

DONATION

Audrey O'Riley receives generous donation



PAGE 16

WAGLER WARS

\$3,200.00 raised for MS



PAGE 6

ALTERNATE EDITORS



John A. McDonald is October Editor

PAGE 5

George will be remembered



It was with great a shock and sadness that we all learned of **George Tanzola's** sudden passing on August 13th. George had suffered a massive heart attack during the night while on vacation in Nova Scotia. It was hard to comprehend that we had lost such an active member of this union so suddenly.

Rick Lonergan started a collection to assist George's widow,
SEE GEORGE PAGE 3

Something needs to change

If you were looking for the minutes to the September 15 union meeting on the union web site, you will not find them. There was not the needed quorum of 15 to hold a meeting. In fact, over the past year, half of the union meetings have had to be canceled due to a lack of a quorum. The previous year was little better. **SOMETHING NEEDS TO CHANGE!**

What is at stake here, essentially, are your hard earned democratic rights within this union. We pay union dues, primarily, for job security. But we also pay for the right to have a say in the working conditions we face each day. By not exercising your rights, you are not getting good value for your money. You also forfeit your right to complain later on, should you not get the contract you had hoped for. In fact, your union executive is forced into a type of dictatorship, due to a lack of input from the membership. This defeats the safeguards our

forefathers set up which placed the membership in charge of union affairs.

The motivation for writing this article is not to provide solutions to this problem. Rather, it is to alert us to the need to address it and change the way we do business before we enter negotiations.

SEE MEETINGS PAGE 4



Rodeo Results:

- 1) Nirmal Mattu
- 2) William Wirtz
- 3) Tyler Whittier
- 4) Greg Pytlik

Winners, Condolences

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

July

Parking Spot Wayne Wilkie

Cash Gerry Nagel

Certificate Mike Burley

August

Parking Spot Lorne Smith

Cash John McKay

Certificate Jacky Eng

Wayne Yandt

John Proulx

Murray Pope

Jack Knechtel

**In Memoriam:
George Tanzola**

Fruit Baskets

Gord Roth

Don Gauvin

Carol Garton

Jim Schuett

Art Ioannou

Sue Pozzo

Alex Trninic

Graham Perry

Bruno Coslovich

Kathy Klein

Cecil Tomlinson

Jim Charters

Pter Biedinger

Some members have chosen to donate to a charity in lieu of a fruit basket.



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

www.caw4304.ca/informer.htm

Contributors

Local 4304 members helping out with this issue were:

Zeke Baker

Wayne Bell

Klaus Biemann

Lazlo Bori

Ruth Cornish

David Driver

Paul Ekmier

Pam George

Eric Gillespie

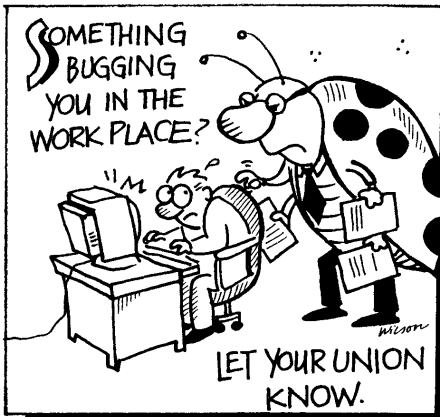
John Livingstone

John A. McDonald

Clive O'Neill

Wil Wirtz

Circle



Attend your union meetings:

October 20

**Labour Hall
141 King St. E.
Kitchener**

Next Issue

Deadline:

November 19, 2004

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 and fact. Material of a sexist, racist or defamatory nature will not be printed.

**(GEORGE:
Continued from page 1)**

Laura, until she received George's death benefits. A very generous donation was collected and delivered, along with a bible. In a recent phone conversation, Laura mentioned how much she treasured the bible that the union gave to her. The area in the front for filling out family information has now been filled with loving memories of George. It has become her most treasured possession.

The Westmount funeral home has set up a web site to commemorate George's life. The web site is located at **mem.com**. You can reach George's page by typing in his last name: Tanzola. Several of our members contributed to the online tributes area.

George's funeral was held the following Saturday on August 21st. The Region provided two buses to carry drivers to the funeral. The funeral was packed with GRT drivers and management. One of George's stepsons told John McDonald afterward that he thought it was very "classy" that so many of George's fellow drivers attended. Laura also related how proud she felt of George after seeing the large number of people who attended because of their love for George. She often thought what a thankless job that George did. But she now realized that a great many people sincerely appreciated George's efforts on their behalf.

George will be remembered for his many contributions to this local. George was a person who

sincerely cared about the welfare of his fellow union members. He turned his concern into action as he served as our W.S.I.B. representative. He was instrumental in putting forward many "return to work" solutions where drivers were provided with alternate work after an injury.

One other rather special event was related to us by George's widow, Laura. George had just bought a Webcam and had been trying to learn how to use it. The Tuesday after his death, Laura stumbled across a video that George had made without her knowledge. In the video he said that he loved her and wanted to be with her the rest of his life.

You can see many still shots from this video in the photo gallery area of George's web site.

John A. McDonald

Editor of the October Informer

Operator Teamwork

As we are all aware, due to the nature of our job we are constantly under public scrutiny. With this in mind it becomes all the more important not to say things over our radios to our fellow operators that could shed a bad light on the operator being addressed (i.e. North 1). The public hears all this, and worse, it is also monitored by supervisory personnel.

