SOME TRANSIT AGENCIES DON’T KILL PEDESTRIANS, GUESS WHICH ONES
(HINT: SEE PAGES 5 AND 18)
Pensacola riders, workers sound off at town hall

With the future Escambia County public transit at stake, hundreds of riders, elected officials, workers, and community leaders attended a Local 1395-Pensacola, FL-organized transit town hall meeting to express their serious concerns about potential route service cuts and the need for increased service. In May, the Board of County Commissioners of Escambia County voted to end its contract with private contractor First Transit, due to the company’s poor management of the system, and moved the operations to the county. Escambia County Commission Chairman Doug Underhill has been threatening to slash transit service and eliminate the dedicated 4 cent gas tax. The Local has been engaged in an aggressive campaign to engage riders urging them to contact county commissioners to tell them they support the transit system.

Stay connected for a chance to win an ATU jacket

Fall is right around the corner and who wouldn’t want to win an ATU jacket to wear to work? All you have to do is go to the www.atu.org and sign up to receive ATU action alerts on the latest news and developments on ATU, public transportation, politics and other important issues. To enter the drawing, simply provide your e-mail, local number and zip/postal code. If you have already submitted your email you’re still signed up for the contest, simply click “Skip and Continue to Website.” Also, tell your fellow brothers and sisters to sign up for a chance to win an ATU jacket.

Learn to help your Local with ATU’s innovative Online Training Videos

Want to learn new skills to get more involved with your Local? All it takes is a click on your smartphone or computer. That’s because the ATU website now has a series of Online Training Videos to help local leaders and members learn new strategies to make their Locals stronger, and build Union power for the battles ahead. This is part of the Union’s ongoing effort to train as many members as possible. The videos are available for all to view at www.atu.org. The videos cover Stewards Training, Grievances, 10 steps for Winning Contracts, Organizing Passengers, and other issues. We also want your feedback and have included brief online surveys in the description of each video.

INTERNATIONAL OFFICERS EMERITUS

International President Jim La Sala, ret.
International President Warren George, ret.

International Executive Vice President Ellis Franklin, ret.
International Executive Vice President Mike Siano, ret.

Subscription: USA and Canada, $5 a year. Single copy: 50 cents. All others: $10 a year. Published bimonthly by the Amalgamated Transit Union, Editor: Shawn Perry, Designer: Paul A. Fitzgerald. Editorial Office: 10000 New Hampshire Avenue, Silver Spring, MD 20903. Tel: 1-301-431-7100. Please send all requests for address changes to the ATU Registry Dept. ISSN: 0019-3391. PUBLICATIONS MAIL AGREEMENT NO. 40033361. RETURN UNDELIVERABLE CANADIAN ADDRESSES TO: APC Postal Logistics, LLC, PO Box 503, IP0, West Beaver Creek, Richmond Hill ON L4B 4R6.
10 WORKSTATION INITIATIVE
SAFE, SECURE AND HEALTHY

WORK ENVIRONMENT AFFECTS TRANSIT WORKER LONGEVITY ON JOB AND IN LIFE

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There’s a lot of hot air here in Washington this time of year – even more than usual. And when the temperature rises, Members of Congress usually leave town on recess. While some take a well-deserved vacation, after all, they did pass critical bills appointing individuals to the Smithsonian Institution Board, placing names on federal buildings, and designating locations for memorials, others head back to their district offices to reacquaint themselves with their constituents.

**Operation COPE**

The congressional recess presents a unique chance to meet with our elected representatives and talk to them about what matters most to ATU members. This year, we are conducting a nationwide program – Operation COPE – which is designed to solidify our relationships with our elected officials as well as build up our political action committee (ATU-COPE). COPE contributions are used to back candidates for office who support us on transit, school bus, and labor issues. The COPE program, made up of the voluntary contributions of ATU members, opens doors for us at all levels of government so that we can make the case for better wages and working conditions for ATU members.

ATU’s Government Affairs Department is currently working with local divisions all across the U.S., setting up meetings between our Locals and their elected representatives in our union halls. If you don’t have a member of Congress that is an ally, let’s find some other public official or candidate at another level of government. By educating officials about what is on the minds of ATU members, like our current *Workstation Initiative Campaign*, we can help shape the agenda and build long-lasting relationships. And, by conducting COPE drives in conjunction with these events, hopefully our members will be inspired to get more involved in the political process.

The news coming out of Washington nowadays seems to be focused on “tweeting” rather than legislating. Working families deserve better. If you are already contributing to COPE, THANK YOU! If you can increase your contributions by just a few dollars per week, even better. And if you are not currently in the program, please sign up today. Just contact your Local Union to sign up. If all of us harness our resources through small donations, we can collectively make a big difference. That’s what a union is all about! ✡

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**Legislative Agenda**

Washington, DC - Closer than you think

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**Contributing to ATU-COPE is easy:**

If your local has a checkoff provision in its contract, contact your Local for a Checkoff Authorization Card to voluntarily authorize your employer to deduct an amount you specify from your pay each month for ATU-COPE.

Contributions can also be made directly by check, payable to ATU-COPE and sent to:

**ATU-COPE**
10000 New Hampshire Avenue
Silver Spring, MD 20903
Among the many issues the International Union focuses on, one of the most important is the improvement of our members’ lives at work – particularly when the problems preventing improvements are not easy to resolve at the local level.

Nothing fits this bill better than the challenge of improving the physical workstations in which we perform our various jobs. The international union department charged with improving the safety and health of our members has been hard at work on this, and I want to compliment them here. But their best compliment will come when our members begin to actively support their work at the local level.

On the national level, bureaucrats in Ottawa and Washington might accept our views as interesting points, but government agencies are slow to change, and... oh well... it’s true: The squeaky wheel gets the grease.

September is our time to squeak! We need to raise our voices throughout North America and declare it’s time to deal with transit workers’ health and safety.

We’re throwing a… resolution!

So on this, the 125th anniversary of ATU, we are not throwing a party – we’re throwing a resolution. We’re asking all our Local Unions to pass a resolution so that, with One ATU Voice, we will say to our agencies and companies across the continent: “Fix this!”

We are calling on our industry to bring the best technology to our buses and trains, starting with the driver’s workstation. If we can get North America to adopt the advanced European motor coach workstation we will:

- Reduce assaults
- Reduce accidents
- Reduce pedestrian fatalities
- Reduce the crippling effects of bad drivers’ seats on our members
- Begin to get the attention of the people who make the decisions that affect our lives, decisions that currently create unsafe workplaces.

Here’s the plan:

We are asking every transit Local to pass a resolution at their September local union meeting demanding workstation improvements across the board. We are calling upon your employer to stop buying buses with engineered blind spots, and no protection for the driver.

That’s it for September. Act together, and build international support for a safe workplace.

In this issue you’ll find a resolution that we’re asking every Local to pass. If your local officers have not brought a motion to pass this resolution to your local union meeting, please offer it yourself.

This is our chance to act on behalf of our bus operators. We will turn our focus to our other job titles in coming issues. In September 2017, as we cross the threshold of ATU’s 125th anniversary year, let’s do so celebrating our common bond – in action! ❖
ATU, now, more a movement, than an institution

In a previous *In Transit* I wrote a fictional story about two future ATU members – both female – one an operator, the other a mechanic, arriving at work.

As they arrived, both would place their hands on a scanner that would instantly advise the supervisor of their fitness for duty, or if there was any need for reasonable suspicion testing – alcohol and prescriptions drugs falling within the scope of the scan.

