Union Wages and Hours: Local Transit Operating Employees

October 1, 1952

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UNITED STATES DEPARTMENT OF LABOR

Martin P. Durkin - Secretary

BUREAU OF LABOR STATISTICS

Ewan Clague - Commissioner
Union Wages and Hours:
Local Transit Operating Employees
October 1, 1952
UNITED STATES DEPARTMENT OF LABOR,
Bureau of Labor Statistics,

The Secretary of Labor:

I have the honor to transmit herewith a report on the annual study of union scales of wages and hours in effect on October 1, 1952, for operating employees in the local transit industry in 76 cities.

This report was prepared in the Bureau's Division of Wages and Industrial Relations by Alexander Moros.

Ewan Clague, Commissioner.

Hon. Martin P. Durkin,
Secretary of Labor.
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Union Wages and Hours of Local Transit Operating Employees, October 1, 1952

Summary

Hourly wage scales of unionized motormen, conductors, and bus operators increased 7.5 percent, or 12 cents an hour, during the year ending October 1, 1952, according to the Bureau of Labor Statistics' annual study of local transit operating employees. The union scale for all local transit operating employees averaged $1.74 an hour. Nearly all (97 percent) of the workers included in the study were affected by scale revisions in negotiated contracts which became effective between October 1, 1951, and October 1, 1952.

Standard workweeks were reported for about nine-tenths of the operating employees surveyed; these schedules averaged 42.4 hours on October 1, 1952. Of those having standard schedules, three-fifths were covered by contracts providing for a 40-hour straight-time workweek, a seventh were on a 44-hour schedule, and an additional seventh had a 48-hour week.

Scope and Method of Survey

The Bureau of Labor Statistics has conducted annual surveys in the local transit industry since 1921. This study is the thirtysixth in the series.

The information presented in this report was based on union scales in effect on October 1, 1952, and covered approximately 96,000 local city-transit operating employees in 76 cities ranging in population from about 40,000 to more than a million. Trackmen and maintenance workers were not included.

Municipally owned intracity transit systems were included, if unions acted as bargaining agents for the employees. Of the total membership surveyed, 81 percent operated 1-man cars and busses; 7 percent, 2-man cars; and 12 percent were on elevated and subway lines.

Data were obtained primarily from local union officials by mail questionnaire. In a few cities, information was obtained by personal visits by Bureau field representatives.

Union scales are defined as the minimum wage rates and maximum schedules of hours agreed upon through collective bargaining between employers and unions. Rates excluded are those in excess of the negotiated minimum which may be paid for special qualifications or other reasons.

Average rates, designed to show current levels, are based on all rates, regardless of workers' length of experience, reported for the current year in the cities covered. Individual rates are weighted by the number of union members reported as working at each rate. These averages are not designed for close year-to-year comparisons because of changes in union membership and classifications studied.

In the index computations, year-to-year changes in union scales are obtained by weighting comparable quotations for two consecutive years by membership for the current year. In this manner, chain indexes suitable for measuring trends are constructed.

Trends in Union Wage Scales

On October 1, 1952, the Bureau's index of union hourly wage scales for local transit operating employees was 27 percent above the average for the 3 years 1947-49 (table 1). The increase of 7.5 percent between October 1, 1951, and October 1, 1952, was greater than in the preceding 12 months (6.5 percent).

Individual increases ranged from 2 to 23 cents an hour and averaged 12.1 cents for all local transit operating employees. Of those affected by scale adjustments, a third had hourly advances ranging from 5 to 10 cents; a slightly larger proportion from 15 to 20 cents; and a fifth from 10 to 15 cents. By type of conveyance, elevated and subway operators, with an average increase of 15.5 cents an hour, recorded the greatest gain; motormen and conductors on 2-man cars had an average advance of 13.4 cents; and operators of 1-man cars and busses advanced 11.4 cents. These gains represented upward adjustments of 9.3, 8.4, and 7.1 percent, respectively (table 2).

More than 95 percent of the 1-man car and bus operators received scale increases. These advances ranged between 17 and 18 cents an hour for one of every four operators, and between 5 and 10 cents an hour for one of every three. All motormen and conductors on 2-man cars had upward scale adjustments during the year; one of every four had hourly advances of from 6 to 7 cents; one of every two, from 14 to 15 cents; and one of every five, 20 cents or more. Practically all of the operating workers on elevated and subway systems had their wage scales advanced during the 12 months ending October 1, 1952. Advances ranging from 15 to 20 cents an hour were most common and prevailed for three of every four operators (table 4).
Wage Scale Variations

In general, union wage scales of local transit operating employees are graduated on the basis of length of experience. Most union agreements provide for an entrance or starting rate, one or more intermediate rates, and a maximum or top rate. 1/ The rates for new workers are generally increased after a period of either 3 or 6 months on the job. The maximum or top rates are usually reached after a year of service. The time interval between the entrance rate and the first rate change, however, varies from city to city. For example, agreements in a number of cities provided for the payment of the entrance or starting rate during the first year of employment; in several other cities, including Reading, Pa., and San Francisco, Calif., a single rate was in effect regardless of length of service.

