



And so you asked...

Safety awareness

By Al Zullo
President-Business Representative



This month, I am not going to talk about the manager from Washington. What I do want to talk about though is safety. In my more than 30 years of driving, I've always believed in safety. You hear from your peers and read in the Operator's Report about operators receiving safety awards. You may not think this is important to you, but it is very important. The safety awards come from the National Safety Council. You carry that safety award with you no matter where you go. Newer operators who may not plan to stay with the District forever can use the safety award when applying for other jobs in driving. Operators getting ready to retire can use the safety award should you want to supplement your income driving a school bus or other transportation carrier. You would be hired before anyone else off the street.

Now, brothers and sisters, let's talk about some facts. How do we get those safe driving awards? I have always said we make our own schedules. Do you drive over the speed limit to get to the end of the line to get a

(Turn to Page 10)

Basic human rights violated

By Jamie Williams & Sean Gartlan

It doesn't take a rocket scientist to figure out that the human animal needs to eat regularly, sleep adequately and use the restroom when needed. But more and more, employers are not respecting these basic human rights.

Take AMR, for example. It has crews working 24-hour shifts in Josephine County. Too often those crews are working around the clock without an opportunity to sleep. The "deadly" hours are from 3 a.m. to 6 a.m.—the time span when excessive fatigue proves to be extremely dangerous.

Paramedics and EMTs will tell you that the adrenalin they experience when responding to an emergency call keeps them alert during those calls. The real danger for the sleep-deprived paramedics and EMTs, however—that time when they are most prone to falling asleep at the wheel—is when they are returning to post after a call or

when they are ordered to move between posts to provide coverage for another unit dispatched on a call.

AMR EMTs working in the Special Services Division (SSD) have a different complaint. Their scheduling doesn't allow time to use the restroom when they need to. One of the worst things you can do is "hold it" because you don't have time to use the restroom. People who hold it on a regular basis develop "truckers' bladder," which means your bladder expands and stays expanded. People who hold it also develop urinary and intestinal track cancers and diseases at a much higher rate than do other people. And then there are the people who deliberately dehydrate themselves so they don't have to hold it. Dehydration brings its own serious medical problems because each organ in your body is operating without sufficient fluids ... try doing that with your car and see how long it lasts! Yet, people working in AMR's SSD

Division are doing all those things every single workday.

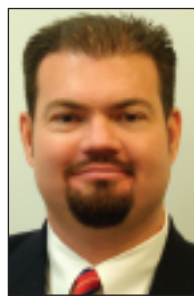
Lack of meal breaks is also a chronic problem for all EMS workers. Too often they are forced to eat in the ambulance right after working with a diseased patient without an opportunity to adequately wash. More often, they have a minute here or a minute there to shovel something in before they are sent back into service. As children we are taught to chew thoroughly and eat healthy foods. As EMS workers, those guidelines are thrown out the window.

For a number of years, the Union has been actively addressing the health concerns of its EMS workers—usually with a measure of success. But this is one area where vigilance must be eternal. The Union is therefore launching a Health and Safety Awareness Campaign with a focus on the Portland SSD Division and Josephine County. The health of our members is a basic human right that must be recognized.

District negotiators say school board taking hard line

Negotiations break down with Portland Public Schools

By Jon Hunt
Vice President / Assistant Business Representative



After nearly 18 months of negotiations and after numerous mediated negotiation sessions, it appears that the Union and the Portland Public School District are at impasse in negotiations over terms of a new collective bargaining agreement covering school bus operators and dispatchers. The major areas in dispute evolve around insurance and wages. On October 11, 2005, ATU-represented school district employees voted overwhelmingly to reject the dis-

trict's final offer and authorize strike sanction.

The major difference between the parties relates to insurance. Under the expired contract, which is still in full force and effect, the district pays 100 percent of the premium for full-time employee family plans. The amount for the most expensive plan currently paid by the district is \$985 a month. The District Council of Unions (DCU), who negotiates the main body of the agreement, had tentatively agreed on an insurance premium paid by the district of \$764 per month. In order for the DCU tentative agreement to become effective, however, all Unions must ratify their own appendices.

The insurance change represents a major step backward. Once insurance costs rise to rates currently paid at 100 percent by the employer, a wage reduc-

tion of nearly a \$1.00 an hour would result for DCU full-time employees. And for school bus operators, who work less than half the hours of full-time employees, the insurance change will cost them over \$2.00 an hour. This reduction will only maintain close to the same level of benefits they currently receive.

Here is the disparity. While all other Portland Public School District employees wages are paid from the district's general fund, only thirty cents (\$0.30) for every dollar spent on school bus operator wages and benefits comes from the district's own funds. Seventy cents (\$0.70) on every dollar spent is reimbursed by the State of Oregon through the state school fund grant program. These reimbursement dollars can only be spent for transporta-

(Turn to Page 10)

In memoriam of Diane Boothe

By Greg McGrew
Executive Board officer
Tri-Met Merlo Transportation

One year ago, TriMet bus operator Diane Boothe lost her life in a tragic accident that was the unfortunate coincidence of tight scheduling, an urgent need to use the restroom facilities and operating stress. In honor of her memory, Amalgamated Transit Union Local 757 is declaring the month of November to be Health and Safety Awareness Month. One of the goals of this declaration is to improve the operating conditions of professional transit operators, like Diane, in the areas of scheduled run times, adequate restroom break times and reasonable meal con-

sumption times. The achievement of these goals will greatly improve overall operator physical health and the safety of both passengers and professional operators.

Another goal is to undertake campaigns that address EMS professionals' health and safety concerns in the area of sleep deprivation and lack of restroom and meal breaks, as well as the problem of inadequate rest and meal breaks in the paratransit profession. The days when workers' health and safety can be sacrificed with impunity must end.

We urge all our members to join with us in celebrating Diane's memory and the achievement of the goals of the Health and Safety Awareness Month.

What IS this?

The four outside pages, plus pages 10 and 11, are news from and about your Union. The inside pages are produced by the Northwest Labor Press, and cover the labor movement as a whole.

Amalgamated Transit Union Division 757

Representing working men and women in Oregon and Washington at:
TriMet • Lane Transit District • Rogue Valley Transportation District • Portland Public Schools • Lamar Advertising Company (formerly Obie Media) • Valley Transit Association • Laidlaw Transit Services, Inc. (TriMet Lift, Portland) • American Medical Response Northwest (Multnomah, Clackamas and Josephine Counties, Oregon, and Clark and Cowlitz Counties, Washington) • Laidlaw Education Services (Portland Public Schools, Corvallis School District, Corvallis City Transit) • MV Transportation, Inc. • C-TRAN/C-VAN • Salem Area Transit • WHEELS • Northeast Coalition of Neighborhoods, Inc. • Tillamook County Transportation District • ATU Retired Member Chapter



ATU Local 757 Officer Reports

TriMet Salaried Employees As reported by SHIRLEY BLOCK



The holiday season is fast approaching along with the cold weather. Please take the time to take care and get plenty of rest.