The operator would enter the garage, and approach her bus as it was self-checking its fluids and air pressure. The seat would have automatically adjusted itself to the her preferred position – the information having been stored previously in a computer database.

At one point during her day the mechanic would visit the tool truck and be amazed at a glove that had interchangeable snap-on tools that whirled into action upon the hand being closed or flexed.

At the end of the article I noted that all of that technology already existed, and asked: “What we are doing to prepare ourselves for the future of our work?”

Hanson Robotics’ slogan “We bring robots to life,” expresses the goal of its owner, David Hanson, who is designing robots that look more like humans – robots, with “whom” he believes people will interact more easily.

**Challenges**

What does all this portend for our clerical and maintenance departments? Will autonomous vehicles replace ATU operators?

These are some of the challenges our members will face in the not-too-distant future. They are not, however, any more difficult than those our founders faced in 1892.

Fortunately, in the last few years our Union has become more like the movement we were in 1892, than the institution we became as our organization grew. And becoming a movement has strengthened and emboldened us much like it did the brave souls who gathered in Indianapolis 125 years ago.

And so, we will confidently embrace and shape the future of our work, and the service we provide our communities. With continued commitment from all of us, future members will say they are proud to be ATU. I am.

Please visit [www.atu.org](http://www.atu.org) for more information and the latest ATU news.
I’m sure you’ve heard the expression “thrown under the bus.”* I always feel a little uncomfortable when I hear the phrase because I know what it means to my sisters and brothers whenever they accidentally hit a pedestrian.

It’s one of the worst emotions you can have. The sickening feeling of responsibility for injuring or even killing a another human being haunts an operator forever, even though it’s usually not his or her fault.

**Blind spot**

Most of you know how the blind spot created by the A-pillar and mirror limits your ability to see pedestrians in crosswalks. And you know that no matter how good of a driver you are – tragedy can be waiting around any corner.

Most of you know someone who has had to quit because of a bad back, or a respiratory problem.

And, most of you know the fear that comes with knowing that a deranged person can board your bus at any time and hurt you or your passengers.

Isn’t it time for bus manufacturers to correct these obvious problems? Don’t transit agencies have a moral responsibility to purchase motor coaches engineered to enhance safety, rather than minimize expense?

For too long, we have simply accepted unsafe, and unhealthy workstations as just a part of the job.

Well, it’s time to get rid of that kind of thinking. We deserve to be treated with the dignity and respect that other workers take for granted. It’s time to tell our employers that we won’t accept substandard working conditions any longer.

**Join you Local**

Beginning this September, we will undertake the ATU Workstation Initiative to force our employers to take a hard look at, and fix the workstation hazards that plague bus drivers and threaten the safety of riders and pedestrians.

And we are inviting you to join your Local and all of our Locals in demanding that the North American transit industry adopt the health and safety standards of most other civilian occupations.

This is not an impossible dream. In fact, buses that meet those standards are commonplace in Europe and many third world countries.

It’s time that we caught up with the rest of the world. It’s time to move forward with the ATU Workstation Initiative.

Please visit www.atu.org for more information and the latest ATU news.

* as in: “He was a staunch ally of the governor, but she threw him under the bus when he became a political liability.”
Metro workers’ pay & benefits
typical for industry

In a blow to Virginia lawmakers’ calls to slash DC Metro worker pay, dismantle their pensions and weaken the power of Local 689-Washington, DC, an independent study found the workers’ wages and benefits are in line with those of other major transit systems.

Funded by the state of Virginia, this is the first significant report released publicly to guide the work of a politically important commission studying Metro. “Basically, what we’re finding is both wages and benefits [at Metro] are average for the transit industry,” said WSP consultant Roy Kienitz, who conducted the study for the Virginia Department of Rail and Public Transportation.

Chaired by former U.S. Transportation Secretary Ray LaHood, the commission plans to issue a report recommending changes in Metro’s funding and governance. Earlier this year Local 689 issued a report, “Fund It, Fix It, Make it Fair,” proposing a mix of dedicated taxes, flat fares and expanded service to rescue the agency’s troubled finances and recoup falling ridership. However, the WMATA board and elected officials have ignored the plan.

TOMMY DOUGLAS CONFERENCE CENTER

Building ATU, Labor and Progressive Leaders One at Time

For more information about the Tommy Douglas Conference Center, please visit: www.tommydouglascenter.com
Local 752-Bloomington, IL, celebrates 100th anniversary

Honoring the commitment, dedication and sacrifices of those who came before them Local 752-Bloomington, IL, marked a century as a union organization with a celebration. International Vice President Janis Borchardt attended the event and presented the Local with a special plaque marking this momentous milestone.

The Local was established in 1917 after streetcar workers for the Bloomington & Normal Railway & Light Company went on strike. The dispute went on for a month and prompted labor activist Mother Jones to travel to Bloomington to show her support for the workers. Bloomington Mayor E.E. Jones attempted to mediate the dispute, but the company refused to negotiate. So, the mayor reached out to U.S. Rep. William McKinley to help. McKinley immediately sent a telegram stating, “I recognize the right of men to organize.” Shortly afterwards negotiations began and within 4½ hours, the union was recognized and workers were reinstated with a 35-cents-a-day pay increase and a decrease in work hours to nine hours a day.

Throughout its history Local 752 members have safely and securely transported the people of Bloomington each day while building a proud history of fighting for the rights and dignity of its hardworking members.
Work environment affects transit worker longevity on job and in life

If forced to reduce ATU’s mission to its most basic level you might say it is simply to promote the welfare of its members. And that is what the Union has done throughout its history.

One aspect of our member’s wellbeing – longevity in our job and in our life – has not always received as much attention as it deserves. ATU is determined to elevate this issue this Fall as we inaugurate our international Workstation Initiative.

The data

ATU Safety Specialist Brian Sherlock reports that the best study on the subject was done in the Netherlands. Looking at the data about bus driver longevity there, the study revealed that:

• 25% of all bus operators leave within five years of being hired. These operators aren’t tracked so we don’t know why they leave – we just know that they do.
• 18.7% go into other jobs or pass away before getting to retirement. So one way or another they don’t make it to retirement as a bus driver.

Bus operators suffer shockingly higher rates of chronic health problems than the rest of the population.
• 44.8% - nearly half of all persons hired as bus drivers – are forced out due to disability.
• Only 10.9% actually make it to retirement.

Sherlock observes, “it takes around 10 years for a driver to become partially disabled and around 17 to be completely disabled – where they are not able to be hired to do anything else.

Sick, lame, and lazy?

“It often looks like these people are just sick, lame and lazy,” says Sherlock. “They’ll have one injury, and they’ll come back – but then they’ll have other problems with their wrists, their shoulder, a rotator cuff, or their legs.”

Soror you’re one of those people who seems to get sick all the time.

Sherlock says, “You’ll see someone ‘motoring along,’ doing just fine. Then, after they’re injured, there’s this extremely rapid increase in the number of days they can’t work. However, if they come back in a different job they go right back to the kind of attendance they had when they were first hired.”

There are a lot of reasons operators sustain these injuries:

• Poor dampening of the jolts a bus sends to the spine through the driver’s seat.
• Respiratory problems caused by breathing diesel exhaust.
• Difficult steering. (“It’s ridiculous we have to turn the wheel so much!,” Sherlock says.)
• Awkward positioning of controls in relationship to the driver, and more.

The cost of neglecting these issues is enormous. A study performed in Seattle by the Ergonomics Department of the University of Washington found that low back pain accounts for 12.8% of all costs – all costs – of King County Metro transit. That includes the cost of buying buses, paying for the buildings, building infrastructure – everything. And, average transit worker compensation claims – not just for low back pain – are 300% greater than the norm for all other workers!

