

Lisa Andrews

Dec. 3/14, interviewed by Karen Werlin & Joan Schiebelbein, filmed by Ron Patterson

Q: Where were you born?

LA: I was born in Edmonton, Alberta. I was born at the Royal Alexandria Hospital. I grew up in the aging neighbourhood of Woodcroft.

Q: Tell us about your schooling.

LA: My schooling. Since I was born in Woodcroft, I mean born in Edmonton, Alberta and grew up in Woodcroft, my elementary school was Woodcroft Elementary School. From there I went to Westmount Junior High School. From there I did a little stint at Hillcrest Junior High School and then I proceeded to Ross Sheppard High School. After Ross Sheppard High School I went to Grant MacEwan University [then named Grant MacEwan Community College - JK].

Q: What did you study at Grant MacEwan?

LA: I studied audiovisual technology at Grant MacEwan University.

Q: When you were young, what did you want to be when you grew up?

LA: When I was young what I wanted to be when I grew up was my Mom was still a stay-at-home-mom, and my Dad was actually owned a company called Sky View Photos. He would go out, he owned a Cessna 150, and he would fly and actually take photos with an old K20 World War II mapping camera, and he would take photos of farmers' properties. So he would take these photos and then after he took the photos he would go to these farms and he would sell the photos. What he would do is he would blow the

photos up to quite big, probably 5 x 6, five feet by six, quite big, and he would actually have an artist who would hand-paint these black and white map photos for his clients. So when I got a little bit older I would actually go in the plane with him and I would take pictures of these farms while he flew the plane. The funny thing is he would, because these cameras, the K20 mapping cameras, were so old that he actually tied a rope to the camera so I wouldn't drop it when I was leaning out of the window of the airplane. But he wouldn't tie a rope to me, so that made me a little bit worried. But that's where I started getting my photography experience. Once I finished taking the photos, we would develop the roll. It would have actually 500 negs per roll, 4 x 5 negatives. Then I would get into the photo finishing, I would help him develop the rolls and the old style of developer, fix and finish. Then he would take those prints and sell them to the farmers, and then when the farmers bought the photos that's when he would blow them up and the artists would actually hand paint them with Marshall oil paints, and then he would sell them to the farmers. So at an early age I realized that I really liked photography, plus at my father's urging I needed a lot more photography experience, hence I went to Grant MacEwan University to take the audiovisual technology program. Then after that I really wanted to enter the television world.

Q: What was your first paid job?

LA: My first paid job I was 14 years old and I actually worked at the Kinsmen Pitch and Putt. My Nana was the one that got me that job. I really enjoyed it. Working at Kinsmen Pitch and Putt was my very first paid job, but that was only for one summer, and then the rest of the summers I would actually work for my Dad taking the photos and processing the prints so that he could sell it to the farmers. I learned really quickly in high school never to be partying before I went up into the plane, because there's no bathroom when you're in a Cessna 150 and you're flying. My Dad would just say, suck it up. So I learned from an early age never party before you go up in a small airplane, and I would do that for summer jobs with my Dad.

Q: What other jobs did you do after you finished your schooling at Grant MacEwan? Did you go into the industry?

LA: Ya. Actually after I finished my schooling at Grant MacEwan College, my very first job actually of some kind in the field was with Colorfast. Colorfast was a photofinishing company that was located on the south side. I did that for almost about a year, and then I got on with Shaw Cable. I worked with Shaw Cable for seven years, and I would do their community programming. So all the programming that you saw on Channel 10, which was Yoga Fits In with Gerda Krebs, SPCA Adopt a Pet, the cultural programs for the ethnic communities. We would do all television shows, sporting events, every type of event that Shaw Cable would cover. So I was with Shaw Cable for seven years and then after Shaw Cable I actually in 1998 that's when I moved to the Cayman Islands to work with CITN, which is Cayman Islands Television Network. I was there for seven years in the Cayman Islands. When I came back from the Cayman Islands, because a category 5 hurricane, Hurricane Ivan, 2004 September 11th, destroyed the entire island. I knew it was time to get a real job, so I came back to Canada and that's when I actually applied to be a bus driver with Edmonton Transit Systems.

Q: Was that in 2004?

LA: That was actually the summer of 2005. I came back to Canada in December 2004.

Q: Are you currently a driver with Edmonton Transit?

LA: Yes, I'm currently still a transit operator with Edmonton Transit plus a relief training instructor now for almost five years.

