

# The Informer

CAW  TCA  
CANADA

The Voice of Local 4304  
Kitchener Transit and Fleet

April 1996

Vol. 5 Issue 2

## Tri-City Protest April 19, 1996

There was an excellent turnout for the Hamilton days of action. Over 30,000 on Friday and over 100,000 on Saturday. There was universal praise for the Hamilton days of action. Some of the statements were; "two of the most exciting days I have ever had", "a highlight of my working life", "fabulous investment in our future and our children's future".

Friday April 19 will be our turn to participate in what is tentatively called "The Tri-City Protest". The day will be well organized and three cities will be closed down. This is not an action

against employers, be they private, or public. Employers have as much to loose as workers and taxpayers. Although the fight back campaign was started by organized labour, to protest changes in labour legislation. It has mushroomed to include teachers, students, academics, church, poverty and unemployment groups, all deeply opposed to the Harris Government cuts. The labour council was only notified of this decision two hours before the meeting, so no organized or arranging was possible. Information will be posted as soon as it becomes available.

Day of mourning for fallen workers will be Sunday

April 28, in Victoria Park at 10:30 a.m. Since it is on a Sunday there is no reason not to pay tribute to our departed brothers and sisters. Free refreshments will be offered at the Labour Hall at 141 King Street East after the service.

Connelly Nolan



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Death in the Workplace

## W.C.B. Question Corner

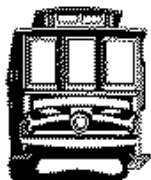
This is a trial corner to try and inform our members more about what is allowed in a WCB claim. There will be two questions in every issue of the Newsletter. The answers should be hand written and left in the orange union slot at the Transit Garage or given to a steward at one of the other work locations. The answers should be given to me or Ted Bate by the third Monday of each month.

1) If you are leaving work in

your car after your shift and are hit by another vehicle, and are on the roadway right in front of the Transit Garage, and are injured, are you covered by WCB. Yes or No, and state why.

2) If you were injured and have a claim approved and paid, you return to full time duties for six months, you have not seen a doctor for anything to do with the injury that you were previously treated for. Will your claim be paid for this time? Yes or No, and state why.

Paul Mennie



## Retirees

Paul Schmidt had a quadruple heart bypass operation in Toronto this month. Everthing went well.

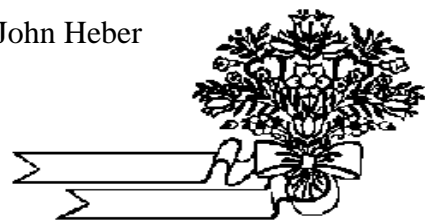
## Condolences

The executive and membership wish to extend our deepest sympathy to the following member who has suffered the loss of a loved one:

Linda Amo (Mother)

## In Memoriam

John Heber



John Heber a mechanic for 28 years in Department #2 Bramm Street Garage, passed away after a long battle with Cancer.

## Contributors

Helping out with this issue were:

- Ted Bate
- Warren Bell
- Wayne Bell
- Rosemarie Bergmann
- Laszlo Bori
- Jim Charters
- Ricki Germann
- Rudy Grosz
- Linda Lyon
- Paul Mennie
- Connelly Nolan
- Cecil Tomlinson
- Tom Williams

# Day of Protest Kitchener Waterloo Cambridge Friday April 19/96

## Policy Statement

The Informer is a publication of CAW Local 4304 and is intended to educate and inform the members. The views expressed are those of the writer and not necessarily those of the CAW or Local 4304. The newsletter committee reserves the right to edit for clarity or fact. Material of a sexist, racist or defamatory nature will not be printed.



## Travel Tips

How to collect points and fly free:

1. Join a frequent flyer program and receive enrollment bonus especially if first flight is shortly after enrollment, (example Canadian Plus, Air Canada Aeroplan,)
2. Use merchants and retailers associated with your airline plan, examples are rental cars, hotels.
3. Join other travel plans such as Airmiles
4. Use your credit card when possible to pay your bills and pay off credit card within 30 days and get your points, example purchase a computer from the city for \$5000 and pay for it with the cheque from the plan. You pocket the 5000 points for the purchase without accrued interest charges.
5. Convert customer reward points from other companies such as Sears, Bell Canada, Unitel to your plans to reach your goal sooner. \$600 of yearly phone bills = 2000 Aeroplan points/\$900 = 4500 points.
6. Use airline partners flights to collect points if destinations aren't served by your airline. example Air Canada, Continental, Air France, Canadian Airlines, American Airlines.

## Just For Laughs



He's so lazy - the first thing he does when he wakes up - is take a sleeping pill.

