

## Workplace Safety and Insurance Board information and help session planned

I am setting up a “**WSIB information and help session**” for injured workers in this area. The day would be free for union or non-union injured workers. The injured workers would bring their claim files and the WSIB Advocate would give them advice as to how to proceed with their claim. This information session will take place at the Walper Hotel Ballroom on April 15 from

10:00 a.m. to 6:00 p.m. I have assembled all the contact people. There will be further updates as things fall into line. The cost will be kept to a bare minimum.

I would ask the support of our local for volunteers to help with some of the things that will come up.

I am looking for persons who would be interested in learning WSIB policy and handling the

initial stages of a claim. The person would handle the paper work at the beginning of a claim after proper training, and would work closely with me on claims. Confidentiality is very important.

**Paul Mennie**

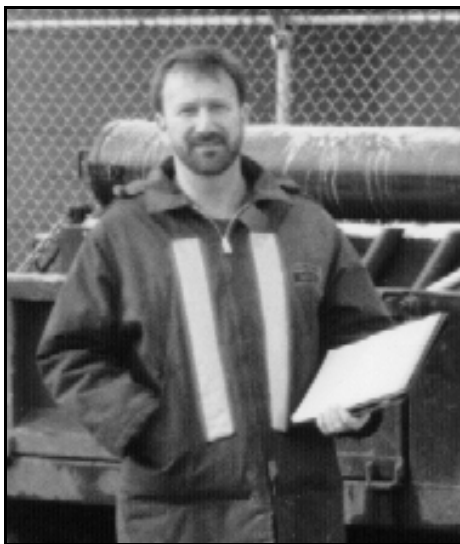


Photo: Jim Charters

### Ron Brouillette

Ron Brouillette is the Health and Safety representative for the Public Works garage at Bramm Street.

Ron has taken safety related training courses on his own time, so he would be able to deal with the concerns of his fellow workers.

If you have any concerns about your rights or responsibilities under the Health and Safety Act, please contact Ron.

Jim Charters

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## Milestones

### 20 Years

**Robert Proulx**  
February 14, 1977

### 10 Years

**Tim Elgie**  
February 8, 1987  
**Wayne Newsome**  
March 16, 1987

**James McAllister**  
March 16, 1987  
**Ken Noland**  
March 30, 1987  
**Connelly Nolan**  
March 30, 1987

### 5 Years

**Gordon Morrison**  
March 13, 1992  
**Noreen Morrison**  
March 13, 1992  
**John Hewson**  
March 13, 1992

**Attend  
Your  
Union  
Meetings!**

**Next Meetings:  
February 19, 1997  
March 19, 1997  
CAW Union Hall  
Wabanaki Drive  
8:00 p.m.**

## Condolences

The executive and membership wish to extend our deepest sympathy to the following members who have suffered the loss of loved ones:

Niall Bermingham  
Neil Bricker  
Marty Kreutzer  
Bob Lishman

## Retiring

Gordon Schenk, 20 years service



## Newsletter deadline changes

Our newsletter is now printed rather than photocopied. This has greatly improved the quality. However, the printing process takes longer to complete. Therefore, it has become necessary to change the deadline.

Commencing with the next issue of **The Informer**, the cut off date will be one week earlier. This will ensure that it will be printed before the beginning of the month.

Thank you for your co-operation.

Wayne Bell  
Editor

## Fruit Baskets

The following members received fruit baskets since December.

Steven Caven  
Linda Amo  
Linda Lyon

## Contributors

Helping out with this issue were:

Warren Bell  
Wayne Bell  
Laszlo Bori  
Jim Charters  
Paul Eckmier  
Jackie Eng  
David Falconer  
Michael Hiuser  
Paul Mennie  
Gord Morrison  
Lois Yandt

## Policy Statement

**The Informer** is a publication of CAW Local 4304, Kitchener Transit and Fleet, 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.

## Contracts for new uniforms awarded

The contracts for our new uniforms have been awarded. Management and our local have been working for months on trying to get better quality uniforms while staying within the budget. Because of the higher cost, there will be some changes in the contract. The selection of the pants and shirts suppliers will increase our uniform budget by approximately \$8,000 per issue. Due to anticipated durability and longer wear, it was agreed that after the 1998 issue, instead of receiving a uniform every 18 months, uniforms would be issued every 2 years. At the end of 6 years there would be a saving.

## Just for Laughs



Two guys are waiting for the number 3 Idlewood at Strasburg Road and Ottawa Streets at 3:00 a.m. They have been waiting for some time and one says to the other, "The garage is just over one block, why don't we just go and take a bus." "OK, you wait here and I'll go get one." About one hour later he pulls up to the stop to pick up his buddy. "What took you so long." he asks. "I had to move 6 buses to get the one that said Idlewood." he replied.

**Submitted by:**  
**Gord Morrison**

**Next Issue  
Deadline:  
March 21, 1997**

## Thanks for your support of 50/50 draws

I would like to thank everyone who supports the 50/50 draws.

December winners were:

**Murray Thibodeau** \$100.00  
**Colleen Caines**  
Voucher for Golf Steak House  
**Murray Pope**  
Voucher for Wiskey Jacks

January winners were:

**Orville Visneskie** \$112.50

Meals from Transfers Restaurant:

**Betty Warren**  
**Wilf Clegg**  
**Guy Walpole**  
**Murray Pope**  
**Kelly Anne Torelli**

Please remember the money is going to a good cause. Keep supporting it.

**Lois Yandt**

## Book Review

## Asbestos Exposure

"Control of Asbestos Exposure During Brake Drum Service" will be of interest to our members in **Department #2** who did brake service work prior to **1990** when asbestos was used in brake linings.

This study will give you an idea of how much asbestos you could have been exposed to and what controls would have been used.

