

Field trips spark changes

Field trip for July

We took a bus out to see the feasibility of moving bus stops around the Strasburg/Bleams intersection area. Soon, a small or mini mall will be built on the corner of Strasburg and Bleams. With the increase in vehicular and pedestrian traffic and the building of a new driveway, it was necessary to look at alternative bus stop locations.

The Fairview bound number 12 will be stopping after making a left turn from Strasburg onto Bleams, there is a bus stop there now. The Waterloo bound 12 and the D.T.T. bound number 11 will stop on Bleams before turning onto Strasburg. The two stops facing each other on Strasburg, just before Bleams, will be eliminated.

We then visited Weber Street between Fergus and Arlington. A large seniors complex will be built and we wanted to look at where a bus stop could be located. The stop would be paid for by the seniors center. We used to have a bus stop in that same area many years ago, before it was eliminated due to non use. So I personally didn't see a problem adding an extra stop, even if it is near a bend. Others

felt that it was not a good location, so the idea was shelved, for now.

Field trip for August

We had an interesting day looking at three different locations. First, we looked at the

Traffic island will complicate matters

stops on Block Line. As you know Block Line has been re-painted, so instead of a four lane road, we now have a two lane road, with center turning lanes, and bicycle lanes by the curb. This was done because of drivers total disregard for safety and their tendency to use Block Line as a super highway.

Under the new plan, route 11 inbound and route 12 Fairview bound will be using a new stop before Country Hill Dr. Directly on the opposite side of the road a new stop will be in place for the 11 outbound and the 12 Waterloo bound. The old stops used only by the route 11 bus before Country Hills Dr. will be

eliminated. To complicate matters a traffic island will be created to help pedestrians cross the road. I did bring up several concerns about the proximity of the island, the bus stop, and the trouble the route 12 bus will experience trying to turn left from Country Hills Dr. onto Block Line, not to mention the problems that will be encountered in the winter when the road markings will not be visible.

We looked at a bus stop on Forestwood Dr. in front of Meadowlane school. This stop is in a bad location and it doesn't serve the public very well. So we decided to eliminate it. Instead a

(Continued on page 2)

In this issue:

Presidents Report	3
Maple Street Closing	5
CAW Takes Part in OFL Fightback	7
Touch Computers at Employment Centre	8
and more.....	

new bus stop will be placed to service Glen Lake Cr. and Glen Park Cr. After all, that is where most people want to go. Then, to service people who wish to go on McGarry Dr., we decided to resurrect the old number 2 bus stop that still has a concrete pad in place and is located on the corner of McGarry and Forestwood.

Now for the good stuff. We went to Waterloo to check out the newly built bus bay at King and Willis Way. We were informed that two parking spots were to be placed in the bus bay, one at each end, with the bus in the middle. We spent over an hour trying to explain, and we used the bus to demonstrate, that it was impossible to have those parking spots in the bus bay. The bus could not get into the bay, and part of its rear would be sticking into traffic. I made several attempts at maneuvering the bus into the bay (just like in the rodeo), and each time I used up almost all of the bay, demonstrating that a large vehicle does indeed need a lot of room to park. The Waterloo representatives were happy with the results, and we were happy thinking that we would have the bus bay to ourselves. But that was not to be, because several days later I was informed that Waterloo had decided to put, two parking spaces at the front of the bus bay, leaving us very little room to get in and out without interfering with traffic.

Laszlo Bori

*Next Issue
Deadline:
November 21, 1997*

"There are many things that we would throw away, if we were not afraid that others might pick them up."

Oscar Wilde



© WILSON / CALM / 9701_66P.TIF

Fruit Baskets

The following members received fruit baskets since August:

- Joy Becker
- Ken Cameron
- Steven Caven
- Frank Goertz
- Leonard Hoffarth
- Garry McDonald
- Steve Remias

Milestones

10 Years

Mark Kind

November 23, 1987

Wilfred Clegg

November 23, 1987

Contributors

Local 4304 members helping out with this issue were:

- Linda Amo
- Warren Bell
- Wayne Bell
- Laszlo Bori
- Jim Charters
- Rudy Grosz
- Paul Mennie
- Michael G. Smith
- Cecil Tomlinson
- Tom Williams

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.