As I listen to my fellow executive board officers I continue to hear the same thing over and over. We've had several Union brothers and sisters to retire, but there are no postings going up to replace them. This is a sad note for everyone involved--the Union and the managers. To get the best quality and be the best we can be doesn't call for cutting corners. We all know you get what you pay for. Do our bosses realize what will happen if we continue to cut corners? I personally think they do, and they are the ones who have the power to do something about it. Let's hope they don't wait until it's too late.

As I have said before, I know there is a political motivation in all of the District's decisions, but--as usual--it doesn't have to be right. Remember, politics is like jelly--sweet and sticky. That's where we come together and stick like glue. To our supervisors on all levels: Remember, we are union. Let's talk to our operators and help educate them. We are here to help and work together as a team, not to get brownie points from the District. I'm willing to bet that 95.5 percent of the employees are here to do their very best. Everyone from time to time needs a little reminder of "Hey, let's do the best we can," a "Thank you" or "What can I do to help?" Kindness goes a long way. Don't get tripped up on "I want to -- or I -- have the power to get you in trouble." Let's go the extra mile to help out our fellow employee. The operators are the backbone to this outfit that keeps everyone employed. Some of us have forgotten. Let's get in the holiday spirit early and give love and kindness from this day on.

TriMet Lift As reported by LES GREEN



Note: This article pertains only to lift dispatch. It appears that our lift dispatch is above all rules when it comes to moving additional rides. Almost every driver in region #2 has had an additional ride added that appears to fit the 30-minute rule

but leaves our driver on the road 30 minutes to one hour past their end time. If you have this happen to you, please copy your manifest and give me a copy as my file is growing by the day. As you should know, our computer system is using times that were correct four years ago but are so far out of date today it is useless as a guide. With the increase in traffic, road conditions and the condition of our buses, it is a miracle that we do as well as we do. Also, since our dispatch people have never driven a route, they do not understand that we are moving people, not cattle, and situations arise that slow us down to board and deboard our people. Please keep me informed of your dialogue with dispatch so we can try to work this out.

Next month, I will write something about scheduling, specifically, the three pickups at the same time that are miles apart and the pickup scheduled after the 30-minute window so as to make your on time performance a walk in fantasy land.

C-TRAN/C-VAN As reported by ROY JENNINGS



Now that our jobs are safe, it's time to start working on our new contracts. If you don't already know, at C-TRAN, we have three contracts: (1) fixed route and paratransit operators; (2) paratransit dispatchers; and (3) clerical (administrative assistants and passenger service representatives). Within the next 18 months we will be negotiating all three of these contracts. We have a lot of work ahead of us.

At the August Union meeting, a fixed route and paratransit operators contract committee was formed to work on their contract. This committee is divided into six different subcommittees: fixed route full-time, fixed route extra board, fixed route part-time, paratransit full-time, paratransit extra board and paratransit part-time. These subcommittees, along with the C-TRAN liaison officers, will be putting together your new proposals. These will then be presented to the membership for your approval.

As you can imagine, the main task of this committee is to find out what you, the membership, want in your next contract. Great ideas are already starting to come in. I've asked that any and all ideas submitted will be considered when we make up the final proposal. The names of all the committee members are currently listed on the Union bulletin boards. Please contact one of these hard-working members with any (and I do mean any)

ideas that you may have.

We are only now starting the process, and during the long months ahead we all need to stay focused and remember that through solidarity we are made stronger.

Due to my vacation, C-TRAN liaison officer John Sannes will write December's Bulletin article. I would like to wish everyone a happy and wonderful Thanksgiving!

Salem Area Transit As reported by GARY SPORE



No report given.

AMR NORTHWEST As reported by JAMIE WILLIAMS



Happy Thanksgiving. I hope you, your friends, your family and your co-workers take time to recognize what is worth being thankful for.

It's in the mail! The ATU EMS contract survey has been mailed to your residence for your participation in our next labor contract preparation. I want to assure my brothers and sisters in Cowlitz, Communications, Clark, Clackamas, Washington and Multnomah Divisions that your ideas will be carefully considered.

This proposal form is your way to communicate what you would like the Union to propose in the negotiations scheduled to start after the first of the year. You may also submit your suggestions over the Internet at www.atuems.com. Click on "Contract" and select the Portland-Metro button at the bottom of the page. I am sure you realize that doing nothing or remaining silent is not in your own or your coworkers' best interest.

I urge you to consider this opportunity as an effective way to direct the efforts of your bargaining team. If you are at a loss for ideas, just list the issues that are most important to you in order of the importance of the specific proposal.

In contacting an AMR Union officer on an urgent matter (i.e., discipline investigation meeting with supervisor, asked to write an incident report, being terminated, or having a grievance with a timeline issue), please page or call your designated division Union liaison. Please attach a 911 to the mes-

sage and wait 30 minutes for a response. If no answer, then call me at 360-600-2602 24 hours a day seven days a week. For non-urgent matters (i.e., contract questions, clarify meeting times, grievance without timeline issue), call in the same order as above and wait six hours for a return call; if no answer, keep calling in the order shown above. Note: For non-urgent matters, please page without attaching a 911 at the end of your number.

Official notice on SSD liaison and Washington County liaison open positions until filled: For a job description and details please call me, and I will make sure you get information that is needed. The letters of interest will be reviewed, considered at the November executive board meeting, and recommended accordingly to the membership.

AMR EMS personnel had over 50 people deployed in the relief efforts in Louisiana during September and October. These people gave up their daily lives and put everything on hold to assist those who had their lives literally flooded and ruined. Please join me in thanking these people as they return.

Another sincere recognition I want to address is our ATU support staff who work in the ATU office answering the phones, paying the bills, monitoring the official business, and putting up with all the ATU officers. Some would say, "Well, it is their job," and that is true. I want to add, "We could not do our jobs without your hard work and dedication." Next time you call the office please make sure you tell them, "Thank you, Susan, Catharine, Laura, Taylor, Helen, Currie and Melissa. You are all appreciated."

TriMet Light Rail Maintenance As reported by MICHAEL CONNER



Hello to all, by the time this article is printed the sign-ups should be done. I hope you all got something that works for you!

