

The Informer

Region of Waterloo
Volume 11, Issue 2

February
2002

P.U.C. Streetcar Conductors



Vern Hett Collection

Margaret Struthers and Audrey Miglarini in 1943. They were wartime conductors for Kitchener bus service. Struthers was the first woman conductor for the P.U.C. Women conductors were employed during WW1 and WW2 when many men were sent overseas. A large number of streetcars were two-man (read two-person today) cars. The motorman just drove the car while the conductor collected the fares, issued and collected transfers, and answered passengers questions, ie: "where do I get off for.....?", "what time is the last car?" The conductor also controlled the opening and closing of the centre doors of the car, looked after the coal fired stove used to heat the car in the winter if the car did not have electric heat. International Women's Day is March 8. Watch the local media for celebrations and events.

Milestones

25 Years

Robert Proulx
February 14, 1977

20 Years

Peter Jantzi
March 7, 1982

15 Years

Wayne Newsome
March 16, 1987
Roy McAllister
March 16, 1987
Ken Noland
March 30, 1987
Connelly Nolan
March 30, 1987

10 Years

Ted Dewsbury
March 9, 1992
Gord Morrison
March 13, 1992
John Hewson
March 13, 1992

Caricature:

a. A representation, especially pictorial or literary, in which the subject's distinctive features or peculiarities are deliberately exaggerated to produce a comic or grotesque effect. b. The art of creating such representations.

The caricature in last month's issue of *The Informer* was not intended to offend anyone. I apologize if there were any misunderstandings about the content of this drawing.

Wayne Bell
Editor

Condolences

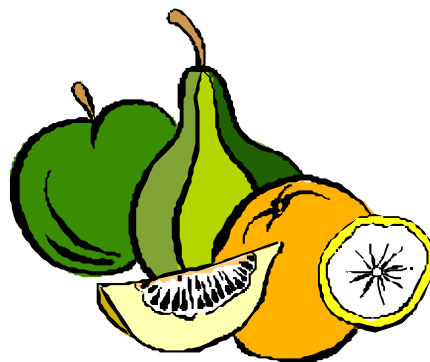
The members of Local 4304 wish to extend our deepest sympathy to the following members who have suffered the loss of loved ones.

Graham Perry
Charlie Straeten
Greg O'Shaughnessy
Graham Scroggie
Earl Stanley
Henry Maier

Fruit Baskets

- *Ken Thibodeau
- *Al Widmeyer
- *Lucy Kruse
- *Laszlo Bori
- *Mike Eedy
- *Charlie Wolf
- *Mozes Kasza

**Donations made to Children's Wish Foundation*



**Attend your
union meetings:**

**February 20
March 20**

**887 Langs Drive
Cambridge**

Contributors

Local 4304 members helping out with this issue were:

Warren Bell
Wayne Bell
Klaus Biemann
John Brown
Wayne Cooper
Ricki Germann
Tom Gray
Fred Heidel
John A. McDonald
Connelly Nolan
Wil Wirtz

*Next Issue
Deadline:
April 5, 2002*

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.

More time needed to fill out C.V.O.R.

Mobility Plus dispatchers wish to be able to use GPS in dispatch. However, before this can be implemented, the dispatch computers need to be upgraded with web-browser and email capability. This is a budget issue. The M.P. spare vehicle does not have a radio installed. Concern was expressed by Mobility Plus operators about safety while driving and using the handset on the new radios. They also commented on the poor sound quality. The Call Display capability on the M.P. dispatch telephones has been lost. A question has been raised regarding the 10 minute time allotment to complete the C.V.O.R. inspection and relevant paperwork. Time trials will be conducted. The committee has suggested that C.V.O.R. procedures should be consistent across the three departments. If the time trials dictate that 10 minutes is not sufficient time, perhaps we can have the time allowance increased. Mobility Plus operators would like to see a station with pail, water and squeegee set up so they can clean windows on their vans due to film left by hard water during the automated washing process.

A request has been made to install transparent plastic over the destination sign view window cutouts in the South buses to reduce the draft. There are still ongoing complaints about the closing times for the rear doors on buses 536 & 537 in the South. Randy Steckly has informed us that all bus doors in the South have been reviewed and they were found to be functioning properly. The issue of front door interlock on buses has also been addressed. It was agreed that all buses should

operate the same. It will be decided whether a front interlock (like the 94s & 96s) is best, or just to eliminate that feature altogether. It would require a software change to remove that feature from the newer buses. We are still awaiting arrival of the front wheel well brushes for the Orion VI buses. (532,33,34&35) The Recaro® seat replacement program is going well. There are only 18 buses that still need to be converted.