Entrance rates for 1-man car and bus operators ranged from a low of $1.10 in Charlotte to a high of $1.81 in Chicago. For 2-man surface-car operators, the lowest starting rate ($1.44) was reported for Boston and the highest ($1.76) for Chicago.

The maximum or top wage scales for busses and 1-man surface cars ranged from $1.27 in Savannah to $1.98 in Chicago. For 2-man surface cars, maximum scales ranged from $1.52 in New Orleans to $1.81 in Chicago.

On October 1, 1952, union scales, by type of vehicle, averaged $1.72 an hour for operators of 1-man cars and busses, $1.73 for motormen and conductors of 2-man cars, and $1.83 for elevated and subway operators.

Slightly more than two-thirds of the local transit operating employees included in the study had union hourly rates ranging from $1.65 to $1.90. Less than 8 percent had scales below $1.50 and 10 percent had rates of at least $1.90 an hour. Half the operators on 1-man cars and busses were covered by contracts providing scales ranging from $1.50 to $1.80 an hour, and a fourth had rates of from $1.85 to $1.90. For motormen and conductors of 2-man surface cars, rates ranged from $1.50 to $1.90 an hour. Nearly half these operators had hourly scales between $1.80 and $1.85, and a fourth between $1.55 and $1.60. Union scales of elevated and subway operators ranged from $1.44 to $2.04 an hour. For three of every eight of these operators, the negotiated rates were between $1.70 and $1.80 an hour (table 5).

City and Regional Rate Differentials

Average wage scales for local transit operators showed wide variations among the 76 cities studied - from $1.266 in Savannah, Ga., to $1.866 in Chicago, Ill. The levels of union rates averaged between $1.40 and $1.50 an hour in 17 cities, between $1.50 and $1.60 in 17 others, and at least $1.75 in 13 cities (table 6).

Eight of the cities studied showed no change in the wage rates for local transit operating employees in the 12 months ending October 1, 1952. In the other cities the hourly adjustments ranged from 2 cents in Jackson, Miss., to 23 cents in Los Angeles, Calif. Advances of 5 to 10 cents an hour were recorded for about four of every nine cities and of 10 to 15 cents for two of every nine.

When the 76 cities are grouped according to population, scales averaged highest in the large metropolitan cities, and descended according to city-size grouping.

There was comparatively little variation in the averages for the three largest-size groups. An 18-cent differential, however, existed in the averages for the 250,000 to 500,000 population group and the next smaller group (table 6).

Within each population group, rate levels showed considerable variation among the cities comprising the group. The levels for individual cities did not necessarily vary according to city size. For example, levels for Newark, N. J., and Seattle, Wash., in the 250,000-500,000 size group, exceeded the average for cities having a million or more population. Pittsburgh ranked third and Boston seventh in city scale levels, but such large metropolitan centers as New York and Philadelphia placed eighth and twenty-sixth, respectively, among the cities surveyed.

Regionally, average hourly union rates for all local transit operating employees ranged from $1.79 in the Great Lakes to $1.47 in the Southeast. The Middle Atlantic and Pacific regions also exceeded the national average of $1.74 (table 7). A somewhat similar pattern prevailed in the regional averages for operators of 1-man cars and busses, who comprised four-fifths of the workers included in the

1/ The so-called maximum or top rate is really a minimum scale after a specified period of employment with the company. It is not a maximum rate in the sense that the company may not pay more.
study. Among the 4 regions in which 2-man car operators were reported, scales averaged highest in the Great Lakes ($1.82) and lowest in the Southwest ($1.52).

**Standard Workweek**

About 9 of every 10 local transit operating employees were reported as having standard workweeks on October 1, 1952. No standard weekly schedules were indicated, however, for a fourth of the cities studied. In those cities where regular schedules were in effect, a 40-hour workweek was typical. This schedule applied to about half the 1-man and 2-man operators and nine-tenths of the elevated and subway operators. Workweeks of 44 and 48 hours, respectively, prevailed for a fourth and a fifth of the operators on 2-man cars and for an eighth and a seventh of the 1-man car and bus operators.

On October 1, 1952, standard weekly schedules averaged 42.4 hours, a decrease of about 2 percent since the previous October (table 8).