My dentist doesn't even have an x-ray machine. Instead, on a sunny day you come in and stand against the window.

The second day of a diet is always easier than the first. By the second day you're off it.

A specialist is a doctor with a smaller practice but a bigger home.

Fun is like life insurance - the older you get, the more it costs.

A man complained to the doctor that his sexual ardor was gone. The doctor told him "your body is out of tone. You have to get in shape. I want you to run ten miles a day."

At the end of the week, the patient called the doctor and said. "I'm seventy miles out of town. What do we do now?"

submitted by:  
Rosemarie Bergmann

## Scheduling Committee Report

We are a few weeks into the spring sign-up and all is quiet on the home front. Once again the reason for the multitude of scheduling changes was the result of route and service cuts.

It is reassuring to know that scheduler Dave Sutherland's main objective is to give as many straight through shifts as possible when dealing with route and service cuts. I think that over the years the communication between the scheduling department, union representatives, and committee members has made great progress in filling the interests of its members.

Warren Bell



**Deadline  
Next Issue:  
May 31, 1996**

## Bushwacker Wanna-be

It's time once again to think camping, canoeing, campfires, and clowns. It's the annual bushwacker canoe trip, scheduled the first weekend in June 96.

Let's fill a column in The Informer and reminisce about past experiences that have become legend in bushwacker circles.

I'll take you back three years ago to my first taste of the character building canoe adventure.

Ken Cameron and I had arrived up in Algonquin parks Cedar Lake, to be acquainted by a very attractive park out-fitter, appropriately named Jane. Jane carried what appeared to be a small sword strapped to her thigh. It made Tarzan's knife look like a nail file. Later in the weekend the boys were taking bets on whether she wore it to bed with her.

We had arrived at the campsite but everyone was out for a canoe excursion. Ken and I set up my two man tent which was very tiny compared to most of the other guys 5 and 6 man tents. When Don Robinson returned to the campsite he exclaimed, "Look, while we were gone one of the tents had a baby."

Usually every year someone makes a big splash in the drink. Ninety-three was no exception. With a lot of help from Ken Cameron. I had a mouthful of Algonquin fresh water and nearly drowned Mickey Mouse on the face of my watch. Also

Kent McCullough did his laundry with his clothes on that year. But then again, Kent has fallen in so often, he now brings his water wings and rubber ducky with him.

Ninety-three was also a big year for catching fish. Jim Grandy pulled out the largest catch of the day by reeling in a fish the size of "Flipper".

Then there was the constant threat of Ken Cameron launching his scud missile by taking an empty propane tank and tying it on to a spear shaped stick and throwing it on the hot embers of the campfire.

I have enough stories to share with you to fill a book the size of the Holy Bible, but with themes quite different.

We will ask the age old question, "Are Moosies capable of dropping their waste inside someone's canoe?" We will tell you about Kent's excellent space walk adventure. And, how Tim decorated the trees around the campfire with noodles.

All these stories and more in the next issue of The Informer.

## Financial Secretary's February Report

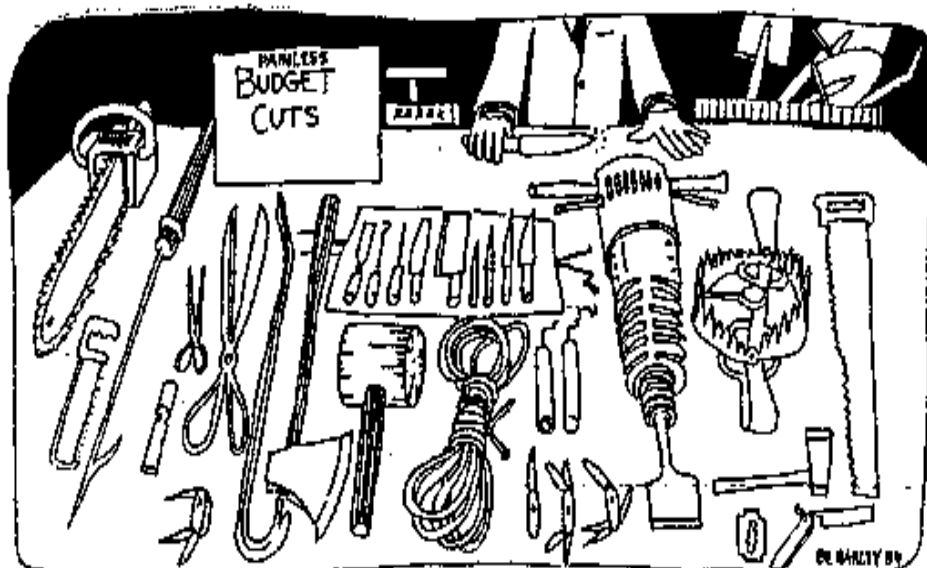
### Recapitulation

Total Cash Assets	\$31,213.39
Previous Month	
Monthly Income	11,905.57
<b>Total</b>	43,118.96
Monthly Expense	10,582.91
<b>Balance</b>	32,536.05