Two bus shelters have now been installed for routes 1 and 17 stops at Stanley Park Mall.

Route 2 Forest Hill is currently under review. The possibility of using Stonybrook on the outbound trip only is being considered. Pyramid Traffic Solutions has been hired to conduct a traffic volume count and bus delay study. This study is on hold until the pending Westmount Rd. construction is completed.

The City of Cambridge has sent a letter to residents of Elmwood Ave to get feedback on the possible removal of parking on this street during the winter. It has been difficult for buses to travel on this narrow street because of too many parked cars. The majority of residents who responded are opposed to removing their parking. This issue will now be forwarded to Cambridge City Council (GOOD LUCK!). We have also requested that parking be prohibited on the curves on Kent Street in Cambridge.

Other highlights:

- It has been suggested that

the advanced green turn signal at Erb & Caroline Streets be lengthened due to insufficient time to make left turn onto Erb.

- Two bus shelters have now been installed for routes 1 and 17 stops at Stanley Park Mall.
- The new issue of bus transfers has now arrived and includes the words "transfer is valid for one (1) hour from time of boarding" on the back. Hopefully this will improve the consistency of how transfers are issued.
- The common fraudulent misuse of reduced tickets has also been addressed. This is under review by the marketing department.
- In correction to last month's report, it is the South garage that requires an address sign installed on the front of the building, not the terminal.
- We have requested an all way stop be installed at Doon Valley Drive as the buses exit from Conestoga College.
- An advanced green has been requested for the southbound lane at the intersection of Strasburg and Bleams Road.
- The inbound bus shelter at the corner of Highland and Heiman will be removed due to ongoing vandalism and loitering problems. A notice will be placed in the shelter explaining to our customers why it is being removed before this takes place.

The next operations committee meeting will take place on Tuesday, March 12, 2002. Please have any thoughts or concerns placed in the Operations Folder in the lunch room at the garage by 9:00 a.m. the morning of the meeting. As always, your input is greatly appreciated.

Wil Wirtz

North scheduling updates

The scheduling committee met on Thursday, January 12 and the first item on the agenda was the long-standing issue of the Stonybrook and Westmount corner. Your committee has been pushing to have this dangerous corner eliminated from Route #2 Forest Hill on the inbound trip. The solution to this would be to have the bus come straight in Greenbrook. The scheduling department has now put out a survey to determine usage on Stonybrook and if the results do not indicate a need for this bus we should be on our way to a solution.

In the next signup, as requested, group 7 will now have two weekends off. This was moved from group 31.

Changes were made to group 3 last signup that caused some concern in that group. We investigated options to rectify the problem but excess cost factors have prevented this. Other options, such as flipping 3A and 9A, were discussed with operators on group 3 but they chose to leave the group as is.

There is concern about schedule adherence on route 3. Due to increased loads it is becoming increasingly difficult to meet departure times for

Ottawa South. We feel, and the schedulers agree, if the inbound Idlewood used Charles Street to access the terminal some time could be gained. Watch for this change soon.

A presentation was made by the committee to implement a bidlist using 2 and 3-week rotations. This system preserves the advantage of extra weekends for senior operators while allowing most operators a weekend off. This was accepted in principal by scheduling and they will post a sample with routes and times for your information. During the posted time we would encourage you to view this and voice your opinions to the committee. With your thoughts in mind we can then discuss this with the executive for direction on how to proceed.

Other items included:

- 32C Route 9997 routing to be put on itinerary.
- 13C Saturday starts at Bridge and Bloomingdale 5 minutes ahead of Daniel and Bloomingdale.
- 5A to report 3 minutes earlier and start in at Bridgeport Road and Lancaster outbound at 5:55

and Daniel and Bloomingdale at 6:02 to facilitate route 8 and 7C connections.
John Brown



For the latest, up-to-date news, check out the union Web pages. The current news page on our Web site is at: <http://www.caw4304.ca/current.htm>

The Informer

Publication Dates:

The Informer will be published 5 times per year; February, April, July, October and December.