Fumes

Dirty air can also threaten the health of operators and maintenance personal. Sherlock cites a recent unpublished study that found that 44% of municipal transit operators report experiencing shortness of breath. 37% report asthma – much higher than the average of 8%.

Three-quarters report regular exposure to air pollution that they’re aware of; 60% say it is a daily occurrence, and 83% report regular exposure to biological hazards such as bacteria, viruses and bodily fluids.

The danger this poses to transit workers’ health is obvious.

Stress

All bus operators know the fear they experience when a frightening individual boards their bus. The stress generated by that fear can damage their health as surely as an assault, itself.

This is serious

Articles on the following pages delve into these problems in greater detail, and further demonstrate that this is serious. Transit workers do their jobs in dangerous and unhealthy workplaces, and that can lead to chronic illnesses that shorten their careers, if not their lives. We deserve better.

It’s finally time for us to declare that a dangerous and unhealthy workplace is unacceptable. And this September, our voices will be heard. ★
New research reveals why your back hurts so much

It’s fair to say that in the course of a day an operator spends more time in a bus driver’s seat than anywhere else. So it would not be surprising to find that the safety and comfort that a seat provides greatly affects a driver’s job performance, and overall health.

“Over a period of time you’re going get some sort of physical problem driving a bus for eight hours or more a day for umpteen years,” says Derrick Mallard, 689-Washington, DC, a member of the Washington Metropolitan Area Transit Authority’s (WMATA’s) ergonomic committee. “When I started out I was in my 20s, now I’m in my 40s. The up and down of the road, the bumping of the seats, and sitting in one position for a couple of hours at a time over a period of days and weeks, months and years. After awhile, it plays a part in your overall health.”

10g’s per second

Professor Peter Johnson at the University of Washington Ergonomics Department has done important research on the pounding drivers feel in their lower backs as they drive over city streets.

Johnson’s research shows that an operator driving over freeway expansion joints in a brand new air-suspension seat is jolted at 10g per second accelerated by his or her weight. And ATU’s Safety Specialist Brian Sherlock points out this would give “a 200-pound guy a 200-pound wallop on his lower back.”

Sherlock describes another study by the university’s Biophysics Department in which they sent the vibrations described above into “shaker tables” with a brand-new air suspension seats on top. The scientists subsequently found stress fractures and disc damage in the spines of cadavers placed in those seats during the experiments.

‘This is why our backs hurt so much’

“This is why our backs hurt so much after 10 years,” Sherlock explains. But there are ways, he says, to mitigate the repeated shocks delivered to operators’ bodies.

New “active” seats are now available with electronic sensors that measure the force of motion of the seat, and linear motors that oppose that force.

Remarkable improvement

Transit agencies should think carefully before they reject the newer, safer seats because of cost. Sherlock says, “It takes the equivalent of two to three years’ wages to replace someone as they go out disabled. And, you have to have two people around to get one body in the seat, reliably. There are all sorts of inefficiencies related to someone being forced to retire out of a transit operator position, and it costs the agency a mint.”

Seats that protect drivers from injury and disability are another goal of the ATU Workstation Initiative.
TOP 10 THINGS YOU NEED TO KNOW ABOUT DRIVERS’ SEATS

1. Whole body vibration (WBV) transferred through the driver’s seat is the leading cause of bus driver lower back pain (LBP) and other musculoskeletal disorders (MSDs).

2. Poor drivers seats also cause upper extremity disorders such aches and pains and weakness in the arm, shoulder, or the neck.

3. Back issues and other musculoskeletal disorders account for 23% of all bus driver days away from work.

4. Public bus drivers’ median number of days away from work is twice that of other public service workers.

5. Lower back pain is one of the leading reasons drivers quit or retire early.

6. These problems also lead to cardiovascular, gastrointestinal, nervous, and urological disorders.

7. Air suspension seats that use compressed air bladders to reduce vibrations have been in operation throughout the transportation industry for many years.

8. Brand new air suspension seats only reduce these problems by 10%

9. The active technology seat is a relatively new design that can dampen vibration.

10. Active technology seats can reduce back issues and other musculoskeletal disorders by 39 – 44 % over air suspension seats.
Drivers want shields that work with them – not as an obstacle

After over a decade of insane violence perpetrated against bus drivers, most operators say they want flexible safety barriers to protect them from assault. But, that conclusion comes with some regret, because a barrier robs many of the one thing they really enjoy about the job – interaction with their passengers.

Derrick Mallard, 689-Washington, DC, a member of the Washington Metropolitan Area Transit Authority’s (WMATA’s) ergonomic committee, agrees saying, “Drivers feel a disconnect [from their riders], and “they only want to use the shield if they feel a threat.”

A retrofitted barrier can also block heat or air conditioning from reaching operators’ enclosures – exposing them to extremes of heat and cold depending on the season.

Mallard warns that shields are not foolproof. Most leave open space over the top of the barrier, and between its front edge and the windshield. Someone can toss a fluid or anything else through those areas, he warns, and “there is a chance that someone could reach around the shield to grab the operator.”

Have you’ve ever been spit on?

Shields should protect drivers from one common form of assault: “Spitting is a very big issue here in the nation’s capital,” Mallard says, and a shield can actually help a driver keep his job.

“I don’t know whether you’ve ever been spit on,” he says – “you don’t know what to do, and sometimes your reaction may lead to a termination.”

Transit agencies typically resist any new expense. “Budget plays a part in everything,” Mallard agrees. “The budget for the first shield was a couple hundred dollars per bus. Now manufacturers know that it’s in demand, so the price has increased to a couple thousand dollars.”

‘Almost lost his life’

Like most drivers, Mallard has some personal motivation for his work. He recalls a stabbing that occurred on a DC Metrobus.

“The operator was a good friend of mine,” says Mallard. “I went to the hospital. I saw the stitches and the cut. He almost lost his life.”

So, “definitely, the shields are needed,” he says, “but they need to be able to work with the operator, not be an obstacle in their way.”

Unexpected problems

It’s not simple to retrofit barriers on buses, and unexpected problems have arisen since they were introduced.

Light from the driver’s side window can cast disorienting reflections on the Plexiglas shields. “Reflections are part of the vision problem – things that drivers see in the shield that aren’t there,” he says. Space can also be a problem, he says, with “larger operators who cannot maneuver well in some of the shielded areas.”
TOP 10 THINGS YOU NEED TO KNOW ABOUT BARRIERS (DRIVER SHIELDS)

1. Assaults on bus drivers have reached crisis proportions in Canada and the United States.
2. Barriers protect riders, pedestrians, and motorists as well as bus drivers by preventing assailants from interfering with the safe operation of motor coaches.
3. Recent polling indicates that operators favor Dutch-door style barriers with pneumatically deployed window glazing.
4. Contemporary barriers include windows that a drivers can quickly open or close depending on their security needs.
5. Good barriers incorporate diagonal security doors which leave the view of the windshield and curbside mirror unimpeded.
6. Safely designed barrier widows have anti-reflective coatings to eliminate disorienting reflections that obscure a driver’s right side vision.
7. Good barrier installations create operator compartments with enough room for drivers of all shapes and sizes to comfortably operate their motor coach.
8. Good barrier design leaves enough room on a bus for riders in wheelchairs to move into the seating area of a bus.
9. Barriers should not block the free flow of heat and air conditioning into the driver’s area.
10. Noise-cancelling microphone systems should be provided to facilitate driver communication with passengers when the barrier window is closed.
Fumes, heat create dangerous conditions for drivers, riders alike

One dangerous aspect of transit work that has received little attention is the poor air quality – fumes – that drivers and maintenance personnel inhale everyday.

