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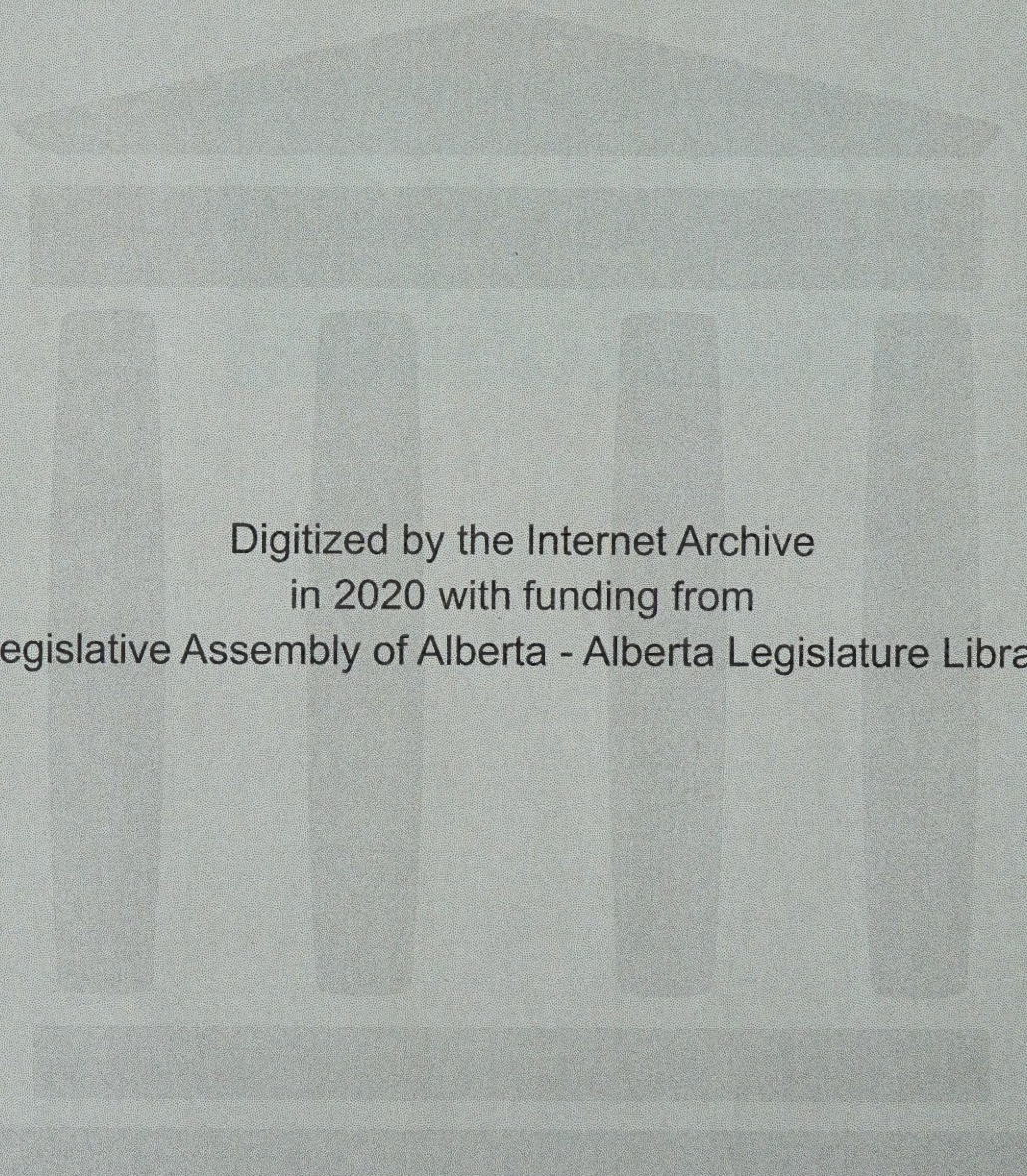


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Alberta Attorney General Inspection Service
Branch
1967

Alberta **A**ttorney General
ANNUAL REPORT OF SUPERINTENDENT
INSPECTION SERVICE BRANCH
April 1, 1967 - December 31, 1967

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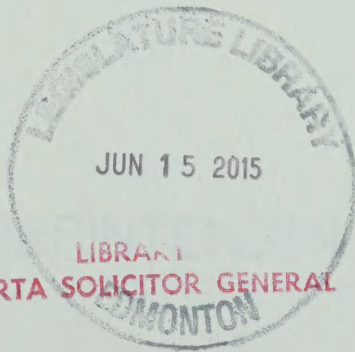
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ANNUAL REPORT OF SUPERINTENDENT

INSPECTION SERVICE BRANCH

April 1, 1967 - December 31, 1967



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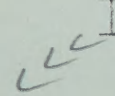


ANNUAL REPORT

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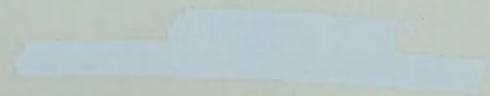
SUPERINTENDENT

