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Union Wages and Hours: Local Transit Operating Employees

July 1, 1953

Bulletin No. 1153

UNITED STATES DEPARTMENT OF LABOR

James P. Mitchell, *Secretary*

BUREAU OF LABOR STATISTICS

Ewan Clague, *Commissioner*



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Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
Bureau of Labor Statistics,
Washington, D. C., January 26, 1954.

The Secretary of Labor:

I have the honor to transmit herewith the annual report on union wages and hours of union operating employees in the local transit industry in 52 cities as of July 1, 1953.

The information presented in this report was based on data obtained primarily from local union officials by mail questionnaire. Scales for local transit operating employees by type of vehicle in individual cities in effect on July 1, 1953, and October 1, 1952, were issued by Regional Offices of the Bureau shortly after scale data became available for all the classifications within a particular city. Local scales were released during July and August 1953 for many of the cities studied. A national release summarizing the data by type of vehicle was issued in October 1953.

In addition to presenting regional and national data, this bulletin also brings together the scale data for the various cities as part of the annual report which becomes the permanent record of the study.

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

Ewan Clague, Commissioner.

Hon. James P. Mitchell,
Secretary of Labor.

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Union Wages and Hours of Local Transit Operating Employees ,

July 1, 1953

Summary

Union scales for local transit operating employees in cities of 100,000 or more population increased 2.3 percent, or 4 cents an hour, during the 9-month period from October 1, 1952, to July 1, 1953, according to the Bureau of Labor Statistics thirty-third annual study of union scales in the local transit industry. On July 1, 1953, the average scale was \$1.77 an hour. Approximately three-fifths of the workers included in the study received upward rate adjustments between October 1, 1952, and July 1, 1953.

About nine-tenths of the workers studied had standard workweeks which varied from 40 to more than 48 hours and averaged 42.4 hours on July 1, 1953. Five of every eight workers having a standard workweek were covered by agreements providing for a 40-hour straight-time schedule.

Scope and Method of Survey

Union scales are defined as the minimum wage scales or maximum schedules of hours agreed upon through collective bargaining between trade unions and employers. Rates in excess of the negotiated minimum, which may be paid for special qualifications or other reasons, are not included.

The information presented in this report was based on union scales in effect on July 1, 1953, and covered approximately 92,000 local transit operating employees in 52 cities with populations of 100,000 or more. Trackmen and maintenance workers were not included. Operating employees of municipally owned transit systems were included, if unions acted as the bargaining agents. Data were obtained primarily from local union officials by mail questionnaire; in some instances, Bureau representatives visited local union officials to obtain the desired information.

The current survey differs in several important respects from previous annual surveys of wage scales in the local transit industry. First, the limited funds available for wage surveys necessitated a reduction from 76 to 52 in the number of cities to be covered. The current survey was designed to represent union wage scales in all cities of 100,000 or more population. All cities with a half million or more population were included, but some cities in the population groups of 250,000 to 500,000 and 100,000 to 250,000 were omitted. Second, weights were assigned to some of the localities surveyed in order to compensate for those which

were not surveyed. An upward bias existed in past surveys¹ cause a greater proportion of larger cities than of smaller cities was included with equal weight. Hence, the data were disproportionately influenced by the larger cities, which typically have the higher wage scales. This upward bias is removed in the current survey by giving greater weight to the smaller cities studied. In order to provide appropriate representation in the combination of data, each geographic region and population group was considered separately when city weights were assigned. A third modification involves the reestablishment of July 1 as the date of measurement of changes in union scales. This return to a practice followed prior to 1947 was also necessitated by program readjustments in the current fiscal year.

Average hourly scales, designed to show current levels, are based on all scales reported in effect on July 1, 1953, weighted by the number of union members receiving that rate. These averages are not designed for close year-to-year comparisons because of fluctuations in membership and in classifications studied.

Average cents-per-hour and percent changes from October 1, 1952, to July 1, 1953, are based on comparable quotations for the various occupational classifications in both periods weighted by the membership reported for the current survey.

The reduction in the number of cities covered and the change in the method of computation had only a minor effect on the amount of change shown between two consecutive periods, and virtually no effect on the index series.

Trends in Union Wage Scales

The index of union hourly wage scales for local transit operating employees on July 1, 1953, was 29.9 percent above the average for the 3 years, 1947-49 (table 1). It was 2.3 percent higher than on October 1, 1952, the date of the previous study.¹

¹ In order to ascertain the extent of change over a 12-month period (October 1, 1952 to October 1, 1953) the Bureau subsequently obtained data on changes in basic rates of pay for transit employees for the 3 months, July through September 1953. This information disclosed that basic rates had not been changed in 40 cities in the intervening 3 months. New contracts had been negotiated in 6 cities and interim or deferred wage increases had been placed into effect in 2 cities; in 4 other cities new contracts were in negotiation. Inclusion of the scale revisions which had become effective between July 1 and October 1 would bring the increase, over the 12-month period, to 2.6 percent or 4.5 cents per hour. The increase over the base period (1947-49) was 30.3 percent. The average rate for all local transit operating employees was \$1.78 an hour on October 1, 1953.