Local 113-Toronto, ON, has been successful, recently, in forcing the Toronto Transit Commission to conduct a new study on the air quality its employees work in. Few other agencies have given serious attention to the health effects of breathing dirty air in their garages, and buses.

Bus drivers have nearly twice the normal rate of COPD – a progressive and terminal disorder of the lungs. Broken air conditioning often forces drivers to work for many hours in 90+ degree heat, a situation which is certainly oppressive, which adds to operator stress, distraction, and health problems.

Poor air flow and broken air conditioning are often blamed for the problem. Robert Elmer, 1433-Phoenix, AZ, a nine-year veteran of Valley Metro, says operators “get fumes coming in from the bus… It smells like dirty air – some people even think it’s exhaust.”

Exhaust

They’re right. But how does that happen?

Brian Sherlock, ATU’s safety specialist, explains that as a bus moves forward it forces the air in front of it backward at high pressure on both sides of the vehicle. But that air doesn’t flow along the sides – it flares out creating low pressure inside the flume in the area closest to the bus.

The low pressure next to and inside the motor coach actually sucks air and engine fumes forward in the opposite direction and through the poorly sealed crevices of the bus itself.

James Washington, 1433, a 23-year veteran, says there’s a manifold underneath the driver that is supposed to block heat, but sometimes the heat comes from the bottom and burns the driver’s feet and exhaust fumes come into the driver’s area. Sometimes I’ve had to tell dispatch I’m “downing the bus” for of health reasons.”

‘The heat is extraordinary’

Poor or broken air conditioning is a big issue in a warm city like Phoenix. Washington says “the heat is very extraordinary even when it’s not very hot, and the AC is so horrible that the management had to go to the city to get water to pass out to the passengers.”

Poor air flow

Drivers say they suffer because of a lack of air flow. “You get all the heat coming off the windshield and the drivers’ side window.” says Elmer, adding, that “there aren’t enough vents for the driver. You only have the drivers’ side window for air flow, and if you open that you lose whatever cool air you have in the front.”

Complaints to management seem to fall on deaf ears, and the problems persist in Phoenix and across North America.
TOP 10 THINGS YOU NEED TO KNOW ABOUT FUMES AND AIR QUALITY

1. A bus driver survey found over 75% had regular exposure to air pollution and 60% said that it was a daily occurrence.

2. Also 83% reported regular exposure to biological hazards such as bacteria, viruses, and bodily fluids.

3. Bus drivers have nearly twice the normal rate of COPD – a progressive and terminal disorder of the lungs.

4. The driver survey found 44% of bus drivers report shortness of breath, 37% have Asthma, 4.6 times the normal rate, and 44% report wheezing.

5. While bus engines take in fresh air through filters and roof intakes that are 99% efficient, the air intake filters for inside the bus are usually just a coarse wire screen that won’t keep anything outside except large debris and rodents.

6. The fresh air intake for many buses is located just above the front bumper where exhaust from other vehicles on the road is expelled.

7. Broken bus air conditioning systems often forces drivers to work many hours in 90+ degree heat.

8. Rational location of intakes and exhausts can reduce this problem of fumes.

9. Effective sealing of the engine compartment, which can help reduce driver exposure to fumes and exhaust, should be mandatory.

10. Proper maintenance of engines, diesel particulate filters, and heaters can reduce exposure to fumes and exhaust.
Most operators know what it’s like to drive eight hours a day with a blind spot obstructing part of their vision. Wide A-pillars connecting the windshield to the driver’s side window combined with eye-level mirrors can have deadly consequences.

Executive Board Member Derrick Mallard, 689-Washington, DC, a member of the Washington Metropolitan Area Transit Authority’s (WMATA’s) ergonomic committee, describes the problem with a personal recollection: “I took a trip with some people from the committee. We went to a division where there was a bus from the same series as a bus that was in an accident.”

‘Tell me what you see’
“I asked one of them,” he continued, “‘While you’re standing here in the bus, look out this window and tell me what you see.’ It was a banner advertisement that covered the entire side of a nearby bus with the words: ‘PLAY BALL.’

“So when I let the person sit in the driver’s seat, he said, ‘When I was standing I saw the words PLAY BALL, but when I sat in the driver’s seat all I saw was the Y and BALL.’

“So the letters PLA were blinded out. That was a big part of the ad, and the bus was only a few feet away. That was the equivalent to me of at least two people, from the driver’s point of view.”

Tragedies occur
No matter how well he or she is trained, it only takes a split second for a blind spot to fool a driver into thinking no one’s in the way.

‘It affects you so bad’
Accidents like these rightly elicit a great outpouring of sympathy and support for the injured, or the friends and family of those who lose their lives. Less attention, however, is paid to the devastated driver.

Penny-wise-and-pound-foolish
It’s not impossible to solve the problem. In fact, buses used to have thin connecting bars where the wide A-pillars are today. And it only costs around $300 to change the placement of a mirror. In fact, these much safer designs are commonplace in Europe and many third world countries.

But it’s less expensive to build buses with wide A-pillars. Whether they realize it or not, transit agencies sacrifice safety when they demand these lower-cost motor coaches. Few acknowledge that these “penny-wise-and-pound-foolish” purchases end up costing transit systems a lot more in the long run.

And so, sadly, despite the best efforts of drivers, accidents will continue to occur. “That’s something that no one wants, and I pray that it doesn’t happen,” says Mallard. “But it does happen and operators are mentally scarred for the longest time.”

Making our communities aware that they can make their buses safer with repositioned mirrors and redesigned A-pillars is one of the major goals of the ATU Workstation Initiative.
TOP 10 THINGS YOU NEED TO KNOW ABOUT BUS BLIND SPOTS

1. One pedestrian is killed each week in the U.S. from a bus blind spot accident.
2. A-pillars connecting the windshield and the driver’s side window are too wide – obscuring crossing pedestrians.
3. Huge side mirrors placed at eye level further obscure crossing pedestrians.
4. To avoid pedestrian accidents operators strain their backs, repeatedly twisting and turning to find an unobstructed view of an intersection.
5. Up to 13 pedestrians are hidden from driver’s view by bus blind spots.
6. Transit agencies resist spending just $300 per bus to correct the mirror placement problem.
7. Bus drivers who accidentally hit a pedestrian are traumatized, some to the point of never being able to drive a bus again.
8. Drivers who strike a pedestrian are often unfairly blamed for the accidents caused by blind spots.
9. There are buses that have no driver blind spots, but they are not used in the U.S. or Canada.
10. Bus manufacturers will not fix the A-pillar and mirror problem until governments and transit agencies demand that they do so.
One of the least appreciated challenges employees face on the job is poor workplace ergonomics. This is as true for transit operators as it is for other workers.

Merriam-Webster defines ergonomics as “an applied science concerned with designing and arranging things people use so that the people and things interact most efficiently and safely.”

Most operators know how repeatedly turning large steering wheels and manipulating awkwardly placed controls can end up causing pain and injury.

A 2015 study of 280 male operators in India reported by the Journal of Ergonomics found that drivers had very high back and shoulder “exposure” followed by neck and wrist problems. 26% of drivers had musculoskeletal problems in the neck, 24% in the back, 20% in the upper limbs (shoulder and wrists were equally affected), 6% in the knees and 4% in the ankles.

Steering and controls are among the things ATU Safety Specialist Brian Sherlock is working on to improve the driver’s workstation experience.