<http://www.golden.net/~wbell/informer.html>

From the Desk of the President

Bill 136 — What is it?

Bill 136 is legislation that the Ontario Government wants to bring in that will change your life. It will allow an employer to appeal to the Government to send in its own mediators who will decide what your job is worth and what your employer should be paying you. We would have no power to negotiate with them, and what ever they decided, we would be forced to live with, even if it was a roll back of wages and benefits. Is this what you want when it comes to our next contract? If they were to get away with this in the public sector, how long would it be before the private sector would ask for the same *rights* from the Government?

This is not the same as compulsory arbitration that the police and firefighters have today. Under the present system they get to pick an independent arbitrator, but there is nothing independent about the new system under Bill 136, and we would not get any say in what was to happen.

At present, we are already faced with this problem. Under the new tax division that the Harris Government has put in place, the region will get the tax dollars for water and sewers. The region has proposed that they take over water and sewers from the municipalities. They say they can serve the region saving 1.43

million dollars. **Do not believe these figures.** The only way they can do this is through the elimination of jobs — our members jobs. They plan to take this lock, stock and barrel — including 46 people. The big problem here is that once they do this, they want to do away with 51.5 jobs. They say they can run the entire regional system with less people than the city now uses for this service. They could only do this by contracting out the work to private contractors and they plan to use the power of Bill 136 to do this. It would allow them to bring in the 46 people to the region, 3 of whom are our mechanics, but they say they only need 1, so 2 would be gone, and they would give no consideration to seniority. They want to be able to pick and choose who they will keep and get rid of the other 51.5, and Bill 136 would allow them to do just that.

What is next?

Remember that the region will also be getting the transportation portion of the tax dollars. Just maybe if this works well with water and sewers then the region may decide to take over transit next. Then they could cut service and pick who they would keep and let the rest go without any consideration for your seniority rights.

Rudy Grosz

We plan to go to Kitchener Council on September 29 and ask

our council to vote against this take over by the region. **We are asking for your support in this matter.** If you are off duty that night, please come out to the council meeting wearing your uniform, whether it be a transit uniform or fleet greens, to support our delegation. The other unions in the city will also be there for the same purpose. We hope that they will be there for us if we need it in the future.

“Driving for

We are all in this together. Let's have a good show of support on September 29th at

Dreams”

As you are aware, we were forced to change the date for this charity event. The conflict arose because the Toronto Maple Leafs decided to have their annual Blue and White game this day and because they were paying for the auditorium, they were in, we were out. “Driving for Dreams” will take place next May 31, 1998 in conjunction with the annual bus rodeo.

I would like to take this opportunity to thank Jacky Eng and her staff of volunteers for all the hard work they put into this

event.

For the Christmas period we will have the "Lights Tours" for senior citizens and the "Stuff-A-Bus" campaign for the food bank. I hope that we will have lots of volunteers for these two events. Both of these put us in a favorable light with the public, so when the notices go up for the volunteers, please sign up if you able to. The organizing staff will appreciate it.

Rudy Grosz

Media Watch



Transit pact gets final approval

The Record, July 29, 1997

Council gave the formal OK to an agreement that it earlier approved in principle last January on a public transit arrangement with Kitchener.

Under the five-year agreement, retroactive to Jan. 1, Kitchener is the sole provider of transit services, and a common fare structure between the Twin Cities is maintained.

Alternative vehicles like taxis can be used where appropriate, said a staff report.

And the charge to Waterloo is based on a fixed hourly rate adjusted annually, beginning at \$71 per hour this year for the time spent on Waterloo routes.

Waterloo is slated to pay for about 70,000 hours of use a year which will cost nearly \$5 million.

Compiled and condensed by
Wayne Bell

Accident Review

	June	July	Aug
total accidents/incidents	22	26	34
incidents	13	21	22
preventable	4	1	7
non-preventable	3	4	5
Fleet preventable	2		

Michael G. Smith

E-mail List

I am updating my e-mail address data bank for local 4304 members who have e-mail accounts. I use these addresses to keep members informed of important labour updates as union members and municipal workers.