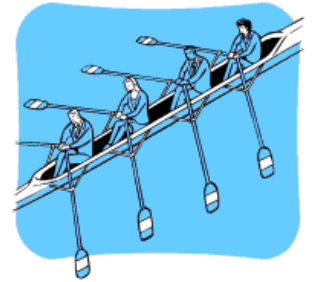
The most common example of this is the usage of operators names over the radio if an-

other operator perceives a mistake, such as missing passengers along a route. This type incrimination is wrong because quite often the operator doing the calling simply doesn't see the complete picture.

We, as operators, all strive to do the best job possible in the provision of a public service, however, if operators continue to go over the radio singling out their fellow operators by name if a mistake or oversight occurs, this not only publicly embarrasses those operators by questioning their professionalism, but could also cast them in a bad light in the eyes of management.

We must all work together in the spirit of teamwork and not resort to incrimination over the radio for all to listen in on. It does not only make us look unprofessional as operators, it quite often results in bad feelings being generated between operators. Also, within the framework of our union, or any union for that matter, publicly accusing your fellow brother or sister of not performing a task properly is not acceptable behavior.

The bottom line is simply this: if you have a problem with the way another operator performs his or her tasks, resolve it privately between you and that operator. Do not publicize it by referring to an operator by name over the radio for all to hear.



Klaus Biemann

(MEETINGS:

Continued from page 1)

A problem needs to be recognized as a problem before it can be solved.

I would suggest that a committee be appointed to poll the membership for the reasons they have not been attending union meetings. This committee could also poll other unions, to see if they have more successful ways of promoting attendance. We could also look at the changes that have been made over the last few years to identify possible changes that have been made within our union meetings that may have harmed attendance.

To get the ball rolling, let me throw out some ideas of my own that could prompt our members to once again start attending their union meetings.

- Start a telephone survey of all our members the day prior to the meeting to see if they plan on attending. One of the most common reasons members give for having missed a meeting is that they forgot there was a meeting. Such a phone blitz could be divided up amongst the union executive and stewards so that each pollster would only have about a dozen people to contact each month.

- Ted Dewsbury has suggested that the meeting time be moved up to 7 p.m. on Wednesday evening, rather than the current 8:00 p.m. Many senior members complain that getting out of a meeting at 9:30 or 10 is just too late when they have to report back to work

for the morning shift just after 5:00 a.m.

- Our bylaws state that each chairperson of a committee must attend two out of three union meetings (Art. 10.1c). Presumably, we put this in our bylaws to allow them to report on their committee's activities over the previous month. We now have discontinued this practice due to time constraints within the meeting. The thought was that all committee reports can be published in the Informer. However this has had the negative affect that our members now feel no sense of ownership within the meeting. No one misses them if they don't attend.

- There are relatively few people within the union, on a percentage basis, that are involved on one committee or the other. If more people were actively involved in even a small role, there would be a better sense of ownership of their union. We should encourage more people to assist their elected committee members, and thereby become more active participants within the union. Currently, only

37 out of 395 members are active on the executive or any of the committees. This allows less than 10% of the union members to run the lives of all the others. The old adage that 20% of the people do 80% of the work doesn't even apply here.

- The location of our current union hall has also been identified as a problem by some members. I've had people tell me they have driven around trying to find the union hall, without success. It is located at 141 King Street East, just across from Market Square, in Kitchener. Parking can also be a problem.

Naturally, these are just my own thoughts, **designed to get us thinking**. Let's not miss the point that this is a serious problem that needs to be addressed in short order.

Our next union meeting will be on Wednesday, October 20, at 8 p.m.

John A. McDonald, Editor





*Just a friendly reminder...hot water was installed in the new **Employee Fitness Centre** at 150 Main Street, in Cambridge.*

The hours of operation are Monday - Friday 7:00am - 6:00pm.

Membership fees are \$16/month or \$4/wk. Please note that memberships must be a minimum 6 month commitment. Above is a picture of our fitness centre.

Greg Sturt-Smith

Education and Newsletter Report

By Wayne Bell

The summer is now over and I hope everyone enjoyed their holidays.

There are a few changes that have been made to our Education and Newsletter Committee. **The task of putting out our newsletter on a bi-monthly basis is now shared by John A. McDonald and me.** We have agreed to take turns editing the newsletter until the end of



next year when we will review our tasks. I hope everyone will give John the same amount of support that I have enjoyed over the last 9 years. Submissions to The Informer can be made to either John or me through email or by using the online form on our web site.

Clive O'Neil will be re-vamping our web pages and has some very good ideas for graphics and menus. Along with Clive, John and I will also be helping out with the web site.

Please consider making a contribution to our newsletter and our web site and we look forward to any comments that you may have on either.

Wayne Bell	webmaster@caw4304.ca
John A. McDonald	caw4304@rogers.com
Clive O'Neil	coneil4242@rogers.com



Moving? New Phone? New Email?

The Union maintains a confidential membership list of all union members. We use this to create voter lists, and, potentially, to mail out strike benefits. Please forward all **changes of address**, phone number or email to:

John A. McDonald,
Election Committee Chair
via interoffice mail to
GRT South,
or email to
caw4304@rogers.com

WAGLER WAGES WAR... ON A MOUNTAIN BIKE!!

Charging out of the bush he appears, his silver cycling helmet gleaming in the mid-day sun! His legs are splattered in mud! Sweat trickles down his face, dripping onto his blue and orange cycling jersey!

But he's not riding his mountain bike!....He's running beside it, pushing his crippled bike and himself toward the finish line! Two flat tires and a broken spoke won't stop him from finishing the race! This is war!! He's going to complete his mission!!