**Union Scales of Wages and Hours, by City**

A listing of union wage scales in effect October 1, 1951, and October 1, 1952, is presented in table 9 for each of the 76 cities included in the current survey. Weekly hours in effect on these dates are also shown for those cities that reported a regular workweek after which premium overtime was paid.
TABLE 1.—Indexes of hourly wage rates of local transit operating employees, 1929-52
(Oct. 1, 1947=100)

<table>
<thead>
<tr>
<th>Date</th>
<th>Index</th>
<th>Date</th>
<th>Index</th>
</tr>
</thead>
<tbody>
<tr>
<td>1929: May 15</td>
<td>52.4</td>
<td>1961: June 1</td>
<td>60.0</td>
</tr>
<tr>
<td>1930: May 15</td>
<td>52.7</td>
<td>1962: July 1</td>
<td>60.4</td>
</tr>
<tr>
<td>1931: May 15</td>
<td>52.8</td>
<td>1963: July 1</td>
<td>68.6</td>
</tr>
<tr>
<td>1932: May 15</td>
<td>51.9</td>
<td>1964: July 1</td>
<td>69.1</td>
</tr>
<tr>
<td>1933: May 15</td>
<td>(2/)</td>
<td>1965: July 1</td>
<td>69.9</td>
</tr>
<tr>
<td>1934: May 15</td>
<td>50.3</td>
<td>1966: July 1</td>
<td>81.9</td>
</tr>
<tr>
<td>1935: May 15</td>
<td>52.5</td>
<td>1967: Oct. 1</td>
<td>92.4</td>
</tr>
<tr>
<td>1936: May 15</td>
<td>52.7</td>
<td>1968: Oct. 1</td>
<td>101.7</td>
</tr>
<tr>
<td>1937: May 15</td>
<td>52.8</td>
<td>1969: Oct. 1</td>
<td>109.9</td>
</tr>
<tr>
<td>1938: June 1</td>
<td>56.8</td>
<td>1970: Oct. 1</td>
<td>110.9</td>
</tr>
<tr>
<td>1939: June 1</td>
<td>57.2</td>
<td>1971: Oct. 1</td>
<td>118.2</td>
</tr>
<tr>
<td>1940: June 1</td>
<td>57.9</td>
<td>1972: Oct. 1</td>
<td>127.0</td>
</tr>
</tbody>
</table>

1/ Year-to-year changes in union scales are based on comparable quotations for each classification weighted by the respective membership for the current year.
2/ Information not available.

TABLE 2.—Average union hourly wage rates of local transit operating employees, Oct. 1, 1952, and increases in rates, Oct. 1, 1951 - Oct. 1, 1952

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Oct. 1, 1952 hourly rate</th>
<th>Increase over Oct. 1, 1951</th>
</tr>
</thead>
<tbody>
<tr>
<td>All local transit operating employees</td>
<td>$1.74</td>
<td>7.5 12.1</td>
</tr>
<tr>
<td>Operators of 1-man cars and busses</td>
<td>1.72</td>
<td>7.1 11.4</td>
</tr>
<tr>
<td>Motormen and conductors of 2-man cars</td>
<td>1.73</td>
<td>8.4 13.4</td>
</tr>
<tr>
<td>Elevated and subway operators</td>
<td>1.85</td>
<td>9.3 15.5</td>
</tr>
</tbody>
</table>

TABLE 3.—Percent increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1951 - Oct. 1, 1952

<table>
<thead>
<tr>
<th>Change in hourly rates</th>
<th>Percent of -</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>All workers</td>
</tr>
<tr>
<td>No change</td>
<td>3.0</td>
</tr>
<tr>
<td>Increases</td>
<td>97.0</td>
</tr>
<tr>
<td>Under 2 percent</td>
<td>.6</td>
</tr>
<tr>
<td>2 and under 3 percent</td>
<td>2.3</td>
</tr>
<tr>
<td>3 and under 4 percent</td>
<td>4.5</td>
</tr>
<tr>
<td>4 and under 5 percent</td>
<td>13.5</td>
</tr>
<tr>
<td>5 and under 6 percent</td>
<td>9.1</td>
</tr>
<tr>
<td>6 and under 7 percent</td>
<td>4.8</td>
</tr>
<tr>
<td>7 and under 8 percent</td>
<td>5.7</td>
</tr>
<tr>
<td>8 and under 9 percent</td>
<td>13.1</td>
</tr>
<tr>
<td>9 and under 10 percent</td>
<td>2.3</td>
</tr>
<tr>
<td>10 and under 11 percent</td>
<td>34.6</td>
</tr>
<tr>
<td>11 and under 12 percent</td>
<td>6.6</td>
</tr>
<tr>
<td>12 and under 13 percent</td>
<td>3.6</td>
</tr>
<tr>
<td>13 and under 14 percent</td>
<td>1.9</td>
</tr>
<tr>
<td>14 and under 15 percent</td>
<td>1.9</td>
</tr>
<tr>
<td>15 percent and over</td>
<td>1.6</td>
</tr>
</tbody>
</table>
### TABLE 4.—Cents-per-hour increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1951 - Oct. 1, 1952