### Allocation of Assets

Bank Statement Bal.	11,154.68
Less outstanding	1,146.59
<b>Actual Bank Balance</b>	10,008.09
Cash on hand	182.44
Credit Union	2,676.19
B of M GIC	8,669.33
National Trust GIC	3,000.00
B of M GIC	5,000.00
KWLC Debenture	3,000.00
<b>Total Assets</b>	\$32,536.05

Linda Lyon



# Union Profile & List of Sectors

## as of August 1994

\* The CAW is the largest private sector union in Canada.

\* From an average of 120,000 members in 1968-1984 period, our current membership now totals 205,000. Our members are organized into 1,100 bargaining units and more than 350 local unions.

\* This growth in membership occurred in spite of the loss of 40,000 jobs since 1984 - about 27,000 as a result of 240 workplace closures, plus 13,000 due to downsizing.

\* The growth came from organizing 350 units (35,000 new members); and from mergers (85,000).

\* At least as significant as the numbers, is the change in the sectoral nature of the union.

The CAW now has a significant block of members in at least 12 different economic sectors:

major auto, independent auto parts  
 , aerospace, specialty vehicles & equipment,  
 electrical/electronics, general manufacturing  
 , airlines, surface transportation (rail, truck, bus, marine)  
 , mining, fisheries, hospitality  
 , general services

In several of these sectors (auto, auto parts, aerospace, electrical, general manufacturing, surface transportation, fisheries) we are the largest union.

In several others (airlines, mining, hospitality) we are the second or third largest union, and definitely a major presence in the industry.

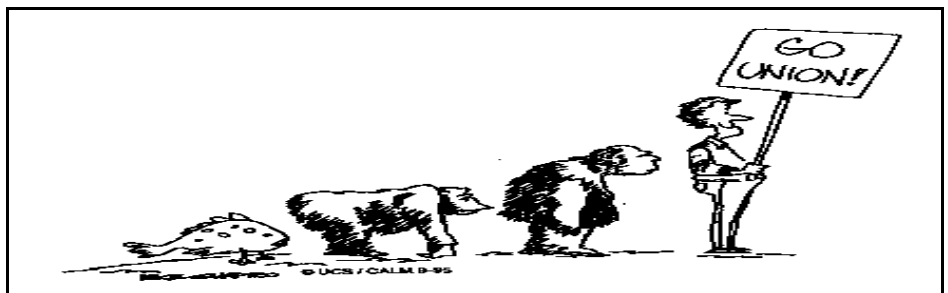
Economic development overviews for each of these 12 sectors are being distributed at this convention. They are a starting point for our future work in developing a progressive economic vision for the industries where we work.

## C.A.W. MEMBERSHIP

### Approximate Sectoral Breakdown<sup>1</sup>

Major Auto	55,000
Independent Auto Parts	25,500
Aerospace	9,150
Specialty Vehicles	7,400
Electronics	8,150
General Manufacturing	15,000
Airlines	8,750
Surface Transportation	31,000
Mining	3,900
Fisheries <sup>2</sup>	22,250
Hospitality	8,100
General Services	11,500
<b>Total Members</b>	<b>205,000</b>

1. Based on 1993 CALURA reports and current dues records.



# Video Review

## Operations and Accident Review

### Cities in the Balance: Creating the Transit Friendly Environment

I have acquired a video from the San Diego Metropolitan Transit Development Board that was offered for free on the internet. This video explains what has happened to the suburban areas of cities and how it effects transit.

It was produced by the San Diego Metropolitan Transit Development Board (MTDB) with grants from the Federal Transit Administration (FTA) and the American Society of Civil Engineers (ASCE). It depicts the relationship between transit and land use, and illustrates ways to make transit an attractive alternative to the automobile. The video identifies how neighborhoods can be developed to encourage the use of public transit, walking and bicycles. The main thesis of the video is that our dependence on the automobile is the direct result of how we build our cities.

This video can be borrowed by contacting me.  
**Wayne Bell**

### Look Around: You Have Rights

This 25 minute film released by Workplace Health and Safety Agency looks at the responsibilities of both employer and employee in regards to health and safety.

The film starts with some of the hazards and pitfalls that effect young workers just joining the workforce. The film deals with some of the basic rights and laws governing health and safety in the workplace. Young people are more at risk for a number of reasons, namely; they do not know the work and the area around them, they are not sure of what they are doing, and they sometime feel invincible.