Grunting and straining over 30 km of rugged bush trails where dodging rocks, rattling over tree roots, sloshing thru water-logged wallows of oozing black muck, flying over bumpy grass trails, getting your legs whacked by burdock bushes when leaning into a tight turn, plunging down steep trail sections, the trees flashing by in a blur, and pumping hard up hills on dusty gravel roads, gulping for more oxygen, your legs burning and your heart pounding....are all part and parcel of the Tour de Wildwood Mountain Bike Race!

Bus operator, **PAUL WAGLER** was just living his passion...rising to the challenge and excitement of a mountain bike race at Wildwood Conservation Area near St. Mary's, Ontario, on Sunday, July 25/04.

Making it a family affair, his racing opponents included his brother, Duane, and nephews Simon, Tyson, and Preston Wagler.

Also racing were his sister, Barb's sons, Nathan, Brandon, and Ryan Martin. Tyson Swartzentruber, a friend of the Wagler family, competed as well, cheered on by his girlfriend, Melissa Skinner. (That's Inspector Steve's daughter.) And yours truly, the author of this account, raced too....and survived! (Sorry, Paul, you can't scratch me off the seniority list yet!!)

Paul's son, Jamie, an aggressive and daring rider, could only watch and cheer from the sidelines this day...he is still recuperating from a broken arm suffered earlier this year in a mountain biking wipe-out. Also cheering were Paul's wife, Angie, and daughters, Samantha and Melissa, the family dog, Skye, and Paul's sister-in-law and brother-in-law!

Paul started a serious interest in cycling 2 years ago, and recognized the benefits of sharing this sport with his son, brother, and nephews. They started road riding in the MS Bike Tours, a fundraising event for the Multiple Sclerosis Society, and even got their family team picture published on this year's MS Bike Tours brochure! But for more challenge and adventure, Paul and Jamie bought mountain bikes with suspension systems and entered some races! Besides competing in the Tour de Wildwood, a fundraiser for the Heart and Stroke Foundation, they have also raced in the Dairy Capital Stampede, a 6-hour relay race near Woodstock; the "Squeezer", a 30 km lung-buster near St. Catharines that last year attracted



PAUL WAGLER

*Tour de Wildwood Mountain
Bike Race, July 25th*

1300 cyclists; the Paris to Ancaster 60 km race; and the Port Colbourne to Port Dalhousie 50 km race!

Between races, Paul tries to improve on his skills by training on the local trails. And with his street bike, he does some road racing as well! Earlier this summer, Paul competed in the Conestoga Road Race, an Ontario Cycling Association sanctioned event on the long, heart-pounding hills near Hawkesville. Paul explains that street riding is a great way to build muscle and endurance stamina for mountain bike racing.

No stranger to hard work or hard play, Paul Wagler grew up on a dairy farm in Perth County between New Hamburg and Tavistock. He was raised on farm-fresh air and solid Christian values in a loving, supportive family. Perhaps mountain biking is his way of staying close to the land...or mud, especially when

(Continued on page 7)



Paul Wagler on the extreme right and Paul Eckmier beside him. Aug. 29th

(Continued from page 6)
you do an “endo” over the handle bars!!

If you would like more information on mountain biking, talk to Mr. Wagler. Being the personable and friendly guy Paul is, he’ll probably invite you to ride with him. Unless you are in great shape though, don’t try to keep up with him, or you may need the services of one of the charities he rides for...the Heart and Stroke Foundation!!!

Paul Eckmier

P.S. Paul took time away from his busy mountain biking regimen to use his street bike for fundraising for the Multiple Sclerosis Society again. On August 29/04, his team of 12 riders, called the “ROAD WARRIORS”, participated in the 75 km MS Bike Tour in Niagara Falls.

As a team, they raised over \$3,200.00!

Joanne Vandincten takes over Welfare and Benefits Committee in the South

Effective Sept. 1st, Joanne Vandincten takes over from her sister Marion Shaw on the Welfare and Benefits committee in the South. This position had been vacant since Marion was promoted to supervisor.

Joanne brings with her a genuine concern for her fellow workers. She is presently an assistance with the Charity Committee in the South, where her son, Cliff Vandincten, serves.



The Informer

Publication Dates:

The Informer will be published 5 times per year; February, April, July, October and December. The submission deadline is two days after the union meeting.

HEADS UP

Welcome to a new section we are calling "HEADS UP." Here we will feature the future plans for transit that are still in the planning stages. This month we offer you an article by Eric Gillespie, Director of Transit. The idea is to give the union members a "heads up" on where transit is going, rather than having to read about it in the newspaper.

REGION OF WATERLOO'S URBAN TRANSPORTATION SHOWCASE PROGRAM

GRT Express Bus Service - Launch September 2005

In September 2005, a 33 Km express bus service operating from the Ainslie St. facility through downtown Kitchener to the Conestoga Mall will be introduced. This will be a limited stop route, enhanced by transit priority signaling, traffic queue jump lanes at various intersections and will offer enhanced customer information features such as real-time arrival at the stations and a web-based transit trip planner. This route will operate Monday to Friday from 6 am until 7pm offering 15 minute peak period frequency and 30 minutes in the off-peak with 8 buses and approximately 14 new drivers.

The proposed routing options and station locations are outlined in the accompanying map.



Consultation is currently underway to determine the final route alignment and location of the express bus stops/stations which is expected to be finalized in November 2004.

This express routing is one of

eight initiatives from across Canada selected by Transport Canada for funding under their Urban Transit Showcase Program (UTSP). This program is intended to develop and then evaluate a variety of transit programs which reduce auto dependency and ultimately greenhouse gas emissions.