“Steering gives a lot of our folks carpal tunnel, and rotator cuff injuries,” Sherlock says, “and problems with the elbows are endemic. But, the same kind of approach used in “active seats” (see page 12) – using sensors and computers and motors to intelligently assist the operator can be applied to the steering.”

‘Intelligent’ steering

Sherlock points to a new steering column that sits right on top of a “regular, old hydraulic steering system” that “reduces the effort to one-sixth of what it is without it.” It can also be used in a next generation application to reduce the number of turns of the wheel,” he says.

“It’s ridiculous we have to turn the wheel so much!” Sherlock continues, “But with an electric boost like this new steering system you can reduce the number of turns of the wheel – you’re gonna reduce the size of the wheel – and still with that electrical assist, have 60 pounds of effort.”

And, that, he says, “can greatly reduce injuries in that set of body segments, as well. And this can be applied throughout. We can use engineering to enhance safety, and use those sorts of principles throughout.”

A 2016 study conducted by the Swedish National Road and Transport Administration, found that a Volvo intelligent bus steering system, launched last year, which is similar to several other systems, reduces the risk of possible stress and strain in the shoulders, neck and arms of bus drivers. According to the report, the system cuts muscular strain by 20 to 30 percent and for certain maneuvers by up to 70 percent.

Adopting buses with improved ergonomic workstations is an important goal of the ATU Workstation Initiative.
TOP 10 THINGS YOU NEED TO KNOW ABOUT BUS WORKSTATION ERGONOMICS

1. Poor ergonomic design of bus operator workstations is a major contributor to drivers’ musculoskeletal disorders.

2. In one study, 26% of drivers had musculoskeletal problems in the neck, 24% in the back, 20% in the upper limbs (shoulder and wrists were equally affected), 6% in the knees and 4% in the ankles.

3. Steering is the cause of carpal tunnel, rotator cuff, and elbow injuries.

4. Intelligent steering systems can cut muscular strain by 20 to 30 percent and for certain maneuvers by up to 70 percent.

5. Active driver’s seat technology can significantly reduce the force and vibration transferred to operators’ backs.

6. Fresh, filtered air flow is vital to a driver’s health, comfort, and safe operation of his or her bus.

7. Driver compartments should provide enough room for drivers of all sizes to safely and comfortably operate the motor coach.

8. Controls should be positioned in intuitive groupings within easy reach by a driver.

9. Driver barriers should provide flexible protection so that drivers can decide whether or not they wish to use them.

10. Operator workstation design should ensure broad unobstructed view of everything in front of the bus.
ATU this September: Bring transit workplaces into the 21st Century

ATU Local Unions in the U.S. and Canada will be passing a resolution this September demanding that their governments and transit agencies provide healthy, safe, and secure workstations for their employees. This comes in preparation for an unprecedented campaign in which all of the Locals of our Union will lobby with their local coalitions to make it happen.

Health

ATU members have fought to improve their workplaces since the Union was formed in 1892, and a lot of progress was made over the last 125 years.

But, it was assumed that only so much could be done to buffer spines from continual pounding, or limit exposure to diesel exhaust. The inevitability of bad backs and respiratory illnesses became an accepted part of transit worker culture. But we will accept that no longer.

We now know how continual jolting and dirty air affects our health. Ergonomics has shown how relatively small changes in driver workstation design can put less stress on our bodies, and lead to safer driving. And, new technology can now protect drivers from many of the health problems we endured in the past.

Safety

Security has also been a long-time concern for bus operators. Exact change fare collection adopted by virtually all transit agencies in North America brought an end to fatal armed robberies in the late 1960s. But, that has not protected drivers from the recent scourge of assaults resulting from fare disputes, or the irrational decision to attack a driver. And so, drivers are demanding that barriers be installed in current buses, and designed into all future buses they drive.

It’s not just the driver who is endangered by assault and poor workstation design. Obviously, an attack on an operator while driving threatens riders and other drivers on the street. And, wide A-pillars, and poorly placed mirrors create blind spots that threaten pedestrians.

Consequently, the necessity of finding ways to protect operators, riders, and pedestrians has added new urgency to the drive to remake American and Canadian motor coach workstations. These are not impossible goals. European and, even, many third world countries have addressed these problems in the buses they use there.

As always, the major obstacle standing in the way of better workstations in North America is money. Cash-strapped governments and transit agencies have little leeway in their budgets to make the kind of improvements in transit work environments that our members need.

And so, beginning in September, your Local Union will be asking for your help with this campaign to force your employer to provide you with the same health and safety protections that workers rightfully expect in any other civilian occupation.

Resolutions

On the opposite page you’ll find the resolution that your Local will be considering in September. We urge you to join us in our campaign to bring the transit workplace into the 21st Century.
Resolution to End Fatalities and Injuries Resulting From Poor Transit Bus Design

Whereas, transit buses used in North America are decades behind global design and safety standards, endangering the health, safety and lives of operators, riders and pedestrians, and

Whereas, most transit buses on the road in North America have unsafe window pillar designs and hazardously-placed mirrors, which create enormous blind spots that are impossible to mitigate with operator behavior and have resulted in collisions in which pedestrians and others have been killed or injured, and

Whereas, assaults on operators often escalate to serious injury or death due to poorly-secured or unsecured workstations, and

Whereas, unsafe air quality in buses caused by inadequate air filters and ventilation systems for diesel fumes and infectious agents nearly doubles the rate of COPD among operators and injures riders as well, and

Whereas, poor bus suspension and seating lead to back pain and debilitating conditions for operators and compromises passenger comfort, and

Whereas, transit work is already classified as the least healthy job due to primitive controls including steering, and pedals that cause extreme rates of occupational injury and disability,

Therefore, be it resolved, that ATU Local [insert local number] calls on transit agencies and manufacturers to make our buses safe for those who operate and ride them by adopting well-tested solutions, including:

• Protective barriers that can be quickly raised or lowered by an operator, that do not obscure the operator’s view, and do not block air conditioning or heat from the driver’s workstation.

• Unobstructed views for bus operators that include open view windshields, minimal A-pillars, and mirrors that don’t obscure an operator’s vision.

• Workstations that include “active” ergonomic seating, intelligent steering, adjustable pedals, and a dashboard and steering wheel that telescopes and tilts.

• Proper filtering of bus compartment air quality, rational location of intakes and exhaust of buses, effective sealing, and proper maintenance of engines, heaters and air conditioning systems.

• Workstations that are free of roaches, bed bugs, rodents and other insects.

Please Bring This Resolution to Your Next Local Union Meeting.
Women among Boston ‘Carmen’ organized in 1912

The Amalgamated accepted its next group of women members in 1912 when the employees of the Boston Elevated Railway Company were organized.

There were approximately 7,000 to 8,000 employees working on the Boston system, more than 2,500 of whom signed up when the charter was issued to Local 589 (Boston Carmen) on May 22, 1912. Within two weeks, the company had discharged 80 union activists and supporters.

When efforts to bring about their reinstatement failed, the Local declared a lockout.

A boycott of the Boston system was called by AFL affiliates. After a difficult seven weeks, a settlement was reached.

In reporting on the strike, Local 589’s correspondent to The Motorman and Conductor lauded the support of women employees for their active participation in the union meetings. When the Local held its first election in October 1912, the women voted 100 percent strong.

Mother Jones addresses 1913 Convention

At our Thirteenth International Convention in 1913 in Salt Lake City, there were women delegates representing both Local 308 in Chicago and Local 589 in Boston. The delegates were also privileged to hear the legendary Mary “Mother” Jones, who spoke to the gathering as a special representative for the Western Federation of Miners to make a request for a loan of $1,000.

