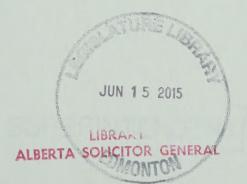
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Alberta Attorney General ANNUAL REPORT OF SUPERINTENDENT INSPECTION SERVICE BRANCH April 1, 1967 - December 31, 1967 Alberta. Attorney General Inspection Servi Branch

1967

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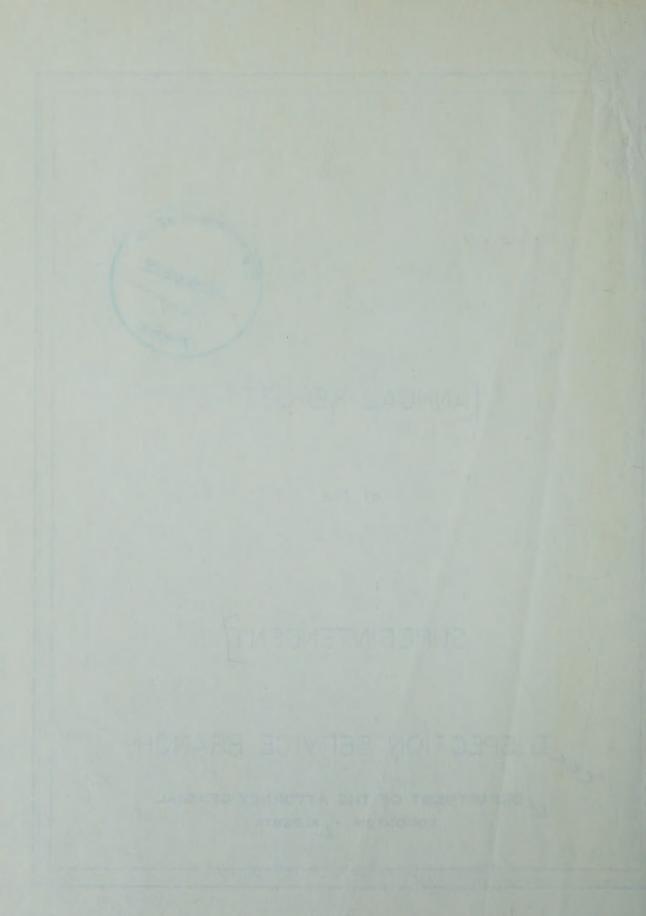
of the

SUPERINTENDENT

INSPECTION SERVICE BRANCH

LEPARTMENT OF THE ATTORNEY GENERAL

APRIL 1, 1967- DECEMBER 31, 1967



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Report of the

INSPECTION SERVICE BRANCH DEPARTMENT OF ATTORNEY GENERAL

Calendar Year

April 1st,1967 to December 31st, 1967

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April let 1997

INSFECTION SERVICE BRANCH

To:

The Honourable E.C. Manning, Attorney General, Department of Attorney General.

Sir:

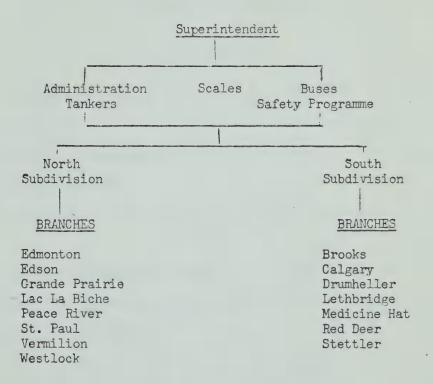
I have the privilege and honour to submit the following Annual Report of the Inspection Service Branch, Department of the Attorney General, for the period from April 1st, 1967, to December 31st, 1967.

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INSPECTION SERVICE BRANCH ORGANIZATION 1967

Annual Report of the Inspection Service Branch

Organization

The Inspection Service Branch is in the main, the Enforcement Branch for the vehicular traffic policies of other Government Departments. The serving members are also charged with the responsibility of the administration of other Governmental Policies, Provincial Laws and Regulations.

The Headquarters is located in Edmonton at 15220 - 114 Avenue and consists of Superintendent, three (3) administrative officers and stenographic aid.

The Branch is, for the purpose of administration divided into two (2) Subdivisions, Edmonton (North) and Calgary (South).