Some of the additional features of the Region of Waterloo showcase include:

- A high quality, higher speed, express bus service, serving a central transit corridor that links a majority of major trip generators across the entire region (e.g. major university, regional hospital, regional shopping malls, and downtown areas). It will travel from Conestoga Mall to the Cambridge Bus Terminal through the three cities in the Region.

- Improved customer information, through real-time next bus departure displays, improved signage at the stations, and also through a new web-based trip planning system that will be attractive to the emerging generation of computer-literate commuters.

- The CTC Express will be highly integrated with all other transit services, and linked to other sustainable modes of travel. The stations will include shelters,

benches, bike lockers and lighting to enhance customer comfort.

- The CTC Express will be promoted through an innovative community-based social marketing program, and will be supported by a variety of municipal policies and practices (traffic signal and physical priority on the streets, TDM initiatives with major employers in the corridor, and land use policies to implement the recent growth management study).

From an evolutionary perspective this express bus Central Transit Corridor service will become the framework for a portion of the envisioned light rail transit routing. For more information on this ambitious project a copy of the Region's submission is available at www.region.waterloo.on.ca (Look under the "Other Transportation and Related Projects" section of the Transportation area of "Living Here").

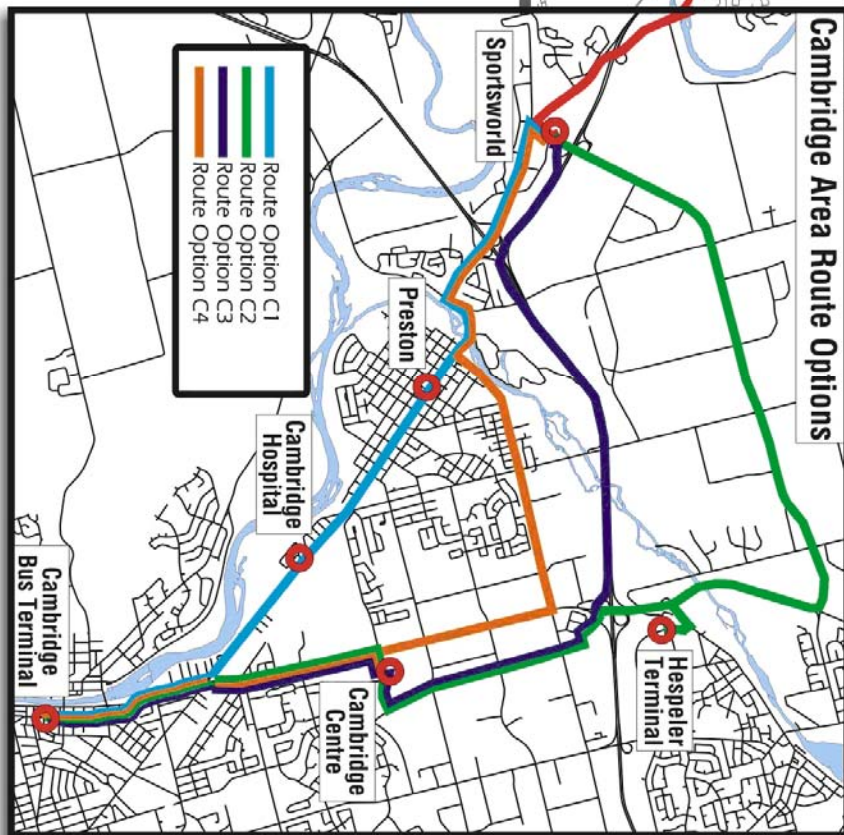
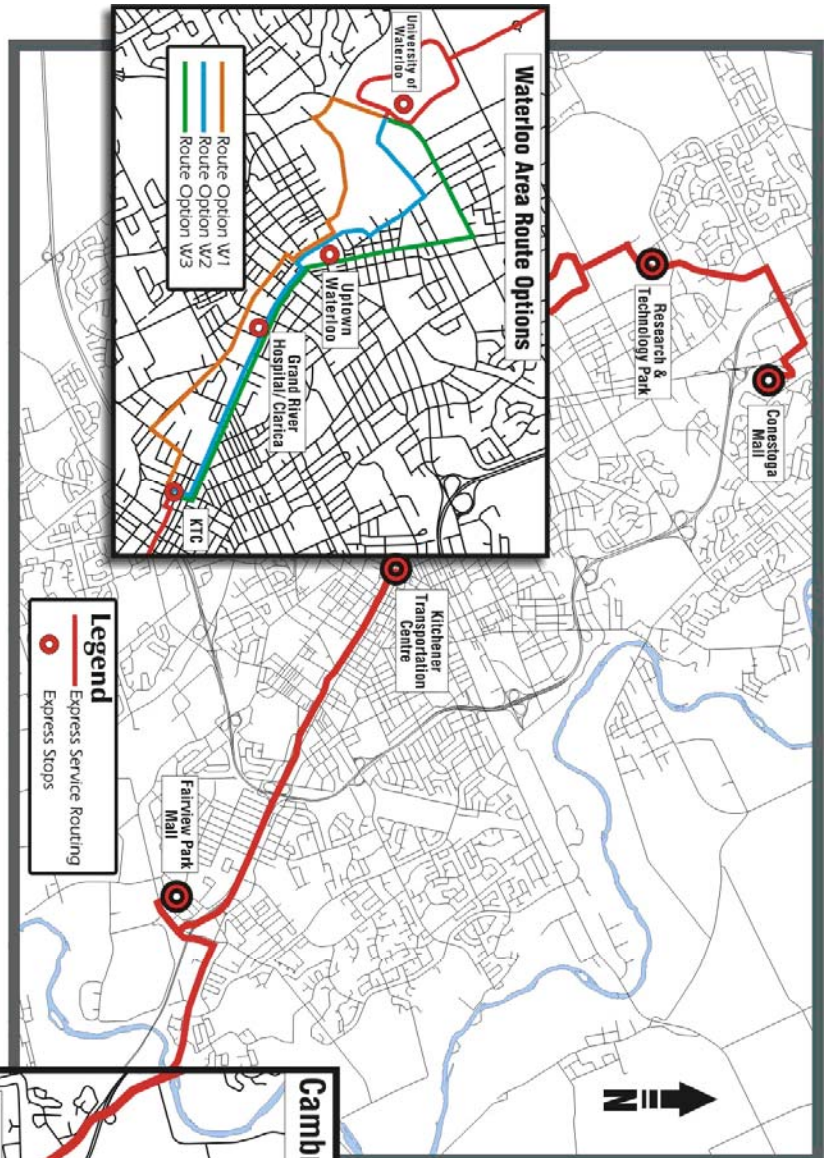
>>>See next page for map>>>