In general, rate increases were the result of renegotiation of agreements that had either expired or were reopened during the survey period. Relatively few agreements contained escalator clauses providing for increases in rates in accordance with the rise in commodity prices. Most of the agreements were of 1-year duration.

Compared with an average increase of 4 cents an hour for all local transit operating employees during the 9 months ending July 1, 1953, motormen and conductors of 2-man cars and operators of 1-man cars and busses had average hourly advances of 4.3 and 4.4 cents, respectively. Upward adjustments for elevated and subway operators averaged substantially less--1.3 cents an hour. Percentagewise, the increases represented gains of 2.6 for operators of 1-man equipment, 2.5 for those on 2-man cars, and 0.7 percent for elevated and subway operators (table 2).

The hourly rates of nearly three-fifths of the local transit operating employees were affected by changes in scales between October 1, 1952, and July 1, 1953. About 7 of every 10 workers whose rates were adjusted during the period had advances of 4 to 11 cents an hour.

The amounts of increase and the proportions of workers affected varied by type of conveyance. Over 95 percent of the motormen and conductors on 2-man cars received upward scale adjustments between October 1, 1952, and July 1, 1953. The advance was 1 cent for half these workers, and as much as 8 cents for three-tenths. Nearly three-fifths of the 1-man car and bus operators benefited from increased scales; the advances ranged from 5 to 7 cents an hour for one-fourth of these workers and from 9 to 11 cents for a similar proportion. About three-tenths of the operating employees on elevated and subway systems were affected by scale increases; for the majority of these workers, the advances ranged from 4 to 5 cents an hour (table 4).

Wage Scale Variations

Local transit operating employees' hourly rates are generally graduated on the basis of length of service. Most union agreements provide for a starting or entrance rate, one or more intermediate rates, and a maximum or top rate.² Although the time interval between rate steps varies from city to city, the entrance rate generally prevails

for the first 3 or 6 months of employment. The top rate is usually reached after a year of service. In some cities, length of service was not a determining factor since the agreements provided for a single rate, regardless of length of employment.

Entrance rates for 1-man car and bus operators ranged from \$1.10 an hour in Charlotte, N. C., to \$1.87 in Chicago. For 2-man cars, the lowest starting rate (\$1.50) was reported in Philadelphia, Pa. and the highest (\$1.77) in Chicago.

Maximum or top wage scales for 1-man car and bus operators varied from \$1.35 in Charlotte, N. C., to \$1.96 in Pittsburgh, Pa., and for 2-man equipment operators, from \$1.65 in Philadelphia, Pa., to \$2.015 in Boston.

On July 1, 1953, the average hourly scale for all local transit employees studied, and also for employees on 1-man and 2-man equipment was \$1.77. Elevator and subway operators--a relatively small group--averaged \$1.83.

Slightly more than half of the local transit operating employees in cities of 100,000 or more population had union hourly wage scales between \$1.75 and \$1.90. Less than 5 percent had scales below \$1.50 and 15 percent had rates of at least \$1.90. Approximately one-third of the 1-man car and bus operators had rates from \$1.85 to \$1.90. Practically all of the motormen and conductors of 2-man surface cars were employed at rates varying from \$1.65 to \$1.90 an hour (table 5).

City and Regional Rate Differentials

Among the 52 cities studied, average union scales of local transit operating employees varied widely. They ranged from \$1.34 in Charlotte, N. C., to \$1.93 in Pittsburgh, Pa. In 22 cities, the level of union rates averaged between \$1.55 and \$1.75 an hour, and in 18 others between \$1.75 and \$1.90 (table 6).

The amounts of increase most frequently reported were 5, 9, and 10 cents an hour. Hourly increases of 15 cents or more were reported for 5 cities. The greatest advance in hourly rates (17 cents) was recorded in New Orleans which reflected in part adjustment to a reduced workweek.

When the cities are grouped according to population, union hourly scales for local transit operating employees in cities with populations of 500,000 to a million averaged

² This so-called maximum or top rate is actually the basic 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.

\$1.822. This was 1.3 cents above the average for the largest cities (1,000,000 and over). Comparatively little variation occurred in the levels for the three largest-size groups. A 19.5 cent differential, however, existed in the averages for the 250,000 to 500,000 population group and the next smaller group.

