

**Fitness  
Centre  
coming to  
Strusburg**  
Pg. 8



**Audrey  
O'Riley  
passes on**  
Pg. 10



**Skiathon:  
Feb. 8**  
Pg. 16

## Your Union

*By Rick Lonergan*

Your negotiating committee would like to thank you for your support during our strike vote. The 98% is a clear indication that this membership understands the issues and is prepared to fight for what they deserve. Not many employers ever gave anything out of the goodness of their hearts. Gains have only been achieved

by solidarity among workers who were willing to stand together and make their demands heard. Organized labour fought for years to limit the work week from six to five days per week. And don't think that those were eight hour days! Unions also had to fight to lower the work day from as many as 16 hours in the early 1900's. How many people

*(Continued on page 3)*

## A Powerful Mandate Fulfilled

*By Klaus Biemann*

As Political Education for this Local, I would like to take this opportunity to thank all of you who participated in the strike vote. Unfortunately not everyone who wanted to vote had the opportunity to do so because of

*(Continued on page 3)*



**CAW 4304 Negotiating Committee of 2005:**

Bill Gibson, Jacky Eng, Brad Quirke, Rick Lonergan, Greg Jahn, Franz Peters, Harold Klooster

## INSIDE THIS INFORMER

- Your Union:* President's message.....**pg. 1**
- Mandate Fulfilled:* Strike Vote reviewed.....**pg. 1**
- Fairway Rd.:* Traffic problems and solutions.....**pg. 3**
- 10 Years of Breakfasts:* Our retirees celebrate.....**pg. 4**
- Retiree photos:* .....**pg. 6**
- Upgrade your Gym package:* Another facility for \$1.....**pg. 8**
- Tribute to Audrey O'Riley:* A Driver passes on.....**pg. 10**
- White Glory:* Paul's waxes eloquent about winter.....**pg. 11**
- Thank You:* The Region goes outside to hire again.....**pg. 12**

## COMMITTEE REPORTS

- Collision Review:*.....**pg. 6**
- South Ops:* Jan. Report.....**pg. 12**
- North Ops:* Jan. Report.....**pg. 13**
- South Scheduling*.....**pg. 14**

## SKIATHON

- Challenge* by Klaus & Paul.....**pg.16**
- Donation deadline*.....**pg.16**

**Attend your union meetings:**

**Feb. 16  
8:00 pm**

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

## Condolences

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

- Clare Kitchen
- Susan Pozzo
- Ted Bate
- Ken Thibodeau
- Mark Kind
- Wayne Henhoeffter
- Kabir Grewal

**In Memoriam:  
Audrey O'Riley**  
*Page 10*

## Contributors

*Local 4304 members helping out with this issue were:*

- Rick Lonergan
- Klaus Biemann
- Phil Whitehead
- Paul Mennie
- Karen Herter
- Lazlo Bori
- Greg Sturt-Smith
- Mike Smith
- Paul Eckmier
- Zeke Baker
- Wil Wirtz

*John A. McDonald (editor)*

## Fruit Baskets

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

- Lucy Kruse
- Gord Roth
- Bruno Coslovich
- Gord Morrison
- John Brown
- Clair MacDonald



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

[www.caw4304.ca/informer.htm](http://www.caw4304.ca/informer.htm)

# 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.

## 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.

## **Your Union**

*(Continued from page 1)*

think of their unions when they plan their vacations? Without unions the modern vacation would just be a dream for the working class. What about retirement?

Without unions most of us would have to work till we dropped. At one time that was not uncommon and people had little to look forward to later on in life. Because of unions poverty and destitution are no longer natural consequences of old age. And what happens if you get sick or disabled? Does your employer tell you that you will be fired if you don't come into work and you end up on the streets? At one time this was a reality for working people.

The reason we don't worry about these things is because unions fought for health insurance and sick leave, disability and life insurance. These benefits have become so common that some people believe that employers did give them to us out of the goodness of their hearts. We have become so comfortable that we have forgotten our own history. We don't expect our jobs to be perfect, but thanks to unions we expect to be treated with a certain degree of fairness. It wasn't that long ago that driver's stood out in the elements seven days a week, 12 hours a day while the horse got changed every four hours. Too many people would rather give up what they want in order to avoid the discomfort of possible conflict, even when it means accepting less than they rightfully deserve or desire.

During these negotiations we

have to imagine the worst, accept it, and then put aside all thoughts of anything but success. We are not only striving to achieve what we deserve now, but also positioning ourselves for the future.