I worked in a small shop that didn't supply any special training or ventilation for asbestos. This book suggests that regular chest x-rays are in order.

This book, and others, are available through the CAW Local 4304 Library, at 684-7489. Ask for book #121\*.

**Jim Charters**  
**Health and Safety**

## Thank you for your support

Thank you very much for the support this past Christmas for our Annual Food Hamper Drive. Your support helped feed many families this year. The children from Notre Dame in St. Agatha and other recipients say, 'thanks'.

We have a need for new or good used children's books, boots and clothing from new born up to age 14 or 15. If you can help, please look me up.

**David Falconer**

# Media Watch

## Buses get video cameras

*The Record, December 11, 1996*

Recent talks have put the 1997 capital budget and the 1998 forecast slightly over the city's guideline of taking on no more than about \$3 million in new debt annually.

Budget highlights include among other items:

⌘ \$86,000 to install video cameras inside Kitchener Transit buses to keep a taped record of a day's service. Transit officials hope the video system will deter hooliganism and make riders feel safer at night.

## Tonnes of food stuffed into bus

*The Record, December 17, 1996*

Fifteen tonnes of food and more than \$6000 in cash were donated to the Stuff-a-Bus campaign for the Food Bank of Waterloo Region.

Donation of food and money poured into Kitchener Transit buses parked at Kitchener's Highland Hills Mall since last Tuesday.



## Cash bus fares likely to increase

*The Record, January 14, 1997*

Kitchener-Waterloo bus riders paying cash will see fares go up by almost 10 per cent on Feb. 1.

The city finance committee has recommended the adult cash fare increase to \$1.75 from \$1.60. Other fares would be unchanged, including adult tickets, which cost \$1.40. Council has approved the fare increase.

The increase affects about one third of riders, said transit director Wally Beck.

The change is expected to generate about \$150,000, which is needed to help offset inflation and funding cuts, he said.

Last year's strategy to increase ridership brought in \$500,000 more than had been budgeted.

Transit revenue in 1996 was \$9.1 million compared with \$8.8 million in 1995. Ridership increased, though the number of hours the buses were on the road decreased by 1.8 per cent.

## Waterloo council approves tax freeze

*The Record, January 15, 1997*

A tax freeze is likely in Waterloo this year as council approved its 1997 budget.

Staff had to find ways to cut more than \$5 million from the original draft of the capital budget - including cuts to some sports facilities - and \$1.9 million from the operating budget.

Transit, was trimmed by about \$235,000, or up to 3,470 hours of operation on various routes in the city.

## Transit transferred

*The Record, January 16, 1997*

Transportation Minister Al Palladini ran aground on the shoals of public opinion Wednesday when he announced municipalities will have to pick up the entire cost of public transit.

As of January 1, 1998, municipalities will cover all the costs of public transit, municipal airports, highways and ferries that "primarily serve" local needs. The province plans to turn over about 4,000 kilometres of highways to local municipalities,

which on average cost \$13,000 a kilometre to maintain.

Palladini said the price tag on his package of downloaded services is about \$430 million over the next three years, but the Amalgamated Transit Union says it's more like \$468 million a year.

Critics and transit advocates said their fear is that money-hungry municipalities will gut their transit system to cope with the myriad of new expenses being foisted on them by the province.

Palladini said municipalities that find it hard to cover these costs will be able to dip into a \$1-billion transition fund being created by the Harris government.

## Agreement reached on public transit

*The Record, Jan 21, 1997*

After years of wrangling, Kitchener and Waterloo have finally struck an accord on public transit.

Waterloo council approved a plan that alters the formula by which it pays Kitchener for its exclusive, traditional right to provide bus service to the Twin Cities.

Under the current complex formula, a staff report said Waterloo "pays a portion of transit costs and receives a portion of transit revenues based upon the ratio of kilometres of transit services provided between the two municipalities."

To simplify things, the new agreement simply says "transit

services will now be paid for by Waterloo on the basis of a fixed price per hour of transit services delivered," which works out to \$71 this year and further decreases in years to come.

The new deal provides for a five-year term, with an option to renew for another five years.

Waterloo becomes recognized as a "customer" to Kitchener as a supplier under the contract, whose details are now to be hammered out by lawyers from the Twin Cities.

A staff report to council says the deal "will result in substantial reductions in costs for transit services to Waterloo" over the five years of the new contract.

That's partly because



Kitchener has agreed to the use of alternative vehicles by Waterloo, such as taxis, conditional upon mutual agreement by the two cities. As well, the contract allows Waterloo to achieve cuts of up to 10.5 per cent of its base level of service of about 75,000 hours of transit service per year.

The contract also stipulates that should public transit become the responsibility of Waterloo Region, "this agreement shall become null and void."

## Waterloo gets new contract with KT

*Waterloo Chronicle, Jan. 22, 1997*

The City of Waterloo has a new five-year transit service agreement with Kitchener Transit.

Under the new contract, Waterloo will save approximately \$400,000 in 1997 compared to transit costs in 1996 and will enjoy savings of approximately \$2.3 million over the contract's five-year term. The new contract is retroactive to Jan. 1.

Waterloo Mayor Brian Turnbull said at the end of council meeting he was very satisfied with the new agreement. "At this point, there is no route elimination on the table," he said.

However, he later said he could only say that

for the first year of the contract.

Under the new contract, the city has agreed to purchase a maximum of 72,040 hours of transit service from Kitchener Transit in 1997 at the hourly rate of \$71.57. In 1996, the city purchased 74,982 hours of service (2,942 hours more) from Kitchener Transit at an hourly rate of \$78.01.