Rate levels showed considerable variation among the cities in each of the population groups. The levels for individual cities, however, did not necessarily vary according to population. The rate level for Chicago (\$1.86)--highest for the million or more population group--was exceeded by the averages for Pittsburgh, Milwaukee, and Boston in the second largest population grouping and by Seattle in the next size grouping. Buffalo and Cincinnati, each with a level of \$1.85 ranked seventh, but the large metropolitan centers of New York, Los Angeles, and Philadelphia were fourteenth, sixteenth, and twenty-fourth, respectively.

On a regional basis, average scales of unionized local transit operating employees were highest (\$1.82) in the Great Lakes region and lowest (\$1.51) in the Southeast. The national average of \$1.77 was also exceeded by the regional levels for New England, the Middle Atlantic States, and the Pacific Coast (table 7). The regional pattern for operators of 1-man cars and busses was almost identical with that for all types of

conveyances. Among the 5 regions reporting 2-man car operations, scales averaged highest in New England (\$2.02) and lowest in the Middle Atlantic (\$1.65).

Standard Workweek

Except for 6 of the cities accounting for less than 10 percent of the transit operations, the workweek was established in terms of a fixed number of hours for which the workers were paid at straight-time rates. A 40-hour straight-time workweek was most typical. This schedule prevailed for over half of the operators of 1- and 2-man surface equipment and for nine-tenths of the elevated and subway operators. Workweeks of 44 or 48 hours were applicable to about two-fifths of the 2-man car operators and to a fourth of the 1-man car and bus operators. The straight-time workweek for transit operating employees in cities reporting standard work schedules averaged 42.4 hours (table 8).

Union Scales of Wages and Hours by City

A listing of union wage scales in effect October 1, 1952, and July 1, 1953, is presented in table 9 for each of the 52 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 union hourly wage rates of local transit operating employees, 1929-1953
(Oct. 1, 1947-48-49 = 100)

Date	Index	Date	Index
1929: May 15	52.4	1942: July 1	64.4
1930: May 15	52.9	1943: July 1	68.6
1931: May 15	52.9	1944: July 1	69.1
1932: May 15	51.9	1945: July 1	69.9
1933: May 15	(1/)	1946: July 1	81.9
1934: May 15	50.4	1947: Oct. 1	92.4
1935: May 15	52.3		
1936: May 15	52.7	1948: Oct. 1	101.7
1937: May 15	55.2	1949: Oct. 1	105.9
1938: June 1	56.8	1950: Oct. 1	110.9
1939: June 1	57.2	1951: Oct. 1	118.2
1940: June 1	57.9	1952: Oct. 1	127.0
1941: June 1	60.0	1953: July 1	129.9

1/ Information not available.

TABLE 2.--Average union hourly wage rates of local transit operating employees, July 1, 1953, and increases in rates, Oct. 1, 1952 - July 1, 1953

Occupation	July 1, 1953 hourly rate	Increase over Oct. 1, 1952	
		Percent	Cents-per-hour
All local transit operating employees	\$1.77	2.3	4.0
Operators of 1-man cars and busses	1.77	2.6	4.4
Motormen and conductors of 2-man cars	1.77	2.5	4.3
Elevated and subway operators	1.83	.7	1.3

TABLE 3.--Percent increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1952 - July 1, 1953

Change in hourly rates	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change	41.8	40.3	2.4	70.3
Decrease	1.6	1.8	1.8	-
Increase	56.6	57.9	95.8	29.7
Under 2 percent	8.4	6.8	48.3	1.5
2 and under 3 percent	4.7	2.6	-	21.3
3 and under 4 percent	13.9	15.1	14.0	4.0
4 and under 5 percent	3.0	3.6	.7	-
5 and under 6 percent	8.2	7.7	28.5	2.6
6 and under 7 percent	9.3	11.2	.3	-
7 and under 8 percent	1.4	1.8	-	-
8 and under 9 percent	2.3	2.8	-	-
9 and under 10 percent	2.5	3.1	-	-
10 and under 11 percent	1.2	1.4	-	.3
11 percent and over	1.7	1.8	4.0	-

TABLE 4.—Cents-per-hour increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1952 - July 1, 1953

Change in hourly rates	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change	41.8	40.3	2.4	70.3
Decrease	1.6	1.8	1.8	-
Increase	56.6	57.9	95.8	29.7
Under 1 cent .....	.2	-	-	1.5
1 and under 2 cents	7.0	5.3	48.3	-
2 and under 3 cents	1.2	1.5	-	-
3 and under 4 cents .....	.3	.4	-	-
4 and under 5 cents	5.1	3.1	-	21.3
5 and under 6 cents	9.8	10.2	14.0	4.0
6 and under 7 cents	4.3	5.2	.7	-
7 and under 8 cents	2.5	3.0	-	-
8 and under 9 cents	5.4	4.3	28.5	2.6
9 and under 10 cents	4.9	5.9	-	-
10 and under 11 cents	8.3	10.0	.3	-
11 and under 12 cents .....	.7	.9	-	-
12 and under 13 cents	-	-	-	-
13 and under 14 cents .....	.9	1.1	-	-
14 and under 15 cents	1.5	1.9	-	-
15 and under 16 cents	2.8	3.3	-	.3
16 cents and over	1.7	1.8	4.0	-