Submitted by

Eric Gillespie, Director of Transit

Eric took over from Don Snow in February, 2004. One of the reasons he gave for moving here was "GRT is one of the most progressive transit systems in the country."

You can reach Eric at geric@region.waterloo.on.ca



Colour version available
online in PDF version:
caw4304.ca/informer.htm

Highland Hills Mess

All of us realize the need for an expanding transit service in the Tri-Cities. At times however, problems are created with transit expansion. One of the most glaring examples is the current situation at Highland Hills Mall.

It is the feeling of most operators that there is an urgent need to enforce the complete compliance of private vehicles to stay out of left-turn bus lanes when leaving the Mall.

As most operators are aware, this Region has one of the worst (per capita) driving records in Canada. This is borne out not only through our own perception, as bus operators, but by statistics as well. A significant part of the problem lies with the fact that there is a major lack of enforcement when dealing with traffic violators here.

The Region and our municipalities must take active steps in an effort to crackdown on these traffic offenders. Often, our operators have narrowly avoided collisions at the entrance/exit to Highland Hills Mall, and in too many instances have come into collision with motorists whom had no business being in left-turn bus lanes. When it's an issue of interference in the safe operation of our buses by ignorant or uncaring motorists that choose to use left-turn bus lanes for their own personnel convenience, I believe strong dissuasive measures must be implemented at once.

One measure would be the use of cameras in the left-turning bus lane to identify the culprits. Another measure would require a more aggressive monitoring of this exit by police along with an equally aggressive program of issuing tickets to these violators.

Left-turn bus-only lanes

along with an advanced traffic light signaling system is a useful tool that an operator can utilize in order to enhance a safe and efficient use of the public transit system. But this tool is only as good as the willingness to enforce the Highway Traffic Act by our police force and our municipalities.

To this end, another efficient way to "educate" the motoring public is to advertise the requirement to obey the law over radio stations, or through our newspapers.

In a growing urban environment such as ours, the need to expand transit services must also be matched with a determination by municipalities and police forces to strictly enforce traffic rules and regulations and to pursue any violators with determination.

Klaus Biemann



Presentation to **Supervisor, Bernie Hadden**, on his **retirement in May**. The stained glass plaque was made by operator **Wayne Mastromatteo** with operator **Sue McIntyre** assisting. The name of the piece is "Staying on Course". It combines Bernie's interest in buses and golf. The plaque took two months to complete, with 57 pieces of glass in the bus portion alone. There was a total of 156 pieces of glass in all.

Climate Change Revealed

David J. Driver

Throughout Earth's history, climate change has always been a reality. A tremendous ice shield once covered what we now know as Kitchener-Waterloo. In fact, glaciers have continuously waxed and waned over Earth's history and during most of the last 1 billion years, the globe had no permanent ice whatsoever.

If one desires to understand what truly drives the global climate, one must simplify. Rain, snow, fog, humidity and clouds all have one thing in common – water vapor. At 10,000 parts per million (PPM), this naturally occurring greenhouse gas is the driving force of our climate. In fact, were it not for water vapor, earth's atmosphere would be 30 degrees colder than it is today. In comparison, CO₂ is a very minor player, weighing in at only 360 PPM. That is not a typo – compare 10,000 PPM to 360 PPM and you begin to see the reality.

Even if we increase CO₂ concentration by 32% as has happened since the beginning of the industrial era, or even doubling it by the

year 2100 (a highly unlikely proposition) will do little to raise temperatures.

So if increased atmospheric Carbon dioxide is not raising temperatures, than what remains the cause?

Again, beautifully simple – it's the Sun. Due to space restrictions I will not get in too deep with the science aspect, but what I will say is this – using climate indicators such as tree rings and ice cores it has been discovered that solar activity has been shown to be the key factor in climate change. During the first half of the 20th century CO₂ level and temperature rose in unison, but while CO₂ levels continued to increase during the 60s and 70s, the earth experienced a cooling trend. Not surprisingly, for those two decades solar activity decreased. During the recent 20 years, the sun has been active again, and thus temperatures have again risen. Graphically it becomes clear, that the sun is a consistent indicator of temperature, while CO₂ levels are conveniently blamed, it does not fit over time.

Further evidence for our heliocentric climate can be found in the evidence that there is also a strong correlation between cloudiness and solar activity.