Looks like this month's problem area is going to be the safety department. The District is trying to enforce a new and more restrictive safety equipment policy without talking to the Union first. Even though the Union is probably much more concerned about safety of the employees than the District is, on first look it would appear that the Union is fighting a battle against safety in the workplace. But, actually, the new policy could, in fact, create discipline issues, and you--the member--would be forced to perhaps pay for shoes for which you may not get reimbursed.

Furthermore, to force the employees who work in the field to wear shoes that are designed for shop safety may not be the best for the right-of-way environment. Once again, if District management tries, like they often do, to impose a more restrictive work rule policy and not negotiate it with the Union, they will be in for a fight from us. The managers never seem to get it. We will keep working on this!

Tim Keller, our shop steward at Elmonica, seems to be interested in a side job as an insect zoo keeper. First, it was dealing with the cockroach problem that persisted in a couple of the rail cars, and now he has added to his collection a black widow spider that was found in one of the Elmo yard Schultz toilets. Look under the seat before using one of those porta johns, or it could make for an interesting accident report. Who would have thought that Elmo has dangerous venomous spiders lurking around.

Kudos to all involved who helped take the utility designation off of the helper jobs out in the rail cleaner group. Tom Wallace and Kevin Kinoshita, in particular, helped us get rid of this area that was being grossly abused by the yard helper manager and supervisor. Hopefully, now that the District knows that they were abusing these guys they will settle the grievances.

I am also getting reports that some of the helpers on the train cleaners crew are not taking their proper breaks. Even if you are unable to complete the tasks assigned, you are still to get your breaks you are entitled to. This is state law! If the manager and the supervisor of this group do not do their jobs and take care of this, please report it to me. I am trying to get documentation so that a complaint can be made to the Bureau of Labor and Industries, which is the state body that regulates state labor law.

Union elections are coming up next year. If you are interested in shaping your future security, now is the time to look into getting more involved. Talk to me for more information.

Rogue Valley Transportation District As reported by TOM WALLACE



I was in Medford for the October 20th membership meeting, and I would like to thank Maryann and Chuck for attending. Maryann has some big concerns about full-time operators going to part time, health insurance benefits reduction and the members not having... (Turn to Page 19)

ATU Officer Reports

(From Page 2)

ing the ability to fill open positions when someone is off for an extended period of time. For the meeting in November let's all try to show up so we can discuss these issues and start preparing for the negotiations next year, only six months away.

TriMet Center Maintenance

As reported by CHAD MATHER



No report given.

TriMet Center Transportation

As reported by ALAN EISENBERG



No report given.

TriMet Merlo Maintenance

As reported by KEVIN KINOSHITA



This month, at Merlo the roof is getting a facelift; workers have been tearing off the old roofing material. They have also recycled the gravel from the roof to be used in the lower employee parking lot. During this phase of construction the shop has experienced some inconveniences; hopefully, the roof will be done before the weather becomes worse.

Don't forget about daylight saving time soon disappearing; set your clocks back an hour.

As fall is upon us and the weather is changing, it's a good idea to change your vehicle's wiper blades if they have dry rot or cracks and to check those studded tires, tire chains or cables for damage. Don't forget to keep an extra set of clothes in your locker.

For those new employees who recently got hired, we generally have two maintenance sign-ups per year, one in the spring and one in the fall. One

would think after all these years of doing maintenance sign-ups, upper management would meet with the executive board officers at each shop to see if we are going to have any problems. As everyone saw, there were quite a few changes on the sign-up. The most significant one that started a snowball effect came from a light rail supervisor who wanted to make a "little change." There are a lot of bits and pieces of the sign-up that the officer has to look at, and during this time it was brought to our attention by a liaison maintenance officer that they were changing the wording on the sign-up. Since the light rail supervisor wanted to change the wording on a job description, we called for an emergency meeting with TriMet's upper management--Bob Nelson, Tony Bryant and Greg Haley to discuss the change. Those involved in this emergency meeting were Vice President Jon Hunt, Secretary-Treasurer Tom Wallace, Chad Mathers and I. The result of this emergency meeting was that the change was made to our sign-up. What may look insignificant at the time may have a huge impact down the road at future sign-ups.

There was a recent job posting for two assistant storekeeper positions, one for Merlo garage and one for Elmonica station. Once again, someone in upper management was inspired to change the wording on the postings and run with it way too far. It seems that TriMet has serious memory loss when it comes to job postings of Union positions. They give the impression that they forget about our Union. This posting has been addressed and is in the grievance process. We have more grievances in the lineup, so stay tuned for more.

I will update the seniority list folder that's under the Union board. I will also get the facilities seniority list put up in another folder that will be under the Union board.

Lastly, at any time a holiday that is recognized in our contract book falls on a Sunday, it will be observed on the following Monday: see pages 15-16 in your Union contract book.

Laidlaw Portland Public Schools

As reported by KATHY MITCHELL



Drivers, when you applied for this job the first thing you did was fill out an application. The company reviews your application and decides whether or not to hire you. Once you are hired on, it is your responsibility to perform all the requirements of the job.

Mechanics and drivers, there is a

form for everything. You need to take the time to fill out the right form. For example, there is a form for sick pay. There is also one for funeral leave, medical leave, FMLA leave, etc. Please don't assume anything. If you don't know, ask someone who works in dispatch or the training department. They will direct you where to go.

Negotiations will resume on November 8 and 9. Hopefully, we will get to the appendix area. Please watch the postings on the board. Material from the Union office can be posted at any time.

WHEELS

As reported by JOHN HARVEY



No report given.

TriMet Merlo Transportation

As reported by GREG MCGREW



I want you good readers to know that every month when I sit down to compose this column I make a real effort to find something positive to say about TriMet. I

recently found one, and I want to share it with you. In early October, management got on Patti Pelligrin's bus and congratulated her in front of her passengers for her outstanding customer service. I want to thank management for making at least one positive effort at finding someone doing something right and telling them so. Way to go, Patti!

That being said, I wonder why these same managers can't do the same thing for operators who are doing their darndest to call external stops without external speakers. I won't say that this is an issue right out of the book "Catch 22," but it's real close! Recently, operators have reported that they have encountered road supervisors who are telling them different things to do. That's real nice. Who is more confused? The operators get supervisor observation report (SOR) write-ups for allegedly not calling the external announcement and, meanwhile, those who are doing the write-ups don't have a single specific standard for judging the activity. What's wrong with this picture?