TABLE 5.—Distribution of union operating employees in the local transit industry by hourly wage rates, July 1, 1953

Hourly wage rate	Percent of -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Under \$1.35	0.1	0.1	-	-
\$1.35 and under \$1.40 .....	.7	.9	-	-
\$1.40 and under \$1.45	1.2	1.5	-	-
\$1.45 and under \$1.50	2.1	2.5	-	0.2
\$1.50 and under \$1.55	2.9	3.5	-	-
\$1.55 and under \$1.60	4.3	5.1	-	1.0
\$1.60 and under \$1.65	5.1	4.4	(1/)	11.8
\$1.65 and under \$1.70	9.2	7.9	37.1	5.0
\$1.70 and under \$1.75	7.8	6.9	.6	17.2
\$1.75 and under \$1.80	15.3	15.4	2.4	20.8
\$1.80 and under \$1.85	9.6	8.7	31.0	6.1
\$1.85 and under \$1.90	27.6	31.1	27.4	3.9
\$1.90 and under \$1.95	7.0	7.7	-	5.5
\$1.95 and under \$2.00	4.1	4.3	-	4.3
\$2.00 and over	3.0	-	1.5	24.2

1/ Less than 0.05 percent.

TABLE 6.--Average union hourly wage rates of local transit operating employees by city and population group, July 1, 1953

City and population group	Average hourly rate	City and population group	Average hourly rate
Group I (1,000,000 or more):		Group III (250,000 to 500,000): - Continued	
Chicago, Ill.	\$1.859	Toledo, Ohio	\$1.689
Detroit, Mich.	1.833	Rochester, N. Y.	1.653
New York, N. Y.	1.811	Memphis, Tenn.	1.630
Average for Group I	1.809	Louisville, Ky.	1.624
Los Angeles, Calif.	1.783	Denver, Colo.	1.618
Philadelphia, Pa.	1.714	Birmingham, Ala.	1.609
Group II (500,000 to 1,000,000):		Columbus, Ohio	1.602
Pittsburgh, Pa.	1.933	Atlanta, Ga.	1.563
Milwaukee, Wis.	1.897	San Antonio, Tex.	1.550
Boston, Mass.	1.868	Dallas, Tex.	1.542
Buffalo, N. Y.	1.850	Group IV (100,000 to 250,000):	
Cincinnati, Ohio	1.850	Providence, R. I.	1.750
Washington, D. C.	1.844	Springfield, Mass.	1.730
Minneapolis-St. Paul, Minn.	1.839	New Haven, Conn.	1.697
Average for Group II	1.822	Peoria, Ill.	1.683
San Francisco-Oakland, Calif.	1.812	Spokane, Wash.	1.678
Cleveland, Ohio	1.785	Dayton, Ohio	1.649
Baltimore, Md.	1.764	Omaha, Nebr.	1.594
St. Louis, Mo.	1.761	Grand Rapids, Mich.	1.591
New Orleans, La.	1.740	Erie, Pa.	1.582
Houston, Tex.	1.546	Average for Group IV	1.581
Group III (250,000 to 500,000):		Des Moines, Iowa	1.554
Seattle, Wash.	1.885	Syracuse, N. Y.	1.521
Newark, N. J.	1.860	Scranton, Pa.	1.500
Portland, Oreg.	1.832	Richmond, Va.	1.489
Average for Group III	1.776	Salt Lake City, Utah	1.479
Kansas City, Mo.	1.748	Jacksonville, Fla.	1.469
Indianapolis, Ind.	1.717	Knoxville, Tenn.	1.466
		Little Rock, Ark.	1.404
		Oklahoma City, Okla.	1.394
		Charlotte, N. C.	1.336

TABLE 7.--Average union hourly wage rates of local transit operating employees by region, 1/ July 1, 1953

Region 1/	Average rate per hour -			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
United States	\$1.77	\$1.77	\$1.77	\$1.83
New England	1.79	1.78	2.02	1.78
Middle Atlantic	1.80	1.80	1.65	1.85
Border States	1.74	1.74	-	-
Southeast	1.51	1.51	-	-
Great Lakes	1.82	1.82	1.83	1.79
Middle West	1.72	1.72	-	-
Southwest	1.55	1.55	1.69	-
Mountain	1.56	1.56	-	-
Pacific	1.80	1.80	1.83	-

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.--Distribution of union local transit operating employees by standard weekly hours, July 1, 1953