If you would like to be included in this list, or if you would like to be removed, please let me know at: wbell@golden.net.

Wayne Bell
Editor



© WILSON / G.A.L.M. / 9701_55P.TIF

By-line changes

I have been advised that the term "Kitchener Transit" belongs to the corporation. The corporation has exclusive right to the name. Because the city has no editorial control of our newsletter, their name will be withdrawn from the by-line of **The Informer**. Effective with this issue, the by-line is Kitchener Ontario, in order to give a sense of location. I felt that as union members of CAW local 4304, it would be unnecessary to indicate our perspective work areas or jobs.

Wayne Bell
Editor

The Informer

Take your
newsletter home!

Share it with
your family!

Maple Street facility closing

Let me take this opportunity to welcome you back to our regular monthly meetings.

As you probably know or have heard, the Maple Street facility will be closing by the end of the year. Dennis Retzler and I attended meetings on August 15 to discuss this closure. We were informed of the following:

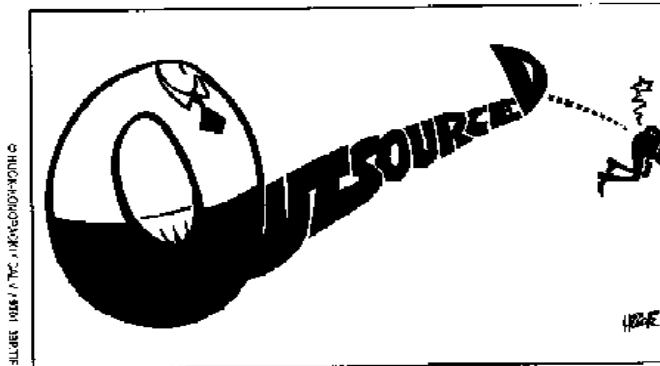
- operational grants from the province, will be gone by January 1998
- city's fleet already reduced by 10%
- fleet in back to be relocated to the transit garage. To accommodate the additional staff, an addition to the transit garage will be made at a cost of \$250,000. Construction to commence by October
- A savings of \$400,000 will be realized by closing Maple Street
- If Maple Street were to remain open, the costs per month would be \$35,000 to \$45,000
- facility management to be moved to Elmsdale Ave.
- office staff moved to city hall
- sign shop moved to sheds at Bramm Street
- The Boehmer building at Bramm Street to be reused for

storage

The impact of all these moves to our local is minimal. We will lose one part time member. One supervisor has already been terminated and another is to go by years end.

Also, in Department #2 a situation developed about outsourcing work from Bramm Street to Bast Tires. One vehicle did go out for servicing, and for a time, things were getting heated. However, we had a meeting about this issue attended by Rudy Grosz, Ron Brouillette and myself. The end result was that the members at Bramm Street decided to work on a steady afternoon shift to do the servicing of the vehicles until the back log is caught up.

Also brought to my attention,



was the overtime log in Department #2. It has not been updated for some time. In addition, the part-time workers are not on the seniority list. These will be looked into and a full report will be given at our next meeting.

Cecil Tomlinson
Local Chair



Hargrove acclaimed to third term as CAW President

CAW president Buzz Hargrove was re-elected to a third term as president of the Canadian Auto Workers union.

Hargrove was acclaimed president and received a thunderous standing ovation from 700 delegates who packed the main hall of the Vancouver Convention Centre. He pledged to continue the fight for workers over the next three-year term.

Hargrove has been national president of the CAW since 1992 when he was first acclaimed at a special convention in Toronto. He was re-elected in Quebec City in 1994.

Jim O'Neil won re-election as national secretary-treasurer of the CAW. O'Neil won by a large majority over challenger Dean Lindsay, recording-secretary of CAW Local 222. O'Neil has served as the CAW's national secretary-treasurer since 1991.

Delegates also acclaimed Luc Desnoyers as Quebec director of the CAW, a position he has held since 1995. Also elected were trustees Denise Kellahan, Rick Rose and Angus Grant.

CAW Contact

Work Law:

Should I speak out - or shut up?