The Convention quickly complied, and the Chair responded, “Mother Jones may carry back a message from this Convention.... Say to them our sympathies financially, morally and every other way, are with the miners.” Jones “extended hearty appreciation” for the action.

For many years in the United States, Mary Jones was the “mother” of the modern labor movement. And she arrived on the scene of many Amalgamated strikes to offer inspiration and encouragement to our members.

When she died at the age of 100, near where ATU’s international headquarters stands today, W.D. Mahon paid her an elegant tribute when he stated: “Her every heartbeat was for humanity... She could soothe and wipe away the tears of a weeping and discouraged wife; caress and encourage children; inspire the crowd and denounce the police and Pinkertons in the same breath. Her life’s work and struggle for humanity will live and illuminate the pages of the labor history of America ....”

By 1918, 500 women were members of Local 308, and 200 were members of Local 589.

Women become members in World Wars I and II

As the men went off to fight in World War I, there began a two-year debate in The Motorman and Conductor about whether women should be able to replace male transit workers during the war.

It was not technically a debate about women’s rights. It centered on “protecting” womanhood from barbaric and ruthless employers – the very same who oppressed the men. The suggestion by street railway companies to employ women as conductors was viewed by some as an attempt to send women back to “the days of the savages.” The magazine referred to these efforts as unpatriotic and tyrannical.

Two months later, Local 589, which had been founded with women members fighting in the strike for recognition, reported that it had adopted a resolution opposing women as conductors on the Boston elevated system because this work “degraded American womanhood.”

‘Absolutely opposed to the employment of women’

At the Fifteenth International Convention held in Providence, RI, in 1917, there was one woman delegate, Anna Dolan, from Local 308. The delegates adopted a
resolution “absolutely opposed to the employment of women as motormen, brakemen, or conductors upon the street railways in the United States or Canada.” The sole dissenting vote was cast by Anna Dolan.

Shortly after the Convention, a correspondent from Local 22-Worcester, MA, reported that the newspapers in that city had begun discussing the hiring of female operators and stated that the Local Union was “solidly opposed to the idea.”

Finally, in August 1918, the General Executive Board recognized that due to the war many companies would not survive unless women were employed and adopted a policy on women. The policy stated that if it became necessary to employ women, Local Divisions would not oppose such plans as long as the employer met the following conditions:

1. Where women are employed as conductors, they shall be employed and enter the service the same as men were employed.
2. They shall take their seniority at the foot of the extra list and work up like men.
3. They shall be entitled to the same guarantees, wages and conditions as men.
4. They shall have the same membership requirements and shall be entitled to the same contract protections as men.

The position taken by the GEB in 1918 was meant only for the duration of the war. At the same time as the GEB took its position, the trade union movement, including the Amalgamated, was at the forefront of the movement to give women the right to vote, to pass 10- and 8-hour-day legislation for women workers, and to pass child labor laws.

**Surprised and dismayed**

After the war, labor union leaders were surprised and dismayed when the League of Women Voters argued that women should retain the conductor and motormen positions on the street railways.

As World War I came to an end, the General Executive Board passed a motion opposing legislation to employ women as operators on the transit system.

“[I]t is the sense of the Board that the Association is unalterably opposed to the enactment of any law... providing for employment of women as motormen and conductors....”

When the war ended, men mostly replaced women in the jobs they had held during World War I. Women workers on transit systems (other than in Chicago and Boston) became virtually nonexistent.

Women were again hired as transit operators in the United States and Canada during World War II, and again, mostly left the industry after the war. But, some hung on, working until their retirements decades later.

Women, again, started working as transit operators in greater numbers in the 1970s, and this time it stuck. Consequently, the number of women ATU members increased as well.

**First woman international officer**

In 1986, International President Jim La Sala appointed Local President Karen Moore, 1307-St. Louis, MO, the first woman international representative of ATU. Moore, an African-American, joined Local 1307 in 1970, and served as an office representative of the local members from 1976 until her election as local president in 1978. La Sala appointed Moore the first woman international vice president in 1994. She was subsequently elected and re-elected to that position until her retirement in 2006.

As more women became active in local union affairs and successfully pursued candidacies for local union office, women from ATU Local Unions began attending ATU women’s conferences. The first such conference was sponsored in 1987, by the Women’s Committee of Local 998-Milwaukee, WI. During two days of speeches and workshops, the issue of women becoming more active and involved in union affairs was stressed. At the fourth such conference, held in Cleveland, OH, in 1990, the attendees voted to form and adopt bylaws for a permanent organization – the ATU Women’s Caucus.

**Woman in ATU, today**

Today, four women sit on the General Executive Board of ATU international vice presidents, and countless more serve as officers of ATU Local Unions.

Women have come a long way from the days when their presence behind the wheel was a matter of some controversy, and most will tell you they still have a long way to go. ATU will continue to support them in the battle for equality in the workplace and society at large. ✨

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Riders sound off on stumbling BaltimoreLink at Local’s Town Hall

More than 150 angry bus riders, drivers and transit advocates packed the second Local 1300 organized town hall meeting to voice their frustrations and concerns with BaltimoreLink, an overhaul of Charm City’s bus system that has doubled commute times and left many residents and our members confused and angry.

The architect of this unmitigated disaster, Governor Larry Hogan, R, was once again a no show despite numerous invites to attend. New MTA chief Kevin Quinn also chose to skip the town hall of his riders.

Sinai Hospital worker Patricia Whitty’s frustrations echoed many in attendance at the packed town hall. “The buses don’t come on time, and it’s not fair to me, it’s not fair to my co-workers,” Whitty told the crowd. “I get off at 3:30, I don’t get home until a quarter of six. That is not right.”

Beverly Reid, who has been riding the MTA for decades, testified that the new system is still confusing. “Nobody knows anything. This is sad, absolutely, this is a sad state for MTA.”

Also in attendance were gubernatorial candidate Ben Jealous, Baltimore County Executive Kevin Kamenetz, who is also considering running for governor, and the wife of Rep. Elijah Cummings, D-MD, and president/CEO of Global Policy Solutions, Maya Rockeymoore, who is also considering a run for governor. All three addressed the crowd and were quick to criticize Gov. Hogan for cancelling the proposed Red Line light rail line and for the struggles of the BaltimoreLink.

Orlando drivers lash out at agency

Transit agencies across North America are stopping at nothing to eliminate pensions, blaming workers for their financial woes. The latest pension fight for ATU comes in Orlando, FL, where Local 1596 is waging a battle against Lynx Transportation.

Lynx and the Local agreed to a wage and benefits contract more than two years ago, but it has been stalled over control of several hundred grandfathered pensions. And the agency has been wasting millions of taxpayer dollars on litigation to fight this in the courts.

Local members stepped up with a public campaign leafleting riders about the truth and packed Lynx board meetings to demand the agency honor their contract agreement and stop threatening their pensions.

“We believe they (the board) doesn’t know a lot of what’s going on,” said Local President Ismael Rivera pointing out that Lynx has been stalling on the contract they agreed to. “They are holding us hostage,” Rivera said. “Unless we give (them) control of the pensions, they won’t give us a raise.”
Local 1342-Buffalo, NY, wins long-awaited new contract

For the first time in eight years Niagara Frontier Transportation Authority (NFTA) Workers will receive a pay raise after Local 1342-Buffalo, NY, members ratified and the transit agency’s board unanimously approved a new contract.