Each Subdivision is controlled by one (1) administrative officer.

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The Head matters is located in Homostor as the fill with a set of the Avenus and constructs of Superfictences, three (3) with methods as a fillence and standard for the

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The Edmonton Branch consists of twenty (20) men including officers.

The Calgary Branch consists of fifteen (15) men including officers.

These Branches operate from the City and control the surrounding districts.

There are thirteen (13) other stations or branches set throughout the Province.

Of these thirteen (13) stations, one is manned by three (3) men, six by two (2) men and six are singular.

During 1967, eighteen (18) men were engaged as new staff establishment.

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n war is preventing them into (52) manually to cause of

Three (3) of these men were replacements due to resignation or transfer to other Departments. All probationers were experienced police officers.

The total male staff now stands at sixty-two (62) with three (3) more authorized vacancies to be filled. The total authorized staff establishment is sixty-five (65).

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PERCENTAGE DISTRIBUTION OF EMPLOYEES

BY LENGTH OF SERVICE

LENGTH OF SERVICE	PERCENTAGE OF EMPLOYEES
Under 1 year	29.46%
One year	8.06%
Two years	nil
Three years	4.80%
Four years	1.60%
Five years	nil
Six years	3.20%
Seven years	8.06%
Eight years	8.06%
Nine years	8.06%
Ten years	1.60%
Eleven years	1.60%
Twelve years	4.80%
Thirteen years	3.20%
Fourteen years	6.40%
Fifteen years	11.10%

28.7% of the staff has at least ten (10) years service with the Inspection Service Branch.

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EMPLOYEES POLICE SERVICE

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BEFORE GOVERNMENT SERVICE

NUMBER OF YEARS	NUMBER OF EMPLOYEES
No years	11
One year	3
Two years	4
Three years	6
Four years	5
Five years	4
Seven years	6
Eight years	5
Nine years	3
Ten years	<u>L</u>
Eleven years	5
Twelve years	l
Fourteen years	1
Sixteen years	l
Eighteen years	1
Twenty years	l
Twenty-three years	l

ll without previous experience	17.8%
51 with previous experience	82.2%
Average police service for 82.2%	9.1 years
Average police service for 100%	6.06 years

ANTARA FOR BOLLOR DANA

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DEPARTMENT OF HIGHWAYS

- 1.1. The following Acts and Regulations relating to vehicular traffic are the responsibility of the Inspection Service Branch on behalf of the Department of Highways.
 - (1) Highway Traffic Act and Regulations.
 - (2) Fublic Service Vehicles Act and Regulations.
 - (3) Motor Vehicle Accident Claims Act and Regulations.
 - (4) Motor Vehicle Transport Act (Federal)

The Public Service Vehicles Act with it's Regulations govern the transport vehicles in relation to registration, weight capacity, load distribution and cargoes. Control over such factors is accomplished at the weigh scales and by spot checks throughout Alberta.

1.2. The chief area for infractions with vehicle overloads is still in the Northern Alberta region. The prime cause is the continual movement of oil rigs and pertinent equipment to that trade. Heavy equipment necessary for homestead clearance is also another factor pertaining to heavy loads.

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- - a: MAR entry B LIMA (2)
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- 1.3. Excellent service has been given by the Department of Highways' crews in the cleaning and snow removal at scale sites.
- 1.4. Very good co-operation is given to this Branch by the members of the Royal Canadian Mounted Police throughout Alberta but particularly in the Feace River district.

Highway Traffic Board

2.1. This Branch enforces the "Policy" of the Highway Traffic Board; it assists the Motor Vehicle Branch, Driver Review Board and Motor Vehicle Accident Claims Branch.

Very close liaison is maintained between the Highway Traffic Board and this Branch; numerous meetings have been held during the year and these should continue in the future so that the best decisions and benefits be obtained.

It is desired that this Branch provide an adequate and purposeful service to both the Highway Traffic Board and the truckers and vehicles on our Highways and the results of these meetings provide the basis for that end. should be a some of her being a very be not be

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The administrative officers of all the different Branches within the Highway Traffic Board have extended fullest co-operation possible to the staff of the Inspection Service Branch.