You may be able to walk the walk, but can you talk the talk? In the workplace, the answer is maybe. That's odd, when you consider that free speech is considered to be one of our most cherished rights in a democratic society. It's even guaranteed by the Charter of Rights, the supreme law of Canada that can overrule other laws.

The idea behind free speech is that a healthy exchange of opinions makes a society more creative and intellectually robust. That's one of the reasons the courts have called free speech the "life blood of democracy." Except, perhaps, in the workplace. There, workers have to be careful about what they say and who they say it to.

For example, a worker who publicly criticizes his employer may be disciplined or even discharged, because arbitrators have decided workers owe a duty of loyalty to their employers.

The good news is that union officials have more leeway. For instance, a shop steward who voices unflattering opinions about her employer may be within her rights, as long as she is making the comments as part of her duties as a union representative.

To be protected, she must also be talking about labour relations, and she can't say things she knows are untrue. Even being reckless about whether or not they are true is likely to get her into hot water. Some arbitrators have also said that a union

official should raise the problem with the employer first, before "going public."

What about wearing buttons, armbands or T-shirts in the workplace? If these types of free speech aren't barred by the collective agreement, arbitrators have generally allowed them unless they interfere with the employer's business. This means that workers who deal with the public or who work under specialized working conditions may have more limited rights.

All these restrictions mean that free speech for workers is not exactly free. Sometimes it looks like the "lifeblood of democracy" runs a little thinner in the workplace.

Judith McCormack / CALM

** Judith McCormack is a former chair of the Ontario Labour Relations Board and is now a lawyer with the firm of Sack, Goldblatt, Mitchell in Toronto.*



Surveillance unnecessary

We tried to talk about problems being experienced by the drivers with the buses, signal buttons, brake alarms, power steering, vibrations, etc. All minor or unheard of. There is a chance that next year all those with motorcycles will have a parking space closer to the main building. The on-board video surveillance was deemed unnecessary or of no great importance. The cost of about \$2,500 per door for each New Flyer, which will eliminate the back doors from closing on passengers is of greater importance.

Stanley Park Mall terminal is still being designed. Trying to move the bus stop at Mt.Hope St. closer to the hospital is next to impossible. We all had concerns about lane widths and loss of turning radii when Queen St. was being repaved. But be assured that there will be no changes. The markings we saw were only temporary - just like the ones at Greenbrook and Westmount. On route 2 Forest hill outbound, the corner of Highland at Stirling will be cut back because a left turn lane is being added from Stirling onto Highland.

As usual, we would like to receive your comments about problems that you feel should be looked at. I would like to say, as usual that the the minutes of the previous meeting have been posted, but I can't. You see, someone from upstairs felt that the operations minutes were not important, so they replaced them with **Bus Trax** and **Trip Planning**.

Laszlo Bori



The Informer entered in journalistic competition

I have entered our newsletter in the Ninth Journalistic Excellence Competition for CAW Local Union Media Publications being held in Port Elgin, October 3rd, 4th, and 5th, 1997.

Our entry is in Division 1: newsletters of less than 1,000 circulation. The categories entered are: General Excellence, Best Editorial/Column and Layout and Design.

Wayne Bell
Editor

CAW takes part in massive OFL Fightback

CAW delegates were front and centre in the Ontario Federation of Labour's special emergency convention called to begin the fight back over the Harris government's latest assault on workers - Bill 136.

More than 2,500 delegates attended the historic event at Toronto's Westin Harbour Castle Hotel, which turned out to be the largest convention ever held by the OFL.

Speaker after speaker slammed the Harris government's proposed legislation which is a direct attack on the bargaining and organizing rights of hundreds of thousands of public sector workers, including bus drivers, nurses, nursing home workers, garbage collectors and many others.

CAW president Buzz Hargrove said Bill 136 is the latest attack on workers, their families and communities by the Harris government.

"When the public workers hit

the street, by God they won't have to look far behind to find the members of the Canadian Auto Workers," said Hargrove.

