YOUR CREDIT UNIN ACCOUNT.

HOW TO ENTER

Simply complete an application form, and you won't be just saving your tax refund, you might be winning a magnificent prize.

TEAR HERE

Railways Staff Credit Union Ltd.,
C/- Despatch Sydney Station or
470 Pitt Street, SYDNEY 2000.

FORM 1

Tax Refund Cheque Deposit Form

Deposit attached tax refund cheque into a R.S.C.U. Savings Account.

NAME:

HOME ADDRESS:

WORK ADDRESS:

CREDIT UNION MEMBERSHIP No.: AMOUNT $

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Departmental: 9 1244
Open Monday to Friday

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Concourse
Wynyard Station
Open Monday to Friday

CHULLORA SERVICE CENTRE
Loco Works, Chullora (Hume Highway end)
Tel: 642 9614 — Departmental: 37 614
Open Monday to Friday

CLYDE SERVICE CENTRE
Wagon Maintenance Centre, Clyde
Manchester Road, Auburn
Tel: 682 2270 — Departmental: 35 270
Open Monday to Friday

NEWCASTLE SERVICE CENTRE
Transport Institute
542-552 Hunter Street, Newcastle
Tel: (049) 2 1850 — Departmental: 95 2219
Open Monday to Friday

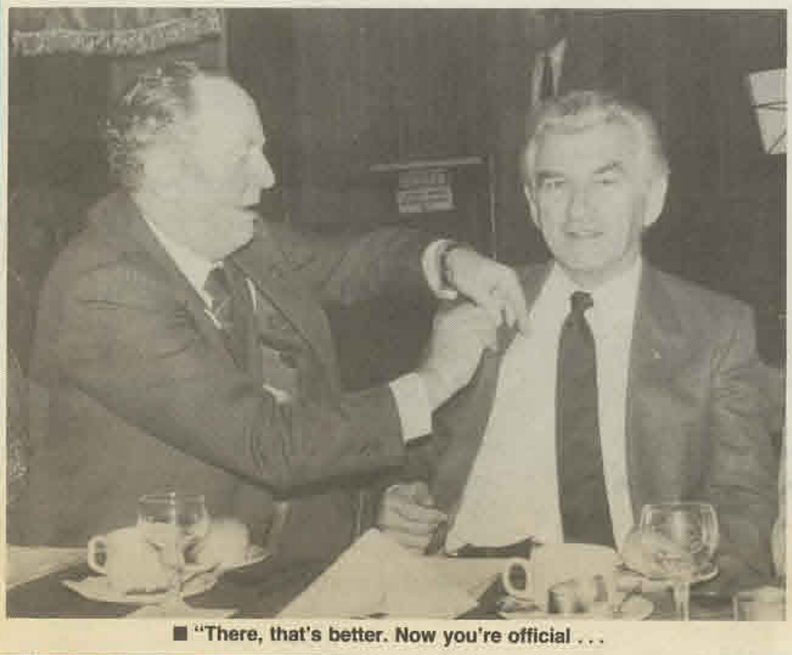
CARDIFF SERVICE CENTRE
Cardiff Railway Workshops
off Glendale Road, Cardiff.
Tel: (049) 54 1216 — Department 54 1216
Open Monday, Wednesday, Friday 10am-2pm



■ "This is our centenary badge, Mr Prime Minister . . .



. . . if I can just get the back off the bloody thing."



■ "There, that's better. Now you're official . . .



. . . and that'll cost you two bucks!"

Prime Minister's speech:

'Your union has a proud record in the history of the Labor movement'

IT IS indeed a pleasure to be able to join with the NSW Branch of the Australian Railways Union in its celebration.

As a former President of the peak trade union organisation, and now as Labor Prime Minister of this country, it is a very specially significant occasion to be with you when a union like yours, which so markedly spans the industrial and political Labor movement, reaches a milestone like its centenary.

And tonight, in your various ways, you will be paying tribute to the record of service of both its membership and of the Railway industry to the advance of this country.

And in turn, in your various ways, you will each be remembering those individuals back over many years who have made their contributions and their marks in the proud record of this Union.

The formation of the then Amalgamated Railways and Tramways Service Association coincided with the first tentative steps that were being taken in NSW towards the end of the last Century to estabish a Parliamentary Labor Party.

And indeed, those moves which had so much of their strength in NSW, found a very strong ally in a person who has already been mentioned by Jim Walshe-William Schey, your foundation State Secretary, who became a member of the NSW Parliament before the Labor Party was in fact formally established.

Now over the years, that relationship evident in the 1880s has grown stronger and closer.

It is one which has given very productive service because of the contributions made by the former Labor Prime Minister, Ben Chifley.

And I am sure, ladies and gentlemen, that his peers would regard it as no slight on any of them, to describe Dr Lloyd Ross, another former Secretary, as the most learned ARU stalwart to offer his talents to the broader movement.

John Curtin and his service to the nation during his time with the Department of Postwar Reconstruction are just two highlights of what has been already stated.

Harold Dwyer and Jim Walshe have continued this fine tradition, and if I may be excused in turning to more recent federal days, I am very pleased to see my old friend, Tony Mulvihill here tonight.

Those who are gathered together at this time of the centenary of a great organisation and assemble on such an occasion, it seems to me, do justice to the honour and the responsibility which was given to us, as we meet to mark 100 years of a great organisation and remind us of those who created organisations like this.

Obviously, it is an impossible task to put yourself back into their minds, and you'll never be able to prove after the event exactly what it was they did, but I think that with a modicum of intelligent analysis, you probably can shape in your own minds reasoning like this.

Of course. it is so because in one they were — if they were in fact satisfied with the way in which men and women were employed, in organisations such as theirs.

So that was really the basic reason in the minds of people who established these organisations. They had a perception of things as they were, and that there could be a method whereby with the combined resources of people intelligently applied, could produce.

I believe they were thinking not merely of a better environment and better conditions for themselves alone, but I certainly am moved to believe they felt first for the future interests of the organisation and its membership.

But if those were the basic sorts of considerations that were in the minds of those who established this organisation 100 years ago, or its predecessor, together with reasonable attitudes from the majority of employers, we were able to work together and turn Australia around from that record uenemployment and inflation, and now we have got the fundamental difficulties imposed upon us from outside.

It is because you joined with us so effectively before that I have confidence we can do it again.

And always as you consider, my friends, and ponder those difficulties and come — as I believe you will — to the correct decisions, just think of the alternative.

The alternative you have is a conjuror — a man who plays with mirrors and says he'll reduce taxes and have a whole range of increased outlays.

Somewhere he's going to conjure up a figure of about $9 billion, and there's only one way the Howards — or whoever it is — the Peacocks — or whoever they may be — are going, and that's no where!

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