Recently, in a concerted effort to get operators to call the external announcement, TriMet hired a sight-impaired person and member of the committee on accessible transportation. You might have heard it referred to as the CAT committee. TriMet staffs this committee with community activists like him to help ensure that their issues are being heard and acted upon by everyone at TriMet. So, by hiring him, they get an expert with a stake in the outcome. I don't know how much they are paying him, and I won't comment on his conflict of interest. It's sad to see a good community advocate co-opted. If management's efforts weren't so pathetic, they would be laughable.

In closing this month's column, I want to recognize and thank Steve Eckles for volunteering to serve as the extra board liaison officer for Merlo Garage. Steve has been a full-time operator for 13 years and brings a wealth of experience to our extra board. Please join me in congratulating him and thanking him for his efforts now and in the future.

MV Transportation

As reported by TODD WATSON



As we head into the cold weather months, it is imperative that we stay dressed with the proper clothing. Since the company doesn't supply us with any cold weather coats or long-sleeved shirts, we must improvise and do the best we can. The fall and winter weather in Portland is tricky and unpredictable, as sometimes it is cold for weeks, then it warms up for a day. This prevents the body from adapting; therefore, we end up the flu or worse. Play it safe and dress accordingly.

At this writing, we should be underway with our vacation bidding. I will detail in future Bulletins about how it turned out.

Our new general manager will take over the reins on November 1. His name is Clark Hart. Let's give him a warm welcome.

Laidlaw Corvallis

As reported by CHRIS GROOMS/BOB MCGUIRE

No report given.

TriMet Powell

As reported by SAM SCHWARZ



When I was a young man growing up, I heard about sweatshops, and I always associated them with third-world countries. I never thought I

would be working in one!

It is very apparent that TriMet intends to work the bus and rail operators like animals with very little concern for their health or well-being.

In Mr. Ford's letter about what we can expect for the winter sign-up he boasts that the District cut 24 hours a day in deadhead time with no loss of service. You don't have to be a rocket scientist to know that the time saved came directly out of the operators' break time. I asked scheduling if they would adjust all the runs that go to the shopping malls during the holiday shopping season to allow for breaks, and the reply was, "I'm not going to adjust the schedules for that. That happens every year. They just have to live with for a month!" His boss, Bob Nelson, laughed and said, "I wrote the language in the break agreement and you're stuck with it!" This condescending attitude from management aimed directly at the largest group of workers, the operators, is directly responsible for the hostile environment in the workplace!

I am told by the head of scheduling that the operators have to make out a form for a bad schedule and send it to him, and he will send it on to the Union. When making out this form, remember to submit a time slip in accordance with the working and wage agreement.

The Union has compiled a list of benefits and takeaways for the three-day mini runs and will share them with the members.

TriMet Powell Maintenance

As reported by DAVE KAY



We have filed four new grievances this past month on various issues. I suppose the most prominent is dealing with the updated work boot policy. This issue deals

with a big change in work rules and past practices.

It seems our planned construction

(Turn to Page 20)

November Meetings

Charter

Charter members meet 7:30 p.m. Monday, Nov. 14, in the Machinists Building, 645 SE 32nd Ave., Portland. Charter day members meet 10 a.m. Tuesday, Nov. 15, at Schoppert Hall, 1801 NE Couch, Portland.

Salem Transit/WHEELS

Salem members meet 7:30 p.m. Tuesday, Nov. 15, at the Red Lion Hotel, 3301 Market St. NE, Salem.

Lane Transit

Eugene members meet 7:30 p.m. Wednesday, Nov. 16, and Eugene day members meet 10 a.m. Thursday, Nov. 17, at the Woodworkers Local Lodge, 1116 South A St., Springfield.

Corvallis Laidlaw City Transit/Schools

Corvallis members meet 7:30 p.m. Thursday, Nov. 17, at the McKenzie Conference Center, Salbasgeon Suites, 1730 NW Ninth St., Corvallis.

Rogue Valley Transportation

Medford members meet 7:30 p.m. Thursday, Nov. 17, at the Hampton Inn, 1122 Morrow Rd., Medford.

Portland and Laidlaw School Bus Drivers

Portland school bus members meet 6 p.m. Thursday, Nov. 17, at Rigler School, 5401 NE Prescott, Portland.

C-TRAN/C-VAN

Vancouver members meet 7 p.m. Sunday, Nov. 20, at the Laborers Hall, 2212 NE Andresen, Vancouver, Wash.

AMR NORTHWEST

AMR Northwest members meet 6 a.m. to 9 a.m. Monday, Nov. 7, Milwaukie Market Place Starbucks, 10826 SE Oak St., Milwaukie, and 6 p.m. at Bruno's Pizza, 1108 Washington, Longview. Washington County members meet 6 a.m. to 9 a.m. Monday, Nov. 14; Clark County members meet 6 to 9 a.m. Monday, Nov. 28, at Starbucks, 78th St and Hwy 99, Hazel Dell; and Multnomah/Clackamas members meet 7 p.m. Monday, Nov. 28, at Izzy's, 1307 NE 102nd, Gateway District.

Tillamook County Transportation District

Tillamook members meet 1 p.m. Sunday, Nov. 20, at the Odd Fellows Hall, next door to the Bay City Fire Hall in Bay City.

Valley Transit

See your liaison officer.
PLEASE NOTE: ATU members are invited to attend any of the above-listed meetings.

ATU Officer Reports

(From Page 19)

has been moved out a ways. I am hearing possibly springtime for the start.

The start date for the shop ventilation project is getting closer to kickoff, but it seems a few more obstacles must be overcome.

The new buses are in and moving into service. While they have a few bugs, things are looking pretty good.

Lane Transit District

As reported by
CAROL ALLRED

No report given.

TriMet Light Rail Transportation

As reported by
MICHAEL T. OLIVER



Jason Choi is now the liaison officer for everyone at Elmonica rather than just the extra board. Jason has been serving ATU members for more than two years,

and his experience should be used by all. Call him; he will help you.

At Ruby Junction, Spud Henderson is back for another go-round. He has been appointed liaison officer, and as everyone knows he can do the job. Support Spud, because if you don't you might get french fries. The other change at Ruby is the addition of Norberto Dispasquale as the shop steward. We can all benefit from Norberto's knowledge of the extra board and generally what's going on. We get paid to help you so use us.