Q: Where was your Mom born and where did she grow up?

LA: My Mom was born in Rochdale, England, which is close to Manchester, in 1940, May 17th. When she was 14 years old she moved to Canada. They migrated over to Canada because at the time in England they were having town hall meetings about recruiting people to come to Canada because there weren't too many people in Canada, and they wanted to increase the population. So there was a town hall meeting. Her father came back from one of the town hall meetings and said, I think we should go to Canada. They actually owned a spirits and newspaper shop in Rochdale, so they were doing quite well for themselves back then in 1940. In 1940 when she was born they had their own spirits and newspaper shop and they actually even had the very first telephone out of anybody within probably a five block radius. When her Dad came back and said, Canada is getting ready to open up and it's gonna be quite the boom with jobs and opportunities, that's when they took the Queen Mary, took three days on the Queen Mary for them to sail over here to, I think, Halifax is where they got to. Then from Halifax they got on a train and rode the train all the way to Edmonton. Then they came to Edmonton and they settled in Edmonton. Mom went to Oliver Junior High School at the age of 14 and then she also went to Ross Sheppard High School.

Q: What year did your parents arrive here in Edmonton?

LA: Well my Mom met my Dad here. My Dad was born here; actually my Dad was born in Andrew, Alberta, so he was Ukrainian. But my Mom actually came here at the tender age of 14 years of age and I think she met him at the age of 19 or 20. I'm not too sure about the facts about that. They actually met in a pharmaceutical store, in a drugstore, and that's when they started dating.

Q: What work did she do before she went to work for the Edmonton Transit Service?

LA: My Mom actually was a stay-at-home-mom until I was four years old, and then my Mom and Dad sadly got a divorce. So that's when she decided that to keep the house and to educate us as kids she needed a job to keep the family going. So she got a job with Alberta Healthcare. When she got the job at Alberta Healthcare she was making \$3.50 an hour. After Alberta Healthcare she knew that she couldn't raise two kids and support a house on her own because being a divorcee was quite hard back in 1970; being a divorcee was extremely hard and very rare. So that's when she saw an opportunity at Edmonton Transit to work for the information department. That's where people call in and need information about buses, or if they have complaints, or if they have commendations. That's when she got a job with ETS in the information department, and I think she was there for, I'm not too sure how long she was with the information department, at least six to seven months. Then that's when she talked to I think it was Llew Lawrence, who was the manager of Edmonton Transit at the time. She was talking to him about maybe becoming a bus driver, because the wages back then for men were \$7.50 an hour, so it was double the wage that she was making as an information officer. That's when she talked to him about maybe applying for a job as a bus driver and he said, sure why not, go for it, if you can pass the test. Back then there was a height requirement test and there was also a strength requirement test. If you can pass the tests, then we'll definitely bring you onboard as a bus driver.

Q: So she went right from the information department to take the training to become a bus driver?

LA: Yes, to take the training and become a bus driver. And from what I understand from one of her trainers, none of the male trainers wanted to take her. They refused to train her. One guy, he's actually on my Facebook, I can't remember his name and I can get you the name afterwards, but he took her on because everybody else refused to train her cuz she was a woman and they did not want a woman in the ranks.

Q: What other jobs did she hold with Edmonton Transit?

LA: After she became a transit operator, she was a transit operator for about three years but she wanted some normal hours with her kids. Back then there were no labour laws that were in effect, so she was working crazy hours, crazy hours like 16 to 18 hours a day and weekends, everything. She knew at that time that she wanted some more time to spend with her children. So her next job was becoming the first female ETS dispatcher, and that gave her the weekends off to spend with her children. So she became a dispatcher, and I think she was a dispatcher for about three years, and then another posting came up for special services charter officer, and she applied for that, which gave her even more normal hours of 8 to 4 weekdays.

Q: Is that the position she held until she retired?

LA: Yes, until she retired she was a special services charter officer.

Q: What was it like for her to be the first woman transit driver and then the first woman dispatcher?