However Waterloo's Committee on Municipal Productivity and Revenue

*(Continued on next page)*

Enhancement (COMPARE) is recommending that council approve an actual decrease in hours purchased from Kitchener Transit for 1997 totalling 3,470

## Joint transit plan proposed

*The Record, Jan. 29, 1997*

Kitchener Transit is spearheading an ambitious plan to co-ordinate all transportation services in the region.

The intent is to cut costs by making the most efficient use of the equipment operated by the many transportation agencies in Kitchener-Waterloo, said Wally Beck, Kitchener's director of transit.

The goal of the Community Transportation Action Program is to set up an independent "brokerage" that would direct agencies such as taxi companies or Project Lift to help out other services - such as schools or hospitals - when they are experiencing a slow period.

The project has been in the works since last summer and organizers hope to launch its first phase in the coming year.

## Seniors' bus nears last stop

*The Record, Jan. 29, 1997*

The Milk Run, launched with fanfare in late 1995, will be eliminated in mid-March, saving the city \$90,000 in 1997 and \$120,000 annually after that.

Riders with special needs will still have access to the city's low-floored buses on regular routes, said Wally Beck, Kitchener's director of transit.

Dropping the Milk Run is the first of numerous cuts expected this year as Kitchener Transit struggles to absorb a revenue loss of \$740,000.

The losses include a loss of \$290,000 in provincial subsidies and a drop of \$450,000 as a result of a new contract with the City of Waterloo, which asked for less service to save money.

### Province Pulls out

In addition, the consequences of the province's recent "megaweek" announcements are still unclear. The changes mean that provincial transit subsidies, which amount to \$2.9 million for Kitchener this year, will disappear. In theory, municipalities will make up the difference through a larger share of property taxes.

In his report to the finance committee, Ed Kovacs, Public works general manager, said there are only two ways to deal with the 1997 financial shortfall; increasing revenues and/or decreasing operating costs.

But several councillors said Kitchener Transit should cut administrative costs before looking at reducing service or cutting frontline employees.

## Under-used buses easy target for cuts

*The Record, Jan. 30, 1997*  
*Brain Caldwell's Opinion*

The Milk Run isn't really a transit service. It's a social service. That's why the pilot project for seniors and other frail residents will be cut in March as Kitchener Transit crunches some sobering numbers.

While users will probably miss it, the loss won't matter in the least to the over whelming majority of Kitchener and Waterloo residents.

The Milk Run, which follows a winding route with frequent stops through K-W, needs an annual subsidy of \$120,000.

That's too much for a transit service adjusting to \$740,000 less in revenues this year, the net effect of provincial cuts and new contract with the City of Waterloo.

What's more, both Kitchener Transit and Cambridge Transit are bracing for the loss of their remaining provincial subsidies in 1998 when the full cost of buses is dumped on cities.

The idea is that cities can make up the shortfall by tapping homeowners for some of the money they used to pay in property taxes for education.

It should work on paper.

But in the real world it'll also put public transit under more intense scrutiny than it has ever

*(Continued on page 10)*



## CAW Launches Environmental Fightback Campaign Across Ontario

A CAW environmental fightback campaign that responds to the regressive attacks of the Harris government on environmental protection in Ontario has been launched.

The campaign, launched by the CAW Windsor Regional Environment Council and the CAW South Central Ontario Regional Environment Council in conjunction with the CAW National office, focuses on educating and organizing the citizens of Ontario on the dangers the Harris government changes present to our communities.

"These changes that this government are proposing on environmental legislation will have a negative impact on the health of every citizen in Ontario, regardless of their career sector. We must build a partnership in our communities that will demand environmental protection for future generations," said Ken Bondy, campaign co-ordinator.

The CAW, which represents approximately 143,000 workers in Ontario, will be contacting other community partners with the intention of building a unified and effective voice that will demand to be heard by the Harris government.

The fightback campaign is titled "Environmental Deregulation, a Recipe for

Cancer."

"The theme of this campaign is reflective of the serious nature that these changes will have on the people of Ontario. Pollution causes cancer. Today, one in three Canadians will develop some form of cancer. We all have a responsibility to our children to fight for increased protection if there is to be any hope at all in slowing the cancer epidemic of the 21st century," Bondy said.

The Canadian Environmental Law Association and the Ontario Public Service Employees Union have endorsed the campaign.

CAW Contact

## Gas Cans

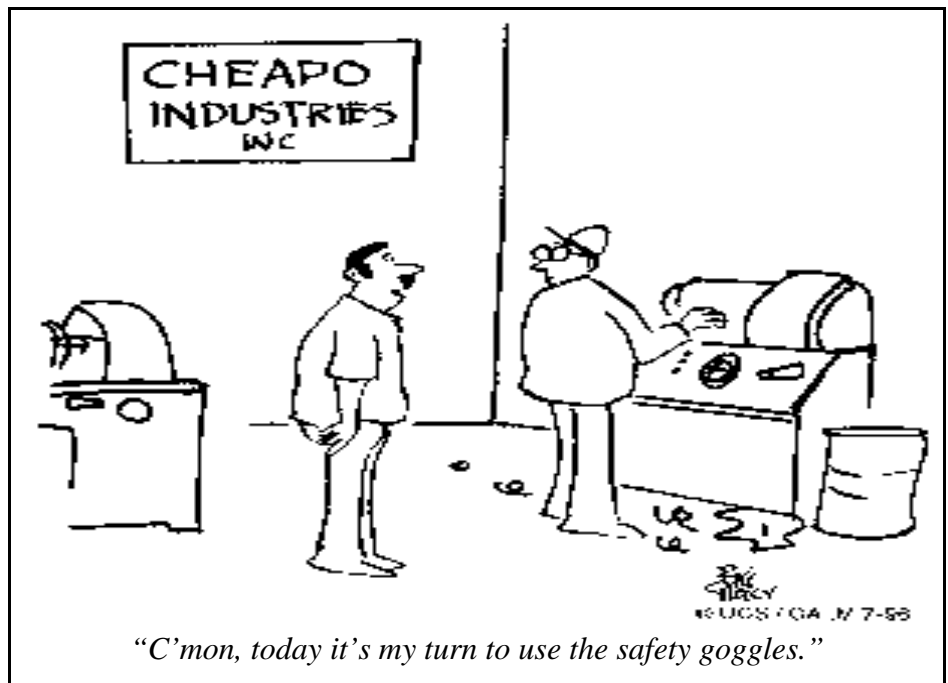
A few days ago, an alert from the Chevron Oil Company in the USA warned of a fire hazard from a static charge associated with the filling of fuel cans while they are resting on the plastic bedliners of pickup trucks during the gasoline filling process.