In the past, the sun was thought to be "constant". New studies are proving that the oppo-

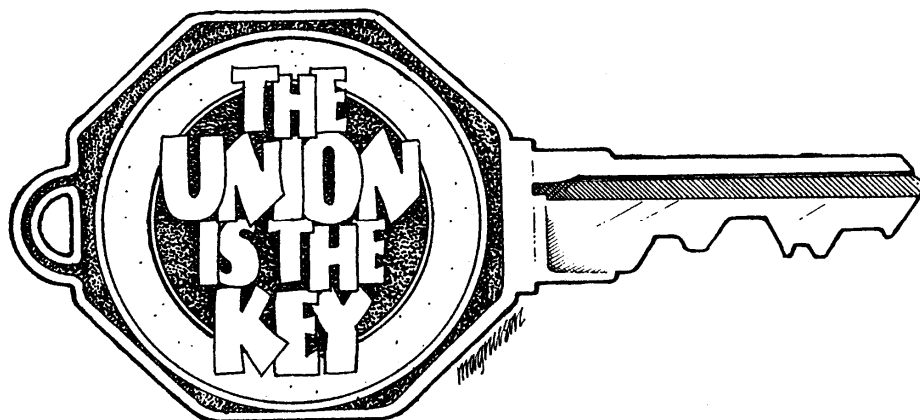
For the latest, up-to-date news, check out the union Web pages.

The current news page on our Web site is at:

<http://www.caw4304.ca/current.htm>

site is true – a recent study was done by Swiss and German scientists. Dr. Sami Solanki, from Gottingen Germany, who led the research, said: "The sun has been at its strongest over the past 60 years and may now be affecting global temperatures." Dr. Bill Burrows who is a climatologist and member of the Royal Meteorological Society stated "Perhaps we are devoting too many resources to correcting human effects on the climate without being sure that we are the major contributor."

Relatively unknown until recently is the correlation between storms on the sun (sunspots), and an increase in solar wind. Solar wind is a continuous stream of charged particles emitted from the outermost layer of the solar atmosphere into space. This increase of solar wind deflects another from of radiation that is continuously bombarding our atmosphere, referred to as galactic cosmic rays (GCR). These high-energy particles cause an electric charge to build up on dust and other small particles in



(Continued on page 12)

(Continued from page 11)

our atmosphere (for those of you who have studied meteorology you know that water needs a particle to attach to in order to form a cloud). Clouds reflect a great deal of sunlight and thus cool the earth. Simply – more clouds, cooler weather, less clouds, warmer weather.

Not only is the sun brighter, but with more solar activity, it tends to “blow” much of the GCR away, which creates clouds. Thus the planet is warmed though reduction in cloud cover. The data exists to support the fact that solar activity can explain climate warming.

Nicolas Copernicus spent his life questioning the “earth centered” universe. Using reason, Copernicus saw the truth, but nonetheless under intimidation by political correctness of the era, he delayed his publication work until the end of his life (only to receive a printed copy of his work on his deathbed).

Is the climate changing? Yes it is, just as it always has. Only sporadically has the planet been hospitable to permanent ice caps. Permanent ice has been the exception, not the rule. The ice poles will likely continue to melt and in the distant future they shall once again bury large portions of North America and Europe under their cold weight. It’s a part of the Solar System Cycle.

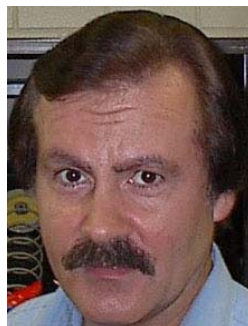
The question remains; can we do anything about it? No, we cannot. This is not easy to accept. The Liberals and the NDP, who only see their side of the debate – which greatly simplifies issues for them, must accept that Nicolas Copernicus was right. To the dismay

of the Liberals and the NDP, we are not the center of the Universe. The fact is that ideas such as the Kyoto Protocol will do nothing to solve climate change. However, it will cost billions of tax dollars, and cost hundreds of thousands of Canadian jobs. Is it worth it when the science has already disproved it? The Conservative Party does not think so. Reducing pollution in any form is a laudable goal. Yet, humans are not controlling the Earth’s temperature like some intergalactic air conditioning/heating company. Like Copernicus realized centuries ago – the Sun is the center – not us.

David J. Driver is a candidate nominee for the Conservative Party of Canada.

The Environment.

As your newly elected Environment reporter, I will try to come up with interesting stories about the Environment.



You have all heard about the Kyoto accord? It’s about a whole bunch of leaders getting together and trying to clean up the earth. They will try to do this by cleaning up the air. There was lots of talk and excitement as these great leaders decided, on a course of action.

The question is, who does the most polluting? It looks to me,

like the industrialized nations are guilty. Are they going to clean up their mess? No. It cost too much money and big business will not like it. Why bother if no one else does? Russia, America, China, do not want any part of the accord. They can’t afford to clean up the mess they have made or are making.

Then there is CANADA. The Liberals jumped in like a dirty shirt and signed this accord faster than you can say scandal. As far as they were concerned there is nothing wrong with a clean air even if it means adding more taxes onto the over taxed working class.

There are a few little points our leaders forgot.

- 1).....Most of our industry is within a hundred miles of the American border.
- 2).....A tremendous amount of American industry is within a hundred miles of our border. Scientists have noted that a lot of air pollution in Canada is blown in from America. Even if we had the money to clean up our air, we can’t stop the wind from blowing in American pollutants.

So once again we see Canadian politicians playing the game of, we look good in the eyes of the world, we will be a World leader in pollution control, irrelevant of the cost to the already over taxed people of Canada. So what is wrong with an AIR TAX?