The films then explains the rights and responsibilities of workers in Ontario. Also, depending of the size of organization, the right of representation on a joint health and safety committee and what this entails.

This film is a must for everyone because, everyone has the right to a safe job.

This film is available from the CAW Local 4304 Library. To borrow call me at 684-7489.

**Wayne Bell**

We have some good news. Flyer has admitted that there may be a problem with the brakes on the New Flyers. They claim that in inclement weather, as on icy road conditions, the back brake chamber can't bleed off the air quickly enough, causing the rear brakes to stay locked. Our management has taken a Flyer to Hamilton and put it through extensive brake tests. They will install a new brake system on the same bus and take it back to Hamilton to determine if the new system will work better.

In operations we try to make our jobs easier, by trying to have management see things our way. After many years of negotiation we were given a route change for route 11, giving us more time to get to the Terminal. Unfortunately some drivers still drive much too fast. Slow down, take it easy, you now have the time to give your passengers a nice smooth ride. That goes for the other routes as well. Just drive in a steady smooth manner. You have the time, just relax. Your day will go better, you won't be as tense and your passengers will feel safer and more comfortable.

**Laszlo Bori**

## Executive Positions Filled

**Vice President**     **Dennis Retzler**  
**Trustee**                 **Earl Stanley**

# From London... To Hamilton... To Waterloo Region...

London signalled the rebirth of labour's central role in building an oppositional movement to defend our communities. But many - including some trade union leaders - remained unconvinced of our potential. Hamilton was a stunning answer to their scepticism.

On the eve of the Hamilton protests, and in the midst of angry demonstrations and actions sweeping Atlantic Canada, one prominent political commentator argued that these events should not be given too much weight. They were, he argued, not "spontaneous" but - heaven-forbid - "organized" as if real politics isn't about the very organizing of dissent and giving a collective face and voice to individual frustrations!

Others, equally concerned to discredit the politics of the street, asserted that protests were a thing of the past, that labour should become more innovative. Well for one thing, this "thing of the past" seems

determined to stay on the stage of history. In France, Belgium, Germany, Spain, and Italy workers have, by way of massive national protests, internationalized the struggle against the growing inequities of capitalism. Such direct and massive actions keep getting resurrected because we sometimes have no other choice - and because they have an effect. When working people were denied

**"I don't know where the labour movement is going any more, but I like it."  
CAW Retiree**

the right to vote because they weren't property owners, mass protests won that crucial right. When we created unions and forced those with power to formally recognize us, we succeeded only because of our readiness to engage in workplace actions and protests. And it was widespread mobilizations that achieved the social programs we consider so fundamental to how we now define social citizenship.

Besides, when did shutting down cities and joining over 100,000 people in the streets to deliver a political message become old hat? Do words like "stale" and "tired" bring to mind the energy and excitement of London and Hamilton, or the timid and limiting politics of wait-for-the-next-election-to-cast-your-vote-and-hope-that-the-replacement-is-better?

Isn't it amazing that labour has a "political arm", yet in the most significant set of political actions most of us have ever been involved in, that arm hung limply by and left the leadership entirely to labour. Sadly, that it might actually initiate and organize protests and demonstrations is something no-one considered any more. Even more modest expectations - like the use of the NDP's riding constituencies to support the protests against Harris - and similarly faded over time. The significance of London and Hamilton wasn't that those protests denied the importance of the ballot but that they went beyond it. And

along the way, more people were brought into politics with some life to it.

Who would have thought last summer that, before spring arrived again, the right would be defensively trying to explain away the most massive demonstrations in Canadian history. Or imagined that a short eight months after the election of the Tories, the local and national media would, albeit reluctantly - be talking about labour's demonstrated relevance and credibility?

Who would have predicted that autoworkers would already be marching against cuts to education and teachers would be protesting with the rest of the labour movement? Who would have taken seriously a scenario in which an OFL-sponsored demonstration in blue-collar Steel Town would be dominated by teachers and public sectors workers?

We all know that Harris is not going to reverse his policies overnight. We

## Tri-City Protest

## Political Education Committee

At the City Council meeting of February 26, 1996 our Collective Agreement was ratified by council. Tom McKay extended thanks to Rudy Grusz and Wayne McKay for their efforts in "facilitating the speedy return to work of the Transit drivers once an agreement was reached."

The C.L.C. has affirmed it's support for striking O.P.S.E.U members. As well as providing 20 million dollars in loan guarantees and picket line support, the labour movement is sending a clear message to Premier Harris and the Ontario government: "We will not sit back if the government tried to by-pass O.P.S.E.U. members and bring in scabs to do their jobs."