After four-and-a-half years of operating trains, I have noticed some physical changes taking place. No. I'm not having a sex change, but my left hand is undergoing some changes that cause extreme pain when I shift the motor drum handle to various positions. I'm informed by a very capable Hugh Overton that the "9 to 3" position is the problem, and if it were positioned at "2 to 10," for instance, our hands would not be put under the strain of the prior position. This is called "ergonomics," of which I know nothing about but not for long. If these pains and creaks I'm getting have nothing to do with old age and everything to do with work, then there must be a way

to correct it. Fixing or changing equipment is a lot cheaper for the company than having me go out on comp.

If you're late, be late and leave the end of the line accordingly.

Insect infestation is a serious matter although people on the third floor don't seem to think so. They do not work in an environment that is infested with cockroaches, bees, wasps and spiders. Go out to the Expo Station and look at the size of the spiders surrounding the lighting system: scary. Just a few weeks ago, a light rail operator was bitten in the cab of 106. A trip to the ER and then his physician resulted in two days' lost time. How many times this summer have right-of-way of landscapers removed bees and wasp nests from stations? Don't make fun of us unless you are in our shoes.

Sign-up is over, winter is around the corner and to everyone at TriMet a safe and happy Thanksgiving. E-mail me at mtgbo2002@msn.com.

Portland Public Schools

As reported by
SMOKEY STOVER



The Union got an e-mail from the school district that they are at impasse. So, the ATU went to the DCU board meeting and checked on the other unions as

to what we can do now.

I want to thank everyone who showed up to vote Tuesday. I feel very good that you are all behind what we are doing to help you make more money and keep your medical benefits. The managers all got retro pay but they refuse ours.

PPS hired eight new people at the administration building. Now, the transportation building has a few extra people working there, more than we have had in 15 years—while claiming poverty to the bus drivers.

The drivers are now standing as one more than ever before.

Where are we headed?

By Tom Wallace
Financial Secretary



First off, I would like to say "Hello" to all the active and retired members of this fine Union. We are coming up on the winter holidays, and I hope everyone is able to celebrate these festive events safely and smartly.

I would like to congratulate C-TRAN Executive Board Officer Roy Jennings and the members at C-TRAN for getting the Save C-TRAN initiative passed to continue service at current levels in Clark County and protect 100 of our members' jobs.

Next on my mind is labor relations at TriMet. Managers and Union officers spent time together recently to be trained by retired federal mediator Paul Stuckenschneider on collaborative bargaining. This training involved considerable time and resources by both the District and the Union. Even before then, ATU has worked with supervisors and managers to get things resolved that assisted both the District to fulfill their needs and ATU to protect our members' rights. But where is this training being used now? This meeting of the minds seems to have gone out the window, witness the following. More than two years ago, I worked

with Elmonica light rail manager Mike Clafflin to resolve an issue of using utility helpers at rail, and we worked together to resolve the issue so it would work for both sides. The contract states that although the District can have 12 utility helpers spread among the three bus divisions, they were using only eight. The Union gave light rail the right to use the other four utility helpers in exchange for providing employee transportation to another garage. Suddenly, on the fall sign-up, Mike Clafflin wanted to make a "small change" — do away with transportation to the other garage. Just think: This is only a "small change," when gas is now close to \$3.00 a gallon, traffic is at an all-time high, and two hours are added to the daily commute. This is only a "small change"? Well, Mike Clafflin, you now have no utility helpers to use on your worker shortages — so much for collaborative bargaining.

Now, move to the storeroom at TriMet. Human resources has decided to change the prequalifications for entry into the assistant supervisor position. They have added intermediate computer experience with Excel and Access. These are not currently being used in the storeroom, thus excluding the storeroom's current members from qualifying for this position. Vice President Jon Hunt, the maintenance officers and I met with TriMet manager Greg Haley and supervisor Jeff Draper to try to resolve this issue of changing the requirements to enter into the position. Trying to put to use the collabo-

rative bargaining that we learned, the meeting lasted nearly two hours, and we thought we had reached resolution. Jeff Draper stated that he only wanted the successful candidates for the assistant supervisor position to become efficient in Excel and Access. He also stated that they did not want to use the new requirements to exclude anyone. I thought that we had reached a win-win resolution. We could move the required Excel and Access to the essen-

tial functions of the job description from the prerequisites, thus giving everyone a chance to qualify for the position. Next day, I got a call from Greg Haley stating that the District was not changing the posting and the Union could do what it needed to do. Well, the Union filed a grievance that will tie up both District and Union resources for absolutely no reason.

So, what is the purpose of meeting to try to resolve anything?

An open letter to all ATU 757 Members and Retirees:

There have been some questions in regard to keeping up your membership in the Retired Member Chapter after you retire. Let me answer some of them.

Your membership allows you to vote in Union elections for the top three officers, who negotiate your benefits and retirement salary. It also provides a forum to discuss any political issues that may affect you.

Your membership also maintains your rights to the Union funeral benefit of \$1,000 and the right to attend Union and retiree meetings, which are held once a month. The retiree meetings are the first Wednesday of the month and are held at Westmoreland's Union Manor. All retired members and their wives are invited. We have coffee and doughnuts at 9 a.m., and the meeting starts at 9:30 a.m.

Retiree executive board officers have decided to become affiliated with the Northwest Labor Council Retirees, as well as the Oregon Alliance for Retired Americans. These groups keep an eye on everything that may affect all retirees and also work to help protect all of our benefits by attending political meetings with state and national representatives who can influence what happens to the issues they support. That is why we have these people come to some of our meetings. We all need to become more aware of what is going on. Thank you for your attention.

Respectfully yours,
Wilfred (Bill) Wimmer, President, ATU Retired Member Chapter

President's report

(From Page 1)

break?. The District sets your schedules by the BDS. If the BDS is showing you're running hot to get to the end of the line, guess what. At the next sign-up you'll have time missing from your schedule. Write-ups have come across my desk recently for buses running yellow lights, those lights turning into red lights when they're halfway across the intersection. These supervisor reports are going into your file. The Portland Police Bureau has put the word out that police will be citing buses now for running yellow and red lights. Citations cost you money and could cost you your license for too many citations.

Do you check out your bus in the morning like you're supposed to? You get paid 10 minutes; and in the afternoons when you relieve on the road, check out that bus. If there are marks on the bus from a previous accident and nobody turned it in and the person who drives that bus after you finds

them and turns them in, you could be charged with them even though you did not cause them. You need to "bleed down" the brakes, as DOT says. Unsafe brakes could cause an accident, and if you haven't thought of it, air brakes don't always act the same two times in a row. You may say they're unsafe, but when the yard checks them out, they may be okay. So, please, take your 10 minutes in the morning that the District is paying you for to check your bus out carefully. If it takes more than 10 minutes, take that time. Remember, TriMet also believes that safety is at the top of the list.