Laz

In light of George Tanzola's sudden and untimely passing, let these be a few words of wisdom for us all.

The Station

By John Hastings

Tucked away in our subconscious is an idyllic vision. We see ourselves on a long trip that spans the continent. We are traveling by train. Out the windows we drink in the passing scene of cars on nearby highways, of children waving at a crossing, of cattle grazing on a distant hillside, of smoke pouring from a power plant, of row upon row of corn, and wheat, of flatlands and valleys, of mountains and rolling hillsides, of city skylines and village halls.

But uppermost in our minds is the final destination. On a certain day at a certain hour we will pull into the Station. Bands will be playing and flags waving. Once we get there so many dreams will come true and the pieces of our lives will fit together like a completed jigsaw puzzle. How restlessly we pace the aisles, damning the minutes for loitering - waiting, waiting, waiting for the Station.

"When we reach the Station that will be it!" we cry. "When I'm eighteen", "When I buy a new 450 SL Mercedes Benz!", "When I put the last kid through college", "When I have paid off the mortgage!", "When I get a promotion", "When I reach retirement I shall live happily ever after!"

Sooner or later we must realize there is no Station, no one place to arrive at once and for all. The true joy of life is the trip. The Station is only a dream. It constantly out-distances us. Relish the moment, is a good motto, especially when coupled with psalm 118:24: "This is the day which the Lord hath

made; we will rejoice and be glad in it". It isn't the burdens of today that drive men mad. It is the regrets over yesterday and the fear of tomorrow. Regret and fear are twin thieves who rob us of today. So stop pacing the aisles and counting the miles. Instead, climb more mountains, eat more ice cream, go barefoot more often, swim more rivers, watch more sunsets, laugh more, cry less. Life must be lived as we go along. The Station will come soon enough.

George, may you rest in peace and find eternal happiness wherever it is you are now. God rest your soul.

Clive O'Neill

A Labour Minute



Aliens, agitators.... and heroes

In January 1937 General Motors announced record profits of \$200 million for the previous year. That same month GM cut the wages of the workers at its Oshawa, Ontario assembly plant - the fifth wage cut in as many years.

The United Auto Workers was a small recently formed union at that time, but a large majority of the 4,000 Oshawa plant employees signed membership cards with the UAW in early 1937 and a local of the union was set up. The UAW and the company began negotiations for a first contract and reached a tentative agreement. Then the violently anti-union premier of Ontario, Mitch Hepburn intervened. When the federal government refused his demands to send the RCMP to break up the union, Hepburn organized his own private police force. The press referred to this new force as "Hepburn's Hussars", but the workers called them "Sons of Mitches."

Hepburn's close friends in big business made wild statements branding the UAW organizers and activists as aliens, communists, outside agitators and foreign trouble makers. To counter this rhetoric the UAW membership organized a parade made up of Auto Workers who had won medals while serving in the Canadian armed forces during the First World War. The column of marching men who had been decorated for valor and meritorious service stretched out to an impressive distance.

Despite the smear campaign and the hostility of the provincial government, the Oshawa workers stuck together and by doing so gave the Auto Workers union its start in Canada.

Labour Minutes recount the great stories in trade union history and take just a minute to read.

Roy - Dishaw
Published by CALM.ca

Committee Reports

My Take On Things

To all Sunny South Operators,

Here are the tidbits of the Operations Meeting of September 13, 2004. Our last meeting was in July 2004 so there was quite a bit to catch up on.

Still Ongoing:

- Bells in the 2300's are to be re-programmed, please let me know when you feel they are better.
- Cleaning of windows is still on the list and now marked on going until they are in a state where we can say, "I can see clearly now..."
- Looking into moving the Main/Wellington stop forward. Site visit required.
- Hespeler Terminal-We have a meeting on Sept 17 to deal with this issue!!!
- Curb cut at Hilltop and Franklin.
- Cambridge Sign Facelift Program underway.
- Problem with Ainslie onto Main left turn – 51 Southbound Problem. Patricia Heft is looking into this problem for us. Waiting for response!!!!!!

New Items (as you have filled out the forms):

- Roller Signs to be numbered on the inside. Al will be responsible for this action!!!

- More garbage cans will be delivered to Groh Avenue according to Cheryl.

- Also shelters will be in place by winter!!!!

- Working with Bridgecam Power Centre to put in easier access stops.

- Priority Signal for Power Center will be addressed with the MTO. Seems they are responsible for saying NO to changing the cycle on this issue!!!! Giving credit where it's due!!!!

- Bus Stop Replacement: Got to get a more accountable system, will keep on top of this item.

- Schedule Racks for the garage, Jean will look into getting new holders, maybe something like at the terminal???

- School Special Bus Stops: seems OK because no one has complained that there are missing signs. Again we must report any that are missing so that relief drivers know where these stops should be!!!!

- 530 is fixed.

- Bus stops on 55 will remain as is, committee all agreed.

- Looking into getting a sticker on the dash for Directions for Operating Kneeling/Ramp features.

- Line of Sight problem at Preston Parkway and Fountain will be passed along to the Traffic

Department to take care of it for us.

- 51 Hespeler Rd. bus stops will be moved back. They weren't supposed to be put up until after the new shelters were in.

- Bus Passes (Student) were addressed. Sandy will be asked to attend the next meeting so the committee as a whole can express their concerns. All agreed that the present system is too confusing!!!!

- Other items discussed but not agenda items included parking lot, 525 destination sign, and 2400's bike racks too high: All to be looked into!!!!!!

Our next Meeting is scheduled for October 12, 2004 so the DEADLINE for Agenda Items will be October 6, 2004.