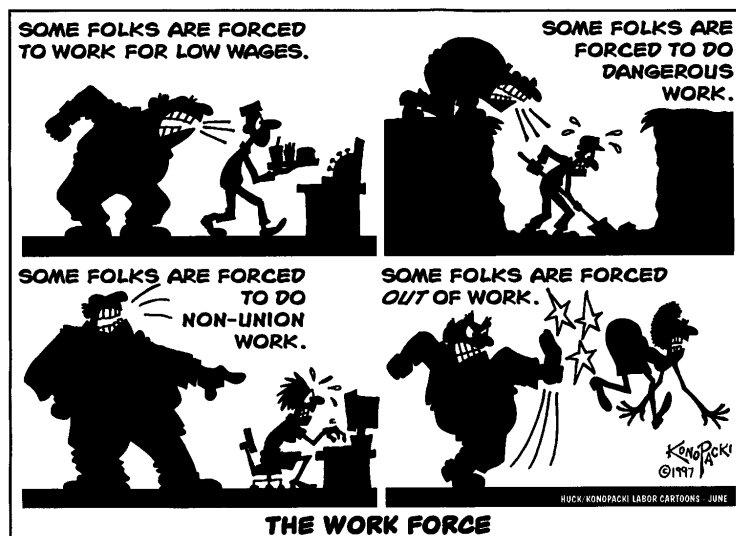
Bill 136 would eliminate the right to strike, permanently abolish independent and impartial arbitration, restrict successor bargaining rights and collective agreement protection and undermine the independence of adjudicators and arbitrators.

Delegates approved a detailed action plan which calls on union members, non-affiliate groups such as firefighters and nurses as well as social activists to develop a broad-based and province wide response including political protests and job actions such as coordinated and complete work stoppages.

The CAW has about 1,100 members who may be affected under Ontario government restructuring plans.

CAW Contact

**Attend Your
Union
Meetings.
Next Meetings:
October 15
November 19
CAW
Union Hall
8:00 p.m.**



CAW offers CUPW \$5 million in financial assistance if needed

The Canadian Auto Workers' union National Executive Board has decided to loan the Canadian Union of Postal Workers \$5 million in support, if needed, as contract talks with Canada Post continue.

CAW president Buzz Hargrove, in a letter to CUPW president Darrell Tingley, said the argument must be rejected that working people aren't entitled to decent incomes and job security at a time when the economy is producing record profits, record executive salaries, bonuses, pensions and perks.

"Your struggle to ensure full-time work with decent wages, benefits and security as opposed to part-time work with no benefits and no security is, as well, one that is not new to our union and we fully support your efforts," Hargrove states in the letter.

Hargrove also states that if more money is necessary the CAW's National Executive Board would be willing to review the situation with the intent of coming up with more funds if needed.

CAW Contact

Touch computers now at Employment Centre

I attended a Forum on Bill 99 in Cambridge on August 12, 1997 at the Holiday Inn . The chair for the day was Brenda Elliott, the M.P. for Guelph . The whole meeting was a stage, as people were not allowed to voice much objection. MP's were there to answer questions but that appeared to be a waste of time as they had already made up their minds. Big business liked the changes to the Bill and want more. A presenter, who spoke in favour of the Bill, was from the Ontario Hotel And Motel



Association (Waterloo Motor Inn) owned by the Bingemans of Kitchener.

I would ask that all Union Stewards tell me of anyone who is off work who may have been injured at work. Some workers at another union have found it easier to be on sick leave rather than WCB.

The attitude at the Workers' Compensation Board is that the changes are going to happen and the adjudicator decisions are going in that direction already.

The Human Resources Office on Weber Street in Kitchener (Employment

Insurance Office) has gone to "touch computers" for filing Employment Insurance Claims. This office is not issuing any more forms. The office has a long row of touch computers that you can access very easily, and staff are there to assist you if necessary.

The issue of re-occurrence of an old injury is not an easy issue to deal with. The Board is

determined to drag these claims out for as long as it takes. The injured worker usually gives up and returns to work with no money for the lost time.

Please do not agree when you are asked to fill out a form that it is a re-occurrence. There may be something that you did that was different than the last time that you were injured and thus it would be a new claim. In these circumstances, call me right away.

My phone number is **744-5659** and you can leave as long a message as necessary your call will be confidential.