Weekly hours	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Average weekly hours	42.4	42.7	42.4	40.2
Total reporting standard hours	91.2	89.4	100.0	100.0
40 hours	56.8	51.8	51.7	93.1
Over 40 and under 44 hours	5.7	6.0	5.5	4.0
44 hours	10.0	9.8	28.5	2.9
Over 44 and under 48 hours	1.7	2.1	-	-
48 hours	13.2	15.1	14.3	-
Over 48 hours	3.8	4.6	-	-
Percent reporting no standard hours	8.8	10.6	-	-

TABLE 9.--Union scales of wages and hours for local transit operating employees, Oct. 1, 1952, and July 1, 1953

Hours are the same for both years unless otherwise indicated

City and classification	Oct. 1, 1952	July 1, 1953		City and classification	Oct. 1, 1952	July 1, 1953	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
ATLANTA, GA.				BUFFALO, N. Y.			
Busses and trackless trolleys:				Busses:			
First 6 months	\$1.360	\$1.470	-	First 3 months	\$1.660	\$1.800	-
7 - 12 months	1.420	1.530	-	4 - 12 months	1.680	1.820	-
After 1 year	1.460	1.570	-	After 1 year	1.710	1.850	-
BALTIMORE, MD.				CHARLOTTE, N. C.			
1-man cars and busses:				Busses:			
First 3 months	1.520	1.580	42½	First 3 months	1.100	1.100	-
4 - 6 months	1.620	1.680	42½	4 - 6 months	1.150	1.150	-
7 - 12 months	1.670	1.730	42½	7 - 12 months	1.200	1.200	-
After 1 year	1.720	1.780	42½	After 1 year	1.350	1.350	-
2-man cars:				CHICAGO, ILL.			
First 3 months	1.470	1.530	42½	2-man cars:			
4 - 6 months	1.570	1.630	42½	First 3 months	1.760	1.770	40
7 - 12 months	1.620	1.680	42½	4 - 12 months	1.790	1.800	40
After 1 year	1.670	1.730	42½	After 1 year:			
BIRMINGHAM, ALA.				Day	1.810	1.820	40
1-man cars, busses and trolley cars:				Night - before 2 a.m.	1.840	1.850	40
First 6 months	1.520	1.560	48	Night - after 2 a.m.	1.860	1.870	40
7 - 12 months	1.540	1.580	48	1-man cars and busses:			
After 1 year	1.570	1.610	48	First 3 months	1.860	1.870	40
BOSTON, MASS.				4 - 12 months	1.890	1.900	40
1-man cars and busses:				After 1 year:			
First 3 months	1.560	1.610	41½	Day	1.910	1.920	40
4 - 6 months	1.675	1.725	41½	Night - before 2 a.m.	1.940	1.950	40
7 - 9 months	1.710	1.760	41½	Night - after 2 a.m.	1.960	1.970	40
10 - 12 months	1.755	1.805	41½	Elevated and subway railways:			
After 1 year	1.850	1.900	41½	Motormen:			
P.C.C. surface lines operators:				First 3 months	1.737	1.777	40
First 3 months	1.675	1.725	41½	4 - 12 months	1.746	1.786	40
4 - 6 months	1.795	1.845	41½	After 1 year	1.791	1.831	40
7 - 9 months	1.825	1.875	41½	Conductors (regular)	1.746	1.788	40
10 - 12 months	1.870	1.920	41½	Conductors (extra):			
After 1 year	1.965	2.015	41½	First year	1.728	1.768	40
Rapid transit lines:				After 1 year	1.746	1.788	40
Guards:				Guards (regular)	1.728	1.768	40
First 3 months	1.440	1.490	41½	Guards (extra):			
4 - 6 months	1.560	1.610	41½	First 3 months	1.700	1.740	40
7 - 9 months	1.595	1.645	41½	4 - 12 months	1.710	1.750	40
10 - 12 months	1.640	1.690	41½	After 1 year	1.750	1.759	40
After 1 year	1.735	1.785	41½	CINCINNATI, OHIO			
Motormen:				1-man cars and busses:			
Road	1.795	1.845	41½	After 1 year	1.760	1.850	40
Yard	1.850	1.900	41½				

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

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1952, and July 1, 1953 - Continued