Winners

December	
Parking Spot	<i>Leo McAlaney</i>
Cash	<i>Wayne Cooper</i>
Certificate	<i>Brian Oxford</i>
Certificate	<i>Wayne Mastromatleo</i>
Certificate	<i>Jeanette Aubin</i>
Certificate	<i>Jeff Dawson</i>
January	
Parking Spot	<i>Bob Simpson</i>
Cash	<i>Renos Varga</i>
Certificate	<i>Bernie Hadden</i>

Circle

Four crews added for Sunday service in South

The Scheduling Committee from the South met early in January. Some of the highlights follow:

- *Maximum hold time at terminal to be 3 to 5 minutes.*
 - ⊙ Problems are still occurring, creating holds of as long as 9 minutes, affecting subsequent trips.
- *Delays due to train on Hespeler Rd.*
 - ⊙ CP has been in contact. Detailed information of delays are to be compiled by the end of October.
- *Route 51 Hespeler Road schedule adherence*
 - ⊙ Review impact on ridership of removing counter-clockwise loop via Winston, Cooper, Kribs, Forbes, Adam, Franklin all day.
 - ⊙ Problems with connections are occurring at Franklin and Winston during the mornings.
 - ⊙ Difficulty in making time-points & connections with 53 occurs throughout the day.
- *Route 51 Saturday schedule*
 - ⊙ Saturday service should start at Cambridge Centre at 7:00, instead of Ainslie St. at 7:13.
- *Route 57 schedule adherence*
 - ⊙ Customers are complaining about not being able to get to downtown early enough.
 - ⊙ Consider Route revision from George to Main St.
- *Approximately 7,000 new service hours are allocated for this year and 2003.*
- *Once ideas and phasing is decided, open houses for operators and public will be held. (Tentatively in April).*
- *G.C.I. students & Route 51 Hespeler*
 - ⊙ Students are creating over-capacity problems on main route. Numerous calls as of late.
- *Stat holiday work*
 - ⊙ With implementation of Sunday service, there will now also be holiday service.
 - ⊙ Work will be assigned first as voluntary, then failing that, work will be assigned by seniority in reverse order.
- *Route 52 schedule adherence /missed trips*
 - ⊙ Since Fall schedule, typically a trip a day in PM Peak is being dropped.
 - ⊙ Traffic between Shantz Hill and Eagle has increased, causing delays.
- *Route 61 schedule adherence /missed trips*
 - ⊙ Since Fall schedule, typically a trip a day in PM Peak is being dropped.
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- *Route 51 Saturday schedule*
 - ⊙ Saturday service should start at Cambridge

Compiled by Wayne Bell from Scheduling Committee Minutes.

Bramm Street members join CUPE

On January 22, 2002 some of our union members joined C.U.P.E. 32. It involves 24 members between Bramm Street and Strasburg yards.

We would like to wish them well with their new union affiliate.

Solidarity

Builds a Strong Union



\$2000 donated to the Rotary Club/Doc Daub

Welcome Marj McCue



Photo: Rotary Club member Brad Michael, President of the Rotary Club, Jacky Eng, Wayne Bell and Mike Pollard, Treasurer of the Rotary Club. Jacky presented a \$2000 cheque on our behalf.

On February 4, Jacky Eng and I were invited to the weekly meeting of the local chapter of the Rotary Club. We were there to present a check on behalf of the members of CAW Local 4304.

We were treated to a lunch buffet of salad, spaghetti, potatoes, vegetables and dessert.

The meeting was called to order and Jacky and I were introduced as guests.

Mike Pollard, the Rotary's treasurer, told the story of Doc Daub and his need for special equipment so that he could use his leg muscles.

Two years ago, Doc's mother was involved in a minor collision with a Kitchener Transit bus. While the paperwork was being done,

Doc's mother talked about her son's disability to our driver and the supervisor at the scene. The supervisor then talked to our Charity Committee. This started the ball rolling.

The Charity Committee has had several fund raising campaigns including soup and sandwich days as well as hot dog and hamburger sales to raise money to buy equipment that this boy needs.

After all the receipts were added up, the amount came to nearly \$1000 and our union local matched that amount.

We have proven once again that we are proven members and workers who care for our community.