Several serious fires associated with this practice have been reported to date.

Fuel cans must be removed from the truck and placed on the ground before and during the gasoline filling operation to avoid a static charge buildup and a potentially very serious fire condition.

A number of our members have pickup trucks with bedliners, so we are passing this information along for your personal safety.

CAW H & S Newsletter



## How to save money (!) with privatization

The Ontario government wants to cut the deficit. It wants to do this by transferring the work done by public employees - secretaries, janitors, inspectors, and the like - to the private sector. This is called privatization.

Although the government is confident privatization will work (that it will save money in the long run) it's not actually sure how to do it. So, it needs some professional advise. It needs ... consultants! In fact, it needs 12 consulting firms to handle all this privatization work. And these folks don't come cheap. In fact, one of them charges \$2,625 *per day* for its advice on saving government money though privatization. Meanwhile, the people whose jobs are being cut make less than \$200 per day. And this government calls its agenda "the common sense revolution." (No comment necessary.)

CALM



## Being a Local 4304 member is a give-and-take deal

Being a union member means that you give something to get something (which is the way things usually work in this world!).

### Here's What You Get

**You get a union contract** - This outlines a formal grievance handling procedure as well as wages, working conditions, and other things.

**You get power** - As part of a large group, you have more strength to influence what goes on in the workplace, particularly when it comes to issues regarding your working conditions.

**You get support** - You're not on your own or hung out to dry when you have concerns. You have a whole support system or elected officials who are at your service locally, and a national union structure to aid you as well.

**You get a sense of belonging** - You are part of a group of people who help and support one another. You belong to the union and the union belongs to you.

**You get job security** - It is more difficult for employers to fire people in unionized workplaces.

### Here's What You Are Expected To Give

**You give union dues** - This money maintains the union infrastructure, provides training, pays for grievance arbitrations, and stabilizes the union for the future.

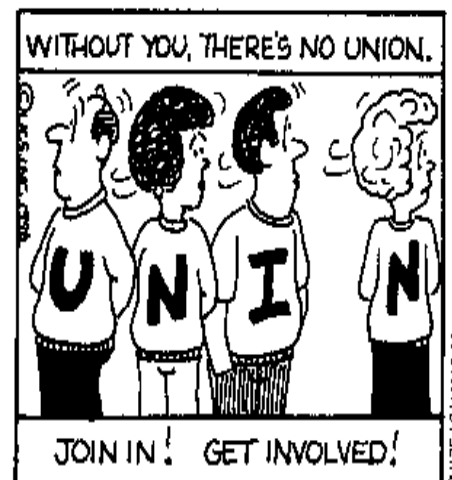
**You give input** - Your elected union officials can't work in a vacuum. They need your input into forming action strategies. As a member, you help decide the course of action. This is the basis of your power.

**You give support** - Once courses of action have been decided on, your elected union officials need your support in carrying them out effectively.

**You give time and effort** - Going to union meetings mean giving up some of your own time. But since this is the main union forum for your voice to be heard, it's very important. Being involved as a union member on committees means doing more than you would if you're not involved.

As you can see, being a union member is a two-way, give-and-take arrangement. The union is you. Get involved.

Vern Pura/CEP609/  
CEP Journal/Calm



## Shuffle

Well folks, I never thought it possible, but injury occurred while playing a friendly game of cards this past month. I could understand perhaps, if someone had brought in a flame thrower to the game and accidentally set fire to another player. But, such was not the case.

A Solo tournament took place at Arpo's Bar and Grill. Yes, beer was involved, but it can't be entirely blamed for what was about to happen.

We were between games and stood chatting to one another beside the tables, when I forgot about a couple of stairs right next to me. I took a step to the right and suddenly my body was out of control. I must have shuffled twenty side steps trying to regain my dignified composure, but I lost footing and down I went. If someone handed me a top hat and

cane, I could have auditioned for a Las Vegas Revue Chorus Line.

I am pleased to announce however, I had nearly a full bottle of beer in my hand when I went down, and not even a drop had spilled. John A. Labatt would have been proud.

After picking myself and my pride up off the floor, I thought about going over to each patron to collect a two dollar cover charge for the entertainment. My brother Wayne thought it was worth the \$10 Solo entry fee just to watch me make a spectacle of myself.

When I returned to my table I could feel a lot of people looking and laughing at me. I wasn't sure whether to place a paper bag over my head or stand up and take a bow.

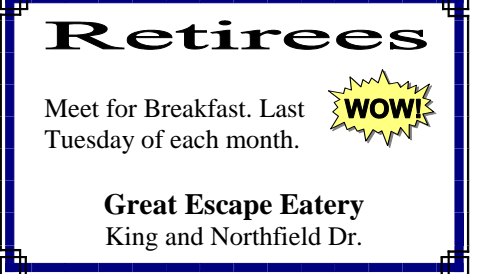
Warren Bell



**Next  
Sign-up:**

**February  
17-19**

**This scheduling  
period starts  
March 10**



**Retirees**

Meet for Breakfast. Last Tuesday of each month. **WOW!**

**Great Escape Eatery**  
King and Northfield Dr.

## Gourmet Coffee now available

As you have noticed, we have a few new additions to our vending services. We hope that the addition of our new Gourmet Coffee Machines will satisfy your needs.