The Hamilton days of protest, February 23 and 24, were an unqualified success. On Friday, businesses and city services were shut down as 26,000 people marched against the Harris government. On Saturday over 100,000 people from all walks of life converged on Hamilton. The number of people surprised police and organizers alike. However, it was so well organized it went off without a hitch.

Even though Harris indicated the demonstrations were of no consequence, he just can't continue to ignore the numbers. If he thinks it's easy to put this many people into the

streets let the National Citizen's Coalition put 100,000 people into the streets in support of the government. NOT LIKELY.

April 19, 1996. Now it's our turn. K.W. and Cambridge have been chosen as the next targets for the day of protest. We all have to pull together and make sure this will be as big a success as Hamilton was. I will make sure you all get details of the plans as soon as I get them.

After the Hamilton protest Harris was quoted as saying, "I know Labour can shut down a city. Let's see them do something else." As the old saying goes Mike, "Be careful what you wish for, you just might get it."

**Respectfully Submitted:**

## Local Chairpersons Report

This report covers the period between February 21 and March 20th. During this time we settled and ratified a 3 year contract with the City. However, we had to go on strike for 1 hour and 20 minutes to accomplish our goal. Thanks for your support. We still have some loose ends to tie down. Hopefully we will get these issues settled at an early date.

No grievances were filed, and all grievances filed during negotiations were withdrawn without prejudice. Since ratification NO Part Time operator has worked. Thanks to you for accepting all extra work, this is what we had hoped for.

**Cecil Tomlinson**

# Media Watch

## Chronology of Events Leading to Ratification of Contract

*The Record, Jan. 31, 1996*

Kitchener Transit's 260 unionized bus drivers and fleet mechanics could be on strike by mid-February, chiefly over wages, officials with the Canadian Auto Workers said Tuesday.

At a Kitchener budget meeting Jan. 19, senior staff, as well as Mayor Richard Christy, suggested an across-the-board wage increase of one percent.

Although contract negotiations have been going well, Grosz said, the wage issue has galvanized members. They will be voting Sunday at the Moose Lodge on Wabanaki Drive in two sessions to accommodate shift workers - at 10:30 a.m. and 7:30 p.m.

*The Record, Feb. 5, 1996*

Kitchener Transit's 260 unionized bus drivers and fleet mechanics voted 86 per cent approval Sunday to go on strike if they don't get a contract with the city.

There were three major issues to be resolved: job security, a wage increase, and health and safety, Rudy Grosz said.

"Job security is the biggest one," he said Sunday night, especially since the city has hired its first part-time drivers.

Now that the union is in a strike position "we'll be giving them a deadline and if we don't get a contract, we'll be out on the street."

"We're not looking for a strike," he said. "we're looking



for a contract."

*The Record, Feb. 15, 1996*

A union leader representing drivers and mechanics with Kitchener Transit is hopeful an agreement with the city can be reached next week, averting a possible strike.

"We're optimistic we can settle this without a strike." Rudy Grosz, president of Canadian Auto Workers Local 4304, said Wednesday.

To show support for their

bargaining committee, bus drivers reported to work without their uniforms Wednesday.

*The Record, Feb. 22, 1996*

Kitchener-Waterloo residents woke to find city buses running this morning after early-morning negotiations cut short a strike by Kitchener Transit's 260 unionized bus drivers and mechanics.

Union members had set up picket lines at midnight after a marathon negotiation session broke down shortly after noon on Wednesday.

But negotiators for the city and Local 4304 of the Canadian Auto Workers returned to the bargaining table and an agreement was reached about an hour after the midnight strike deadline.

The union was asking that "successor rights" be guaranteed if the transit system is sold. That means current employees would be given the option of transferring to the new owner, with their collective agreement intact.

*The Record, Feb. 23, 1996*

Kitchener's chief administrative officer is crediting the city's unionized bus drivers and mechanics for making a tough choice on job security in order to avert a strike.

"The initiative came from the union." Tom McKay said Thursday, referring to the

tentative agreement that stopped a strike by 260 Kitchener Transit drivers and mechanics dead in its tracks.

The strike deadline passed at midnight Wednesday.

An hour later, the union agreed to remove the job security clause that had brought marathon bargaining talks to a halt earlier on Wednesday. In return, the city agreed to draft a letter of intent “that gives them more of a security blanket,” McKay said.

It was enough to send the union negotiators rushing to the four picket line locations to outline the agreement to strikers and get them back on the job before the first buses were due to roll out on their early morning routes.

The letter of intent is attached to the three-year contract.