Under the 11-year agreement the workers will see their wages increase by 17.25 percent through 2020 with an 11 percent pay raise that is retroactive to April 1, 2 percent raises in both 2018 and 2019, and an additional 2.25 percent wage increase in 2020.

Representing more than 1,000 Metro Bus and Rail operators, along with Paratransit and MetroLink drivers, NFTA mechanics and clerical workers in the payroll department, the Local had waged a long campaign to win the contract.

Boston Carmen’s union honors rider hero

At ATU we hear stories all the time about our members going above and beyond to help riders in need or distress. So, it was inspiring to hear about a Boston bus rider intervening when a knife-wielding passenger stabbed an MBTA bus driver.

Local 589-Boston, MA member York Makonnen was driving her route late one night when she heard someone scream and pulled over. A man approached her and stabbed her in the back and shoulder. Luckily rider Charles Rozopoulos reacted quickly and wrestled the knife away from the assailant and held him until police arrived.

“I was bleeding and thought I would die,’ said veteran driver Makonnen. “I was lucky all my passengers love me and many of them, including Charlie, leaped to save me.” It was also fortunate that a doctor happened to be on the bus and helped stop the bleeding and assisted her off the bus. Makonnen, who was treated for her injuries and released, said the memory of the stabbing still haunts her.

The Carmen’s Union honored Rozopoulos with a party and presented him a black union jacket, the same one worn by T drivers. We at ATU applaud Rozopoulos for heroic actions.
Es el momento de exigir estaciones de trabajo saludables y seguras

Entre las muchas cuestiones en las que se centra el Sindicato Internacional, una de las más importantes es la mejora de la vida laboral de nuestros miembros, sobre todo cuando los problemas que impiden mejorar no son fáciles de resolver a nivel local.

Nada encaja mejor con esto que el desafío de mejorar las estaciones de trabajo físicas en las que realizamos nuestros diversos trabajos. El departamento sindical internacional encargado de mejorar la seguridad y la salud de nuestros miembros ha trabajado duro en esto, y quiero felicitarlos. Pero el mejor elogio hacia su trabajo vendrá cuando nuestros miembros comiencen a apoyar activamente su trabajo a nivel local.

A nivel nacional, los burócratas de Ottawa y Washington podrían aceptar nuestros puntos de vista como puntos interesantes, pero las agencias gubernamentales son lentas en cambiar, y ... oh, bueno ... es cierto: la rueda chirriante es la que obtiene la grasa.

¡Septiembre es nuestro momento de chirriar! Necesitamos elevar nuestras voces por toda América del Norte y declarar que es hora de tratar con la salud y la seguridad de los trabajadores del transporte público.

¡Estamos preparando una ... resolución!

Así que en el 125 aniversario de ATU, no estamos preparando una fiesta, estamos preparando una resolución. Pedimos a todos nuestros Sindicatos Locales que aprueben una resolución para que, con One ATU Voice (Una Voz ATU), digamos a nuestras agencias y compañías en todo el continente: “¡Arreglen esto!”

Estamos exigiendo a nuestra industria que traigan la mejor tecnología a nuestros autobuses y trenes, comenzando con la estación de trabajo del conductor. Si conseguimos que América del Norte adopte la avanzada estación de trabajo europea para los autobuses, conseguiremos:

- Reducir los asaltos
- Reducir los accidentes
- Reducir las muertes de peatones
- Reducir los devastadores efectos de los malos asientos del conductor sobre nuestros miembros

- Comenzar a llamar la atención de las personas que toman las decisiones que afectan nuestras vidas, decisiones que actualmente crean lugares de trabajo inseguros.

Este es el plan:

Le estamos pidiendo a cada Local de transporte público que apruebe una resolución en su reunión del sindicato local de septiembre exigiendo mejoras generales en las estaciones de trabajo. Estamos pidiendo a su empleador que deje de comprar autobuses con puntos ciegos diseñados, y sin protección para el conductor.

Eso es todo para septiembre. Actuemos juntos y construyamos apoyo internacional para un lugar de trabajo seguro.

En esta publicación encontrarás un ejemplo del texto que estamos pidiendo que cada Local considere al aprobar su propia resolución. Si sus funcionarios locales no han traído esta o una moción similar a su reunión sindical local, por favor ofrezca la moción usted mismo.

Esta es nuestra oportunidad de actuar en nombre de nuestros operadores de autobuses. Nos centraremos en nuestros otros puestos de trabajo en las próximas publicaciones. Este septiembre de 2017, al cruzar el umbral del año del 125 aniversario de ATU, hagámoslo celebrando nuestro vínculo común, ¡en acción!

¡ATU este septiembre: Traer los lugares de trabajo del transporte público al siglo XXI!

Los Sindicatos Locales de ATU en los Estados Unidos y Canadá aprobarán resoluciones este septiembre exigiendo que sus gobiernos y agencias de transporte público proporcionen estaciones de trabajo y garajes saludables y seguros para sus empleados. Esto forma parte de la preparación para una campaña sin precedentes en la cual todos los Locales de nuestro Sindicato harán presión política con sus coaliciones locales para conseguir que esto suceda.
Salud

Los miembros de ATU han luchado para mejorar sus lugares de trabajo desde que se formó el Sindicato en 1892, y se han hecho muchos progresos en los últimos 125 años.

Sin embargo, debido a que se suponía que era limitado lo que se podría hacer para proteger a las columnas vertebrales de los golpes continuos o limitar la exposición al humo de escape de la combustión de diésel, la inevitabilidad de los problemas de espalda y las enfermedades respiratorias se convirtió en una parte aceptada de la cultura de los trabajadores del transporte público. Pero ya no lo vamos a aceptar más.

Ahora sabemos cómo las sacudidas continuas y el aire sucio afectan a nuestra salud. La ergonomía ha demostrado cómo cambios relativamente pequeños en el diseño de la estación de trabajo del conductor pueden poner menos estrés sobre nuestros cuerpos y llevar a una conducción más segura. Y ahora la nueva tecnología puede proteger a los conductores y trabajadores de mantenimiento de muchos de los problemas de salud que sufrimos en el pasado.

Seguridad

La seguridad también ha sido una preocupación desde hace tiempo para los operadores de autobuses. La recolección del precio del pasaje exacto adoptada por prácticamente todas las agencias de transporte público en América del Norte puso fin a los robos a mano armada a finales de los años sesenta. Pero, eso no ha protegido a los conductores del reciente azote de las agresiones resultantes de las disputas por el precio del pasaje, o la decisión irracional de atacar a un conductor. Por lo tanto, los conductores exigen que se instalen barreras en los autobuses actuales y se diseñen para formar parte de todos los futuros autobuses que manejan.

No es sólo el conductor el que está en peligro por los asaltos y el mal diseño de la estación de trabajo. Obviamente, un ataque a un operador mientras maneja amenaza a los ciclistas y a otros conductores en las calles. Además, los pilares A anchos, y los espejos mal colocados crean puntos ciegos que amenazan a los peatones.

En consecuencia, la necesidad de encontrar maneras de proteger a los operadores, ciclistas y peatones ha añadido una nueva urgencia a la campaña para rehacer las estaciones de trabajo de los autobuses estadounidenses y canadienses.

Estos no son objetivos imposibles. Los europeos e incluso muchos países del tercer mundo han abordado estos problemas en los autobuses que utilizan allí.

Como siempre, el mayor obstáculo en el camino a mejores estaciones y lugares de trabajo en América del Norte es el dinero. Los gobiernos y las agencias de transporte público con escasez de dinero tienen poco margen de maniobra en sus presupuestos para hacer el tipo de mejoras en los entornos de trabajo del transporte público que nuestros miembros necesitan.