Are you rushing to make a connection for a passenger, or are you rushing to get to the end of the line to have a cigarette? Remember, you're the captain of that bus. If anything happens, it is your responsibility. If the speed limit is 35 mph, are you driving 45 mph? Remember, the citations could cost you your license.

I know you think this is a long-winded speech about safety, but I see

all the warning letters that come across my desk on a daily basis. Please believe me. The only way to stay safe is to think safety all the time.

Portland Public Schools: On Oct. 11, ATU members took a strike vote at the Portland school district. They decided to turn down the District's last offer and authorized a strike. Of course, we have the 30-day cooling-off period to live with, and hopefully we'll be able to get back to the table and get everything settled.

Laidlaw Corvallis: We made management aware of the problems that you brought to the meeting—no lights in the yard, insufficient restroom facilities. Hopefully, management has acted on these problems. Let me know at the next Union meeting whether or not they have been addressed.

Tillamook County Transportation District: Hold on tight. Jon has been working on your problems there with your general manager. Hopefully, things will start settling down for you.

Vice President's Report

(From Page 1)

tion-related expenses.

We don't mind taking the same cut that other district employees are being asked to take, but it has to be proportionate to what it costs the district for school bus employees as compared to other district workers. Of the \$221 a month cut that school district DCU employees are being asked to take, only \$66 or thirty percent (30%) comes from district funds for school bus employees. Subsequently, if treated equally and fairly, school bus bargaining unit members should be asked to take a \$66-a-month cut. The Union's proposal was to put the difference, \$158 a month, into an individual employee's variable employee benefits account (VEBA).

But district negotiators refuse to acknowledge that only thirty percent (30%) of school bus wages and benefits come from district funds. They don't care. District negotiators are not only

mean-spirited in the position they have taken, but they are being unfair and are bargaining in bad faith. They are intentionally and without cause attempting to hurt district school bus employees, and they say this action is being directed by the Portland Public School District's board of directors.

In regard to wages, district negotiators are again blaming the board of directors for taking the position of no wage retroactivity. This is an absurd and ridiculous position.

District negotiators claim that the board is absolutely refusing to pay district employees any retroactivity during the past 16 or so months. This position, if true, is unbelievable since they are in a sense punishing employees for past district management blunders.

It is no secret that the Portland Public School District has been in turmoil for the past two years. Negotiations have suffered because of district management personnel problems, lawsuits, in-house squabbles and lack of leader-

ship. Now, according to district negotiators, the school board wants to punish its employees because of its (the district's) failure. It is simply not right, nor is it fair, and we are not going to accept it. And once again, they are trying to penalize school bus bargaining unit members, who cost the district only thirty cents for every dollar spent.

While the district and Union negotiators still part on other issues, the district's position on wages and benefits, as conveyed through the representatives at the bargaining table, will keep the parties from reaching an agreement. With threats of giving our work to Laidlaw Education Services (who can't even get the required number of buses out on the road each day because of operator shortages), parents of special education students in the district tell me they will not stand for any untrained or unfamiliar replacement drivers transporting their children. And why should they?

Attention, CDL holders

By Norman D. Malbin
IBEW General Counsel

If you have a CDL (Commercial Drivers License), you need to be aware of a new law. The law that an individual charged with driving under the influence of intoxicants can get diversion if it is a first time offense has changed.

You will not be eligible for diversion if you had a Commercial Drivers License at the time of the offense. (ORS 813.215—House Bill 2107, Section 29)

This law went into effect for per-

sons arrested on or after Sept. 30, 2005.

ORS 813.215 states that a defendant is eligible for diversion if (in summary form):

1. You have no other DUII pending;
2. You have not been convicted of DUII for ten years;
3. You are not currently participating in a diversion program now and have not in the past ten years;
4. You have not been charged with murder, manslaughter, criminally negligent homicide or assault that resulted from the operation of a motor vehicle, nor convicted of

such a crime during the past ten years.

5. You did not have a commercial drivers license at the time of the offense;
6. You were not operating a commercial motor vehicle at the time of the offense; and
7. The present charge for DUII did not result in physical injury (substantial pain or physical impairment) to another person.

(Note the foregoing is a summary of the law; if you have specific questions, read the actual law or call an attorney.)

ATU Local 757 Officers

AL ZULLO.....President-Business Representative
JON HUNTVice President-Assistant Business Representative
TOM WALLACE.....Financial Secretary-Treasurer/Recording Secretary

Executive Board Officers

TriMet Center Maintenance.....CHAD MATHER
TriMet Center Transportation.....ALAN EISENBERG
TriMet Powell MaintenanceDAVID KAY
TriMet Powell TransportationSAM SCHWARZ
TriMet Merlo Maintenance.....KEVIN KINOSHITA
TriMet Merlo TransportationGREG MCGREW
TriMet LRT MaintenanceMIKE CONNER
TriMet LRT Transportation.....MICHAEL T. OLIVER
TriMet Monthly Rated Employees.....SHIRLEY BLOCK
Lane Transit District (LTD).....CAROL ALLRED
Portland Public SchoolsSMOKEY STOVER
Laidlaw Education ServicesKATHY MITCHELL
C-TRAN.....ROY JENNINGS
Salem Area Mass Transit District.....GARY SPORE
AMR Northwest.....JAMIE WILLIAMS

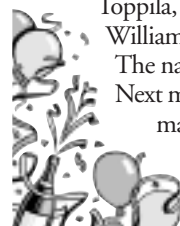
Liaison Officers

TriMet Merlo Extra BoardSTEVE ECKLES
TriMet Center Extra BoardTERRY McMURRY
TriMet Powell Extra Board.....BRUCE DUNCAN
TriMet Ruby JunctionOPEN POSITION
TriMet ElmonicaJASON CHOI
TriMet Elmonica Maintenance.....SHAYNE JENKERSON
SAT Maintenance.....DON ELZNIC
LTD Chairman.....WALT BOYNTON
LTD SecretaryCARLA AGUILAR
LTD Maintenance.....LEE LASSE
LTD Extra BoardDEB BITTERLICH
Rogue Valley Transportation DistrictTHOMAS HENNEY
Valley Transit.....NICK NOTARAS
AMR Southern Oregon-Josephine County (Acting)SEAN GARTLAN
Laidlaw Educ. Services (Portland School Bus)RAYMOND GIBSON
Laidlaw Transit Services, Inc. (TriMet Lift)LES GREEN
Laidlaw Transit, Inc. (Corvallis City Transit)BOB MCGUIRE
Laidlaw Transit, Inc. (Corvallis Schools)CHRIS GROOMS
MV Transportation, Inc.....TODD WATSON
C-TRAN.....JOHN SANNES
AMR Northwest-Clackamas County.....BRIAN HENRICHS
AMR Northwest-Clark County.....JASON KRAVITZ
AMR Northwest-Cowlitz CountyDEREK KYNASTON
AMR Northwest-Multnomah County.....LANNIE HASZARD
AMR Northwest-Washington County.....LANNIE HASZARD
AMR Northwest-Communications Division.....CHRIS LUCAS
AMR Northwest-Special Services DivisionBRIAN HENRICHS
C-VAN.....LARRY "BUD" WOLTER
WHEELS.....JOHN HARVEY
Tillamook County Transportation District.....PAT OSTRANDER