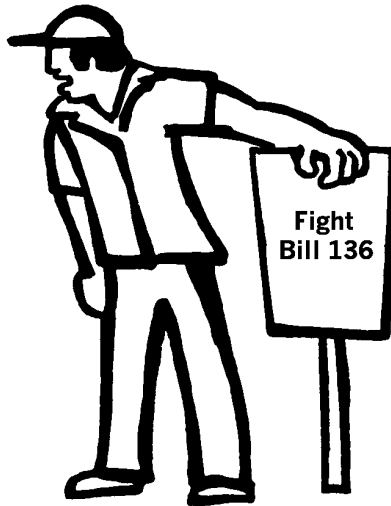
Paul Mennie

Bill 136 - Contracts settled by government committee

Provincially, Bill 136 has passed first reading. This is the Bill which will effectively take away the right to strike from workers who are employed in the public sector. It applies when municipalities merge or hospitals amalgamate. Workers in these sectors who are deemed essential and currently have the right to an independent arbitrator to decide their contract will lose this right. It will be replaced by the "Dispute Resolution Committee," a government appointed committee, whose members are not allowed to resolve disputes in any other arbitration or labour relations matter. This makes them totally dependent on the government for their livelihood. It doesn't sound like the kind of body I would want to decide my contract.

Under the "Labour Relations Transition Act," the authority of the "Ontario Labour Relations Board" with respect to employers or unions affected by restructuring would be eliminated, and transferred to the Transition Commission. In addition, the "ORLB's" power to decide whether or not a strike is lawful will be transferred to the Transition Commission, which is given all of the powers of the Labour Relations Board to deal with unlawful strikes, as well as additional powers which may be prescribed by Cabinet regulations. All this power is in the hands of Tory Government lackeys.

CUPE is currently in the process of organizing its members for the coming fight, since they are the ones who will be most effected. However, if the rumours around the city come true, and we become regional, we



will be right in the thick of it. Cambridge Transit is represented by the ATU. They also have an inferior contract. Whose contract do you think the region would rather go with? If push comes to shove, we had better be ready to fight right along side CUPE. This is just one more attack on organized labour by the Harris Tories and we had better not weaken.

Tom Williams

As we go to press, there has been some softening of this Bill. Amendments to the bill will not be tabled until after the completion of next week's public hearings, according to Labour Minister Elizabeth Witmer.



Good riddance, Doug Young

One of the sweetest victories of last June's federal election was the elimination of Liberal Doug Young, who served as the Minister of Human Resources, overseeing cuts to unemployment insurance, and ignoring those who protested against them. In early 1996 Young was asked by journalists if he would meet with Canadian Labour Congress president Bob White about the UI cuts. His response was, "I wouldn't speak to Bob White if he had a glass of water and I had been riding the Sahara desert on a thirsty camel for three weeks." He then dismissed the UI protesters as "professional organizers trying to cause turmoil in people's lives."

After Young's defeat, White sent him a short fax saying this:
Dear Mr. Young:

I am sorry you could not find the time to meet with leaders of the labour movement while holding the important portfolio of Minister of Human Resources.

*Goodbye,
Bob White*

P.S. I can get you a really good deal on a camel for riding into your political sunset.

CLC Faxpress / CALM

Memphis' Main Street Trolley

The Main Street Trolley features vintage trolley cars that return the charm of transit's earlier days to some of Memphis' most exciting places. The trolleys blend Memphis' historical past with its exciting future. The trolley runs 20 blocks along old Main Street in the heart of downtown Memphis. With its cobblestone streets and sidewalks and its century plus warehouse buildings and stores, you can take a ride on the trolley and imagine how it was 50 or 60 years ago. There is no other traffic on this street except for the old wooden trolleys.

Once a trolley reaches the end of the line, the driver simply takes controller crank, fare box and other necessary service items from the front of the car and sets up the equipment in the rear. The

operator then repositions the power pole outside the car to face in the opposite direction. Now he/she is ready to roll once again in the new direction.

Next time you're at the Strasburg Centre, check under the stairs going up to the offices. Some of those old trolley pieces and fare box are on display there and are still being used in service down on the Main Street Trolley in Memphis Tennessee.