**Rick Lonergan**  
**President CAW 4304**  
 ricklonergan@email.com

## **Mandate Fulfilled**

*(Continued from page 1)*

work and other commitments. Your keen interest is deeply appreciated and in no way does it diminish the success of this vote. Those of you who came out to exercise your right to be heard loud and clear, 98% of you sent Management a message saying: that we, the members of Local 4304, without reservation, fully support our Negotiating Committee as it endeavours to hammer out a milestone contract – a powerful and comprehensive contract that truly addresses the needs of this membership.

With a 98% YES vote we are giving our Negotiating Committee a powerful tool as it tries to address the ever widening gap between what we bring home and the spiraling cost of living. It's time to narrow this wide gap through many years of neglect that weak contracts had created. It's time that we finally earn the wages that other transit properties, such as Brampton, have been receiving for a long time. It's time we receive the pay and the benefits that truly reflect who we are: highly skilled and dedicated professionals who deserve much more.

A 98% YES vote tells

Management that we've had enough. We demand a contract that represents our true worth.

**REMEMBER** - Divisiveness leads to failure; standing strong and determined together leads to success.

**IN SOLIDARITY,**  
**Klaus Biemann,**  
 Political Education

## **Fairway Road**

*By Phil Whitehead*

Fairway Rd. in Kitchener, between Courtland Ave. and King St. E., is among the most consistently congested roads used by GRT. Almost all of the intersections on this section of Fairway Rd. operate at capacity, as does Manitou Dr. at Bleams Rd. The clogged roads and intersections produce delays for both North and South division routes.

To make matters worse, events such as snowfall, stalled vehicles or collisions can degrade traffic movements to levels where GRT operators might as well put their operator itineraries and the published route schedules through a paper shredder.

The congestion came into existence because commercial and residential developments in and around Fairway Rd. were not always preceded by the installation of infrastructure capable of accommodating the resulting traffic. And the future appears to be no better: Fairway Rd. faces worsening capacity shortfalls due to an increasing population and to proposed commercial develop-

*(Continued on page 5)*

## CONGRATULATIONS ON 10 YEARS

Congratulations on 10 years of having successful breakfast meetings once a month. The retirees of Kitchener Transit / Grand River Transit meet on the **fourth Monday** of every month except, December and ,for a breakfast get together. This was started by Paul Schmidt and assisted by Len Weber. These gentlemen were bus operators ( for those of you who were not here then). There are an average of 15 to 20 and sometimes more employees of the former Kitchener Transit/Grand river Transit that attend these breakfast gatherings.

### A bit of History

Paul Schmidt and Len Weber attended the retirement planning seminars that were offered to employees of the City of Kitchener. This was provided for anyone that was within 10 years of retirement. The drivers or mechanics



attended the sessions called “Bridging The Gap.” This program helped persons attending understand what is needed to be planned for when they retire. The program was very helpful to all and is now recognized by OMERS as one of their tools in retirement planning. Some of the information is common sense but a lot of it was new informative

information. Paul and Len both realized that there is a need for personal communication amongst members even after retirement. Thus the Breakfast Cub began when they both retired! There was a lot of planning and hard work and dedication that went into it to make it work successfully!



The gatherings is a better term rather than meetings. These were held at the Great Escape Eatery on King St. North and Northfield Drive in Waterloo. The gatherings were just that , friends and past employees or potential retirees sitting around enjoying conversation over a cup of coffee and what ever they wanted to eat for breakfast. When the Great Escape changed hands the gatherings were held at Angie’s Kitchen in Waterloo. All of a sudden they could not all fit there as the number of person attending had grown too much. The gather-

*(Continued on page 5)*

## 10 Years

*(Continued from page 4)*

ings were then moved to the Country Boy restaurant on Manitou Dr and Fairway Road.

The awesome part of these gatherings is that the retirees get to bring their wife or friend to a gathering in November for an early Christmas get together. This is well attended by approximately 50 persons or so. Santa and Mrs. Claus attend as well (alias Harvey Dessler and his wife do the honors). Everyone has a great time.

In conclusion I feel it is safe to say that if this idea had not been brought to life and continued the majority of the persons that attend these gatherings would not get out and meet their past coworkers. It is all well and good to say that yes I worked with him/her for 30 years and do not want to see them anymore. The downside of that is it is a huge world out there and it can become rather complicated as you get older. The younger members need to bear this in mind and attend these gatherings so that there is a continuance of information for everyone.

The writer of this article has attended these gatherings or meetings and was very impressed to meet with coworkers out of their past environment, people change their attitudes and are much easier to chat with. Coworkers who you thought never had an interest in surfing the internet now communicate or research information .

So much for my rambling . The pictures that are attached are taken in 2004 as a 10 year Christmas Celebration of the Retirees of Kitchener Transit and Grand River Transit. Please feel free to attend any of these on the FOURTH Monday of the month remember Fourth as some months have five. For more information call Paul Schmidt at 896-0145 or just show up at 8.15/8.30 am. See you there.