These machines provide you with freshly brewed coffee in approximately 10 seconds. Consistently great coffee, cup-after-cup, unlike our ancient instant coffee machines.

These machines have several new selections that some may not be familiar with. You now have the choice of three blends of coffee:  
Columbian

Costa Rica, Tarrazu  
50/50 (a combination of both)

All choices are available in mild, medium and strong blends. Hot chocolate that is whipped from a rich chocolate syrup, not a powder. Café Mocha is a delicious mixture of gourmet coffee of your choice and frothy hot chocolate. A free hot water dispenser is available for tea ( a future product) and cup-a-soup, (Chicken Noodle and Vegetable Beef ) which is now available in our machines.

Our coffee and hot chocolate are available in 2 sizes, small and large. We will be providing you

with cups and lids for our small size only. We encourage everyone to bring and use their own mugs for all selections. This is the environmentally friendly thing to do.

Based on sales for the first 12 days of operation we would like to thank you for your continued patronage. We sold over 1660 cups of hot beverages.

Please feel free to leave any comments or suggestions on our services or social events.

New members to the social club are always welcome.

**Michael Hiuser, Tom Gray,  
Dave Havill, John Tucker**

## Five vacancies in Local to be filled

Nominations for two executive positions and three other positions will be held at the next general membership meeting on February 19, 1997. The positions to be filled are:

**Recording Secretary:** The person in this position will keep a correct record of the Local Union proceedings and sign all requisitions for funds that have been authorized by the Local. S/he will read all documents and handle correspondence that does not pertain directly to another officers duties. S/he will file documents and correspondence for future reference. The Recording Secretary will bring any correspondence requiring action to the members attention.

**Guide:** The Guide will maintain order, inspect membership cards, make sure that those present are

entitled to remain in the meeting and perform other duties as assigned.

**Employment Rep:** This person will assist the Benefits Committee by keeping records as to who is off and for how long. Also to assist anyone who may require Employment Insurance. This position reports to the Chair of the Benefits Committee.

**Women's Committee Chairperson:** To look after the interests of all female employees. This position reports to the Executive of the Local

**Charitable Committee Chairperson:** This person will co-ordinate the charitable events that the Local is involved in. This position report to the Executive of the Local

(Continued from page 6)

had before.

And when that happens, it'll become a tempting target for local bureaucrats and politicians trying to avoid tax increases or more painful service cuts.

The fact is, all bus routes differ from the Milk Run only in the size of the subsidy they need to make ends meet.

For every ride taken in K-W, taxpayers contribute about \$1.15. Fares and other revenues only cover half the costs.

Of the 18 routes provided by Kitchener Transit, not a single one breaks even. The most successful, from Fairview Park mall to the universities in Waterloo, takes in about 80 per cent of expenses.

Everybody pays whether they use the things or not.

And in this community, where the distances are short and traffic tie-ups minimal, most people take buses about as often as they take the Concorde.

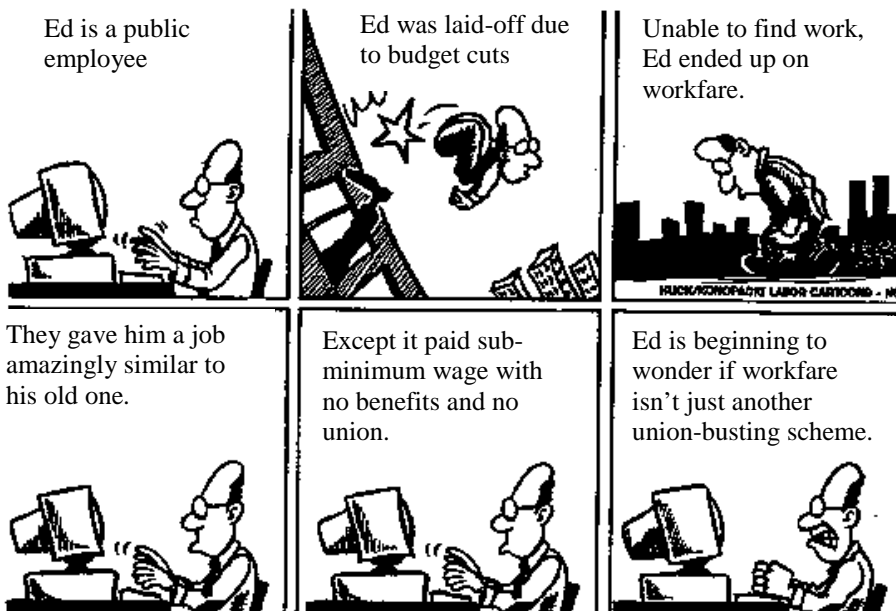
A 1995 survey by Waterloo Region showed Kitchener residents use the bus for just five per cent of all trips. In Cambridge, that figure drops to less than two per cent.

Transit officials have tried to turn those numbers around, but the automobile still rules.

The basic fact here - a heavily subsidized system with relatively few user - make transit vulnerable as a quick solution to municipal money problems.

Who'll complain if routes are picked off one by one until the service is a shell of its former self?

Not enough people to stop it from happening.



# Full, Province-Wide Public Hearings Needed On Rollbacks Of Workers' Compensation In Ontario, Hargrove Says

The slash and cut government of Mike Harris introduced changes November 21 that will gut the workers' compensation system in Ontario.