“It says, basically, that the city has no intention at this time of selling its (transit) operation.” McKay said, “But if it did, it would give the union due notice, and such a sale would not close within the life of the present agreement,” McKay said.

The drivers and mechanics have yet to OK the contract. They will vote in two sessions on Sunday at the CAW hall on Wabanaki Drive in Kitchener.

*The Record, Feb. 26, 1996*

“The buses will continue to roll” if Kitchener council approves a new contract with its bus drivers tonight, says the president of the union local.

The union voted 84 per cent in favour of the contract

Sunday, said Rudy Grosz, president of CAW Local 4304.

The contract gives transit workers job security for the three-year life of the contract.

It also gives them a four per cent wage increase over three years, starting with one per cent this year and rising to 1.5 per cent in 1998.

*The Record, Feb. 27, 1996*

Kitchener Transit buses are on the road to stay after city council unanimously approved a three-year contract Monday night that gives drivers and mechanics a measure of job security.

McKay praised union officials for working hard to contact their members after the tentative agreement. Of a total of 87 bus runs, 83 were operating on time Thursday morning with only

## **Transit proposal defeated by Belleview Ave. Residents**

*The Record, Feb. 20, 1996*

A group of residents on Belleview Avenue successfully defeated a Kitchener Transit proposal to increase bus service in their neighborhood.

At a public works and transportation committee meeting Monday, three residents convinced councillors they should not approve a staff recommendation to reinstate full service to Belleview Avenue.

## **Budget pinch leads Twin Cities to bicker**

*The Record, Mar. 21, 1996*

A tale of two cities - Kitchener and Waterloo - seems to be turning into a war that is escalating on several fronts.

The feud could dramatically change the Twin Cities' public transit system, disrupt plans for a joint fire dispatch service and jeopardize co-operation on funding some community groups.

At a meeting Wednesday of the Twin City committee, Waterloo caused sparks by saying it's considering contracting out a portion of its public transit service instead of relying solely on Kitchener Transit.

If it does, Kitchener chief administrative officer Tom McKay warned, his city might respond by saying: “OK, fine. It's all or nothing.”

The move could mean “stopping our buses at the (city) boundaries” and refusing to accept transfer tickets.

Tom Stockie, Waterloo's chief administrative officer did refer to negotiations that are at an impasse with Kitchener Transit.

“It was made clear we're not a partner, we're customers.”

Waterloo's contract with Kitchener Transit expired Dec. 31, 1992, and has since been renewed monthly.

Kitchener wants a 10 year agreement, while Waterloo wants two years.

Other sticking points include Waterloo's bid to have a greater say in setting fares and policies and more flexibility to allow it to contract out transit to a third party using alternative vehicles like mini-buses vans and taxis.

Kitchener Transit director Wally Beck said in an interview that the city isn't opposed to use of alternate vehicles but thinks they should come under the control of the transit authority.

Kitchener has provided public transit to Waterloo since 1888, Beck said. And, while an unlikely scenario, he said it could be "disastrous" if Waterloo pulled out.

## Waterloo to study transit options

*The Record, March 26, 1996*

The battle lines have drawn closer in a feud between Kitchener and Waterloo over public transit.

Without any dissenting voices, Waterloo council voted Monday to direct staff to examine the possibility of contracting out part or all of the city's transit service.

Such a move would put an end to over 100 years of tradition and practice by which Kitchener has proved public transit to the Twin Cities.

Waterloo staff have been asked to report back to council on April 15 regarding further details of contracting out public transit,

including the possible hiring of a consultant and more information on the position of Kitchener Transit

However, Kitchener currently has the exclusive licence to serve both cities. And it would certainly object to any bid by Waterloo for a licence from the province, said Kitchener Transit director Wally Beck.

In an interview after Monday's vote, Beck said "it doesn't make sense to have two (bus operators) to run one transit system."

He added that "if anybody contracts out services (to a third party), it's the City of Kitchener. We're the boss... but we don't see a drastic need to do that today and we're not going to do it in isolation of talks with the union."

The two cities have been at logger-heads over negotiating a new contract for public transit. The current one expired Dec. 31, 1992, and has since been renewed on a monthly basis.

## Municipal workers to have pay docked for joining protest

*The Record, March 28, 1996*

Municipal employees who don't show up for work in Kitchener, Waterloo and Cambridge on the day of the April 19 labor protest will be docked a day's pay.

That's the consensus among the administrators of the

three cities and Waterloo Region contacted Wednesday as they attempt to co-ordinate their approaches to the protest.

"We will work through this and come up with a position that is consistent across the region," said Tom Stockie, chief administrative officer (CAO) for Waterloo.