- 2.2. Number of cars spot checked 30,905 Number of Tank Transporters examined 527 Number of Suspended Driver investigations 1,127 Number of License Plate files 194
- 2.3. Revenue and Prosecutions for the period April 1st, 1967 - December 31st, 1967 Prosecutions 2,978

Revenue \$114,232.

Scale Operation

- 3.1. There has been a marked increase in the number of man-hours worked in the scales throughout the Province of Alberta during 1967.
- 3.2. Through the co-operation and efforts of the Department of Highways, Department of Public Works and this Branch a new design for scale sites and scale houses has been adopted. Incorporated into this design will be an electronic weigh machine.

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> 2.2. Martin Francis State America Algorithm of State Addition to a contract Martin of State Addition to a contract Martin of State Addition to a

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There has used a reprict increase in the

and parts industry in the scales objectively the

This scale devoid of levers, although used in America and by some Canadian private commercial firms, will be the first introduced to control the overloading of public highways.

Cochrane, West of Calgary, has been selected as the first operational site and it is anticipated that the site will be opened during the Summer of 1968.

- 3.3. An electronic portable scale has been ordered and is expected to be operational during the Summer of 1968. This scale will be operated by this Branch in areas at the request of the Highway engineers and on highways that are not controlled by permanent weigh scale sites.
- 3.4. The number of prosecutions due to infractions caused by overloads have decreased in volume or numbers.during 1967. There are two (2) main reasons for this fact.
 - (1) It is acknowledged that there has been a marked increase in the number of applications for overload permits to the Highway Traffic Board by truckers. This is an indication of good control by persuasive enforcement of the regulations.
 - (2) This report covers only a nine (9) month period.

3.5. The most important scales; Winterburn, Nisku, Balzac and DeWinton still cause some concern for safety.

During peak travel times, only trucks travelling in the lanes adjacent to the scale grounds may be checked in order to remove the hazard caused by large, laden vehicles crossing over the opposite travel lanes.

3.6. The electric lights that give warning and direction to report to the scales have proven their worth. Consideration should now be given for all the scales to be controlled by an electrical sign system. The large overhead signs need not be used; there are several designs available and a choice should be made and the signs controlled from the scale house.

At the smaller and less important scale sites when one (1) man operates the scales, the electrical system of control would be a boon. south an encoded and with h

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APRIL 1st, 1967 to DECEMBER 31st, 1967 GRAND TOTAL SCALE REPORT

2,329 47 379 232 273 273 550 552 15 580 1,124 837 2,041 13,027 OFENED 1,493 1,214 HOURS MISC. PROS: 10001000 23 101 10 HV0 1 -61 F. O. T. FROS: 39 56 179 I. 10 1 101 1 i V. H. T. PROS: 314 to H N P. S. V. PROS: 623 945 682 32 H 4 Comparison for previous year on 12 month period: Percentage of trucks found overloaded: .455% OVERLOAD PROS: 415 26 100 t 25 10 m t 2 1 76 TOTAL TRUCKS VEIGHED: 22,810 91,107 1,517 2,003 678 367 5,363 4,886 19,246 105 8,2214 99 14,193 1,831 3,496 5,711 GRANDE PRAIRIE FT. McLEOD STRATHMORE ST. ALBERT WT NTERBURN CLOVER BIR DRUMHELLER DE WINTON RED DEER GRINSHAW DUNMORE BOWNESS **BEI SKER** COUTTS TOT LLS E'LZIC UNSIN SCALE

1,286 Percentage of trucks found overloaded: .586%587 100,145 1966-1967

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Operating Authority

- 4.1. Particular attention has been given to vehicles and drivers moving goods into and out of this Province. This phase of control is exercised more stringently than ever before because of the extra staff employed and manhours worked at the weigh scale sites.
- 4.2. Excellent co-operation has been given to this Branch by staff members of the Highway Traffic Board, particularly when it has involved the requirement of information out-of-working-hours about "operating authority" of a trucker or transport firm.

Through the auspices of the Highwav Traffic Board we will be furnished with copies of all Operating Authorities. Therefore in the future all pertinent information can readily be obtained by any staff member at any time, thus saving some truckers unnecessary delay.