INSPECTION SERVICE BRANCH



DEPARTMENT OF THE ATTORNEY GENERAL
EDMONTON - ALBERTA

APRIL 1, 1967 - DECEMBER 31, 1967



Report of the

INSPECTION SERVICE BRANCH

DEPARTMENT OF ATTORNEY GENERAL

Calendar Year

April 1st, 1967 to
December 31st, 1967

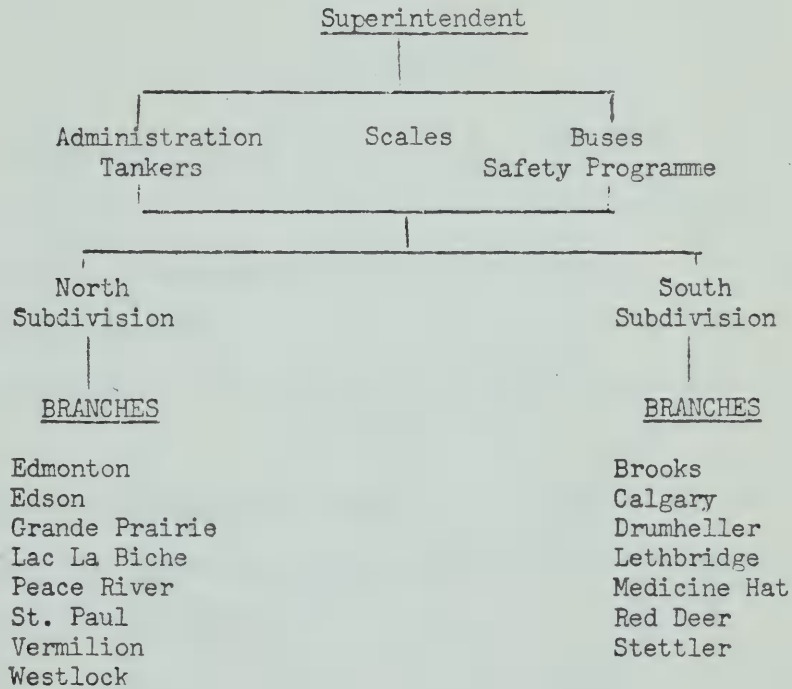
INSPECTION SERVICE BRANCH

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.

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.

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.

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).

PERCENTAGE DISTRIBUTION OF EMPLOYEES

BY LENGTH OF SERVICE

<u>LENGTH OF SERVICE</u>	<u>PERCENTAGE OF EMPLOYEES</u>
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.

EMPLOYEES POLICE SERVICE

BEFORE GOVERNMENT SERVICE

<u>NUMBER OF YEARS</u>	<u>NUMBER OF EMPLOYEES</u>
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	4
Eleven years	5
Twelve years	1
Fourteen years	1
Sixteen years	1
Eighteen years	1
Twenty years	1
Twenty-three years	1
11 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

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) Public 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.

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 Peace 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.

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

<u>Revenue</u>	<u>Prosecutions</u>
\$114,232.	2,978

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.

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.

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

SCALE	TOTAL TRUCKS		OVERLOAD		P. S. V.	V. H. T.	F. O. T.	MISC.	HOURS
	WEIGHED:		PROS:						
EALZAC	14,193		76	18	83			10	1,493
BEISKER	1,831		16	2	16			1	550
BOYNESS	3,496		26	6	49			6	1,164
CLOVER BAR	5,711		22	10	19	4		-	552
COUTTS	105		-	3	2			1	15
DE WINTON	8,224		37	18	52			1	1,214
DRUMHELLER	99		8	5	11			1	47
DUNMORE	1,517		4	10	24	2		10	379
FT. McLEOD	2,003		3	12	4			1	232
GRANDE PRAIRIE	678		10	9	17			6	273
GRINSHAW	498		24	23	24			9	197
NISQU	22,810		56	79	75	6		5	2,329
RED DEER	447		4	20	42	1		-	580
STRATHMORE	5,363		40	12	68			2	1,124
ST. ALBERT	4,886		18	29	45	9		3	837
WINTERBURN	19,246		71	58	94	17		5	2,041
TOTALS	91,107		415	314	625	39		61	13,027

Percentage of trucks found overloaded: .455%

Comparison for previous year on 12 month period:
 1966-1967 100,145 587 383 56 73 1,286

Percentage of trucks found overloaded: .586%

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 man-hours 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 Highway 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

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.

SCHOOL BUS REPORT

5.1 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.

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 Board.

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
H.T.A.	59 (Inadequate stop lamps)	2
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.	Standeers	1
P.S.V.	Drinking on duty	3
P.S.V.	Inadequate brakes	2
P.S.V.	Inadequate exhaust	2
P.S.V.	Alternating lights	2
P.S.V.	Semi-Annual reports	3
P.S.V.	No School Bus Plates	1

<u>F.O.T. 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 Provincial 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 (18) 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

some dyeing of fuel as directed.

2.2. There were Two Hundred and Ninety-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.

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

STATISTICAL RETURN

April 1st 1967 - Dec. 31st, 1967

OFFICE HOURS	27,930	SCALE HOURS	21,977						
PATROL HOURS	29,516	COURT HOURS	1,694						
WARNING TICKETS	6,903	ISSUING OFFICE	\$ 33,350.90						
FINES	\$109,019.00	COSTS	\$ 5,213.50						
MILEAGE	626,303	EXPENSES	\$ 94,586.30						
TOTAL REVENUE		\$147,583.40							
	PSV	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	-	-
WITHDRAWALS	21	12	3	2	-	-	-	1	-

CONCLUSION

1. 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.

5. The use of the Ticket Book, A.G.888, for some offences has increased our work with some of the courts.

6. 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

C. Denys Cook
C. Denys Cook,
Superintendent.

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ANNUAL REPORT - THE
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