LA: From the stories that she told me when she became the first transit operator, she told me that not only the trainers refused to train her, the drivers were quite cruel to her. They did not want her coming in because ETS back then was almost, they followed a military style. They didn't want any women to come in and upset the apple cart, I guess I could say. So when she first became a driver, what the drivers would do in the old Gimmy buses is you've actually got a handbrake that you squeeze and you would pull up. They would take this handbrake and they would pull it up as hard as they could so that she would have a very difficult time squeezing and getting the brake off of the bus. Now we have maxi brakes but back then it was a handbrake and it was manual steering. The drivers would make a lot of crude comments to her and do a lot of mean things because

she was not only a female driver but she was also a divorcee, which was not looked upon very nicely back in those days. Even our house would get vandalized because she was a divorcee, so we actually ended up having to get a German Shepherd to guard our house and our property because people would vandalize our house because she was a divorcee, and it wasn't heard of back then. The other problems that she would have while driving buses was from passengers. They actually refused to get on her bus when she opened the door, they refused to get on her bus. One story I do recall was she was driving the bus late at night, because they would work 16 to 17 hours a day. One lady got on the bus and said to her, if you knew what was best for your children you would be at home looking after your children and not taking a job from a man. She turned to this lady and said, you know what, I do know what's best for my children, that's why I'm sitting in this seat and I'm busting my butt so that I can bring home an income that can give them a home to grow up in and education and I can feed them. After she had that conversation with that woman, the woman actually became her best friend, and late at night she'd bring her coffee and sandwiches. So she actually won the respect of this woman who told her that she should be at home looking after her children. So there was a lot of pushback from the public as well as also from the drivers back then as well. When she became a dispatcher the drivers still weren't accepting her too much but there were a few more women, probably maybe five or six by that time. But I'll still never forget the day that she told me that this one driver was so mad at her because with a dispatcher you have to check in with dispatch. Everybody was on spare board, so you have to check in with dispatch when your work is done. She actually had an extra piece of work for this gentleman, and he got so mad at her that he actually took the running board and threw it at her. So to this day he's still driving and he owes her breakfast to this day for doing that. So I just saw him yesterday, and I still remind him every single day that he owes me breakfast now. But ya he actually threw a running board at her. That would never go over today, but back then it went over. So they had a hard time even taking orders from her as well when she was a dispatcher.

Q: Did they ever come around?

LA: They did when she went up to charter services, and once more women got hired. You still had the old boys' club and stuff like that, but more women were getting hired by that time, maybe 10 to 12 women. I think that the old boys' club just had to suck it up and knew that it was changing.

Q: What percentage of ETS drivers are currently women?

LA: That's a great question. The percentage of drivers right now that are currently women, I would say it's getting close to about [30 – LA] percent that are women right now.

Q: How is it different for women drivers today than when your mother drove bus?

LA: I think today, well the acceptance from everybody – the women and the men and the passengers. You still have a little pushback from some of the old school types and the old boy types; you're still gonna have that women should be at home. But it's funny because I teach a professional development course to the drivers, and when I show them the charts that men are actually worse drivers than women, they see the stats and they can't complain about it because it's actually a stat, and it's the truth. So they sit back and they're like, oh. But I also heard comments that women are easier to train, they actually pay more attention to the road and to details when they're driving as opposed to male drivers. Also with the public, some public that I get they love to see a female driver in the seat; they're so happy to see that. But depending on the culture that they come from. Today we have a lot of Filipinos in our community, so the Filipinos aren't used to seeing a female driving bus, because they do not do that in the Philippines. To them, they still see a female driver and it's new to them cuz they don't do that in the Philippines. But I think it's a lot more accepted today. I know she's blazed a trail for women throughout ETS plus with the

firefighting and the police department. I don't think back then there was too much of any of that going on, but today it's accepted a lot more than back then.

Q: What did your Mom think about you becoming a transit driver?

LA: Oh my Mom, oh. When I became a transit driver my Mom was so proud of me. She bugged me ever since I was a kid, ever since I was nine years old, to become a bus driver. But my heart was in the television production and doing videos. I wanted to work for the big Hollywood film, which I knew was just kind of a pipedream back then too. But when I came back to Canada and said to her, you know I think I need a real job because I've kind of milked this for about 20 years, she was very proud of me when I became an ETS transit operator. My brother, he was already a transit operator of 27 years. So when I became a transit training instructor I think she was even more proud, because it took me five years to become a training instructor as opposed to being 27 years, so she knew that I was kind of moving up the ranks. She was extremely proud of me then, especially when I became a training instructor.

Q: How has transit driving in general changed over the years?