Whether Kitchener city workers who don't show up for work are punished beyond the loss of a day's pay is an issue that will be decided after April 19. It's a day of protest, not a long-term strike that requires a lot of contingency planning, said Kitchener CAO Tom McKay, adding later that neither workers nor city management want to do "something that has repercussions beyond the 19th."

Among the key services likely to be affected are bus services in the three cities. Protests in Hamilton and London shut down transit systems.

"Unless there is a change of heart, it would appear the normal (service) won't run that day," McKay said.

He said the city doesn't condone the disruption of service, but accepts "the reality" that transit is one of the services targeted for a shutdown. Unionized drivers and workers will be violating their collective agreement if they don't go to work, he said.

**Compiled and condensed by:  
Wayne Bell**

# In My Opinion

**April 19, 1996. The K-W Cambridge Day of Protest.** We now have the opportunity to show Harris & Co. his vision of Ontario is not the vision of the majority.

To convince workers of this shouldn't be a hard sell and to most of the people I've talked to, it isn't. In the eight months since Harris took office he has slashed and burned his way across this province in a way unparalleled in the history of Ontario. Why then should any worker in this province still support him? This is the question I've asked myself over and over. What has he done FOR (as

**“Harris has slashed and burned his way across this province”**

opposed to) the majority of people in this province?

The only reason I've come up with is some people don't understand exactly what he has done or what he is planning to do or the implications of his actions. Let's examine his record over the past eight months.

## TARGET # 1

### People on Social Assistance.

This was a smart move politically since it didn't hurt the majority of Ontarians and many people look down on the poor.

## TARGET # 2

## Organized Labour

He pushed Bill 7 through with no public hearings at all. Bill 7 replace Bill 40, the best labour legislation Ontario has ever had.

### Highlights of Bill 7:

- repeals all of the significant reforms contained in Bill 40.
- allow use of scabs
- eliminates successor rights for employees in the contract service sector.
- eliminate the right of agricultural workers, domestics and many professional groups to engage in collective bargaining.
- erode crown employees' collective bargaining rights.

## TARGET # 3

### People of Ontario in General.

He tried to push through Bill 26 (the notorious Omnibus Bill) with no public hearings at all but thanks to some creative opposition, was forced to hold some.

Bill 26 is far too complicated to get into in any detail but it gives the government sweeping powers to:

- Americanize health care
- give Cabinet sweeping powers over municipalities and doctors
- gut environmental protections
- wipe out pay equity for the lowest paid women in the public sector
- lift ceiling on drug prices

## TARGET # 4

### Occupational Health and Safety

He intends to turn the clock back to the mid 1970's before workers had the basic protections of the Occupational Health and Safety Act.

He intends to:

- optionalize joint health and safety committees
- remove your right to refuse unsafe work
- cancel existing certification requirements
- accreditations of employers will be voluntary

## TARGET # 5

### Injured Workers and the Worker's Compensation Board

Harris intends to:

- remove certain injuries, such as back injuries, repetitive strain injuries and stress related injuries from the list of injuries the W.C. B. will pay for.
- implement a 3 day waiting period for payment
- reduce benefits to 85% of net wages

The examples I've cited under each of the headings are just that, examples. I could fill pages with each category but space is limited.

But, you say, these things must be done to reduce the deficit. We can't afford to go on living beyond our means. This sounds very convincing except for the fact his savings isn't going to reduce the deficit. That's right, the money saved is going to finance the 30% tax cut promised during the last election campaign. A tax cut that both opposition parties warned he couldn't afford.

In five years, the tax

breaks will chop almost 30 Billion dollars from the revenue of Ontario. That's 30 Billion dollars from an economy that is so far in debt and not one penny of that money will go to decreasing the deficit. **NOT ONE PENNY!** The figure of 30 Billion dollars comes from the Tories own Common Sense Revolution.

Where will this money come from? It will come from many more cuts, that's where.

On April 19, please get behind your Union and show Harris we won't take any more!

**ANYONE CAN SLASH AND BURN, IT TAKES UNCOMMON SENSE TO RUN A PROVINCE!**

Respectfully Submitted:  
Tom Williams

**Next Sign-up:  
May 27 - 29**

## Accident Review

At the February meeting we looked at fifty reports. Out of these, 24 were incidents, 19 were non-preventable and 7 were preventable. Total vehicular damages came to \$20,700. Again 62% of the buses involved were New Flyers. Those receiving the preventable judgment should appeal the boards decision. Some of the preventable judgments were issued because of too much confusing information. When filling out your report tell the truth, but make the report short and precise, don't go off into other areas that are not important.