I have put forms in the driver's room and they are also available on the Internet at

www.caw4304.ca/southops, there you can download or fill out the form online. My email address is southops@caw4304.ca. This is a great way to communicate with me and seems to be working with the great response that I am getting. Things are sure to get addressed and not forgotten this way.

Your Voice,
Zeke

(Committee Reports Cont'd)

SOUTH JOINT HEALTH AND SAFETY COMMITTEE MINUTES WEDNESDAY JULY 28, 2004

OLD BUSINESS:

Outdoor Benches – John Rothwell is going to talk to Sharon about replacing wooden slates with plastic ones.

New floor grates are here and hope to have them replaced in a week or two.

Big potholes in the garage parking lot are a potential problem. Randy is going to follow up on this. (Wait about two weeks and J.R. & J.L. to do a recommendation for it.)

John Livingstone will talk to Maurice L. in the North about WIDE RIGHT TURN DECALS for the Orion V11.

REVIEW OF OLD WORKPLACE INSPECTION MAY 20, 2003 TERMINAL

Urinal Privacy Panels in the men's public washroom – Form a Recommendation with a time frame, look at a stainless steel panel.

REVIEW OF OLD WORKPLACE INSPECTION FEB. 10, 2004 GARAGE:

Exhaust Panel – Randy will alternate personal walkway and or

painted lines.

REVIEW OF WORKPLACE INSPECTION TERMINAL APRIL 16, 2004.

All cement work sent a Recommendation to Frank.

Notice on Side gate John Rothwell will post it.

NEW BUSINESS:

Jason Boutcher to send Randy Steckly information on FALL ARREST for the mechanics working on the roof A/C units.

Jason Dargie complaint about washroom at the Cambridge Center.

Noise monitor in the North with buses and Mobility Plus O.K. with Maurice L.

John Livingstone to be certified. John Rothwell will look into it.

John Livingstone get a copy of complaint about "Power Wash in the Pits and

Tripped the Breaker" talk to Maurice L.

Submitted by
John Livingstone

How do you answer that?

As drivers, we often meet some very interesting people. Of the hundreds of questions we are asked, some can leave you stumped. Janet Rothwell relates the following:

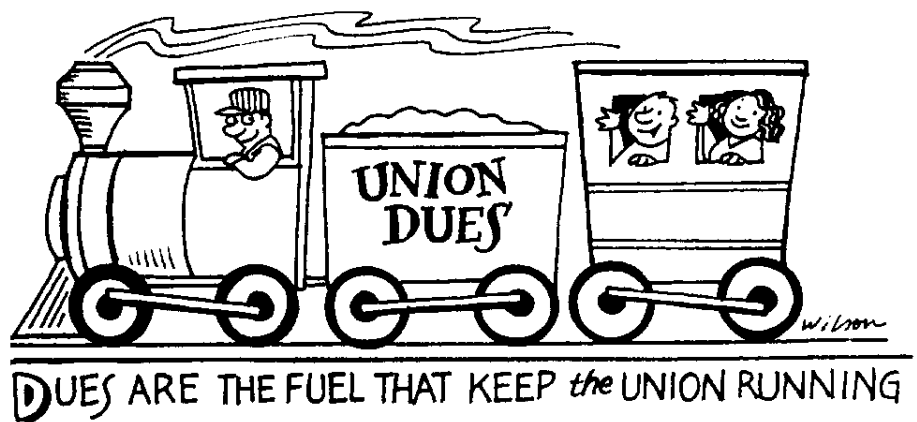
"A elderly lady on my bus recently came to the front, and asked **"which of these buttons do I press to get off at Holiday Inn Drive?"** I had never thought about the possibility of there being an individual button for each stop."

Sometimes you can't resist throwing people for a loop, even for a moment. Rick Breen relates the experience he had while driving the 52 Fairview bus.



"A passenger got on my bus on the Preston bound side of Highway 8 and asked me, "does this bus go to Hespeler?" I answered, "**Why yes,but not today**". I had no way of knowing which run the inspector would assign this particular vehicle to in the future."

OH MY!



Audrey O’Riley receives donation

It all started with an idea Tom Gray had to provide a walker for our fellow driver, Audrey O’Reilly. This, in turn, led Elizabeth Gibbins and Carl Vandincen to launch a campaign during the first week of September to collect money for Audrey O’Riley. As you may recall from last February’s Informer, Audrey had just recovered from cancer and had returned to work after a two-year battle with cancer. However during this past year, Audrey suffered a relapse. It has been close to a year that she has been off work again receiving chemotherapy. Elizabeth got it started with a note from that she posted on the south bulletin board asking peo-

ple to **donate an hour’s pay** to help Audrey. We only approached those people who knew Audrey, that is, the South members. The response was overwhelming: we collected **\$936**. Even new union members who did not know Audrey and management donated to the cause. Our Assistant Manager of Transit Operations, South, Jean Bourdon, also donated her mother’s walker, which was no longer needed. Audrey had been desperate need of a walker, and was very grateful to receive it.

Elizabeth brought Audrey down to the terminal on Monday, September 13, to make the presentation.

Please remember Audrey in your prayers, as her condition remains grave.

Ruth Cornish

A sincere thank you to the members of CAW for the engraved gold watch and the cheque presented to me when I retired the end of May 2004. I appreciate all that was done to make my retirement memorable. Thank you.

Tribute to George Tanzola by Pam George:

Our words are few
Our thoughts are deep
Our memories we will always keep.

*From Left to Right:
Tom Gray, Audrey O’Riley,
Elizabeth Gibbins*

