

# LOCAL 605 REPORT

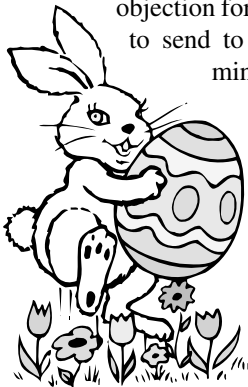
Issue #3

April, 2001

## PRESIDENT'S MESSAGE

There is one major issue this year that concerns us all. That issue is the proposed hours of work for professional truck drivers. According to our sources, the new legislation will have truck drivers working up to 84 hours per week. The CEP National and this local are vehemently opposed to any legislation that would increase our hours of service. We are currently attempting to obtain a copy of the proposed legislation and we will be presenting this at the meeting when we are on tour.

Also we will be writing a letter of objection, at that time and sending copies to the transport ministers of all provinces and the federal government. We will also be addressing our concerns to all the local papers in the major cities. We also hope to have form letters of objection for all of you to sign to send to all of the transport ministers.



Towards the end of April we will be doing our spring tour. The dates that we will be in your area are as follows:

Calgary	April 21/01	10:00 pm
Vancouver	April 22/01	4:00 pm
Kelowna	April 23/01	5:00 pm
Edmonton	April 24/01	7:00 pm
Lloydminster	April 25/01	6:00 pm
North Battleford	April 26/01	12:00 noon
Prince Albert	April 26/01	6:00 pm
Regina	April 28/01	10:00 am
Winnipeg	April 29/01	8:00 am
Saskatoon	May 6/01	10:00 am

Please check your bulletin board for posters. This trip is made every year at a great expense to our local, so please attend these meetings to give your input and criticism, so we know which direction you want this local to go.

Travelling with me will be our vice-president Kevin McLeod and our chief occupational health and safety representative Wayne Kinzel. Come out and meet these gentlemen and they will answer any questions you have.

We hope to see you at the meetings.

In solidarity  
Blaine Stevens  
President, Local 605

**DEAR MEMBERS:**

Please be watching your mailboxes for a package from AIL Canada. AIL is a union insurance company which offers free insurance to all union members. They also offer discounts on eyewear. Your package will contain a yellow card which needs to be filled out and mailed back. You may then be contacted by AIL with opportunities to purchase extra insurance. AIL does have some good packages and from our dealings in the past, we find them to be very low pressure. We would encourage you to fill out your card and return it ASAP. If you do not receive your package it is because we do not have your current mailing address. We will get it returned to us and will do our best to find out what your current mailing address is.

**Mel Letkeman**  
Secretary Treasurer

**DID YOU KNOW:**

**Article 15:06** states that the company shall pay one-half the cost of a uniform to a maximum of \$75.00 per year. You must have worked for the company 3 months before you are eligible.

A uniform consists of pants, shirt, and/or uniform jacket, and must be purchased through the company.

**Article 23:07** states that you will be paid \$10.00 for changing a tire. You must return the tire to the nearest branch and obtain a signed receipt from a supervisor.

This does not mean that you have to physically change the tire. If you have a tire man change it or you get a service truck to come out and change it you still get paid the \$10.00.

**A CHUCKLE:**

A Truck driver, after being bogged down on a muddy road, paid a passing farmer seventy five dollars to pull him out with his tractor. After he was back on dry ground, the trucker said to the farmer, "at those prices, I should think you would be pulling people out of the mud night and day."

"Can't," said the farmer. "At night I have to haul the water to put on the road."



**QUESTIONS:**

***First in, first out at terminals - is there a priority?***

Dispatchers try to follow the first in, first out rule as much as possible. There are exceptions such as double teams and scheduled runs where dispatch may have to break this rule.

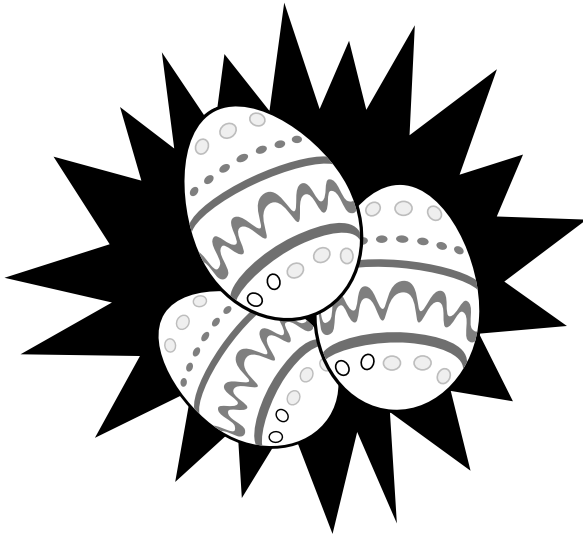
***Access to sign in sheets - can drivers get copies?***

Sign in sheets are available at all terminals (with exceptions of agents). As far as getting copies of these, it is up to the company. The sheets are company property, but if you need the sheets to prove a point, I am sure that your supervisor can get them for you.

**GRIEVANCE UPDATES  
AS OF MARCH 31/01**

**STATUS OF GRIEVANCES ON  
PREVIOUS REPORT**

- 03-016** Regina  
- *awaiting arbitration date*
- 01-040** Saskatoon  
- *awaiting arbitration date*
- 01-050** Saskatoon  
- *settled as per letter of understanding (letter pinned on bulletin board)*
- 01-051** Saskatoon  
- *arbitration dates of January 11 & 12 postponed - awaiting new dates*
- 01-053** Saskatoon  
- *awaiting arbitration date*
- 01-055** Saskatoon  
- *settled - after further discussion with the company and with our legal council, it was decided to drop this grievance. Evidence showed that those involved in this incident were aware of the situation (via posters) and were told that they would not be credited for this meeting before the meeting started.*



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**NEW GRIEVANCES**

**01-056** Saskatoon

- unjust dismissal - A highway driver was dismissed for having an unauthorized passenger with them. The union filed a grievance on this and discussed it with legal council. We have tried for some time to contact the dismissed driver with no success. Grievance is still pending.

**01-057** Saskatoon

- article 18:05 - Company took a dock worker and assigned him to a position of city dispatcher. They refused to pay the premium as per article 18:05. Grievance settled at step 2. Employee was paid the \$0.50 premium for the hours worked as a city dispatcher.

**01-058** Saskatoon

- article 9 (9:05) - Terminal manager refused to accept a grievance. Settled at step 2. The company advised us in writing that they will reinstruct the manager in proper procedures.

**01-059** Saskatoon

- article 7 and letter of understanding dated January 8/01 as settlement to grievance 01-050 - Company advised a city driver to stay home because there was a shortage of

work. Then they dispatched a highway driver to do city work. Later that day they used the heater man to do city work. This is going against the spirit of the letter of understanding which settled grievance 01-050. Grievance is at step 2.

**11-010** Calgary

- past practice (1:01) - Company called in city leased operators while city drivers did not get their 40 hour week. Grievance is on hold at this time. Waiting for more information from calgary.

**An audit of our finances was done on March 31st. The shop stewards will receive a report on this audit in the near future.**

**CONTRIBUTORS TO THIS REPORT**

Darryl Hicks  
Blaine Stevens  
Mel Letkeman

*The deadline for the next report will be June 30, 2001. Please forward all information to Paul Richard c/o Highway Dispatch - Saskatoon Terminal*

*Happy Easter To All!*