Laszlo Bori

## Health and Safety

Flyer Industries is aware of fumes and road dirt entering the bus, but they have no solutions. I have sent a letter to Flyer, and the C.A.W. representative, about our problems with these buses. Other transit systems are also experiencing handling problems with these buses. B.C. Transit for example is trying different tires.

### "Death in the Workplace"

Would you encourage your son or daughter to work in a province where 241 worker were killed and 374,243 were injured in one year? (1994 W.C.B. Statistics) These figures represent ordinary people in Ontario who went to work and didn't return home or came home injured possibly minus a limb or eye.

As parents we warn our children to be wary of strangers and the dangers of recreational chemicals. But, when they turn sixteen, we allow them to use deadly chemicals in workplaces under the supervision of a stranger. Why are we not preparing our young people properly to be aware of the dangers in the workplace?

If the injuries and deaths

of our young people is going to be stopped they should have proper training and be made aware of their rights and responsibilities before they go to work. As parents we are going to have to make sure schools start to give health and safety training and promote programs such as the "Young Workers Awareness Program."

I would like to remind our members about the "Day of Mourning" services in Kitchener at Victoria Park on April 28 at 10:30 a.m. Everyone can take this opportunity to pay tribute to our departed fellow workers and bring to the public's attention the severity of workplace accident and illness.

### Union Library Material:

- (1) The video "Look Around: You Have Rights" contains good basic information for all workers that are not aware of their rights and responsibilities under the Health and Safety Act.
- (2) A video copy of a report done by the "Fifth Estate" on the deaths of several young workers and the decline of health and safety enforcement.

Both videos are available from the CAW local library by contacting Wayne Bell

Jim Charters

*When I look up in the sky at night,  
I see the stars, twinkling bright,  
I think of you as my guiding light,  
taking me on a flight,  
of pure delight,  
showing me your beautiful sights,  
your hair, your lips, your eyes,  
they all shine in the moonlight,  
without you I would be lost,*

*wandering through the night,  
never find a love that's right,  
but with you by my side,  
I know that my love is right,  
because my passion for you burns so  
bright,  
I love you with all my heart,  
for without you there is no light.*

LAZ

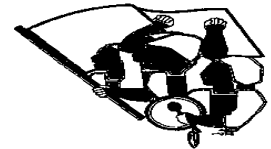


# Charity Garage Sale! Sun. May 26/96

The Transit Charitable Committee Local 4304 will be having a GARAGE SALE!! We will need donations for the garage sale, so please hang onto your gently used treasures when you do your spring cleaning. More information posters will follow in the coming weeks. We will be raising money for St. Mary's Hospital. The following people will be contacting you for your help: Lois Yandt, Kathy & Wilf Clegg, Jacky Eng, Trudy Mayne, Ricki Germann.

## The National Women's March Against Poverty

**For Bread and Roses  
For Jobs and Justice  
May to June 15, 1996**



The Canadian Labour Congress  
The National Action Committee on the Status of Women

The Canadian Labour Congress and the National Action Committee on the Status of Women (NAC) are co-sponsoring a **Women's March Against Poverty**. Ironically, 1996 is the United Nation's Year Against Poverty. The March will protest federal (and most provincial) government policies that are creating more wealth for the rich, while throwing more Canadians into poverty. The theme of the March is "**For Bread and Roses, For Jobs and Justice**". There will be a dozen demands on the Federal Government. The four key demands are in the areas of: job creation and increasing the minimum wage, the security of social programs, a national child care program and a \$50 million strategy to end violence against women.

The kick off date for the March will be May 14, the second day of the CLC convention in Vancouver. A second kick off will begin on May 19 in New Brunswick. The marchers will travel between cities by vans and buses, billeting along the way. Some will travel only part of the route while others will make the entire trip. They will be in Ontario in early June and will converge on Queen's Park to recognize the one year anniversary of the Harris government. The March will wind up in Ottawa on Parliament Hill on June 15 to send a message to the Federal Government. Regional organizers are still working out specific dates in other communities.

I have asked **Debbie Cadman** of Local 27 to coordinate the

participation of CAW women activists. Debbie will report to my assistant Peggy Nash. Sister Cadman is a CAW Employment Equity Coordinator at Northern Telecom, a member of the CAW Council Women's Committee, a member of the CAW Autoparts Council Executive, as well of her local executive. Sister Cadman can be reached at our London Office at 1-800-265-1891 or (519) 433-7211

Participation in the March can mean joining in the March and rallies, fundraising, billeting marchers, distributing buttons, T-shirts, flyers or organizing activities in your own community. These logistics are being worked out in each region of the country and Sister Cadman will have the most up-to-date information.