### Paul Mennie, retiree

#### *Fairway Rd.*

*(Continued from page 3)*

ments.

The South Kitchener Transportation Corridor Study is a project of the Region that is intended to seek public input and explore solutions regarding Fairway Rd., plus the adjoining roads, such as Manitou Dr. and King St. E.

#### Public Consultation Meeting

The second in a series of public consultations was held Jan.19, at the Knights of Columbus hall on Manitou Dr., for the purpose of discussing a multitude of "transportation challenges and solutions". However, the focal point of the thoughts of almost everyone in attendance was a proposal known as the River Rd. extension, which would extend River Rd. across Hwy. 8 to connect with the intersection of Wabanaki Dr. and Goodrich Dr. This road would cut through Hidden Valley, one of the last natural

areas in the city, and a beautiful one at that. The majority of the approximately fifty people in attendance were opposed to additional roads in the area, while others were in favour of additional construction.

This extension is part of an overall project to build a continuous road between Manitou Dr. and King St. E., that would include an extension of Bleams Rd. from Manitou Dr. to Goodrich Dr. The entire project would create a bypass around Fairway Rd. and would attract a high volume of traffic. It is tentatively budgeted for 2007 and 2008, with its \$12 million cost being financed by development charges, not taxes.

*(Continued on page 7)*



## 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**

# RETIREEES



George Bauman, Ken Noland with Ron Pearson.

David Havill

## COLLISION REVIEW.

### G.R.T. North.

	October.	November.	December.
Non Preventable Incidents	14	13	18
Preventable Inc. Accidents	3	4	4
	1		2
	4	1	5

### G.R.T. South.

Non Preventable Incidents	1	3	5
Preventable Inc. Accidents	1	4	
	1	1	
	1		1

### G.R.T. Mobility plus South.

Non Preventable.	1
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### G.R.T. Mobility plus North.

Non Preventable.	3
Preventable Inc. Accident.	1
	1

### Fleet.

Non Preventable. Accident.	1
	4

Submitted by  
Lazlo Bori

## Traffic

(Continued from page 5)

Another proposal calls for Fairway Rd., between King St. E. and Wilson Ave. to be widened to six lanes from the current four.

One citizen commented that the River Rd. extension would add additional traffic to King St. E. in the Freeport area. If that proved to be accurate, routes 27 and 52 would encounter an additional traffic delay.

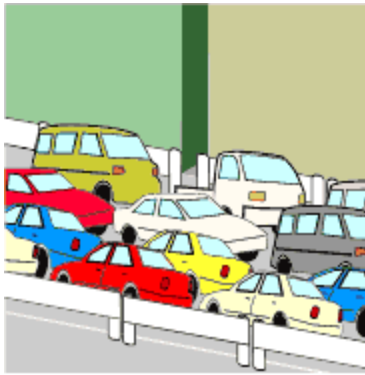
## Support for Transit

The scope of the Fairway bypass proposal might imply that the Region is catering to the preferences of motorists. However, numerous statements at the meeting by consultants and regional officials left no doubt that the Region considers expanded transit services to be a key method of reducing the traffic congestion. One consultant said, "Transit is at the forefront of transportation planning" because, by 2011, "we won't be able to build our way out of this congestion."

Enhanced and attractive GRT services figured prominently in plans to reduce the number of single occupant vehicles which contribute immensely to the congestion. A consultant said that GRT needs to be able to "compete head-on" against the car and that GRT currently faces difficulties with schedule adherence and customer satisfaction due to traffic conditions.

## Environmental Concerns

Environmental concerns about the project extend beyond the interests of those who could be described as "tree huggers" who ought to "get a real job." This area is significant to everyone because it is a groundwater recharge zone containing three regional wells. Also, speakers noted that the economic value of a wilderness area is found in pre-



serving it for future residents to enjoy.

## Comments

While many citizens cling to the belief that traffic congestion can be alleviated simply by building more roads and by expanding existing roads, Regional staff appear to agree that this assumption has been debunked. Where transportation officials might once have automatically recommended the construction of additional roads, they now attempt to increase the "'people-carrying' capacity" of the existing roads. Transit is an important part of that objective.

A survey of driver habits found that numerous drivers currently avoid south Kitchener because of the known traffic slowdowns.

This finding prompts a question about the merit of building a bypass to reduce the congestion: Would those drivers, who currently avoid south Kitchener, start using Fairway Rd. after the congestion was reduced, thereby returning Fairway Rd. to gridlock within a short period of time?

## Conclusion

Whenever Fairway Rd. turns into a parking lot, customers throughout the GRT service area can be inconvenienced. Any solution -- other than a sudden shift in public preference toward the bus and away from the car -- will not be implemented for several years. Even then, the River Rd. extension, the solution suggested to create the greatest relief from the pressure, might not provide relief for long. Everyone's continued patience will be necessary.