Retirees' Corner

The following retirees will celebrate birthdays in November: Clarsie B. Apley, Carroll W. Bishop, Judy A. Coleman, Obedell Coxeff, Robert L. Daniell, James W. Gaither, Lynn F. Gartrell, Dorothy E. Hansen, Robert N. Harrison, **Earl W. Heaton**, Fred E. Helm, Roscoe L. Hollis, Harold O. Lambert, **Ralph E. Lapp**, June E. Millhollin, Ola R. Mitchell, Mario Moll, Patrick J. Murnin, David H. Pittman, Betty L. Price, **Donald C. Seeley**, Obeary Spires, Kathy J. Staples, Jimmy A. Strong, Evelyn M. Tomlinson, James R. Toppila, Melvin O. VanVorst, Avis I. Warren, Walter F. Warren, William F. Warren and William V. Wyse.

The names of 50-year members are shown in bold type. Next month, the Retired Member Chapter will celebrate Christmas at its annual party from 11 a.m. to 2 p.m. on Friday, Dec. 7, to be held at the Milwaukie Elks Club, 13121 SE McLoughlin Blvd. There will be no regularly scheduled Retired Member Chapter meeting in December.



Bus operator health issues: a guide for physicians

This page is intended to be cut out and given to bus drivers' doctors. Compiled by the union out of concern about the job's many health hazards, it is a set of summaries of studies conducted by medical researchers.

• Back disorders

The percentages of bus drivers experiencing pain in the lumbar, cervical and thoracic regions of the spine were 66.4, 50.8, and 28.1 percent, respectively. The percentages of comparisons experiencing pain in these regions were 44.8, 26.9, and 10.4 percent, respectively. The author concludes that the higher prevalence of spinal problems can be attributed to biomechanical stresses associated with turning to the left while driving and to the right while loading and unloading passengers. Anderson, R. 1992. Back Pain of Bus Drivers, Spine, 17: 12.

Bus drivers experience low back pain more frequently than the referents. Bus drivers with exposures to whole body vibration of more than 4.5 years exhibited significantly more LBP symptoms. Bovenzi, M. et al 1992. Low Back Symptoms of Bus Drivers, Spine, 17: 1048- 1059.

Significantly higher rates of degenerative disorders of the spine, herniated discs and low back pain were found among drivers. Vibrations between 8 to 10 Hertz caused higher risks than currently thought. The authors conclude that health effects of occupational exposure occur at levels below those indicated by the present standards and propose a lower limit. Bongers, P. et al 1992. Back Disorders & Whole-Body Vibration, Clinical Biomechanics, 7: 185-186

• Benzene toxicity

The authors conclude that this population of bus drivers is occupationally exposed to low but not negligible concentrations of benzene. The group may be at increased risk for benzene toxicity, including hemotoxic effects. Gobba, F. et al 1997. Variability of Benzene Metabolism, Science of the Total Environment, 199: 41- 48.

• Brain tumors

Odds ratios for brain tumors showed significant increased risk for those employed as drivers (Odds ratio 2.8). Authors conclude that there is an increased risk of developing brain tumors. Kaplan, S. et al 1997. Occupational Risks for the Development of Brain Tumors, Journal of Medicine, 31: 15-30.

• Cancer

Highly significant excess rates of lung cancer, stomach cancer and rectal cancer were found among Geneva's professional drivers. Guberan, E. et al 1992. Increased Risk for Cancer, British Journal of Industrial Medicine,

49: 337-344.

The incidence of cancer among urban bus drivers in Denmark was investigated. Standardized morbidity ratio for bladder and skin cancer was significantly elevated among bus drivers. Netterstrom, B. 1988. Cancer, International Archives of Occupational and Environmental Health 61: 217-221.

The authors conclude that there is an increased risk of bladder cancer among employees in the bus, truck and taxi service industries. Jensen, O. et al 1987. Bladder Cancer, Scandinavian Journal of Work. . . , 13: 129-134.

Increased traffic density in urban areas leads to carbon monoxide exposure that is two to three times higher than non-traffic environments. Study of over 37,000 men and 2251 urban drivers showed they had an excess risk of 31 to 64 percent for lung cancer after adjustment for socioeconomic factors. Smoking rates were deemed equal across the test subjects. Hansen, J., et al 1998. Increased risk of lung cancer among different types of professional drivers in Denmark. Occupational Environmental Medicine 55: 115-118.

• Diabetes Mellitus - Non-insulin dependent

Study group consisted of managers, technical personnel, clerical workers and drivers. The highest incidence of NIDDM, 8.7 percent, occurred among transport workers, followed by clerical workers, 5.4 percent. They suggest that NIDDM be considered a work-related disease. Morikawa, Y. et al 1997. Development of Non-insulin Dependent Diabetes Mellitus, American Journal of Industrial Medicine, 31: 80-84.

• General health

The incidence of musculoskeletal disabilities among different occupations was examined in order to obtain a ranking of occupations with high and low levels of functional disability. High disability occupations were bus drivers and farm workers. Leigh, J. et al 1992. Disability in Occupations, American Journal of Public Health, 82: 1517-1524

Disproportionate mortality ratios (PMRs) for lung cancer, hematological and myelogenous cancers, chronic obstructive pulmonary disease, genitourinary disorders and suicide were seen in excesses over 125 while suicide PMR was 186.2. Guidotti, T. 1992. Morbidity, Occupational Medicine, 42: 125-128.