Wayne Bell

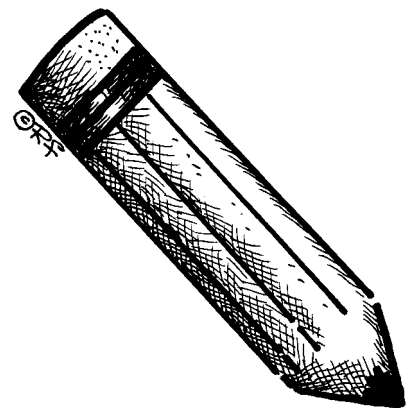
I would like to welcome Marj McCue as the new Assistant Charity Committee member for the South. Marj will be assisting me with coordinating charity work in the South.

Marj has a long history of organizing various charity drives for the union in the South. She sold daffodils for the cancer society for years to all the drivers. And she has helped organize a charity barbeque right on the terminal platform, plus other non-union charity efforts over the years.

I have asked Marj to assist me in selling dress-down day stickers and other chores as Marj has more contact with the operators than I do. Currently, I drive for Mobility Plus South, and am often not into the terminal for days. Marj is a welcome help when we need to contact people for various reasons.

Should anyone wish to dress down for a single day, a one-day sticker for the United Way can be purchased for \$2 from either Marj McCue or me in the South.

John A. McDonald



Organize!

Unions, the corporation, Mike Harris, and you

In the Scandinavian countries, in Denmark, and increasingly in Continental Europe, co-operation between unions, industry and government are reaching levels that we, in North America, can only envy. In those nations, the common denominator amongst these disparate groups is the well being of the workforce. Together, unions and industry, with the support of government, work out contract agreements that are generous and humane. Wage rates, and subsequent raises, are in line with increases in the cost of living.

Workers enjoy generous annual vacation packages that can total six weeks or more for most. It was recognized a long time ago that a well-rested, contented workforce was one that would be a very productive one. And a productive workforce is the engine that fuels the economy of nations.

Unlike our friends in Scandinavia and Europe, we, the workforce in North America, must contend with industry that is dominated by the single-mindedness of the Corporation – profit at **all** cost, with the welfare of the workforce taking a distant second seat. This corporate mentality manifests itself most often in the intransigence demonstrated by employers when it comes time to negotiate contracts with unions on behalf of its members.

In recent years North America has seen the rise of numerous right-wing governments whose agenda favoured corporations. The government of Mike Harris



Photo: Wayne Bell

Sandy Henderson was the first female bus operator hired by the City of Kitchener back in 1981. Sandy has made driving a career. She drove school bus for the Kitchener Waterloo Board of Education as well as a driver for United Trails and United Taxi.

is one such right-wing government whose neo-conservative policies where driven largely by ideology, rather than the need to introduce real policy required to keep Ontario economically healthy. Rather than pursuing a harmonious relationship between unions, industry, and government for the betterment of its' workers, Mike Harris chose the path of confrontation and coercion instead.

During his tenure, he cut \$40 million from the environment budget. The result was drastic lowering of environmental standards. This could indeed have been a major contributing factor in the disaster in Walkerton. His government introduced the draconian 60-hr workweek, whereas in many European countries the workweek has been reduced to 35 hours. His government rammed through anti-union legislation with little or no debate. He

sowed mistrust and promoted division with his vicious attacks on the educational system. He dismissed 7500 nurses early in his term, closed hospitals, and has assaulted our health-care system by denying it the necessary funding it required, while at the same time raising the spectre of privatization. In his utter contempt for the worker, his government brought in legislation effectively "hamstringing" the Worker's Safety and Insurance Board. This legislation was specifically designed to target **you and me**, the worker, with the aim of benefiting the corporation.

While our brothers and sisters in Scandinavia and Europe work with a vision that is 21st century in scope, we, in North America, must work with neo-conservative governments whose draconian measures are backsliding us into the darkness of the 19th century. While there is a harmonious

relationship there, ideologues like Mike Harris, here, target the poor, and provide massive tax benefits to the rich and to the corporations. He has turned society against each other – first the welfare recipients, then teachers, then hospitals and health care, then the elimination of support for mass transit by ending a system of subsidies that had been in place from before the time of Bill Davis and his brand of provincial conservatism, only to favour those who could afford three and four automobiles in their driveways.

This is our legacy. Perhaps with some of our own vision and good fortune, the people of Ontario will come to finally elect a government with a soul and a human face.