<table>
<thead>
<tr>
<th>Change in hourly rates</th>
<th>Percent of -</th>
<th>All workers</th>
<th>Operators of 1-man cars and busses</th>
<th>Motormen and conductors of 2-man cars</th>
<th>Elevated and subway operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>No change</td>
<td></td>
<td>3.0</td>
<td>3.6</td>
<td>-</td>
<td>0.3</td>
</tr>
<tr>
<td>Increase</td>
<td></td>
<td>97.0</td>
<td>96.4</td>
<td>100.0</td>
<td>99.7</td>
</tr>
<tr>
<td>Under 3 cents</td>
<td>.6</td>
<td>.8</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3 and under 4 cents</td>
<td>8</td>
<td>1.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4 and under 5 cents</td>
<td>2.5</td>
<td>3.1</td>
<td>-</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>5 and under 6 cents</td>
<td>5.1</td>
<td>5.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6 and under 7 cents</td>
<td>11.8</td>
<td>12.0</td>
<td>24.0</td>
<td>2.6</td>
<td>-</td>
</tr>
<tr>
<td>7 and under 8 cents</td>
<td>2.7</td>
<td>3.4</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>8 and under 9 cents</td>
<td>6.0</td>
<td>9.0</td>
<td>14.7</td>
<td>5.2</td>
<td>-</td>
</tr>
<tr>
<td>9 and under 10 cents</td>
<td>5.4</td>
<td>6.3</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>10 and under 11 cents</td>
<td>9</td>
<td>1.1</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>11 and under 12 cents</td>
<td>2.6</td>
<td>1.4</td>
<td>-</td>
<td>12.4</td>
<td>-</td>
</tr>
<tr>
<td>12 and under 13 cents</td>
<td>3.0</td>
<td>3.8</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>13 and under 14 cents</td>
<td>10.3</td>
<td>8.4</td>
<td>17.1</td>
<td>1.1</td>
<td>-</td>
</tr>
<tr>
<td>14 and under 15 cents</td>
<td>6.6</td>
<td>5.5</td>
<td>4.7</td>
<td>16.6</td>
<td>12.5</td>
</tr>
<tr>
<td>15 and under 16 cents</td>
<td>3.1</td>
<td>1.0</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>16 and under 17 cents</td>
<td>20.1</td>
<td>23.2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>17 and under 18 cents</td>
<td>2.1</td>
<td>1.9</td>
<td>-</td>
<td>4.9</td>
<td>-</td>
</tr>
<tr>
<td>18 and under 19 cents</td>
<td>1.3</td>
<td>1.1</td>
<td>3.0</td>
<td>26.7</td>
<td>-</td>
</tr>
<tr>
<td>19 cents and over</td>
<td>4.8</td>
<td>4.4</td>
<td>18.6</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

1/ Less than 0.05 percent.

### TABLE 5.—Distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1952

<table>
<thead>
<tr>
<th>Hourly wage rates</th>
<th>Percent of -</th>
<th>All workers</th>
<th>Operators of 1-man cars and busses</th>
<th>Motormen and conductors of 2-man cars</th>
<th>Elevated and subway operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $1.15</td>
<td>(1/)</td>
<td>(1/)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.15 and under $1.20</td>
<td>0.1</td>
<td>0.1</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.20 and under $1.25</td>
<td>(1/)</td>
<td>(1/)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.25 and under $1.30</td>
<td>2</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.30 and under $1.35</td>
<td>2.3</td>
<td>2.3</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.35 and under $1.40</td>
<td>1.7</td>
<td>1.7</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.40 and under $1.45</td>
<td>1.2</td>
<td>1.2</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.45 and under $1.50</td>
<td>4.8</td>
<td>5.5</td>
<td>4.9</td>
<td>0.3</td>
<td>-</td>
</tr>
<tr>
<td>$1.50 and under $1.55</td>
<td>3.3</td>
<td>4.1</td>
<td>28.0</td>
<td>2.5</td>
<td>-</td>
</tr>
<tr>
<td>$1.55 and under $1.60</td>
<td>4.5</td>
<td>3.5</td>
<td>1.2</td>
<td>13.0</td>
<td>-</td>
</tr>
<tr>
<td>$1.60 and under $1.65</td>
<td>11.1</td>
<td>13.2</td>
<td>2.1</td>
<td>4.9</td>
<td>-</td>
</tr>
<tr>
<td>$1.65 and under $1.70</td>
<td>15.6</td>
<td>14.0</td>
<td>9.3</td>
<td>29.9</td>
<td>-</td>
</tr>
<tr>
<td>$1.70 and under $1.75</td>
<td>11.5</td>
<td>12.5</td>
<td>7.7</td>
<td>7.1</td>
<td>-</td>
</tr>
<tr>
<td>$1.75 and under $1.80</td>
<td>8.1</td>
<td>6.4</td>
<td>15.9</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>$1.80 and under $1.85</td>
<td>20.6</td>
<td>21.5</td>
<td>4.9</td>
<td>4.8</td>
<td>-</td>
</tr>
<tr>
<td>$1.85 and under $1.90</td>
<td>4.8</td>
<td>5.1</td>
<td>-</td>
<td>5.9</td>
<td>-</td>
</tr>
<tr>
<td>$1.90 and under $2.00</td>
<td>2.0</td>
<td>1.7</td>
<td>-</td>
<td>4.9</td>
<td>-</td>
</tr>
<tr>
<td>$2.00 and over</td>
<td>3.3</td>
<td>-</td>
<td>-</td>
<td>28.7</td>
<td>-</td>
</tr>
</tbody>
</table>