Warren Bell

Truths, myths and rumors

All New Flyer buses are the greatest.

They must be tuned up every six months.

The N/G sensors must be recalibrated every three months.

Oil should be changed every 6-7000 K.M. not 40,000.

All the heads have to be replaced, valves are being burned.

All radiators have to be replaced.

Most N/G buses use up to 5 liters of oil per day. Where does it go? Into the air?

N/G buses have bad vibrations.

N/G buses have poor power steering.

N/G buses have metal wheelchair ramps in a metal box to create extraordinary noise and vibrations.

N/G buses have suspension problems.

We are all going to get a raise.

All shifts are going to be straight through.

All buses will make connections.

The stacks on 94 Flyers were turned to the back to reduce noise. As a bonus, when following a 94, we get to fill our lungs with cancer causing fumes.

Wally will be coming back as a driver.

The new uniforms are not bad, our bodies are out of shape.

If you know of any truths myths and rumors let us know.

Laszlo Bori



A journey through the heart of Downtown Memphis

Hamilton's HSR Strike, 1906

Union

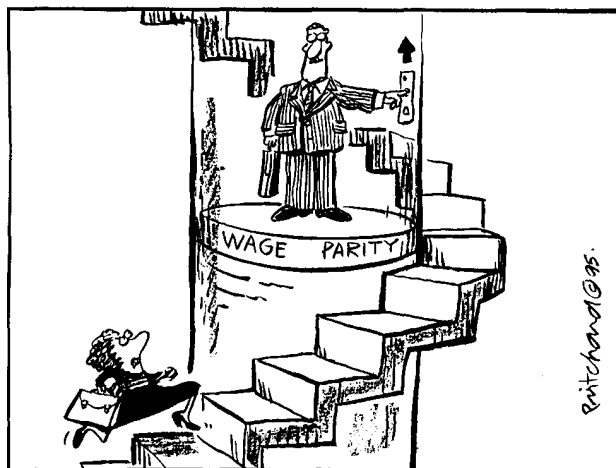
Pay equity victory in Ontario

An Ontario court has ruled that Tory government attempts to cap the salaries of thousands of low-paying public sector jobs for women violates equality guarantees in the Charter of Rights.

The decision overturns Harris government attempts to negate the effects of pay equity laws originally introduced by the previous NDP government.

It means almost 100,000 women working at 4,500 public sector employers must start to implement pay increases totalling \$418 million, which were originally agreed to in 1993. The Justice upheld an application filed by Service Employees

International Union Local 204 and two local 204 members intended to "finally stop the Tories in their assault on



women's and workers' rights," states an SEIU Local 204 news release.

The decision also has important implications for the Tories' Pay Equity Act Amendments under Bill 136.

"This decision reinforces our position that the Bill 136 Pay Equity Act amendments are unfair and discriminatory," said Ethel Lavalley, secretary-treasurer of the Ontario Federation of Labour.

The amendments would allow some public sector employers an easy excuse to take advantage of women workers by rolling back some of the wages required to be paid

to women to end discriminatory practices.

CAW Contact

North Bay Days of Action

Thousands of people across Ontario are preparing to let Premier Mike Harris know what they think about his government's attacks on workers, the poor, community groups, health care and the education system.

The North Bay *Days of Action* on Friday, Sept. 26 and Saturday, Sept. 27 is the next stop in the city-by-city series of protests against the provincial Tories. It's also Premier Harris' hometown.

Workplaces are expected to be shut down on Friday, September 26, as many workers exercise their individual democratic right to protest the government's actions.

The North Bay *Days of Action* come as Bill 136 further threatens public services in Ontario and as teacher legislation is expected that will cut a billion dollars from Ontario schools.

If you're thinking about sending a bus to North Bay get it registered as soon as possible by contacting Eddy Ste. Marie at (705) 474-3359. Buses for the North Bay event are already scarce throughout the province. If your area isn't sending a bus and you're looking for a way to go, contact your local labour council or teachers' federation.