"The new act will penalize injured workers, open the door to privatization of the system and give significant control to employers while restricting the worker's right to appeal and undermine the right to privacy of medical information," CAW president Buzz Hargrove said.

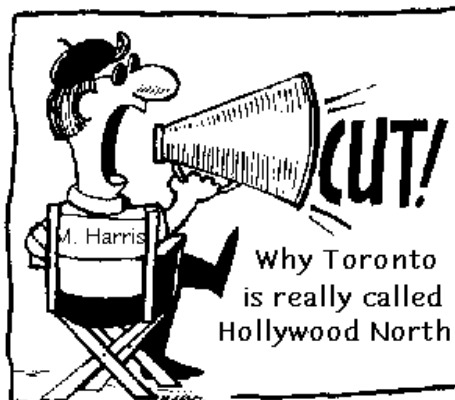
Hargrove said it's critical the proposals are given full and meaningful public hearings. The hearings must be province-wide and allow enough time for the presentation of all concerns.

Government documents estimate that injured worker benefits will be reduced by \$15 billion in coming years to pay for the changes introduced by Harris. The money will go directly into

the hands of corporations whose coffers are already swollen by profits that continue to climb, Hargrove said.

In addition, the Harris government's plans will:

- ⊙ cut injured workers' benefits immediately by 5.6 per



cent, while reducing employers funding payments by five per cent;

- ⊙ allow the board to delegate authority to corporations, which will be used

to privatize the system;

- ⊙ rollback any entitlement to compensation for chronic pain and chronic stress;

- ⊙ change return to work provisions so they give employers' direct access to the worker's medical information for the first time and open the door to employer control of medical treatment;

- ⊙ restrict appeals. The Workers' Compensation Appeals Tribunal (a worker's final level of appeal) will be prohibited from overruling board policy.

It's the first time the Workers' Compensation Act has been entirely rewritten since 1914. Harris has done it for a reason. The original Act was specifically designed to limit employer power over workers who were the victims of employers' unsafe work practices.

But the wording of the new act is very loose. Traditionally the law was very specific on workers' rights and employers' responsibilities. If the law is passed the board will have a lot more leeway to interpret benefits and entitlement with very little legal right for the worker to challenge its decision. And employers will get more power over the worker.

## The Informer gets page on Internet

The front page from  
The Informer is at:

<http://library.uwaterloo.ca:80/~jgszalai/INFORMER.HTM>

## A First “Klaas” Operation

In 1968, at 12 years of age, Klaas Borst lived and worked on the family farm in Holland. In the winter months he would skate to school on the frozen canals that separated the fields, thus developing his skill at speed skating, Holland’s national sport.

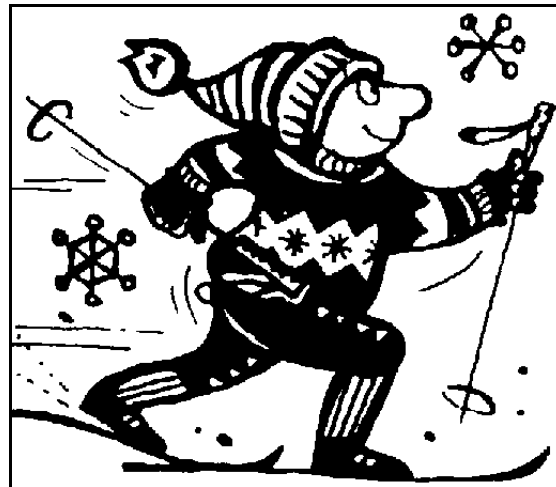
That same year on another continent, 1/2 a world away, Eunice Kennedy Shriver, sister of the late U.S. President John F. Kennedy, created a program of athletic training and competition for mentally challenged children and adults, called Special Olympics.

This year, from February 2 to 8, the World’s Special Olympics Winter Games are being held in Collingwood and Toronto. As honoured guests to the games, Sargent and Eunice Kennedy Shriver, their son-in-law, Arnold Schwarzeneger, Canadian Prime Minister, Jean Chretien, Ontario Premier, Mike Harris, and Canadian Speed Skater/Olympic Medallist Gaeton Boucher will applaud not only the athletes at the speed skating venue, but also the organizing committee for this event which is led by Klaas Borst.

Klaas, former transit operator from 1989 to 1996, is the venue manager and Commissioner of Speed Skating Events at these World’s Special Olympics. The speed skating events will involve about 140 athletes from 24 countries, including the Ivory Coast, China, Russia, Ukraine, and even Jamaica. In total, there are over 1900 athletes from 80

countries competing in skiing, snowshoeing, speed skating, figure skating, and floor hockey.

We congratulate Klaas’s, achievement. But Klaas didn’t reach this position overnight! First, he had to bring his passion for speed skating to Canada in 1980. (There’s a story circulating that when Klaas first arrived here, he entered a game of hockey on the frozen Gulf of St. Lawrence. Being new in Canada, new to the game of hockey, and wearing his speed skates, Klaas



suddenly got a breakaway and reached Ontario in record time!)

Once in Kitchener, Klaas drove truck and then started at Kitchener Transit. But in his spare time, he got involved with the Sertoma Speed Skating Club as a skater, coach, referee, executive member, and a specialist at making the Olympic-sized outdoor oval at Conestoga College (Doon).

Though he has coached and refereed (Klaas is a certified Level 2 speed skating referee), his real gifts shine in leadership

and administrative capacities. Over the years, Klaas has gained expertise in organizing, hosting, and officiating competitions at various levels.

In 1992, along with training and coaching the regular athletes (this year the Sertoma Speed Skating Club has a 17 year old who has a shot at making the National Junior Men’s Team), the club began its program with Special Olympics. In 1993, Klaas was asked, by then Technical Director of Canadian Special Olympics, Joanne LaMarca, to be the Commissioner for Speed Skating Events at the 1997 World’s! In 1994, Klaas became President of the local club, a position he still holds today.