1/ Less than 0.05 percent.
<table>
<thead>
<tr>
<th>City and population group</th>
<th>Average hourly rate</th>
<th>City and population group</th>
<th>Average hourly rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Group I (1,000,000 or more):</td>
<td></td>
<td>Group IV (100,000 to 250,000):</td>
<td></td>
</tr>
<tr>
<td>Chicago, Ill.</td>
<td>$1.866</td>
<td>Springfield, Mass.</td>
<td>$1.720</td>
</tr>
<tr>
<td>Detroit, Mich.</td>
<td>1.687</td>
<td>Phoenix, Ariz.</td>
<td>1.795</td>
</tr>
<tr>
<td>New York, N. Y.</td>
<td>1.690</td>
<td>New Haven, Conn.</td>
<td>1.624</td>
</tr>
<tr>
<td>Average for Group I</td>
<td>1.797</td>
<td>South Bend, Ind.</td>
<td>1.574</td>
</tr>
<tr>
<td>Los Angeles, Calif.</td>
<td>1.751</td>
<td>Providence, R. I.</td>
<td>1.650</td>
</tr>
<tr>
<td>Group II (500,000 to 1,000,000):</td>
<td></td>
<td>Youngstown, Ohio</td>
<td>1.600</td>
</tr>
<tr>
<td>Pittsburgh, Pa.</td>
<td>1.651</td>
<td>Peoria, Ill.</td>
<td>1.595</td>
</tr>
<tr>
<td>San Francisco, Calif.</td>
<td>1.659</td>
<td>Spokane, Wash.</td>
<td>1.582</td>
</tr>
<tr>
<td>Boston, Mass.</td>
<td>1.615</td>
<td>Dayton, Ohio</td>
<td>1.569</td>
</tr>
<tr>
<td>Cincinnati, Ohio</td>
<td>1.760</td>
<td>Des Moines, Iowa</td>
<td>1.568</td>
</tr>
<tr>
<td>Milwaukee, Wis.</td>
<td>1.764</td>
<td>Grand Rapids, Mich.</td>
<td>1.540</td>
</tr>
<tr>
<td>Cleveland, Ohio</td>
<td>1.765</td>
<td>Rock Island (Ill.)</td>
<td>1.540</td>
</tr>
<tr>
<td>Washington, D. C.</td>
<td>1.764</td>
<td>District 2/</td>
<td>1.540</td>
</tr>
<tr>
<td>Average for Group II</td>
<td>1.764</td>
<td>Syracuse, N. Y.</td>
<td>1.521</td>
</tr>
<tr>
<td>Minneapolis, Minn. 1/</td>
<td>1.738</td>
<td>Reading, Pa.</td>
<td>1.520</td>
</tr>
<tr>
<td>Buffalo, N. Y.</td>
<td>1.710</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baltimore, Md.</td>
<td>1.704</td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Louis, Mo.</td>
<td>1.673</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Orleans, La.</td>
<td>1.567</td>
<td></td>
<td></td>
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<tr>
<td>Houston, Tex.</td>
<td>1.546</td>
<td></td>
<td></td>
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<tr>
<td>Group III (250,000 to 500,000):</td>
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<td></td>
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<tr>
<td>Newark, N. J.</td>
<td>1.560</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seattle, Wash.</td>
<td>1.556</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portland, Ore.</td>
<td>1.776</td>
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<tr>
<td>Average for Group III</td>
<td>1.699</td>
<td></td>
<td></td>
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<tr>
<td>Oakland, Calif.</td>
<td>1.673</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kansas City, Mo.</td>
<td>1.660</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indianapolis, Ind.</td>
<td>1.628</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Toledo, Ohio</td>
<td>1.604</td>
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<td></td>
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<tr>
<td>Columbus, Ohio</td>
<td>1.603</td>
<td></td>
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</tr>
<tr>
<td>Memphis, Tenn.</td>
<td>1.581</td>
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<tr>
<td>Birmingham, Ala.</td>
<td>1.570</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rochester, N. Y.</td>
<td>1.554</td>
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<td></td>
</tr>
<tr>
<td>San Antonio, Tex.</td>
<td>1.550</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Louisville, Ky.</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Dallas, Tex.</td>
<td>1.492</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denver, Colo.</td>
<td>1.461</td>
<td></td>
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</tr>
<tr>
<td>Atlanta, Ga.</td>
<td>1.434</td>
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</tr>
</tbody>
</table>