## Phil Whitehead

## Upgrade your Gym package

For one extra dollar per week, you can upgrade your fitness package with the Region to include two of the Employee Centres. For example, those employees that already have a membership at 150 Main St., which is only open to 6 pm, can add the Maple Grove Ops Centre Gym to their package and access their 24 hour facility. Your weekly cost would only increase from \$4 to \$5 per week. To upgrade to accessing two facilities, contact the Consultant of your existing facility from the list below.



The Operations Centre facility on Maple Grove Road is just one of six fitness Centres that the Region already provides for its employees at a nominal cost. Besides being a **24 hour facility**, the Ops Centre boasts an impressive array of fitness equipment. Most of the equipment is made by Atlantis and is brand new, state of the art. For an online photo tour, go to <http://johna.ca/caw/ops/>.

### *A NEW CENTRE IS COMING TO GRT*

The Employee Centres Program is pleased to announce that a new Employee Centre will be opening at GRT Strasburg Rd. this spring – the anticipated date is April 2005. Surveys

have been distributed to GRT employees, seeking input regarding the equipment and programming they'd like to see offered. David Sutherland has been appointed to the Employee Centres Steering Committee and a GRT Site Committee is forming. Watch for further information ...

Consider these Regional fitness facilities an added benefit that is provided by your employer. The \$4 of \$5 / week fee is nothing when you consider it costs \$3.50 to go swimming in a city pool. The reason it is so cheap is that the building and washrooms already exist. It is only the equipment you are paying for.

The Employee Centres offer convenient and affordable access to fitness facilities, providing employees with opportunities to attain/maintain a healthy lifestyle through physical activity. High quality equipment and a variety of exercise classes (led by certified instructors) meet the needs of all members. And, whether you're new to regular exercise or just new to our facilities, each Centre offers one-on-one consultation with an Employee Centre Consultant who is fully qualified to assess your needs and provide you with a personalized program.



(Continued on page 9)

(Continued from page 8)

To join one or two of the Employees Centres, please fill in the application form available at <http://www.caw4304.ca/forms/> or from the Consultant in your facility. Then return them via interoffice mail to the same person.

Tired of the Winter Blahs? Do something about it and get active by joining one of the Employees Centres.

For questions or assistance, contact  
**Greg Sturt-Smith**, operator 368 in the South  
 894-7187 or [maximuspain@hotmail.com](mailto:maximuspain@hotmail.com).

<b>Employee Centre Location</b>	<b>Forward Inquiries To</b>
150 Frederick St. Kitchener 7 a.m. – 9 p.m. Monday – Friday *offers classes	Lisa Yates; Employee Centre Coordinator c/o Human Resources 150 Frederick St. 3 <sup>rd</sup> Floor lblaskavitch@hotmail.com
99 Regina St. Waterloo 7 a.m. – 9 p.m. Monday – Friday 9 a.m. – 11:30 a.m. Saturdays varies – check monthly calendar/class schedule *offers classes	Terry Ford; Employee Centre Coordinator c/o 99 Regina St. designfitness@sentex.net
150 Main St. Cambridge 7 a.m. – 6 p.m. Monday – Friday *offers classes	Terry Ford; Employee Centre Coordinator c/o 99 Regina St. designfitness@sentex.net
Operations Centre - Maple Grove Rd. Cambridge Open 24 hours, 7 days/week *no classes	Lisa Yates; Employee Centre Coordinator c/o Human Resources 150 Frederick St. 3 <sup>rd</sup> Floor lblaskavitch@hotmail.com
Sunnyside Home – Franklin Rd. Kitchener Open 24 hours, 7 days/week *no classes	Lisa Yates; Employee Centre Coordinator c/o Human Resources 150 Frederick St. 3 <sup>rd</sup> Floor lblaskavitch@hotmail.com
WRESTRC -1001 Erb's Rd. Waterloo Open 24 hours, 7 days/week *no classes	Terry Ford; Employee Centre Coordinator c/o 99 Regina St. designfitness@sentex.net

## Tribute to Audrey O'Reily

*The following tribute was made by Michael Smith at Audrey's funeral in December of 2004. Mike was one of Audrey's Supervisors.*

On behalf of Grand River Transit I would like to extend our sympathy and condolences to Audrey's family and friends and let you know that we share in your loss.

This past Saturday I received a phone message at home from one of our Operators Carl VanDincten stating that the family had asked Carl if he would stand before you and say a few words about Audrey, Carl's message to me said Mikie I'm not good at that sort of thing and I told them to contact you.