LA: As opposed to the equipment? Well the equipment has gotten better. There's no more trolleys. Back when Mom drove you had the trolley buses, which had the wires on top. I drove those trolley buses and it's manual steering, so they called it strong-arm steering. If you had a full load on a trolley bus, you could feel it. Even I would stand up out of my seat just to turn that wheel, because the weight of the bus and the manual steering together compounded the fact to make a right-hand turn was quite difficult. The funny thing too is on the old Gimmy buses if you look at the back door there's actually steps. Back then my Mom, they would actually make her, if you lost your poles on a trolley wire they would lose their poles, she would actually have to climb up on top of the bus back in those days, bring the poles down, stand between two 600 volt lines, bring the

poles down and set the poles back onto the wires, then climb back down off of the roof of the bus and get off of it. When I came and I started driving a trolley bus, it improved a little bit better – they actually tied ropes and had the big they called the retainers or returns. So those ropes, so when the pole got off of its wire it wouldn't go straight up, the retainers would actually hold the pole down. So you'd have ropes where you could actually pull the poles down and then you could reset your poles with these ropes and the retainers on the back of the bus to hold it. But when she was doing it there was nothing like that, you actually had to climb to the top of the bus and pull the poles down and not get electrocuted or slip off the bus. So it got a lot easier, and now today they've got the low floors and everything is automatic steering and you've got nice heated buses and everything like that. It's a lot easier with automatic steering than it was even with the old Gimmies.

Q: Was your Mom ever injured at work, or did her work ever cause her any health problems?

LA: I don't think my Mom was injured at work, but because in the '70s there were no labour laws she would come in after a 10-hour shift, I'd say it'd be 12 at night, and they'd say, you're back at 5 in the morning. So that's why all the transit facilities actually for all the garages have showers in them and couches, because drivers would just sleep at work, they wouldn't even go home. So eventually that schedule, she did have some health issues because the schedule was you're sleeping two to three hours every day. I know one of the health issues that she got was she actually lost all her teeth from a gum disease just because of pushing herself and working so many long hours and things like that. Eventually she ended up getting false teeth just because of just being run down all the time. So she ended up getting a gum disease and then had to actually get false teeth because of the hours and the stress and everything like that of being a single mom and everything like that. So the stress of it, then eventually she had to get false teeth because of the gum disease, and I'm not too sure what that was called.

Q: Do they still have the split shifts?

LA: Oh ya, I'm still working a split shift myself. They're always gonna have split shifts just because with Edmonton Transit your busy hours are peak periods, so just early in the morning and the afternoon when people are coming home from work. But now they're gonna go to 24 hour service, which is quite new for our city as well. But you can sign a shift, but it all depends on seniority. I've been there 10 years now and I still can't sign a day run, it's quite rare to sign day runs.

Q: Have you ever been injured at work or experienced any work-related illnesses?

LA: Besides the odd flu and stuff like that, because I do between you and me I still kind of nickname it the germ worm, especially in the wintertime it can be the germ worm. No, but thank God I haven't had any major accidents or anything like that, just get the odd cold or the flu and stuff like that. So knock on wood, I've been pretty good.

Q: So you said your Mom wasn't working when she had you and your brother.

LA: No, she was a stay-at home-mom.

Q: How old were you and your brother when your Mom first started working?

LA: They divorced when I was four, so it was 1970.

Q: What do you think it was like for your Mom to be a working mother?

LA: That's a really good question. I know she left Alberta Healthcare because she did get a job as a secretary, because back then the only jobs out there for women were secretaries

or nurses, that was it. I know when she went to Alberta Healthcare she was not having an easy time of it. Back then it was still a lot of sexual harassment that women had to put up with, and her boss was kind of relentless with the sexual harassment, or the sexual remarks, or the derogatory remarks that women can't really do a job except for secretary or being barefoot and pregnant in the kitchen. That was one of the driving goals to get her out of Alberta Healthcare and away from the ogre of a boss back then. The sexual harassment was getting on her nerves back then, so that's why she moved to the City.

Q: How do you think it's different for working mothers today?