1/ Includes St. Paul, Minn.
2/ Includes Rock Island and Moline, Ill., and Davenport, Iowa.
### TABLE 7—Average union hourly wage rates of local transit operating employees, by region, Oct. 1, 1952

<table>
<thead>
<tr>
<th>Region 1/</th>
<th>All workers</th>
<th>Operators of 1-man cars and busses</th>
<th>Motormen and conductors of 2-man cars</th>
<th>Elevated and subway operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States</td>
<td>$1.74</td>
<td>$1.72</td>
<td>$1.75</td>
<td>$1.65</td>
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<tr>
<td>New England</td>
<td>1.74</td>
<td>1.74</td>
<td>-</td>
<td>1.76</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>1.78</td>
<td>1.77</td>
<td>1.57</td>
<td>1.64</td>
</tr>
<tr>
<td>Border States</td>
<td>1.61</td>
<td>1.64</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Southeast</td>
<td>1.47</td>
<td>1.47</td>
<td>1.82</td>
<td>1.76</td>
</tr>
<tr>
<td>Great Lakes</td>
<td>1.79</td>
<td>1.79</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Middle West</td>
<td>1.63</td>
<td>1.63</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Southwest</td>
<td>1.49</td>
<td>1.49</td>
<td>1.58</td>
<td>-</td>
</tr>
<tr>
<td>Mountain</td>
<td>1.39</td>
<td>1.39</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pacific</td>
<td>1.77</td>
<td>1.77</td>
<td>1.76</td>
<td>-</td>
</tr>
</tbody>
</table>

1/ The regions used in this study include:

New England: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont;
Middle Atlantic: New Jersey, New York, and Pennsylvania;
Border States: Delaware, District of Columbia, Kentucky, Maryland, Virginia, and West Virginia;
Southeast: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee;
Great Lakes: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin;
Middle West: Iowa, Kansas, Missouri, Nebraska, North Dakota, and South Dakota;
Southwest: Arkansas, Louisiana, Oklahoma, and Texas;
Mountain: Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming;
Pacific: California, Nevada, Oregon, and Washington.

---

### TABLE 8.—Percentage distribution of local transit operating employees by standard weekly hours, Oct. 1, 1952

<table>
<thead>
<tr>
<th>Weekly hours</th>
<th>All workers</th>
<th>Operators of 1-man cars and busses</th>
<th>Motormen and conductors of 2-man surface cars</th>
<th>Elevated and subway operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average weekly hours</td>
<td>42.4</td>
<td>42.0</td>
<td>43.1</td>
<td>40.2</td>
</tr>
<tr>
<td>Total reporting standard hours</td>
<td>88.9</td>
<td>86.5</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>40 hours</td>
<td>55.5</td>
<td>48.1</td>
<td>50.7</td>
<td>91.9</td>
</tr>
<tr>
<td>Over 40 and under 44 hours</td>
<td>3.4</td>
<td>5.9</td>
<td>-</td>
<td>5.2</td>
</tr>
<tr>
<td>44 hours</td>
<td>12.1</td>
<td>12.4</td>
<td>21.0</td>
<td>2.9</td>
</tr>
<tr>
<td>Over 44 and under 46 hours</td>
<td>4</td>
<td>4</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>46 hours</td>
<td>2</td>
<td>2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Over 46 hours</td>
<td>13.1</td>
<td>14.5</td>
<td>20.6</td>
<td>-</td>
</tr>
<tr>
<td>Percent reporting no standard hours</td>
<td>11.1</td>
<td>13.7</td>
<td>4.7</td>
<td>-</td>
</tr>
</tbody>
</table>

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http://fraser.stlouisfed.org/
Federal Reserve Bank of St. Louis
Table 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1951, and Oct. 1, 1952