4.3. Some difficulty is being experienced with certain truckers and certain commodities. Bills of Lading requirements are not being followed. Vehicles being operated on

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Public Service Vehicle registration plates have invoices made out to the owner driver for the chattels being carried.

Drivers of vehicles displaying registration plates other than Public Service Vehicle registration plates need not produce any documents on demand. A simple statement "These are my own goods." is enough; we have no authority for further investigation. This type of evasive action is becoming more and more prevalent.

However, when a trucker carries the same goods from a manufacturer to another point, owns the truck but not a franchise or dealership for the goods, it leads to suspicion of the operation.

We have been successful in several instances to the point where we can prove collusion between the trucker and the consignee on this very point. It is extremely difficult however to obtain enough evidence for a prosecution. inde the lot of multicle mention and the second and the second and the second of the s

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SCHOOL BUS REPORT

- 511 During the current school term 3,464 school buses have been registered. Of that number, 423 or 12% have been replaced during the year by new vehicles.
- 5.2 The total number of miles travelled was in excess of 204,000 per day. Over 106,000 students are transported by school bus each day.
- 5.3 In the period from April 1, 1967 to December 31,1967, twenty-nine school buses were involved in accidents.

These accidents resulted in injury to 26 children, and the death of one child. This fatality was caused by a school bus backing over the child in a school area.

- 5.4 Two school bus drivers were suspended from driving by the County or School Division for whom they operated.
- 5.5 During the year 1967, this Branch held a refresher course in Public speaking and School Bus administration. This was held in the Headquarters office and was attended by twelve Branch members from throughout the province.

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This course included the use and operation of the following visual aids; 16 m.m. projector, overhead projector and tape recorder.

The number of School Bus Seminars conducted by this Branch increased during the year. Appreciation for these meetings has been conveyed to this Branch both verbally and in writing.

5.6 Members of this Branch spent 4,467 hours in all phases of School Bus work. 5,455 vehicles were spot checked and inspected during the year.

Nine sets of Registration plates were removed from school buses which were unsafe for the transportation of children.

5.7 During the year, this Branch commenced the investigation of school bus overload applications, in order to verify their necessity, and to supply each Branch office with a record of overload permits which were in effect in their area.

5.8 The inspectors of this Branch advised School Divisions



and Counties regarding safer methods of routing or parking school buses, and in all cases the advice was followed.

5.9 Complete co-operation has been received by this Branch from County and School Division representatives, school bus owners and drivers, School Bus distributors, and the Highway Traffic Baord.

The following is a list of convictions recorded against School Bus owners and drivers, as a result of the checking carried out by Inspectors.

V.H.T.	76(2) (Fail to stop entering Hwy	1
V.H.T.	80(4) (Fail to stop at Railway)	1
V.H.T.	137 (Improper Equipment)	5
H.T.A.	48 (Inadequate Equipment)	4
	59 (Inadequate stop lamps)	
H.T.A.	113 (Improper left turn)	1

P.S.V. Act

P.S.V.	No School Bus Signs	1
P.S.V.	Improper license	1
P.S.V.		1
P.S.V.		3
P.S.V.	THREE ARE A AREA AREA AREA AREA AREA AREA	2
P.S.V.	THRACTAGO CHARCADO FICTO TOTOTOTOTOTOTOTOTOTOTOTOTO	2
P.S.V.		2
P.S.V.	Semi-Annual reports	
P.S.V.	No School Bus Plates	1
F.O.T.	<u>Act</u>	5

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DEPARTMENT OF PROVINCIAL SECRETARY

Confederation Centennial Route

1.1. 1967 was a most responsible year for the Department of Provinicial Secretary. That Department was charged with the responsibility for the Centennial Caravan and other civic duties.

The duties of routing the Centennial Caravan throughout Alberta was delegated to the Inspection Service Branch.

1.2. On April 14th, 1967, a new 1966 Chevrolet half-ton truck was turned over to this Branch by the Department of Highways for the purpose of conveying Confederation Caravan route signs throughout the Province of Alberta.

These signs were to be placed at various roadway intersections leading to town sites where the Caravan would be displayed, prior to the arrival of the Caravan and picked up after the conclusion of each display.

On April 21st, 1967, the truck in question, together with thirty (30) directional signs and other necessary

equipment was turned over to our Lethbridge Branch; the members of which commenced erecting the signs in the Raymond area on May 1st, 1967.