LA: I think it's just as difficult for the single women that are out there, the single moms, because they have to find daycare. Daycare is a huge thing for single moms, they're trying to work. Thank God back then my Mom had her Mom, which was my Nana, to look after us. So while she was at work constantly my Nana was looking after us, because I think even in the '70s daycare wasn't a big thing because women weren't working. You were a stay-at-home-mom and that's what you did, you stayed at home. So my Nana looked after us while my Mom was out bringing home the bacon. But I don't think it's that much easier for women today, because daycares are extremely expensive, they're full. If you're a single mother and you've gotta be doing a split shift, which goes from 6 in the morning until 8 in the morning, but then you're off, who do you have to look after your children for those hours? And then you've gotta go back probably between 2 and 6 in the afternoon. So I think it's still hard for women, more so about childcare. If they're single women then I don't think they have too much of an issue, but I still think when it comes to children the City has to do something with daycare options and things like that. I think it's extremely difficult and extremely expensive. I hear daycare now is going at about \$800 a month for daycare. Even though as a bus driver you do make good wages, half your paycheck is going to daycare. So I still think it's extremely hard for women, just because of the daycare issues if they have children. Single women, I don't think it's as

difficult, because they're more accepted in the community and they're more accepted in the workplace. But I think once you throw children in, it's a different factor altogether.

Q: Was your Mom involved in the union when she was a bus driver?

LA: Yes, she was. You have no choice but to be in the union when you come on with Edmonton Transit or any transit. She was actually with, you join the ATU 569, and I think one of the stories that she said even in the history book about how they were saying they're bringing the union meeting to order and they were like, "Welcome to the union brothers and sister." I think in the history book that's when everybody looked at her, cuz she was the only female there, and she just laughed because she was the only female there. They were like, "Welcome to the union meeting, our brothers and our sister." So ya she was involved. You have no choice but to be involved with the union once you go with a transit company. You have to be involved with the union, so she was involved.

Q: Did she hold any elected position or was she a shop steward?

LA: I think she was just a union member. Because of the kids and working the crazy hours, because the hours didn't get normalized until approximately 1980, and that's when the Alberta labour hours became you could only work so many hours a day and things like that. Transit was abusing it, I think all companies back then were abusing it. It was funny because it was actually a U of A student who came in and said, these 17, 18, 20 hours of work, something's wrong. He was the one that actually took the torch on the hours and said, something's wrong with this. That's when he wrote the Alberta Labour laws and stuff like that and started the laws about only working so many hours a day, driving so many hours a day. I think to this day you're only allowed to drive 14 hours a day and you have to take one day off to rest. Back then you didn't have to take any days off, they wouldn't give you any days off of rest. You would just keep working and keep working. But back then I think she was just a member just because of the kids and the

long hours that she'd be working. There'd be times she'd be driving a bus 10 at night, she's to the end of her shift, and the inspector would pull up and say, you're doing a dispatch shift until 2 in the morning. So she would get off her bus and then go and change and go behind the counter and do dispatch until 5 in the morning, then change again back into her bus driver uniform and do her shift as a bus driver.

Q: Are you involved in the union?

LA: No, I didn't go for any of the elected positions, I'm just a union member right now.

Q: You spoke about the need for childcare – has the union taken up that issue at all?

LA: I think the union, because women are having a hard time, single parents, they can do the job but who are they gonna get to look after their children? I think it is an issue with all of us women and this is something that's needed with the City so that single mothers can do this job and have someone to look after their kids. The kids, it's only a couple hours in the morning to look after their kids once they get back after their shift. So I think the City, now that the new article came out with the daycare, I think they're actually catching on that we need these workers, we need to service the city, so we need to also help the workers look after their children as well. So hopefully that will become a reality.

Q: How did the union respond to women doing jobs that were typically done by men?

LA: Back then I'm not too sure about how the union reacted, because I know right now they love it. They're big on supporting the women in nontraditional roles. But back then I was just a child so I wasn't too sure how the union accepted it. I know that because of the meeting and they said brothers and sister, I know they had to accept it back then. But I'm not too sure how to answer that question, but I do know right now they fully support

women in all the roles within the City. They know that we all play an integral part of keeping the city moving with everything, not just transit.

Q: So it was more the company that had the difficulty with women coming in to do the jobs.

LA: Yes, it was the company and it was the drivers. They had a hard time accepting women in these roles. They didn't want the women to come in because it was their old boys' club and they didn't want the women coming in to upset that. Some were great, they loved it. They were thinking this is great, we need to bring women into this position. Others were just hell bent against it, they did not want that to happen. It was the drivers that she was getting kickback from more than she was from the company.

Q: Are there any other challenges or barriers for women that you haven't mentioned?

