difference exists between those employed in city garages and all other groups combined. This can be attributed to the greater grinding and finishing of brake lining material that the city workers do. The work in commercial garages is virtually exclusively on automobiles in which brake shoes are simply removed and replaced. Asbestos exposures largely occur through the air blowing of residual dust in the drum housing. Many of the city workers, on the other hand, repair truck brakes and, here, machining of the lining may be required to obtain a proper fit. This additonal exposure can be significant. Rohl, Langer, Wolff, and Weisman (1976) found short-term asbestos concentrations during the machining of new brake linings to range from 24 f/ml to 72 f/ml.

Tables 17a and 17b show the percentages of individuals with X-ray abnormalities according to years of garage employment and years since onset of garage work. As can be seen, there is an increasing percentage of X-rays according to either variable. However, to some extent, this would be a reflection of the previously discussed age effect seen in both the exposed and unexposed populations analyzed in this study. In order to take into account age, the age-standardized percentages of abnormal X-rays were calculated for the age decades 40 through 69 years for those employed more than or less than 30 years, and more than or less than 30 years from onset of employment. (Individuals in each of these three age decades were included in both the 30+ years and 30-year groups so difficulties with empty cells was avoided.) However, the small numbers in each age cell prevented any smoking standardization. The results show that those employed for more than 30 years or with 30 or more years from onset of exposure have the greater percentage of abnormal X-rays. The differences between the age standardized abnormalities in the group with 30 or more years of employment and those with no asbestos or garage exposure or those with less than 30 years of garage employment achieve a one-sided level of significance of $P<0.05$.

An analysis by the estimated number of brake jobs per week, however, does not indicate any trend (Table 18). The estimates are necessarily uncertain because of poor recall and the analysis did not consider either duration of work or time from onset of employment.