Klaus Biemann

**Next
Sign-up:**

**February
18-19**

**This scheduling
period starts
March 11
(15 weeks)**

Dealing with stress

Finding ways to help maintain good mental health is essential. And there are many ways to be proactive in dealing with stress. In the workplace, you might try some of the following suggestions put forward by the Canadian Mental Health Association.

Laughing is one of the easiest and best ways to reduce stress. Share a joke with a co-worker.

Learn to relax, take several deep breaths throughout the day or have regular stretch breaks. Stretching is simple enough to do anywhere and only takes a few seconds.

Take charge of your situation by taking 10 minutes at the beginning of each day to set priorities and organize your day.

Be honest with your colleagues, but be constructive and make practical suggestions.

Be realistic about what you can change.

The Forward Look/CEP 592/CALM

Quotable Quotes

- ©I've learned.... That when you're in love, it shows.
- ©I've learned.... That being kind is more important than being right.
- ©I've learned.... That sometimes all a person needs is a hand to hold and a heart to understand.
- ©I've learned.... That it's those small daily happenings that make life so spectacular.
- ©I've learned.... That to ignore the facts does not change the facts.
- ©I've learned.... That when you plan to get even with someone, you are only letting that person continue to hurt you.

Andy Rooney

Submitted by: John Brown

What are RSIs?

RSI is an umbrella term for many overuse injuries caused when excessive demands are placed on the muscles, tendons, nerves and other soft tissues of the hands, arms, shoulders, back and neck. These injuries can result from a variety of factors including repetition, force, vibration, contact stress and awkward or static postures.

These injuries typically begin as aches and pains, numbness and tingling. However, they can progress into crippling disorders preventing those affected from working or even leading normal lives.

Instructor Notes/
WHSC/CALM



'Only' a Buick



Before



After

I believe this picture to be Paul Clemens '58' Buick as found in the junkyard before restoration. Paul worked hard at his repairs and this is the result.

Paul used 4-6 pails of Canadian Tire BONDO plus 10-12 cans of Tremclad white rust paint to cover the body rust. All chrome has been re-sprayed with Canadian Tire high gloss chrome paint. Also notice that the tires have been "touched up" with Canadian Tire whitewall tire paint or port-a-walls, not sure which one.

He also installed Canadian Tire after-market STICK ON body side moulding to the rear quarter panels of the car. This addition makes the Buick Century model appear to be the upgraded Buick Limited model. The interior is good except where the mouse family lived for the winter. However Paul has put a car blanket over the holes in the seat and hung 8 or 9 deodorizer evergreen trees to mask the odor of mouse urine. The

transmission works fine except it leaks oil and slips between gears. The rear end did have a whine but is much quieter now with the installation of the sawdust.

I have never actually ridden in his car, but I have 'blown' by him on the 401 in my "beautiful and exciting Ford." He seems to be quite content as he "chugs" along.

I believe the car runs O.K. except for the bad "knock" coming from the engine and the lack of power. The small cloud of blue smoke from the exhaust pipe is not too distracting. It just requires adding a liter of oil every 200 miles. He wants to take the car further from home as soon as he saves up enough money to get CAA Road Service.

All in all, this car looks not too bad considering it is "Only a Buick."

Very good "cover-up" restoration Paul!

FIDO

Alcohol and work

It is well-established that consuming alcohol during working hours is conduct which may attract discipline, up to and including discharge. However, even where an employee does not drink alcohol during working hours, but is nevertheless under the influence of alcohol while working, s/he may also be subject to discipline.

Thus, an employee who consumes alcohol before work or during an unpaid break may face

discipline, and even discharge, if his or her ability to work in a satisfactory manner is affected. Further, for an employer to substantiate its decision to discipline an employee in such circumstances, arbitrators have held that it is sufficient for an employer to show that typical signs of impairment were apparent or that a significant quantity of alcohol had been consumed.

An employer can discipline and even, in appropriate circumstances, terminate an employee whose alcohol consumption outside of working hours affects his/her ability to

work in a satisfactory way. If safety is an issue, such as where an employee drives any kind of vehicle or operates machinery, arbitrators tend to view working 'while under the influence,' very seriously. Further, this is the case whether the employee is placing co-workers or him or herself at risk.

Because alcoholism, a disease, is a handicap under the Ontario Human Rights Code, the provisions of that statute may come into play where an alcoholic employee is disciplined.