LA: I think the challenges and barriers that I'm experiencing today in 2014 and I think the female drivers are experiencing is with people new to the country. They're new to the country so they're not used to seeing women in nontraditional roles. My first three weeks of driving I had this man, and I think he was from Somalia. I pulled up, I opened the door to let him in, and he was I could tell something was wrong; you can just feel that. But he came up to me and said, I showed you my bus pass, you must show me your ID. I kind of was taken aback. I'm like, what do you mean I have to show you my ID? He says, I showed you my bus pass, you must show me your ID. Well at the time I didn't wanna show him my ID because the photo was not good so I had it turned over and I didn't want anybody to see that photo. I told him, sir, here's my ID minus the picture; I don't want you to see the picture but here's my ID. He's like, no you must show me the picture. I'm like, I was a little bit how would you say, against showing him the picture because it was such a horrible picture. I just told him, I don't wanna show you my picture but here's my ID. Well for the next 20 minutes he started screaming at the top of his lungs that I

hijacked the bus and he was calling the police. So we got into quite the yelling match because I wasn't used to anybody questioning about what I was doing. I'm here, I'm picking up the bus, if I hijacked the bus I wouldn't be picking you up. But he was adamant that I hijacked the bus and that I had to show him the ID, to the point where I actually had to call security and say, could you get this guy off the bus, cuz the bus isn't going anywhere and he doesn't believe that I'm here to drive the bus. So I think the challenges now are from people from different countries that do not see women doing nontraditional roles. I still get that even as a training instructor. I'll get people of religions now, religious beliefs, that women shouldn't be doing nontraditional roles. So I have a hard time in training with them as well, cuz they don't wanna take training from a female. They wanna learn it from a man, they don't wanna learn it from a female. So that's interesting too, I'm seeing those challenges in the training as well as even driving bus, that people are not, especially men are not used to they don't wanna take orders, they don't wanna learn from a woman, they'd rather learn from a man. Those are usually religious beliefs, and if that happens then usually I will pass them over to a male instructor. They still need to learn to be a bus driver but they refuse to be taught by a woman. So I'm still encountering that today, but it's from people from different countries and religious beliefs.

Q: Has there been an increase in violence?

LA: Ya there is violence, there can be violence, and it's always over fare, it's always over fare evasion. So what I teach my students and what transit has taught me to tell the new students and the new drivers is, don't worry about fare, just let them ride the bus. Don't worry about fare, cuz you don't know when somebody's gonna go from zero to insanity and start assaulting you over \$3. It's not worth it. We had a driver who was beat a few years ago over a fare dispute and because he was swearing on the bus and things like that. So the violence usually comes in from fare problems. When I tell them when they're driving the bus don't worry about the fare, just tell them to pay double next time, to go

have a seat. If you see this person three more times and they're not paying fare, then that is considered fare evasion, and get security to deal with it. Now that we have TPOs on, we have quite a few transit peace officers. But even when I started in 2005 we had no transit peace officers. We had two inspectors on at nighttime, that was it. So you're kind of on your own and nobody's going to kind of stand up for you. I used to always think, oh there's a big guy on the bus, he's gonna stand up for me. No, they're not. So we just tell people the violence usually comes because of fare evasion. Sometimes there's road rage incidents where car drivers will try to play chicken with the bus. There was an unfortunate incident where a guy actually boarded this woman's bus because of road rage and actually he did punch her. But those are few and far between. Fare is the huge issue and we just tell people, don't get into it. I drove nights for three years, I never gave anybody a hard time over fare. I'd just say, ya just go have a seat. If they need a transfer, especially kids, give them the transfer. Basically give the people what they want. It's not worth getting assaulted or having violence over \$3, it's just not worth it. But it still can be an issue.

Q: Has abuse against bus drivers increased over time?

LA: Ever since Tom Bregg got that beating a few years ago they've got a sticker up and now they're trying to pass a bill, I think it's Bill 360 or something like that, about that if you assault a transit operator it's the same as assaulting a police officer. I'm not too sure about the stats because I don't work in security or anything like that, and they don't really let us know what the stats are, cuz they don't want us to know what the stats are for that. But I think it's increased, I think it's increased. You're getting a lot of people that are mentally not all there. We have a lot of homeless on the streets, things like that. We have a lot of people who have some mental issues out there that aren't taking their medication on a regular basis. So once you confront them when it comes to fare, you're kind of playing Russian roulette with who you're taking on for that task, if you're gonna confront them about fare evasion. So I'm not too sure about the stats with that, I can't answer that