City and classification	Oct. 1, 1952	July 1, 1953		City and classification	Oct. 1, 1952	July 1, 1953	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
CLEVELAND, OHIO				INDIANAPOLIS, IND.			
1-man cars and busses:				1-man trackless trolleys			
First 3 months	\$1.700	\$1.740	44	and busses:			
4 - 12 months	1.730	1.770	44	First year	\$1.590	\$1.680	40
After 1 year	1.750	1.790	44	1 - 2 years	1.610	1.700	40
				After 2 years	1.660	1.750	40
COLUMBUS, OHIO				JACKSONVILLE, FLA.			
1-man cars, busses and coaches:				Busses:			
First 3 months	1.560	1.560	48	First 3 months	1.300	1.370	48
4 - 12 months	1.590	1.590	48	3 - 6 months	1.350	1.420	48
After 1 year	1.610	1.610	48	After 6 months	1.400	1.470	48
DALLAS, TEX.				KANSAS CITY, MO.			
1-man cars and busses:				1-man cars and busses:			
First year	1.450	1.490	54	First 4 months	1.605	1.695	45 1/2
After 1 year	1.500	1.550	54	5 - 8 months	1.625	1.715	45 1/2
DAYTON, OHIO				9 - 12 months	1.645	1.735	45 1/2
Busses:				After 1 year	1.660	1.750	45 1/2
First 6 months	1.490	1.570	51	KNOXVILLE, TENN.			
7 - 12 months	1.540	1.620	51	Busses:			
After 1 year	1.590	1.670	51	First year	1.320	1.370	48
DENVER, COLO.				Second year	1.370	1.420	48
1-man cars, busses, and trolley				After 2 years	1.420	1.470	48
coaches:				LITTLE ROCK, ARK.			
First 3 months	1.430	1.590	48	1-man cars and busses:			
4 - 12 months	1.440	1.600	48	First 6 months	1.260	1.260	51
13 - 18 months	1.450	1.610	48	7 - 12 months	1.310	1.310	51
19 - 24 months	1.460	1.620	48	13 - 18 months	1.360	1.360	51
After 2 years	1.470	1.630	48	After 18 months	1.410	1.410	51
DES MOINES, IOWA				LOS ANGELES, CALIF.			
1-man cars and busses:				1-man cars and busses:			
First 3 months	1.470	1.480	-	Los Angeles Transit Lines:			
4 - 12 months	1.500	1.510	-	First 6 months	1.660	1.720	40
After 12 months	1.550	1.560	-	After 6 months	1.750	1.810	40
DETROIT, MICH.				Pacific Electric Railway Company:			
1-man cars and busses:				First 6 months	1.770	1.720	48
First 6 months	1.750	1.750	48	After 6 months	1.810	1.770	48
7 - 12 months	1.790	1.790	48	2-man cars:			
After 1 year	1.850	1.850	48	Los Angeles Transit Lines:			
Night busses	1.950	1.950	48	First 6 months	1.540	1.600	40
ERIE, PA.				After 6 months	1.620	1.680	40
Busses:				Pacific Electric Railway Company:			
First 6 months	1.350	1.500	40	First 6 months	1.670	1.620	48
7 - 12 months	1.420	1.570	40	After 6 months	1.710	1.670	48
After 1 year	1.450	1.600	40	Single track:			
GRAND RAPIDS, MICH.				First 6 months	1.720	1.670	48
Busses:				After 6 months	1.760	1.720	48
Agreement A:				LOUISVILLE, KY.			
First 3 months	1.450	1.500	48	1-man cars and busses:			
4 - 12 months	1.500	1.550	48	First 3 months	1.350	1.480	3/ 44
After 1 year	1.550	1.600	48	4 - 6 months	1.430	1.560	3/ 44
Agreement B:				7 - 12 months	1.480	1.610	3/ 44
First 6 months	1.325	1.480	55	After 1 year	1.500	1.630	3/ 44
7 - 12 months	1.375	1.530	55	MEMPHIS, TENN.			
After 1 year	1.475	1.580	55	1-man cars and busses:			
HOUSTON, TEX.				First year	1.500	1.550	40
Busses:				Second year	1.550	1.600	40
First 3 months	1.370	1.470	(2/)	After 2 years	1.600	1.650	40
4 - 9 months	1.400	1.500	(2/)	MILWAUKEE, WIS.			
10 - 15 months	1.430	1.530	(2/)	1-man cars and busses:			
After 15 months	1.460	1.560	(2/)	First year	1.710	1.860	40
				After 1 year	1.750	1.900	40

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

2/ 51-hour workweek on Oct. 1, 1952; hours per week not available on July 1, 1953.

3/ 48-hour workweek on Oct. 1, 1952.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1952, and July 1, 1953 - Continued