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rate per hour</td>
<td>Rate per hour</td>
<td>Hours per week</td>
<td>Rate per hour</td>
<td>Rate per hour</td>
</tr>
<tr>
<td><strong>ATLANTA, GA.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Busses and trackless</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>trolleys:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First 6 months</td>
<td>1.330</td>
<td>1.390</td>
<td>40</td>
<td>1.400</td>
<td>1.460</td>
</tr>
<tr>
<td>7 — 12 months</td>
<td>1.390</td>
<td>1.450</td>
<td>40</td>
<td>1.500</td>
<td>1.560</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.420</td>
<td>1.480</td>
<td>40</td>
<td>1.500</td>
<td>1.560</td>
</tr>
<tr>
<td><strong>Baltimore, Md.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-man cars and busses:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First 3 months</td>
<td>1.430</td>
<td>1.520</td>
<td>42</td>
<td>1.500</td>
<td>1.590</td>
</tr>
<tr>
<td>4 — 6 months</td>
<td>1.530</td>
<td>1.620</td>
<td>42</td>
<td>1.600</td>
<td>1.690</td>
</tr>
<tr>
<td>7 — 12 months</td>
<td>1.650</td>
<td>1.740</td>
<td>42</td>
<td>1.700</td>
<td>1.790</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.670</td>
<td>1.760</td>
<td>42</td>
<td>1.720</td>
<td>1.810</td>
</tr>
<tr>
<td><strong>Birmingham, Ala.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-man cars, busses, and</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>trolley cars:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First 6 months</td>
<td>1.470</td>
<td>1.520</td>
<td>48</td>
<td>1.520</td>
<td>1.570</td>
</tr>
<tr>
<td>7 — 12 months</td>
<td>1.500</td>
<td>1.550</td>
<td>48</td>
<td>1.520</td>
<td>1.570</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.520</td>
<td>1.570</td>
<td>48</td>
<td>1.540</td>
<td>1.590</td>
</tr>
<tr>
<td><strong>Boston, Mass.</strong></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>1-man cars and busses:</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>First 3 months</td>
<td>1.475</td>
<td>1.560</td>
<td>41</td>
<td>1.530</td>
<td>1.610</td>
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<tr>
<td>4 — 6 months</td>
<td>1.575</td>
<td>1.660</td>
<td>41</td>
<td>1.640</td>
<td>1.720</td>
</tr>
<tr>
<td>7 — 9 months</td>
<td>1.625</td>
<td>1.700</td>
<td>41</td>
<td>1.680</td>
<td>1.760</td>
</tr>
<tr>
<td>10 — 12 months</td>
<td>1.670</td>
<td>1.750</td>
<td>41</td>
<td>1.720</td>
<td>1.800</td>
</tr>
<tr>
<td>11 — 19 months</td>
<td>1.705</td>
<td>1.790</td>
<td>41</td>
<td>1.750</td>
<td>1.830</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.730</td>
<td>1.810</td>
<td>41</td>
<td>1.780</td>
<td>1.860</td>
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<tr>
<td><strong>Cincinnati, Ohio</strong></td>
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<td></td>
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</tr>
<tr>
<td>1-man cars and busses:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.680</td>
<td>1.760</td>
<td>40</td>
<td>1.730</td>
<td>1.810</td>
</tr>
<tr>
<td><strong>Cleveland, Ohio</strong></td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>1-man cars and busses:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.680</td>
<td>1.760</td>
<td>40</td>
<td>1.730</td>
<td>1.810</td>
</tr>
<tr>
<td><strong>Columbus, Ohio</strong></td>
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<td></td>
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<td></td>
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<tr>
<td>1-man cars and busses:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.680</td>
<td>1.760</td>
<td>40</td>
<td>1.730</td>
<td>1.810</td>
</tr>
<tr>
<td><strong>Dallas, Tex.</strong></td>
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<td></td>
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<tr>
<td>1-man cars and busses:</td>
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<tr>
<td>After 1 year</td>
<td>1.680</td>
<td>1.760</td>
<td>40</td>
<td>1.730</td>
<td>1.810</td>
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Table 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1951, and Oct. 1, 1952 — Continued