Marshals are also needed to help ensure the Days are successful and to continue the

tradition of non-violent, peaceful participation established in the previous seven cities of London, Hamilton, Kitchener-Waterloo, Cambridge, Peterborough, Toronto, Sudbury and Thunder Bay.

For more information on the North Bay Days of Action telephone (705) 474-7273 or take a look at their website:

www.baydays.web.net

Windsor is the next stop after North Bay on the Days of Action agenda. The Windsor event is slated for Friday, October 17.

CAW Contact

Just For Laughs



The last time Mike Harris was in Kitchener, he had to be rushed to St. Mary's hospital for some life saving surgery.

When he awoke in the recovery room, he noticed that all the curtains were pulled shut.

He asked the nurse on duty why the curtains were pulled.

She told him that there was a very large fire on Queens Blvd., with flames licking at all the windows, and she didn't want him to think that the operation failed.



She always got on the bus at Belmont and Gage, heading for the University of Waterloo. She was always reading, and sharing it, with whom ever sat down beside her.

One day she looked up from her book and exclaimed to the guy beside her: "*Did you know that every time I take a breath, someone in the world dies.*"

"*In that case, why don't you try some breath mints?*" he said.

Overheard by Wayne Bell



Combining Roadeo with fund raiser will be more fun

Well, as everyone knows by now, the "*Driving for Dreams*" has been postponed until Sunday, May 31, 1998. The committee will look into finding a day for which we will have the opportunity to practice for the professional roadeo.

At our last meeting the committee decided to try to put the professional roadeo together with "*Driving for Dreams*" day. This decision is sound because we only have to book the auditorium once per year, and there will be lots of activities for drivers' families to participate in after they have enjoyed watching their husband/wife/partner compete. With the two events combined, we should be able to attract more participation from the drivers, spectators and helpers. And it could be a lot more fun for everybody.

I wish to thank each of you for your support and commitment to help staff all the games and booths that were to take place on September 14th. I look forward to May 31, 1998 when we will really get his off the ground.

Jacky Eng

We're humans, not payroll numbers

What the company must realize is that we are human beings, not payroll numbers. When some accountant sitting in an oak-panelled office after an expense account three martini lunch looks at our names, he had better understand that there are real flesh and blood people there. People with families, mortgages, kids that need braces, and whatever else life dishes out. When he erases a name, or something that affects the name, he must realize that the eraser crumbs he sweeps onto floor are not the only debris created by his action.

Keane Marshall /
CEP 402 What's Nooz? / CALM



You're more than just another number...

To: Dave Heubach
Manager of Safety

Sept. 19, 1997

Re: Safety Awards vs. Training

I am returning my safe driving award and requesting all funds used to direct this program on my behalf be put towards a driver improvement program.

Our Health & Safety Committee recommended that a driver improvement course before each license renewal would help our members maintain their skills, but to this date it has NOT been implemented.

I believe this type of program would be more of a benefit to the majority of our drivers than pins and certificates that gather dust in a desk drawer.

This is my personal preference, but, I would hope others of the same opinion will follow my example.

Jim Charters
CAW Local 4304
H. & S. Rep.

cc: Ed Kovacs
Ray Miller
Rudy Grosz

Safety Tip

Exiting the drivers area

To help prevent bruised knees and falls, I would like you to try using the three point contact method when leaving the drivers area.

- * Tilt the steering wheel and fare box keypad up out of the way.
- * Grasp the steering wheel with your left hand and fare box with your right hand.
- * Stand up and step down backwards out of the drivers area using both hands to retain your balance.
- * Use the reverse procedure when entering the drivers area.

If you turn and slide out of the drivers seat, you are only risking a fall. The time it takes to leave carefully is small compared to the time it takes for an X-ray.

Jim Charters

I would like a driving refresher course before each license renewal in place of the award program.

I would like a driving refresher course before each license renewal and keep the award program.

Please check one of the above and return to your safety rep. or place in the CAW slot under the glass bulletin board at the transit garage.

*This includes members in Department #2

I.D. # _____ Signature _____

Jim Charters

"Lights Tours"

Coming this December
Your help will be
appreciated
Watch the bulletin board
for details



'Stuff-a-bus'

Campaign

Details Soon