City and classification	Oct. 1, 1952	July 1, 1953		City and classification	Oct. 1, 1952	July 1, 1953	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
MINNEAPOLIS-ST. PAUL, MINN.				NEW YORK, N. Y. - Continued			
2-man cars:				Buses: - Continued			
First 9 months	\$1.580	\$1.680	40	Fifth Avenue Coach: - Continued			
Second 9 months	1.610	1.710	40	Double decker drivers:			
After 18 months	1.640	1.740	40	First year	\$1.775	\$1.775	44
1-man cars and busses:				Second year	1.785	1.785	44
First 9 months	1.670	1.770	40	After 2 years	1.835	1.835	44
Second 9 months	1.700	1.800	40	Green Lines:			
After 18 months	1.740	1.840	40	First 6 months	1.630	1.630	40
NEWARK, N. J.				7 - 12 months	1.680	1.680	40
1-man cars and busses:				13 - 18 months	1.750	1.750	40
First 3 months	1.770	1.770	40	After 18 months	1.910	1.910	40
4 - 12 months	1.820	1.820	40	Jamaica Busses, Inc.:			
After 1 year	1.870	1.870	40	First 6 months	1.430	1.430	48
NEW HAVEN, CONN.				7 - 12 months	1.490	1.490	48
Connecticut Co.:				13 - 18 months	1.550	1.550	48
1-man cars and busses:				After 18 months	1.660	1.660	48
First 3 months	1.635	1.635	40	New York Omnibus Co.:			
4 - 12 months	1.665	1.665	40	First 6 months	1.485	1.485	44
After 1 year	1.705	1.705	40	7 - 12 months	1.585	1.585	44
Orange St. Bus Co.:				13 - 24 months	1.635	1.635	44
Busses	1.250	1.350	51	After 2 years	1.735	1.735	44
NEW ORLEANS, LA.				Queens-Nassau Transit Lines:			
2-man cars:				First year	1.490	1.490	48
First 6 months	1.460	1.630	4/ 42	Second year	1.660	1.660	48
7 - 12 months	1.490	1.660	4/ 42	Schenck Transport Co.:			
After 1 year	1.520	1.690	4/ 42	First 6 months	1.350	1.485	5/ 40
1-man cars and busses:				7 - 12 months	1.420	1.562	5/ 40
First 6 months	1.530	1.700	4/ 42	13 - 24 months	1.480	1.628	5/ 40
7 - 12 months	1.560	1.730	4/ 42	After 2 years	1.670	1.837	5/ 40
After 1 year	1.590	1.760	4/ 42	Steinway Omnibus and Queensboro:			
NEW YORK, N. Y.				Bridge Railway:			
Subway:				First year	1.490	1.490	48
Road motormen:				After 1 year	1.660	1.660	48
First year	1.980	1.980	40	Third Avenue Railway Transit System:			
After 1 year	2.040	2.040	40	First 6 months	1.410	1.410	48
Yard motormen:				7 - 12 months	1.460	1.460	48
First year	1.860	1.860	40	13 - 18 months	1.510	1.510	48
After 1 year	1.920	1.920	40	19 - 24 months	1.560	1.560	48
Conductors:				After 2 years	1.660	1.660	48
First position:				Tri-Boro Coach Corp.:			
First year	1.680	1.680	40	First 12 months	1.415	1.415	48
After 1 year	1.740	1.740	40	After 1 year	1.510	1.515	48
Second position	1.620	1.620	40	After 18 months	1.660	1.660	48
Platform men:				OKLAHOMA CITY, OKLA.			
First year	1.560	1.560	40	1-man cars and busses:			
After 1 year	1.600	1.600	40	First 6 months	1.240	1.270	54
1-man cars:				7 - 12 months	1.290	1.320	54
Brooklyn-Queens Transit Lines:				After 1 year	1.370	1.400	54
First 6 months	1.620	1.620	40	OMAHA, NEBR.			
7 - 12 months	1.740	1.740	40	1-man cars and busses:			
After 1 year	1.860	1.860	40	First 6 months	1.410	1.540	54
Busses:				7 - 12 months	1.440	1.570	54
Avenue B and East Broadway				After 1 year	1.480	1.610	54
Transit Co.:				PEORIA, ILL.			
First 6 months	1.420	1.420	48	1-man busses:			
7 - 12 months	1.500	1.500	48	First 9 months	1.560	1.650	48
13 - 24 months	1.560	1.560	48	10 - 18 months	1.580	1.670	48
After 2 years	1.660	1.660	48	After 18 months	1.600	1.690	48
Brooklyn Bus Division, Comprehensive				PHILADELPHIA, PA.			
and East Side Omnibus Corp.,				Subway, elevated and			
Queens Bus Division:				high-speed lines:			
First 6 months	1.620	1.620	40	Operators:			
7 - 12 months	1.740	1.740	40	1 - 6 months	1.570	1.600	44
After 1 year	1.860	1.860	40	7 - 12 months	1.620	1.650	44
Fifth Avenue Coach:				13 - 18 months	1.670	1.700	44
Drivers:				After 18 months	1.670	1.750	44
First year	1.675	1.675	44	Conductors:			
Second year	1.685	1.685	44	1 - 6 months	1.470	1.500	44
After 2 years	1.735	1.735	44	7 - 12 months	1.520	1.550	44
				13 - 18 months	1.570	1.600	44
				After 18 months	1.570	1.650	44

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

4/ 50 1/3-hour workweek on Oct. 1, 1952.