Well Carl, I'm not very good at that sort of thing either but I know if you could have. You would have loved too, because you along with Elizabeth Gibbins, Tom Gray and other Operators you reached out to Audrey and showed her that we still cared about her and I know that meant a lot to her. So on Sunday afternoon Jackie..... Audrey's daughter called me and asked if I would say a few words. I told her that I would be honoured and I truly am.

So I took a little time to look back on the last four years. Yes four years because it was about this time four years ago that I received a radio call from Audrey stating that she had been involved in an accident on Hamilton St in Preston.

When I arrived on scene Audrey was very shaken and I could see she had been crying I reassured her that by no means was the accident our fault and that the car had drove through the stop sign and hit her.

I had asked if she was okay and she said she was just a little shook up. But after a few weeks she started com-

plaining about being stiff and sore and started to see a chiropractor. However the pain didn't get better but in fact got worse and Audrey was to find out that she had been diagnosed with Cancer.

Wow! The worse news anyone can receive!

Audrey got very sick and seemed to be losing hope But when she decided she had had enough of this, She strapped on the gloves and decided she wasn't going down without a fight.

She went on to show all of us What Audrey O'Reily was made of, this lady not only battled it she won!

*(Continued on page 11)*



*Audrey in 2003*

**Tribute***(Continued from page 10)*

She fought it with such determination that she was able to return to work a job she truly loved.

Only to find out far too soon that she was going to be fighting the battle once again!

I remember one day driving past the Cambridge Memorial Hospital and seeing her standing at the bus shelter, I pulled up beside her with the van and she beamed from ear to ear with a smile I told her she didn't have to wait for a bus and that she had Friends in low places and to jump in I would give her a ride home. She gladly accepted a ride to the Terminal only. Because she liked riding on the bus so she could chat with the Operators.

During all the pain and suffering she endured she always had a smile on her face, a smile that we all remember very well. Because when Audrey smiled her eyes smiled too.

On the first Sunday of December some of the Cambridge staff gathered at a night club for a Christmas dinner and I was truly surprised when Tony wheeled Audrey through the door, she said she just had to show up even though she was told that it probably wasn't a

good idea.

Audrey wasn't feeling well! Oh she would never have told you that, but she didn't have too. I could see it in her eyes, she was tired and I knew exactly why she had to show up, she wanted to say good-bye. They didn't stay very long but she had a chance to visit with everyone there, which meant a lot to her and to us.

The next Wednesday I was working at the my computer and I looked up and seen Tony standing in the hall I smiled and stood to greet him and as I did I saw the look in his eye's and he told me Audrey had just passed away.

On behalf of Audrey's transit family!

Thank you Tony for taking such good care of our friend and I understand that on the Tuesday that she had a great day with Jackie her grandchildren and those of us that were lucky enough to have the chance to see her that night were truly Blessed because we shared dinner with an angel.

And in closing for those of us that are lucky enough to someday make it through the pearly gates.

Don't be surprised if a bus pulls up to greet you and when the door opens you see

the most beautiful smiling eyes. Audrey you touch our hearts in more ways than you can imagine and although we feel the pain of your loss we know that your pain is gone forever.

**Mike Smith**

## "WHITE GLORY"

Glide on trails thru snow-laden trees,

Or swoosh down slopes on alpine skis.

In stunning scenery and glistening snow;

In crisp mountain air...  
c'mon let's go!

Get out'a the house and head for the hills!

LIVE the adventure and SKI for the thrills!!

Paul Eckmier



## Thank You from our former Part Time Supervisors

January 13, 2005

To all our Brothers and Sisters:

If you are not already aware, GRT has hired another full time Supervisor from outside our group of employees. As this comes as no surprise to some of us, they proved us right for resigning from the Acting Assistant Supervisor pool.

We would like to thank all of you for your support. Your support was much greater than any of us had anticipated and it showed us that a group of unified individuals do exist in the South. We heard support from other groups of people, some to our surprise. Without your support this action would have meant nothing, because for us it was fruitless. It was to show the Region that their hiring procedure is unfair and unjust, and that people should not be misled, as it remains today.

We sincerely hope that a certain group of individuals would have realized what our cause was, and how detrimental their actions were for themselves. We didn't do this for ourselves, for our only gain is Self Respect and that means the most to us. Hopefully we carry this solidarity for the support of our Union and all the causes we strive to conquer.