As a test for the World’s, Mr. Borst proved he could run a first “klaas” operation when he and his great group of volunteers organized and officiated the speed skating events at the Ontario Special Olympics Winter Games in Kitchener in February, 1995.

Last February, Klaas and his wife, Alice Pelkman, (who is a certified coach for the Sertoma Club) coached two of their Special Olympians at the Canadian Nationals in Calgary. Both Lloyd Martin and Debby Houston (who rides our buses) brought home medals from Calgary.

Preparing for these ‘97’ World’s, Klaas has spent thousands of hours overseeing the 23 people that comprise the Speed Skating Organizing

Committee. Their various duties include awards, media technologies, officiating and timing, security, transportation services, food services, equipment services, V.I.P. services, medical services, etc. Two of the volunteers include Ricky Germann and Shirley Grosz (Rudy's wife). Their energies and enthusiasm are a welcome addition to Klaas' group of dedicated volunteers. (There's an unconfirmed report that a speed skating volunteer, who talks rapidly and makes a potent chili, tried to stuff Premier Mike Harris into a pair of speed skates, three sizes too small, for a Celebrity Run Race... She wanted the Premier of Ontario to feel the "pinch" of "downsizing"!)

On January 25th, I asked Klaas what his most interesting experience was in preparation for these games. Many months ago, he had to attend an International Conference in Toronto to make his presentation before all the Special Olympics officials from all the participating countries. They were impressed with the Speed Skating Venue! I also asked if he was ready. "We're well organized, and we're ready," was his confident reply.

TSN is televising the Opening Ceremonies from the Sky Dome on February 2nd at 3:00 p.m., and will show highlights each day around the supper hour. If you see any of the speed skating events, try to appreciate all the hard work put in by one of our former drivers to make it run so smoothly. **"Way to go, Klaas!"**

Paul Eckmier

## This year's 'Driving for Dreams' well under way

The Charity Committee held its first **Driving For Dreams** meeting January 21st. Once again the Kitchener Auditorium will host this event which will be held on the 14th of September (still to be confirmed). Driving for Dreams will be open to the public from 12:00 p.m. to approximately 4:00 p.m. depending on the participation and involvement of the crowd.

Ricki Germann had some ideas of interest for teens this year. Some suggestions were; a Marshal Arts exhibit, a motor bike display or an archery course.

We may arrange a "Best Rodeo Driver" competition between two CHYM DJ's. We feel this may draw larger crowds. The winner of this contest would receive a trophy and the loser would have

to sit on the Dunk Tank. We are also trying to talk Ron Pearson and Ray Miller into having a turn in the Dunk Tank.

The activities for this event include a Professional Rodeo, the Public Rodeo with a Certificate of Driving and an optional Polaroid photograph, several bands, the Bust-A-Balloon, Crown and Anchor Table, Kiddie Fun Track, the Air Filled Castle, the Bar-B-Q and Coffee Table, and the Dunk Tank.

As you can see, we are trying to make this an interesting annual event and could REALLY use your help in accomplishing this. If you could spare an hour or so for any of the above projects we would truly be grateful.

Jackie Eng

## Attention Newsletter Collectors

I am trying to compile a complete set of all issues of our newsletter. I am missing the following:

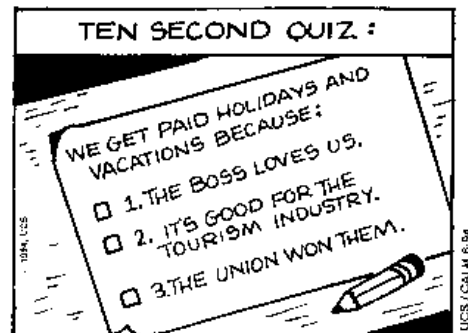
Volume 2 Number 5

Volume 3 Number 4

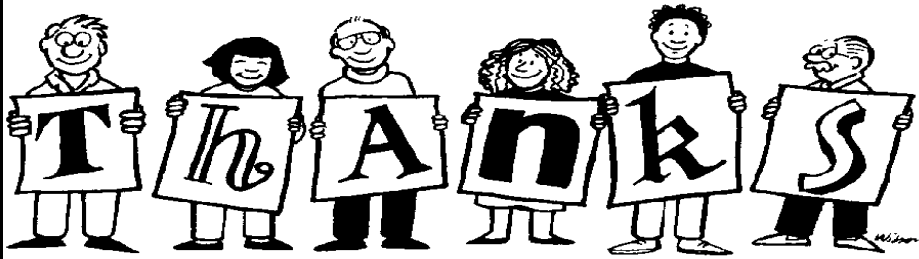
If anyone has a copy of these issues and would like to donate them for our archives, it would be appreciated. Or, if you prefer, I would make a copy of it and return yours.

Please contact me at home at 684-7489 or at work.

Wayne Bell  
Editor



## Christmas Lights Tour



The Christmas Lights Tour Committee would like to thank all employees from department #1 and #2 who volunteered their time again this year.

Your participation in **The Lights Tour** made it very successful, and most importantly, allowed our seniors an opportunity to enjoy the many light displays provided by the residents of Kitchener-Waterloo.

Your generosity of time and skills also allowed **The Food Bank of Waterloo Region** to benefit. Donations from our seniors groups were placed in containers on board our vehicles.

The committee would like to extend a special *thank you!* to the following employees who made **The Lights Tour** a success.