5/ 44-hour workweek on Oct. 1, 1952.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1952, and July 1, 1953 - Continued

City and classification	Oct. 1, 1952	July 1, 1953		City and classification	Oct. 1, 1952	July 1, 1953	
	Rate per hour	Rate per hour	Hours per week 1/		Rate per hour	Rate per hour	Hours per week 1/
PHILADELPHIA, PA. - Continued				SALT LAKE CITY, UTAH			
2-man cars:				1-man busses:			
1 - 6 months	\$1.470	\$1.500	44	First 6 months	\$1.410	\$1.410	54½
7 - 12 months	1.520	1.550	44	After 6 months	1.490	1.490	54½
13 - 18 months	1.570	1.600	44	SAN ANTONIO, TEX.			
After 18 months	1.570	1.650	44	Busses:			
1-man cars and busses:				First 6 months	1.280	1.330	6/ 40
1 - 6 months	1.570	1.600	44	7 - 12 months	1.360	1.410	6/ 40
7 - 12 months	1.620	1.650	44	13 - 18 months	1.420	1.470	6/ 40
13 - 18 months	1.670	1.700	44	After 18 months	1.500	1.550	6/ 40
After 18 months	1.670	1.750	44	SAN FRANCISCO-OAKLAND, CALIF.			
PITTSBURGH, PA.				San Francisco:			
1-man cars:				1-man busses and trackless			
First 3 months	1.745	1.815	40	trolleys	1.835	1.894	48
4 - 12 months	1.835	1.905	40	2-man cars	1.835	1.894	48
After 1 year	1.890	1.960	40	Cable gripmen and conductors	1.835	1.894	48
Busses:				Oakland:			
First 3 months	1.670	1.750	40	1-man busses:			
4 - 12 months	1.780	1.860	40	First 6 months	1.630	1.630	40
After 1 year	1.820	1.960	40	After 6 months	1.680	1.680	40
Bamford busses:				2-man cars:			
First 3 months	1.270	1.340	46	Motormen:			
4 - 8 months	1.400	1.470	46	First 6 months	1.630	1.630	40
8 - 12 months	1.530	1.600	46	After 6 months	1.680	1.680	40
After 1 year	1.650	1.720	46	SCRANTON, PA.			
Brentwood Motor Coach:				Busses:			
First 6 months	1.420	1.470	46	First 3 months	1.400	1.420	40
7 - 12 months	1.520	1.570	46	3 - 12 months	1.450	1.470	40
After 1 year	1.650	1.700	46	After 1 year	1.480	1.500	40
West Side Motor Coach:				1-man cars	1.480	1.500	40
First 3 months	1.520	1.520	40	SEATTLE, WASH.			
4 - 12 months	1.570	1.570	40	1-man busses:			
After 1 year	1.620	1.620	40	First 6 months	1.775	1.823	-
PORTLAND, OREG.				After 6 months	1.830	1.890	-
1-man cars and busses:				SPOKANE, WASH.			
First 3 months	1.705	1.760	40	1-man busses:			
4 - 6 months	1.730	1.785	40	First 6 months	1.485	1.580	-
7 - 12 months	1.755	1.810	40	7 - 12 months	1.535	1.630	-
After 1 year	1.785	1.840	40	After 1 year	1.585	1.680	-
PROVIDENCE, R. I.				SPRINGFIELD, MASS.			
1-man cars and busses:				Busses:			
First 3 months	1.600	1.700	40	First 3 months	1.630	1.630	40
4 - 12 months	1.630	1.730	40	4 - 12 months	1.685	1.685	40
After 1 year	1.650	1.750	40	After 1 year	1.730	1.730	40
RICHMOND, VA.				SYRACUSE, N. Y.			
1-man cars and busses:				1-man cars and busses:			
First 3 months	1.300	1.400	-	First 3 months	1.485	1.485	45
4 - 12 months	1.350	1.450	-	4 - 12 months	1.505	1.505	45
After 1 year	1.400	1.500	-	After 1 year	1.525	1.525	45
ROCHESTER, N. Y.				TOLEDO, OHIO			
Subway cars	1.505	1.655	44	1-man cars and busses:			
Busses:				First 6 months	1.560	1.650	48
First 3 months	1.475	1.611	44	7 - 12 months	1.580	1.670	48
4 - 12 months	1.495	1.633	44	After 1 year	1.610	1.700	48
After 1 year	1.505	1.655	44	WASHINGTON, D. C.			
ST. LOUIS, MO.				1-man cars and busses:			
1-man cars and busses:				1 - 3 months	1.670	1.770	40
First 4 months	1.550	1.600	-	4 - 12 months	1.710	1.810	40
5 - 8 months	1.600	1.650	-	Over 1 year	1.750	1.850	40
9 - 12 months	1.650	1.700	-				
After 12 months	1.700	1.800	-				
St. Louis County:							
Busses:							
First 6 months	1.350	1.360	60				
After 6 months	1.450	1.460	60				

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

6/ No regular hours per week after which premium overtime was paid were reported on Oct. 1, 1952.