In Solidarity,

**Ezekiel Baker**

**Geoff Walford**

## Committee

## Reports

### My Take On Things 4 January 05

#### South Operation

Sunny South Operators,

Welcome to the New Year, hopefully we make some gains this year. There are many issues to resolve this year with Snow Removal near the top of the list. Some good news is that bus passes have been slightly redesigned, looking forward to your

feedback. Well on to the issues at hand:

#### **Still Ongoing:**

1. **Bells in the 2300's** are not very loud as we all know, no one from Maintenance department bothered to show up for this meeting so all Maintenance issues remain on going!!!
2. **High Beam Extension:** still on going.
3. **Main/Wellington** stop is going to be move up to Harris Street and No Parking put in. Still waiting??
4. **Curb cut at Hilltop and Franklin.** Going to do a site visit with Cheryl/Jean to shed some light on a more permanent fix since gravel is at a premium.
5. **Cambridge Sign Facelift Program** still underway.
6. **Problem with Ainslie onto Main left turn – 51 Southbound Problem.** Patricia Heft's response is due by month's end (Jan). Could also become a UTSP intersection with the arrival of express service????
7. **Wheel chair access in the Power Centre,** still working on issue.
8. **Priority Signal for Power Center:** No answers but a heated discussion with regards to running double bars at end of cycle!!!!
9. **Bus Stop Replacement and other problems,** obviously still a work in progress.
10. **Schedule Racks** for the garage, Jean and Lorraine will be going out on Jan 12/05 to set something up?
11. **Directions for Operating Kneeling/Ramp** features.

(Continued on page 13)

(Continued from page 12)

Sticker will be printed up and put on buses. Waiting for Al/Randy.

12. **51 Hespeler Rd.:** bus stops will be moved back. Work order being sent in. Looks like they were being moved back when I returned from the Operations meeting. PROGRESS!!!!

13. **No Parking on Eagle Street (64)-**Will be done with stipulations as Cheryl emailed to me. Still to be Done.

14. **67 Stop on Pine-bush@Franklin:** Blair's report has been sent to up above.

15. **56 Laurel Street/64 Bus Stop** at PHS to be moved: Work order sent in.

**Bench at SDM** to be moved back (Ainslie).

### 2400 Update:

A/C-looking into driver control pad.

Remote Mirror Driver's Side-On order. Left side higher/right side lower.

Timing of doors : North doors seem faster than ours. Whatsup!!!

Interior Lights-blue tubes to be added.

### New Items:

1. **Stop Sign at Sportsworld Terminal:** looking into this and other options!!

2. **SNOW REMOVAL:** or lack thereof. City is supposed to clean out bus stops 48-72 hrs after the snowfall has stopped. So I guess it won't stop snowing until March sometime so April 1<sup>st</sup> should be a safe date to shoot for. April Fools!!!!

3. **KFC King Street:** bus stop to be repainted.(on the road)  
**Time Frame for Completion of**

**Items:** This one will give us some sort of time frame into which we as a committee are working, but of course this has been put off until the next meeting when everyone will be there and we can decide on the procedure that we will use.

Our next Meeting is tentatively scheduled for February 11, 2005, so the DEADLINE for Agenda Items will be February 3, 2005.

Your Voice, Zeke  
Working Hard To Be Heard.

Email: [southops@caw4304.ca](mailto:southops@caw4304.ca)

*If an item you have submitted is not on this report that means it has either been rectified or exhausted. See me and I will tell you the verdict. If I don't know the answer right away I have the paper trail that will give us the answer.*

## North Operations Committee

January 2005

This month's operations committee meeting was held on January 12<sup>th</sup>.

We have received the first 6 buses of the 2<sup>nd</sup> batch of 16 new NovaBus LFS model. They are a continuance of the 2400 series, with 2418, 2419, 2420, 2421, 2423 and 2424 on the north property. I am pleased to advise that some minor modifications have taken place. Although the buses are mostly identical to their earlier counterparts, the improvements are as follows: proper brake pedal assembly, driver's side mirror is remote powered and has been moved 4 inches further forward for improved visibility, and both front and side sun-

shades are now solid black, instead of the useless clear and mesh ones. The small window to the left of the driver also has blue tint at the top to prevent getting blinded by the afternoon sun. The remaining 10 buses will arrive as soon as the expansion of the north annex is completed, sometime in February. We will then bid farewell to the 8500 series buses in the North, and 517 & 519 in the South. There are still numerous outstanding warranty issues with the 2300 Orion VII series of buses that will be tended to "as time permits" which appears to be never. At least most of the seem to have the right side armrest installed on the driver's seat now. The active 2400 units are also having adjustments made, unfortunately also a rather slow process. These modifications include: mirror adjustments, window tinting, dark blue lamp covers etc. A few of the 9200 series NewFlyer buses have had the curbside mirror raised, the rest will be completed. It has been requested that the driver's area setup of 2206 and 2207 be modified to match the north's 2200 series setup, since we received them "southernized". A request has been made to exchange the USSC driver's seat in bus 9012 with a proper Recaro unit from one of the 85's being retired.