question. But I do know that assaults do probably happen. I can't really say about stats, but I do know that it kind of happens on more of a regular basis than it should. But we tell drivers, you can't be fare Nazis out there, just let the people ride. Just drive the bus, you're going that direction. If they've done it more than three times, then call security and get security to deal with it, now that we have security. Back then we didn't have security, you were on your own. Even when my Mom drove the bus they had no phones on the bus to phone anybody, they would always have to carry a dime in their pocket. Knock on a house door if they needed to use the bathroom or knock on a house door to use the phone. I know one guy who would live on one of the bus routes, he would always had his light on cuz he knew his house was used as a bathroom by the bus drivers. They would knock and he's say, ya c'mon in, you can use my bathroom, it's just down the hall. That's what drivers would do. Even back then when my Mom started, there were no female washrooms. So the manager actually let her use his bathroom, his private bathroom, or when she was out on the road she would actually knock on house doors and say, can I use your phone or can I use your bathroom, especially late at night. That's where the tradition of waving came for bus drivers. You'll notice that bus drivers will always wave at each other – it's kind of a sign to let them know that they're safe. Back then there were no radios and that's how my Mom would communicate with other drivers that she was okay. If she wasn't okay, then the drivers would come on. She had a lot of guys trying to hit on her, a lot of drunks would try to hit on her. Back then if she had any problems a driver would stop and he would just get back on the bus and say, you having any problems? She's say, ya a little bit. He would actually just, back then you could pick up the person and actually physically throw them off the bus. Nowadays you can't do that, cuz that's considered assault. But back then in the '70s they had no problem physically throwing people off the bus. So she would have some bus drivers who would actually help her with that, cuz the guys would hit on her quite a bit.

Q: Was your Mom involved in any organizations outside of work?

LA: I don't think she had the time, so no. I don't think she had the time, she was so busy being a bus driver or a dispatcher and then taking us kids to our events, like our horseback riding lessons and things like that. So I don't think she had any time for any other type of organizations except for things like Mary Kay. You'd sell Mary Kay to make some extra money, and that's what women would do back then too, especially in the '80s when Mary Kay was coming out. So she would do things like that, but any organizations, she didn't have the time; there's not enough hours in the day.

Q: Are you involved in anything outside of work?

LA: Actually currently at this moment I'm not involved with anything. I was thinking of volunteering my time for the Alberta Wildlife people, because they're the ones that they're completely volunteer and they're the ones that, and my passion is for animals. I really like the fact that they nurse wild animals back to health and they get them going and release them back into the wild. So I do participate and next year I'm going to talk to the organizers about volunteering with them to help with the wildlife.

Q: You just got some good news recently about the new garage that's being built.

LA: I did. **The great news that actually just happened**, a couple months ago last year my Mom passed away on November 17th, 2013. A few months had passed and then I got a call from the Alberta Labour History Institute. They had read the article that the Journal had put out about my Mom, and that kind of got the ball rolling with me. My friend and me sat down and I said, you know, the Alberta Labour History Institute called me, but besides them doing something for their organization, I said to my friend, you know, I wanna do something with ETS as well. So he sat down with me and said, maybe we can get some plaques up at all the garages and things like this. We were talking and he goes, well how big do you want the plaque? I'm like, well as big as I can get it. He said, really? He's like, do you want a mural as well, jokingly and sarcastically. I'm like, actually no I

kinda want the garage. There's a new garage being built and I want the new garage to be named after her. So that kind of planted the seed. So when I came to talk to the Alberta Labour History Institute people, that had just come as an idea in my head that I knew that a new garage was gonna be replacing Westwood Bus Barns. I thought, you know, I'm gonna go for the gusto and try to get the new garage named after her. I want the mural too and I want the plaques, but I want the good new garage named after her. So it was the Alberta Labour History Institute, the good people there put the bug in Amarjeet, who's a city councilor's, ear as well as Bev Eslinger, I think it went to her as well. I contacted the people at ETS, the union. I contacted other politicians, Wes Brodhead. I contacted Brian Mason, NDP leader. Within 10 months I finally got the confirmation from the ETS Cultural Committee that they will actually name the new bus barns the Kathleen Andrews Garage. So I'm very, very excited and proud of that. That was very awesome.

Q: Is there anything else you'd like to say?

LA: Besides a big thank you to the Alberta Labour History Institute people and everybody involved in getting the bus garage named after her, I'm extremely happy about that and so proud of that. No, I think I've said it all, I can't think of anything else.

[END]