Submitted by: Connelly Nolan

Half dressed

There I was on my bus, in my jeans, nice casual shirt and my stupid looking transit blazer thinking: "this is stupid!" Was I dressed down, as my nifty little button proclaimed, or was I really "half dressed?" Well, at least my passengers didn't seem to notice. They just say, "good morning," and sit down.

A short while later, I walked into the driver's room and someone asked me how they could go about cancelling their charitable donation. They felt let down that the dress down rights they thought they had purchased was only partially implemented. After I explained the deal that had been worked out with the charity committee, I got to thinking about the big picture behind all of this. When I was helping to sign people up for the payroll charitable deductions last year, what were they actually buying? Was it all about coming to work once a month in something nice and comfortable? Or was it something bigger?

As I pointed out to my brother in the driver's room, this is all about helping others less fortunate than us. The dress down day is really only a gimmick. Giving to those in need is what we should all focus on. We must not let the silliness of the gimmick distract us from the root cause we signed up for.

But this still begs the question: How did we end up with such a silly arrangement? Wearing part of your uniform along with your jeans? What genius dreamed this up?

What follows is only conjecture, as I wasn't in on the negotiations. It is my guess that this is the result of a face-saving operation from within the Region's administration.

Last year they had refused us a dress down day on the

pretence that the public had to be able to identify us as legitimate drivers. If a person were driving the bus out of uniform, he or she may have high-jacked the bus.

Of course, as many of us pointed out, we have scores of temporary drivers who never have a uniform on. And Cambridge Transit ran a dress down day for years without any problem. This argument just doesn't hold water.

I'm sure that someone with a good heart in the upper levels of management must have finally come to the same conclusion. But how to reinstate a wonderful fund raising tool without loosing face? Meet the request half way by insisting that some piece of the uniform be worn with your casual clothes. Hence, the "Half Dressed Day".

I would suggest that those of us who don't want to play along with this game management is playing, simply don't bother dressing down. But lets continue to donate to the charity of our choice, because, in the end, we are doing it for charity.

But there is still one more thing I am wondering about. Will Gord Whyte carry through with his threat to wear his kilt on the next dress down day? Oh my!

John A. McDonald

Emergency Leave

The *Employment Standards Act, 2000* ("the Act") gives some employees the right to take up to 10 days of unpaid time off work every calendar year because of illness, injury, medical emergencies or other urgent matters. This is known as *emergency leave*.

Eligibility for Emergency Leave:

There are two basic conditions an employee must meet in order to qualify for emergency leave under the Act:

The employee must work for an employer that *regularly employs 50 or more employees; and*

The reason for the leave must be one of the following: *personal* illness, injury or medical emergency; death, illness, injury, medical emergency or other *urgent matter* relating to:

- the employee's spouse or same-sex partner;
- a parent, step-parent or foster parent of the employee, the employee's spouse or the employee's same-sex partner;
- a child, step-child or foster child of the employee, the employee's spouse or the employee's same-sex partner;
- a grandparent, step-grandparent, grandchild or step-grandchild of the employee or of the employee's spouse or same-sex partner;
- the spouse or same-sex partner of a child of the employee;
- the employee's brother or sister;
- a *relative* of the employee who is *dependent* on the employee for care or assistance.

Employment Standards Act
Compiled by: Wayne Bell

For an
Informed
Opinion...

Read

The Informer

Commentary: Give me a break

Café Calisa in (Preston) Cambridge is going after a clientele by having table waitresses scantily clad in lingerie. Restaurant owner, James Fulton, claims the anti-smoking bylaw has hurt his business and the fast food industry has forced him to look at other ways of making money. Give me a break! Has he thought about good food at reasonable prices?

Establishments like the Pioneer Bar-B-Q in Kitchener and the Harmony Lunch in Waterloo have survived since the thirties on that philosophy. Maybe he just needs to revamp his décor and look for a theme; e.g. The Fifties Diner.

This story made me think about a rock band back in the eighties. They were called Miss Nude Wallenstein and Her All Nude Review. The group was exactly what the name implied. She was a singer and she had a four-piece band, and yes, they performed totally naked.

Now think about this for a moment.... You spend hundreds of dollars on music lessons and several thousands of dollars on a guitar and amplifier, as well as audio equipment and accessories.