George Bauman	Kathy Klein	Sandy Roberts
Warren Bell	Paul Ludwig	Dan Roth
Wayne Bell	Kent McCullough	Gord Roth
Klaus Bieman	Andy MacGugan	Bill Ruegg
Neil Bricker	Gord Morrison	Jim Sabourin
Wilf Clegg	Brian Oxford	Brian Sauder
Randy Cook	Tim Parker	Steve Skinner
Wayne Cooper	Ron Pearson	Henry Smit
Mike Davis	Ray Perkins	Jeff Summerfield
Paul Eckmier	Graham Perry	Derek Tiller
Chris Entz	Barry Phillips	Ed Tonic
Carl Kappes	Brad Quirke	

## Another Tory Attack On Worker Rights In Ontario

The Mike Harris Conservatives in Ontario are proposing to rollback worker rights, including a plan to lengthen the work week with the legalization of a 50-hour work week as part of its so-called Red Tape Review Commission.

As well as increasing the weekly hours of work the Harris Conservatives want to chop environmental protections, gut pay equity, drop recycling regulations and block complaints by victims of human rights abuses - all under the guise of cutting red tape.

But in the 1996 round of bargaining at The Big Three the CAW negotiated protection from Harris government rollbacks to employment standards laws including increasing the maximum number of hours of work per week.

The employment standards law which existed before the election of the Harris government was locked into contract language at The Big Three covering everything from lunch periods to severance and termination rights. The contracts also enshrined our members right to refuse unsafe work.

Similar protections have been

negotiated at a growing number of other plants in Ontario.

A committee of 11 Conservative MPPs proposed last week that the work week be lengthened to 50 hours or 200 hours of work over a four-week period, from 48 hours a week.

CAW Contact

## The Highway Traffic Act

As bus operators, we have more responsibilities than drivers of private vehicles.

If the vehicle a bus operator is operating causes any damage, the onus is on the driver to prove it was not their negligence.

Section #193. (1) and (2) states:

When loss or damage is sustained by any person by reason of a motor vehicle on a highway, the onus of proof that the loss or damage did not arise through the negligence or improper conduct of the owner or driver of the motor vehicle is upon the owner or driver.

This section does not apply in cases of a collision between motor vehicles or to an action brought by a passenger in motor vehicle in respect of any injuries sustained while a passenger.

All drivers that fill out a incident or accident report should keep a carbon copy for their own records for later reference.

Jim Charters

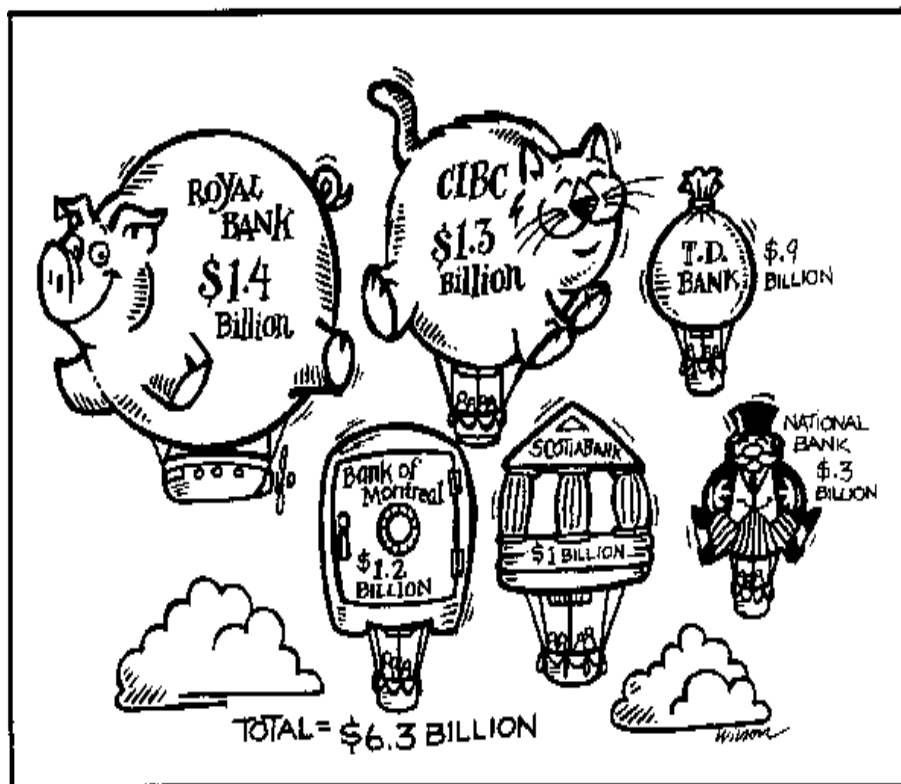
## No jobs, no growth, higher profits

Canada's highly unequal economic recovery continues. And never were the differences so sharply drawn as they were in various economic reports issued in November. Profits were up, especially at the big six chartered banks. But unemployment remains in the double-digits - at an average of 10 per cent across Canada.

Corporate profits set records

corporation - \$1.4 billion. Four banks earned more than \$1 billion, with a total profit of \$6.3 billion for the largest six banks.

Meanwhile, unemployment is again in the double digits. So, despite a slow economic recovery, and galloping profits, Canadian workers are no better off than they were two or three years ago. Some analysts now think that the two trends are



for the 1990s in the third quarter of 1996. Earnings of 147 companies rose seven per cent to \$5.9 billion from a year earlier. And the chartered banks, which end their fiscal year in the fall, posted record profits. In fact, the Royal Bank (the country's largest), reported the largest profit ever by a Canadian

related - that is, companies are boosting their profits by laying-off workers. "Big companies like Canadian Pacific and Bell Canada Enterprises have chopped thousands of jobs," says Peter Jackson, a mutual fund manager. "That same cost-cutting has contributed to the job insecurity many Canadians feel and has depressed their spending."