From May 1st, 1967, to November 3rd, 1967, eighteen (12) members of this Branch were involved in erecting and removing the necessary signs for seventy-nine (79) Caravan displays which were attended by almost 500,000 people.

1.3. During the aforementioned period, the following statistics were accumulated through useage:

Miles travelled	13,500
Cost of gasoline, oil and repairs	\$471.
Rental costs paid to the Department of Highways	\$1,333.

Fuel Oil Tax

2.1. This Branch enforces the following legislation: Fuel Oil Tax Act and Regulations pertaining thereto. Fuel Oil Licensing Act and Regulations pertaining thereto.

Within the Fuel Oil Tax Act during the past nine (9) months there were fifty-two (52) investigations including and the second and the second se

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- 2.2. There were Two Hundred and Minety-three (293) prosecutions and the fines totalled \$18,640.55.
- 2.3. Through these prosecutions, subsequent assessment of some violators resulted in over \$100,000.00 being paid to the Fuel Oil Tax Branch.

Some violations by large scale operators have been disclosed, in the main these violators have had their dealer's license removed and no further tax evasion has been possible.

Fuel Oil License Act

3.1. During the same period there were thirty-two (32) investigations dealing with licensing infractions.

There were four (4) prosecutions and the fines totalled \$253.00.

4.1. I wish to extend my thanks to the staff of the Alberta Research Council for the varied help and assistance this Branch was given with our investigations.



LANDS AND FORESTS DEPARTMENT

1.1. This enforcement agency is involved with two (2) Branches of this Department.

1. Lands and Forests

- 2. Fish and Wildlife
- 1.2. Assistance is given to the Lands and Forests Branch in controlling lumber trucks and sawn lumber at the scale sites.

Statistical returns are formulated as a result of vehicular checks and load supervision. At two (2) points in the Province close supervision is applied to vehicles coming into the Province of Alberta with lumber from another Province.

1.3. As Law enforcement officers, all inspectors are appointed as a Game Guardian.

During the Wildbird game and Big Game hunting seasons close liaison is practised with the personnel of the Fish and Wildlife Branch. Assistance is frequently requested to control vehicles in the forest areas. The start of the Balling

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We assisted with the enforcement of the hunting regulations during the antelore hunting season and some assistance was given on a wider score in the Lac La Biche area by our resident Inspector.

STATISTICAL RETURN

April 1st 1967 - Dec. 31st, 1967

OFFICE HOURS		27,930	930 SCALE HOURS			21,977			
PATROL HOURS		29,516		COURT HOURS			1,694		
WARNING TICKETS		6,903 ISSUING OFFICE		\$ 33,350.90					
FINES	\$10	9,019.00	COSTS			\$ 5,213.50			
MILEAGE		626,303	EXPENSES			\$ 94,586.30			
TOTAL REVENUE \$147,583.40									
	FSV	VHT	FOT	LDA	MVAC	LCA	FOLA	CC	OTHERS
INVESTIGATIONS	705	1,478	121	16	132	3	23	4	14
PROSECUTIONS	1,513	1,051	294	37	26	23	4	21	9
CONVICTIONS	1,480	1,030	289	35	26	22	3	20	9
DISMISSALS	12	9	2		-	1	1	-	-
WITHDRAMALS	21	12	3	1 2	-		-	1	_

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CONCLUSION

 The extra man-hours worked on the weigh scale sites cannot be assessed in value or shown by returns.

- 2. The very fact that the Highway Traffic Board has issued more permits covering all phases of vehicular travel suggests that the present control is proving beneficial to the Department of Highways.
- 3. The special attention to truckers and truck operating authorities have revealed that many operators have devised practices to circumvent the present legislation.
- 4. Some scales will be closed during 1968 because of highways being altered; partial control will still be possible with the aid of the portable scales but the new scale sites should be completed as soon as possible.
- The use of the Ticket Book, A.G.888, for some offences has increased our work with some of the courts.

I would like to express my appreciation to all my staff members and to the other Departmental authorities that it has been my pleasure to work with during the past year.

I have the honour to be

Sir,

Your obedient servant

6. Denys Cook, Superintendent.

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