The doorlock for the driver's facility at Highland Hills Mall will be changed to an Ainslie St. style, keycode entry unit. Details will be provided as this happens. Bike Racks are out of commission until further notice because

(Continued on page 14)

(Continued from page 13)  
the permit has expired. **THEY ARE NOT TO BE USED UNDER ANY CIRCUMSTANCE!**  
A left turn advance green has been activated on route 19/20 to turn from Westmount onto Chopin. The same request for Weber to left on Union (route 8) has been denied, however, signal timing improvements have been made so that the bus should approach Union St as it turns green. A request to have a longer advanced green at Queens Blvd & F-H has been approved and completed. The STOP sign at Stanley Park Mall should be moved as it interferes with route 1 & 17 buses entering the mall to turn right at the Zellers store. SPM has never been very cooperative with our requests so we will wait until it is either changed, or one of our drivers removes it with their bus. New pre-trip/CVOR forms have been placed into the buses, pretty much the same as before, but bigger and with a carbon copy of defect slip. The bus stop coming out of the roundabout on Route 5 will be visited and relocated once a decision is agreed upon as to where it will go.

Regards,  
**WILLIAM WIRTZ**  
*Operations Committee Co-Chair*

**SOUTH SCHEDULING COMMITTEE**  
**Thursday, January 20, 2005**

Present: Zeke Baker, Warren Barlow, Jean Bourdon, Bill Miller, David Sutherland.  
Regrets: Blair Allen.  
GCI AM Special

Currently, 9802 is scheduled behind

Rt.60 at St. Benedict's. The problem is that Rt. 60 is picking all the students up, and arriving late for connections at Cambridge Centre.

Thought is to have 9802 start 5 minutes earlier; or have it run 10 minutes later than Rt.60.

If all GCI students on Elgin, put #60, out of service at Elgin & Franklin.

Turning right at Elgin to drop off for St. Benedict's students across Franklin. Safety hazard for students vs timing issue.

Check on timing at St. Benedict's for #60, and Special. Have Supervisor's monitor both trips.

9801 is getting in late to Ainslie St. to become the Rt.52 for 8:15am.

GCI PM Special

Capacity problems  
Supervisors have monitored trip, through January. It is not over capacity. Supervisors to monitor as needed.

Rt. 52 – 3:15pm departure from AST

Not discussed.

Supervisors to continue to monitor.

Rt. 52 – Preston Parkway Update +

Zeke Baker's comments

Region of Waterloo Traffic & Engineering is doing the assessment on traffic lights, and report to council.

Update may be provided in February, at the earliest.

Continue routing and Preston Parkway Shuttle, as is, for the foreseeable future.

Operators would like a clarification of

procedures, in regards to holding times, and the need for Rt. 52 operators to call ahead to let PPS know of any customers that need to transfer)

David Sutherland and Jean Bourdon will work on a notice of guidelines for Shuttle.

Put the Preston Parkway Shuttle at 15 minute off-set?

Rt. 52 – 8:15am departure from AST

Bus is consistently coming in late because of Shantz Hill & Fountain.

Continue to monitor. No feasible solution exists at the moment.

Connections at Lowther & King between Route 52 and Route 61.

Connections between Route 52 and Rt. 61 are experiencing difficulty in making connections.

Scheduling committee members suggest that Rt. 68 passengers are getting on at Eagle between Laurel and Concession.

David Sutherland expressed his thought that once Rt. 61 is finally on Fountain St, it will take more running time, creating more problems with connections with Rt. 52.

It is suggested that Planning & Scheduling should study moving the Rt. 68 to Eagle St., making connections at King and Eagle.

Rt. 54 – 2:45 departure from AST

(GPSS)

Over-capacity problems caused with both Monseigneur Doyle and Glenview Park with 2:45pm trip from

Ainslie, throughout early January. Has not been a problem in the past week.

Potentially may happen again in February with the new semester.

David Sutherland to follow up with WRDSB -Transportation to find out why problems are occurring, and whether this happens at certain times during the school year.

#### Rt. 57 – Routing extension Westcliff Way status

Road is still not connected. No change in status to report.

#### Connections between Routes 61/68/71

Connections between Route 61, and 68/71 are being missed.

(Refer to item #6, same issue)

#### Route 75 – Routing extension to Can-Amara and Townline

Issue raised whether the Route 75 should extend to its permanent route now, even though some connecting roads are not quite finished.

Hold off extension for now, until more development occurs in the area.

#### School Tripper Routing

Dead-head trips on PM St. Benedict's

– It is proposed to use Can-Amara, Franklin, Burnett, Country Club, Green Vista, instead. It is considered to be a faster and more direct route.