Evidence seems to implicate whole body vibration as a factor in the development of certain occupational diseases of bus drivers among which are a number of venous, bowel, respiratory, muscular and back disorders. Such disorders include varicose veins, varico-

cele, hemorrhoids, diverticulosis, appendicitis, inguinal hernia, displacement of intervertebral disc, ankylosis of the spine and vertebrogenic pain syndrome. Gruber, G. et al 1974. Musculoskeletal system, NIOSH, 75: 1-72

Bus drivers who had to leave their job for medical reasons did so at a younger age than other groups of civil servants. The main conditions resulting in disability related to the back, tendons and joints (35 percent), mental disorders (35 percent), and cardiovascular diseases (12 percent). The authors state that driving city buses appears to be an occupation with high risks for poor health and well-being. Kompier, M. et al 1990. General Morbidity, Work and Stress, 4: 83-89.

Drivers with less than 30 years experience exhibited 23 and 26 percent higher incidence of circulatory system and ischemic heart disease, respectively. These excesses were even greater for drivers with less than 15 years experience. Similar results were also noted for respiratory and lung cancers which were determined to be 19 percent more common. Paradis, G. et al 1989. General Morbidity, International Journal of Epidemiology, 18: 397-402.

Two health-records studies sponsored by NIOSH report bus drivers are more susceptible to varicose veins, varicocele, hemorrhoids, diverticulosis, appendicitis and inguinal hernias. Wasserman, D. 1976. General Morbidity, International Journal of Occupational Health and Safety, pp. 19-21.

Twenty-two epidemiological studies that investigated the health of urban bus drivers were reviewed. These have consistently shown an increased prevalence of cardiovascular disease mortality and morbidity and gastrointestinal and musculoskeletal problems among bus drivers compared to workers in other occupations. Winkleby, M. et al 1988. General Morbidity, International Journal of Epidemiology, 17: 255-262.

Significant excesses of deaths from all cancers and bronchitis were observed. Significant excesses of mortality from stomach cancer, lung cancer, bronchitis, emphysema and asthma occurred in the lorry, coach and bus drivers. Balarajan, R. et al 1988. General Morbidity, British Journal of Industrial Medicine, 45: 483-486.

Ten illness factors were evaluated representing specific symptom clusters: musculoskeletal, distress, upper gastrointestinal tract, lower gastrointestinal tract, psychosomatic, cardiovascular, respiratory, auditory, head and renal. The authors conclude that among operators, jobs perceived to be high stress are predictive of highest morbidity. A significant correlation was found between the degree of occupa-

tional stress in all off the listed illnesses except renal illness. Borthwick, K. et al 1986. General Morbidity, Trends in Ergonomics of Work, 1: 151-160.

Results of the health inquiry showed the most common ailment to be shoulder and back pain in about 70 percent of the drivers. About 40 percent had back trouble, 20 percent had hypertension and 8 percent had gastric ulcers. Dyspepsia and stomach ache were also found in about 35 percent of the drivers. Pathologic changes occurred in 60 percent of the participants, with visual defects found in 43 percent and hearing defects found in 13 percent. Backman, A. 1983. General Morbidity, Scandinavian Journal of Work, 9: 30-35.

Bus drivers exposed to whole body vibration are prone to digestive, circulatory and musculoskeletal system disorders. Altman, S. 1976. NIOSH Vibration Project. . . , Job Safety and Health, pp. 15- 20.

The author observed a predominance of cervical and lumbar spondylarthritides, disorders of the digestive system and psychoneuroses among vehicle drivers. He considers all the pathological conditions to be occupational disease. Filastro, F. 1973. Pathological Observations, Difesa Sociale, 4: 97-122

Few other contemporary professions are as stressful as urban public bus operation. Occupational stressors have been considered an important aetiological factor in health problems among urban bus drivers. Compared to employees in comparable professions, urban bus drivers have elevated absenteeism rates, retire due to disability at earlier ages, and have higher rates of psychosomatic, cardiovascular, musculoskeletal and gastrointestinal disorders. This study finds that women in this nontraditional occupation indicate that there is no significant gender difference in negative reaction to job stresses. Rydstedt, L. et al 1998. A longitudinal study of workload, health and well-being among male and female urban bus drivers. Journal of Occupational and Organizational Psychology, 71:35-45.

• Heart disease

The odds ratio (OR) for ischemic heart disease (IHD) was 2.34, still indicating an elevated risk. Hedberg, G. et al 1993. Ischemic Heart Disease, Scandinavian Journal of Work, 19: 326-333.

Hospital admissions and death ratios for ischemic heart disease showed significant excess risks among bus drivers. Tucheson, F. et al 1992. Ischemic Heart Disease, International Journal of Epidemiology, 21: 450-459.

Urinary catecholamine excretions significantly increased in drivers with high levels of job strain. High levels of

job strain in the public transportation setting appear to increase catecholamine activity which in turn increases the risk for coronary heart disease. Carrere, S. et al 1991. Cardiovascular disease, Journal of Occupational Psychology, 64: 305-316.

The authors conclude that drivers are at increased risk for heart disease as a result of increased job strain resulting from workplace demands and the degree of decisionmaking latitude or control experienced by the workers. Michaels, D. et al 1991. Heart Disease, International Journal of Epidemiology, 20: 399-404.

A study of coronary heart disease (CHD) and cardiovascular risk factors in bus drivers was conducted. The risk of CHD among the bus drivers was still elevated, odds ratio (OR) 3.0. Rosengren, A. et al 1991. Coronary Heart Disease, International Journal of Epidemiology, 20: 82-87.

The relative risk for first hospital admission due to acute myocardial infarction during employment as a bus driver increased with an increasing number of stress indicators. A significant association was established between the incidence of myocardial infarction and increased urban work loads, increased work pace, and decreased social contact with colleagues. Netterson, B. et al 1988. Cardiovascular system, Scandinavian Journal of Work. . . , 14: 231-238.

The most common medical problems among London bus drivers are reported to be cardiovascular complications, which accounted for 25 percent of all forced medical retirements in 1983. Diamond, P. 1984. Cardiovascular Complications, Travel Medicine International, 2: 164-166.

Systolic blood pressure was 5.4 millimeters (mm) of mercury higher among drivers and diastolic was elevated 1.5 mm. Serum cholesterol was 4 percent and triglycerides 16 percent higher among drivers. The authors conclude that previously determined increased mortality from coronary heart disease for drivers is associated with the psychic pressures of the job along with psychological factors. Hartvig, P. et al 1983. Heart Disease, International Archives of Occupational & Environmental Health, 52: 353-360

• Hypertension

The prevalence rates of hypertension were significantly elevated for the bus drivers relative to all three comparison groups. The authors conclude that bus drivers have significantly higher prevalence rates of hypertension. Ragland, D. et al 1989. Hypertension, American Association of Occupational Health Nurses Journal, 37: 71/74-79.