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<th>City and classification</th>
<th>Oct. 1, 1951</th>
<th>Oct. 1, 1952</th>
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<tbody>
<tr>
<td></td>
<td>Rate per hour</td>
<td>Rate per hour</td>
</tr>
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<td>Dayton, Ohio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Busses:</td>
<td></td>
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</tr>
<tr>
<td>First 6 months</td>
<td>$1.420</td>
<td>$1.490</td>
</tr>
<tr>
<td>7 - 12 months</td>
<td>1.450</td>
<td>1.560</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.500</td>
<td>1.590</td>
</tr>
<tr>
<td>Denver, Colo.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1-man cars, busses, and trolley coaches:</td>
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<td></td>
</tr>
<tr>
<td>First 3 months</td>
<td>1.380</td>
<td>1.430</td>
</tr>
<tr>
<td>4 - 12 months</td>
<td>1.390</td>
<td>1.460</td>
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<tr>
<td>13 - 18 months</td>
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<td>1.450</td>
</tr>
<tr>
<td>19 - 24 months</td>
<td>1.410</td>
<td>1.460</td>
</tr>
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<td>After 2 years</td>
<td>1.420</td>
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</tr>
<tr>
<td>Des Moines, Iowa</td>
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</tr>
<tr>
<td>1-man cars and busses:</td>
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<td></td>
</tr>
<tr>
<td>First 3 months</td>
<td>1.380</td>
<td>1.470</td>
</tr>
<tr>
<td>4 - 12 months</td>
<td>1.430</td>
<td>1.590</td>
</tr>
<tr>
<td>After 12 months</td>
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<td>1.590</td>
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<tr>
<td>Detroit, Mich.</td>
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<tr>
<td>1-man cars and busses:</td>
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<td></td>
</tr>
<tr>
<td>First 6 months</td>
<td>1.575</td>
<td>1.750</td>
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<tr>
<td>7 - 12 months</td>
<td>1.615</td>
<td>1.790</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.675</td>
<td>1.850</td>
</tr>
<tr>
<td>Night busses</td>
<td>1.775</td>
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</tr>
<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>Busses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First year</td>
<td>1.330</td>
<td>1.400</td>
</tr>
<tr>
<td>Second year</td>
<td>1.390</td>
<td>1.460</td>
</tr>
<tr>
<td>El Paso, Tex.</td>
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<td></td>
</tr>
<tr>
<td>1-man cars and busses:</td>
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<td></td>
</tr>
<tr>
<td>First 3 months</td>
<td>1.200</td>
<td>1.250</td>
</tr>
<tr>
<td>4 - 9 months</td>
<td>1.270</td>
<td>1.300</td>
</tr>
<tr>
<td>10 - 12 months</td>
<td>1.300</td>
<td>1.350</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.350</td>
<td>1.400</td>
</tr>
<tr>
<td>Erie, Pa.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Busses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First 6 months</td>
<td>1.350</td>
<td>1.390</td>
</tr>
<tr>
<td>7 - 12 months</td>
<td>1.420</td>
<td>1.470</td>
</tr>
<tr>
<td>After 1 year</td>
<td>1.450</td>
<td>1.490</td>
</tr>
<tr>
<td>Grand Rapids, Mich.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Busses:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agreement A:</td>
<td></td>
<td></td>
</tr>
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<td>First 3 months</td>
<td>1.325</td>
<td>1.450</td>
</tr>
<tr>
<td>4 - 12 months</td>
<td>1.375</td>
<td>1.500</td>
</tr>
<tr>
<td>After 1 year</td>
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</tr>
<tr>
<td>Agreement B:</td>
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<td>First 6 months</td>
<td>1.250</td>
<td>1.325</td>
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<td>Pacific Electric Railway Company:</td>
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<tr>
<td>After 1 year</td>
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<td>1.500</td>
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</table>

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

2/ 48-hour workweek on Oct. 1, 1951, hours per week not available on Oct. 1, 1952.
Table 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1951, and Oct. 1, 1952 - Continued

<table>
<thead>
<tr>
<th>City and classification</th>
<th>Oct. 1, 1951</th>
<th>Oct. 1, 1952</th>
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<tr>
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<td>$1.370</td>
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<tr>
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<td>1.370</td>
<td>1.450</td>
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<tr>
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<td>1.640</td>
<td>1.520</td>
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<td>MEMPHIS, TENN.</td>
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<td>1.410</td>
<td>1.900</td>
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<td>After 7 years</td>
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<td>1.600</td>
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<td>1-man cars and busses:</td>
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<td>4 - 17 months</td>
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<td>1.800</td>
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<td>First 3 months</td>
<td>1.630</td>
<td>1.635</td>
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<tr>
<td>4 - 17 months</td>
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<td>1.590</td>
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</table>

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

2/ 48-hour workweek on Oct. 1, 1951.

3/ 44-hour workweek on Oct. 1, 1951.
Table 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1951, and Oct. 1, 1952 - Continued

<table>
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<th>Oct. 1, 1952</th>
<th>Hours per week 1/</th>
<th>City and classification</th>
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1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.
5/ Hours per week not available on Oct. 1, 1951.
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<td><strong>ST. PAUL, MINN.</strong></td>
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<td>(Scales same as under Minneapolis, Minn.)</td>
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<td>After 6 months</td>
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<td>First 6 months</td>
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<tr>
<td>After 6 months</td>
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<td>7 - 12 months</td>
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<td><strong>WASHINGTON, D.C.</strong></td>
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<td><strong>WICHITA, KANS.</strong></td>
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</tbody>
</table>

1/ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

2/ 40-hour workweek on Oct. 1, 1951.

3/ Includes Rock Island and Moline, Ill., and Davenport, Iowa.