“Dead-head to St. Benedict's” wording will be tried on itineraries, until further notice.(DS)

#### 3 min hold update/51 holding

It is proposed that after the 8:15 trip,

the Route 51 should not be holding at Ainslie Street. The rationale is that there's another Route 51 in 15 minutes, and holding is causing further problems at Cambridge Centre and Hespeler Terminals.

Agreed that Route 51 should not hold for buses that have not arrived at Ainslie Street, by 15/45 after the hour; while 15 minute service is offered.

It is agreed that a zero-hold will be put into affect for now, and Supervisor's will be asked to observe, and report any problems with the policy. (Supervisors)

A notice of the change, and procedures for Operators, will be issued. (JB)

#### Running time issues

Route 58 experiences the most frequent running time problems, getting into Ainslie Street.

Suggested that Rt.58 should switch from McNaughton; to use Dundas & Beverly instead.

Issue will be brought forth in upcoming Planning & Scheduling meetings. (WB, DS)

Rt. 65 timepoint at Poplar & Guelph, needs to be adjusted.

The Guelph & Fischer-Mills timepoint will be changed to 23 & 53 mins. after the hour.(DS)

#### Low floor routes and interlining of Routes 51,53,65 & 66.

With the delivery of more low-floor buses this year, the proposal to make

routes 53, and 66 low-floor, will be looked at, to allow for the potential of interlining all four routes.

It is suggested that low floor buses should be removed from Routes 54/57, as they are needed more on Routes 58/62.

Switching of low-floor bus to Routes 58 & 62 will be considered. (P&S)

Offsetting of Routes Network Plan  
Studying the idea of shifting some routes to the off-set hour & half-hour from Ainslie Street.

The routes currently proposed for the change are, Routes 54,57,58 and 62 from Ainslie. Routes 75 from CBC, and Route 66 from Hespeler Terminal.

It is proposed that perhaps Rt. 53 should be off-set as well.

Keep Rt.53 on same pulse, since Hespeler doesn't need to be off-set.

Discussion of Destination signs need to clearly designate 51/65, and 51/66, if implemented.

Suggested that the off-set Rt. 51's should turn around at the Power Centre, if not meeting other buses in Hespeler.

#### New Business

Designating 318 & 319 to less busy routes, such as Rt. 67, or Rt. 61/68/71. The capacity of the 40 ft, buses is needed on other routes, especially in the afternoon.

It will be requested of fleet. (JB)

## It's Not Too Late to Ski-a-thon

Our annual ski-a-thon on **Feb. 8** is almost upon us. Remember, it's never too late to procure some sponsors, raise your minimum of \$50 in donations, and come along with us for a day of fun at Blue Mountain for downhill skiing or the Scenic Caves Nordic Centre for cross-country skiing. There have been a few important developments over the past few weeks that all ski-a-thon participants, and those of you that may still be considering joining us, be made aware of.

First, one of our co-workers, Marlene MCCracken, has made available to us a school bus, courtesy of Stock Transportation. Marlene has offered to be our driver as well. So, for just \$11 per person, you can leave your



car at home and let Marlene get you there and back.

Second, there has been a change in location for our after-skiing dinner and door prizes. Unfortunately the lodge at the Nordic Centre will be unable to accommodate us this year. However, that could change next year as they are hoping to be able to provide their own hot meals to groups.

Our new location for this year will be at the Pizza Hut in Collingwood.

Once everyone is seated you may order individually from the menu. It is entirely up to each

participant as to how much you wish to order (depending on your pocketbook, plan for \$12 to \$15. You will be billed separately). We will get our pre-dinner drinks right away and enjoy this while drawing the door prizes.

Pizza Hut has generously offered to donate 10% of the group's total dinner bill back to our charity, The Children's Wish Foundation.

So let's all get together and leave our daily routines at home and head for the hills. There's plenty of powder this year. Once there, take a deep breath of mountain air, put the wind to your back, and enjoy the rest of the day at Blue Mountain.

**Klaus Biemann** – “Director of Nordic Adventures”

**Paul Eckmier** – “Director of Alpine Adventures”

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## DONATIONS DEADLINE: FEB. 7/05

Please pay your pledge or give your donation to any of the following drivers participating in our “SKIING FOR DREAMS” Charity Ski-a-thon for THE CHILDREN'S WISH FOUNDATION (at time of printing, includes both alpine and Nordic skiers)

Klaus Biemann, Paul Burgoon, Scott Drinkwalter, David Driver, Jacek Duchownik, Paul Eckmier, Jacky Eng, Krista Gebhardt, Mike Hogue, Steve Huebner, Marlene MCCracken, John McDonald, Dave Meyer, Carl Miller, Linda Paluveer, Jenny Pickett, Bernie Schubert, Willy Wirtz.

## THANK YOU FOR CARING