Por lo que, a partir de septiembre, su Sindicato Local le pedirá su ayuda con esta campaña para obligar a su empleador a proporcionarle las mismas protecciones de salud y seguridad que cualquier trabajador puede esperar de manera legítima en cualquier otra ocupación civil.

Resoluciones

En la página opuesta encontrarás ejemplos de reglamentos que tu Local estudiará en septiembre. Le animamos a que se una a nosotros en nuestra campaña para trae el lugar de trabajo del transporte público al siglo XXI.

Resolución para Acabar con las Muertes y Lesiones Resultantes de un Mal Diseño de los Autobuses de Transporte Público

Considerando, que los autobuses de transporte público utilizados en América del Norte están décadas por detrás de los estándares globales de diseño y seguridad, poniendo en peligro la salud, la seguridad y la vida de los operadores, ciclistas y peatones, y

Considerando, que la mayoría de los autobuses de transporte público en las carreteras de América del Norte tienen diseños inseguros de los pilares de las ventana y espejos peligrosamente colocados, que crean enormes puntos ciegos que son imposibles de mitigar con el comportamiento del operador y que han resultado en colisiones en las que peatones y otros han resultado muertos o heridos, y
Considerando, que las agresiones a los operadores a menudo se convierten en lesiones graves o muerte debido a puestos de trabajo mal protegidos o no protegidos, y

Considerando, que la calidad insegura del aire en los autobuses causada por filtros de aire y sistemas de ventilación inadecuados para los humos de combustión de diésel y agentes infecciosos causa que casi se dupliquen las EPOC entre los operadores, lesionando también a los ciclistas, y

Considerando, que la mala suspensión y los asientos deficientes de los autobuses causan dolores de espalda y condiciones debilitantes para los operadores, además de comprometer la comodidad de los pasajeros y

Considerando, que el trabajador del transporte público ya está clasificado como el trabajo menos saludable debido a que los controles primitivos, incluyendo la dirección, los pedales y otros controles causan tasas extremas de lesión y discapacidad laboral,

Por lo tanto, se resuelve, que ATU Local [insertar número de local] solicita a las agencias de transporte público y fabricantes que hagan nuestros autobuses seguros para aquellos que los operan y viajan en ellos adoptando soluciones bien probadas, incluyendo:

Barreras de protección que pueden ser levantadas o bajadas rápidamente por un operador, que no obstaculicen la vista del operador y que no bloqueen el aire acondicionado o la calefacción de la estación de trabajo del conductor

Visión sin obstáculos para los operadores de autobuses que incluyan parabrisas abiertos, pilares A mínimos y espejos que no interfieran con la visión del operador

Estaciones de trabajo que incluyan asientos ergonómicos, dirección inteligente, pedales ajustables, y un salpicadero y volante que sean retractables e inclinables

Filtración adecuada de la calidad del aire del compartimento del autobús, ubicación razonable de las tomas de aire y de los gases de escape de los autobuses, sellado eficaz y mantenimiento adecuado de los motores, los calentadores y los sistemas de aire acondicionado

Estaciones de trabajo que estén libres de cucarachas, chinches, roedores y otros insectos.

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In Memoriam

Death Benefits Awarded March 1, 2017 - April 30, 2017

1- MEMBERS AT LARGE
JERRY D OFFICER
JAMES OWENS
FLOYD J SNOW
HUBERT J ST ROMAIN
DANIEL K WILDE

19- COLORADO SPRINGS, CO
ERNESTO ARISPE

26- DETROIT, MI
ELLIS HARE JR
LOMAS RAYMOND SHAW

85- PITTSBURGH, PA
QUERINO W ANGELINE
JOHN R BENDER
DONALD R DELSERONE
JOSEPH Y GOLDSMITH
RUTH A HULINGS
JAMES R JOHNSON
MATTHEW T MAPLE
CHARLES W PARKINSON
MICHAEL G SMIDER
NORMAN P SWEENY
SAMUEL R VITELLI

113- TORONTO, ON
ADRIAN JAMES ASHE
ALLAN CLEMENTS
LLOYD H GEORGE
ARTHUR GEORGE HANDLEY
FRANK HARDY
WILFRED C HARRIS
JAMES N KEARNEY
JOSEPH KOCIS
JOHN M KRIL
STANLEY A MITCHELL
JOSEPH O R NORMAND
FRANK HARDY
WILFRED C HARRIS
JAMES N KEARNEY
JOSEPH KOCIS
JOHN M KRIL
STANLEY A MITCHELL
JOSEPH O R NORMAND
FRANK HARDY
WILFRED C HARRIS
JAMES N KEARNEY
JOSEPH KOCIS
JOHN M KRIL
STANLEY A MITCHELL

192- OAKLAND, CA
MAJOR BUTLER JR
JEANNIE M TURNER
ROBERT T TURNER

241- CHICAGO, IL
SAMMY ADAMS
JOHN ALESSI
AARON AMOS
FRED L BANKS
CHARLES E BENNETT
ROBERT P BRAGG

583- CALGARY, AB
LORNE W CARROLL
KENNETH N DEVOLIN
FRANK GROVES
MICHAEL L SENSIZA

587- SEATTLE, WA
CALVIN J MEADOWS

589- BOSTON, MA
JOSEPH W CURLEY
BARBARA DAMERY
EDWARD T GILE
JOHN J KELLEY
JOHN P KINGSTON
FREDERICK LOCKE
CECIL J MILES
LOUIS M VITO

618- PROVIDENCE, RI
ROBERT E BROWN
JAMES J COLLINS JR
ALFRED L LALIBETE

704- LITTLE ROCK, AR
CHARLES FREEMAN

717- ST. JOHN, NB
KENNETH A NORWOOD

770- MOBILE, AL
CHARLIE Y SCOTT
TROY WALLER

819- NEWARK, NJ
ARTHUR A JAFRATY
HAROLD R JOHNSON
EDWARD KAVANAUGH
EDWARD SCHNEIDER

880- CAMDEN, NJ
WILLIAM C DI MATTIES
RADAMES MORALES
MICHAEL L TERLINGO

1338- DALLAS, TX
LEWIS JOHNSON
DAVID TORBELLIN

1342- BUFFALO, NY
JOHN K BONA
DONALD C FLEDERBACH
JESSE A PALUMBO
IRA L TIBIOCE

1374- CALGARY, AB
GABRIEL ANDRE DOYON
MERLYN R JONES

1462- ST. JOHN'S, NL
ALFRED J THORNE

1505- WINNIPEG, MB
JOHN H PERKIN
DARRELL W TREMBLAY

1575- SAN RAFAEL, CA
NORMAN W HARLAN

1582- NIAGARA FALLS, ON
ANGELO DICENZO

1700- NORCROSS, GA
MARVIN PETERSON

1704- SAN BERNARDINO, CA
WALTER M BROWN

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JOIN THE FIGHT FOR A BETTER WORKSTATION

We’ve come a long way: 125 years ago this September the ATU was formed. One of our first fights was to get closed vestibules on streetcars. Mindful of our mission, what better way is there to celebrate, than to renew our fight to improve the lives of our members? So, join us in demanding safety and comfort for transit workers.

This will be a union-wide effort for all ATU Locals which will pass a resolution at their September Union meetings calling on transit agencies and elected officials to adopt our recommendations for safe, healthy, and secure bus workstations. The Resolution To End Fatalities and Injuries From Poor Transit Bus Design can be found on page 23. Please bring this to your next local union meeting.