Now you're ready to join a Rock and Roll band. You apply for your very first audition. The band leader tells you that you're hired, and goes on to tell you that you are very talented and you have nice "equipment" but you will have to get butt naked to play in this band. You say... "Yeah... okay, what ever it takes to become a rock star. ...I don't think so.... What, it's not enough to dedicate time, effort, and money on a career, you have to take your clothes off too? That is my point about waitresses having to wait tables in their lingerie. Keep the sexy lingerie to the privacy of the bedroom.

Who knows? If this becomes a popular fad, the region might have all the bus

operators drive in just their underwear, of course, we will have to go to the uniform committee and suggest boxer shorts with little buses on them.

Warren Bell

Running times

When you have a problem making schedules consistently, please notify your supervisor or submit a scheduling committee form from the Web site.

We shouldn't have to speed to stay on time. Nothing will get done to running times if there is no complaints from the public. We all hear problems with running times and nothing gets done. The concept of 45 minute trips is a thing of the past. There is more traffic and more traffic signals than when these schedules were written. Some, you can make, others, are impossible. We have to ask scheduling to fix the service we have before implementing any new service.

One hour trips may have to be put in place to make connections. There is less stress if you don't have to speed, plus, there is a safety factor. Transit does not pay your legal expenses if you get into trouble, even if you are not at fault.

Sometimes I get the impression they are putting an operating budget ahead of safety. The message is clear: we need more running time.

Tom Gray

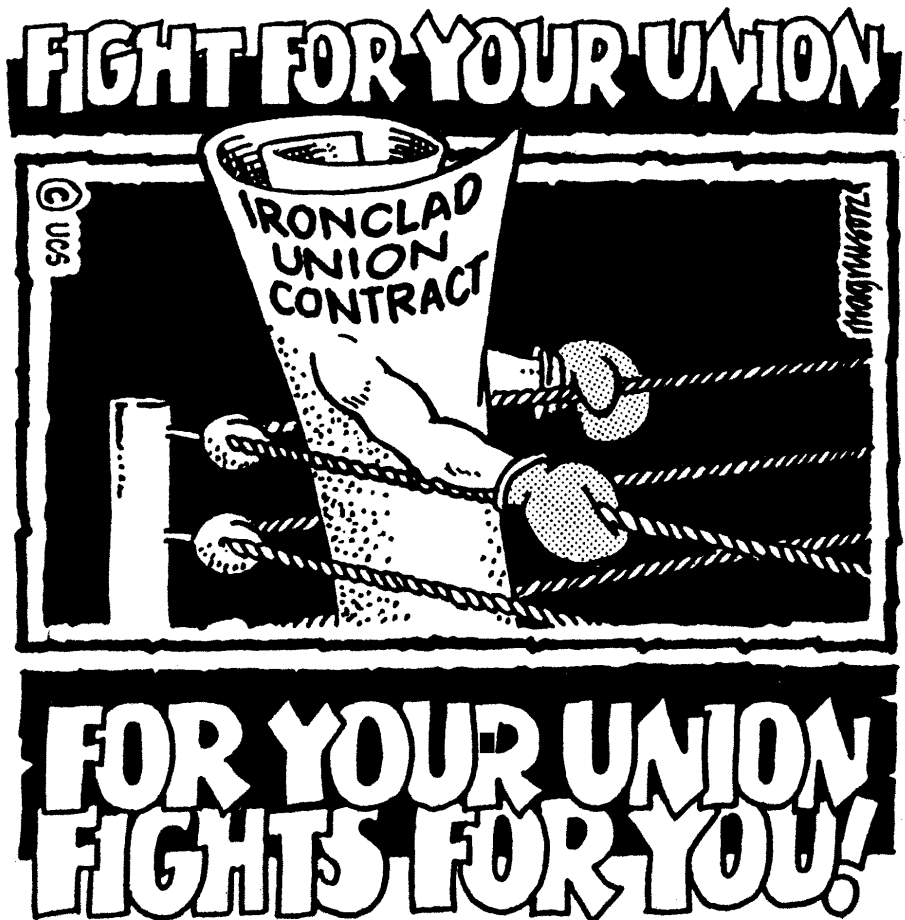


Photo: Wil Wirtz

Operators Fred Heidel and Wayne Cooper enjoy another 'Great Lunch Room Debate' at the Downtown Terminal.



Photo: Wil Wirtz



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Browsing
Starts Here:

www.caw4304.ca

Full colour edition of
The Informer is available
on-line.

www.caw4304.ca/informer.htm

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