

# **Union Wages and Hours: Local-Transit Operating Employees**

**July 1, 1955**

**Bulletin No. 1193**

**UNITED STATES DEPARTMENT OF LABOR**

James P. Mitchell, Secretary

**BUREAU OF LABOR STATISTICS**

Ewan Clague, Commissioner





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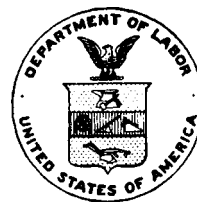
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# Union Wages and Hours: Local-Transit Operating Employees, July 1, 1955<sup>1</sup>

## Summary

Hourly wage scales of organized local transit operating employees in cities of 100,000 or more population advanced 2.9 percent, or about 5 cents an hour, in the 12 months ending July 1, 1955, according to the 35th annual study of union scales in the local-transit industry by the U. S. Department of Labor's Bureau of Labor Statistics. This increase advanced the average union scale to \$1.90 as of July 1, 1955.

Nearly three-fourths of the transit workers included in the study had their wage scales adjusted upward during the year. The most predominant increase, 5 cents, was applicable to a fifth of the workers. Approximately the same proportion of workers had scale advances of 10 cents or more an hour.

Straight-time weekly schedules were reported for over 90 percent of the operating employees surveyed. They varied from 40 to more than 48 hours, and averaged 41.4 hours per week on July 1, 1955. For most operators, the standard workweek was 40 hours; only about 1 in 10 worked a 48-hour schedule.

Negotiated health and insurance provisions were incorporated into labor-management contracts affecting seven-eighths of the organized local transit employees studied. Pension plan programs were applicable to slightly over nine-tenths of the workers.

## Scope and Method of Study

Union scales are defined as the minimum wage scales or maximum schedules of hours agreed upon through collective bargaining between 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, 1955, and covered approximately 86,000 local transit operating employees in 52 cities with populations of 100,000 or more. Trackmen and maintenance workers were excluded from the study. 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 was designed to reflect union wage scales of local transit operating employees in all cities of 100,000 or more population. All cities with 500,000 or more population were included, as were most cities in the population group of 250,000 to 500,000. The cities in the 100,000 to 250,000 group selected for study were distributed widely throughout the United States. The data for some of the cities included in the study were weighted in order to compensate for cities which were not surveyed. 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.

Average hourly scales, designed to show current levels, are based on all scales reported in effect on July 1, 1955. Individual scales are weighted by the number of union members having each rate. These averages are not designed for precise year-to-year comparisons because of fluctuations in membership and in the classifications studied. Average cents-per-hour and percent changes from July 1, 1954 to July 1, 1955, are based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1955) survey. The index series, designed for trend purposes, is similarly constructed.

## Scale Increases, 1954-55

The 2.9-percent increase in average union hourly scales for local-transit operators between July 1, 1954, and July 1, 1955, was smaller than the 5-percent gain in the preceding 12 months. It advanced the Bureau's index of union scales of local transit operating employees (1947-49 = 100) to 140.4 (table 1).

The advance during the year reflected upward adjustments of 3 percent for 1-man car and bus operators, 4.9 percent for motormen and conductors on 2-man cars, and 1.6 percent for elevated and subway operators.

In terms of cents per hour, union scales for all local transit operators rose, on the average, 5.4 cents an hour. Operators of 1-man cars, who represented 88 percent of all workers studied, advanced their average hourly scale 5½ cents. Motormen and conductors on 2-man surface cars and operators of elevated and subway cars had gains of 9 and 3 cents, respectively (table 2). Higher pay scales were

<sup>1</sup> Prepared by Annette Y. Sherier of the Bureau's Division of Wages and Industrial Relations.

reported for all operators on 2-man cars, for three-fourths of those on 1-man cars and buses, and for almost half of the operating employees on elevated and subway equipment. These increases ranged from 5 to 10 cents an hour for elevated and subway operators, from 3 to 14½ cents for those on 2-man cars, and to at least 16 cents for some 1-man car and bus operators (table 4).

On a percentage basis, the increases typically represented gains of 2 to 5 percent for 1-man car and bus operators, 3 to 5 percent for elevator and subway operators, and 3 to 6 percent for motormen and conductors on 2-man cars (table 3).

### Wage Scale Variations

In most union contracts covering local transit operating employees, hourly pay scales were generally on a graduated basis according to length of service. An entrance or starting rate, one or more intermediate rates, and a maximum or top rate<sup>2</sup> were usually provided. In about four-fifths of the cities studied the entrance rate applied to the first 3 or 6 months' employment. The maximum or top rate was usually reached after 1 year's service. Length of service was not a determining factor in a few cities as only a single rate was specified in the agreement.

Entrance or starting rates for 1-man car and bus operators varied from \$1.20 an hour in Charlotte, N. C., to \$2 in Chicago. Maximum scales for these operators varied from \$1.40 in Charlotte to \$2.19 for multiunit car operators in Boston. A top rate of \$2 or more an hour was reported for some or all operators in 9 other cities.

Union scales for all local-transit operating employees, and for 1-man car and bus operators in the cities studied, averaged \$1.90 an hour on July 1, 1955. Slightly higher average scales prevailed for motormen and conductors of 2-man cars (\$1.94), as well as for operators of elevated and subway equipment (\$1.92) (table 2).

Labor-management agreements stipulating scales of \$1.90 to \$2 were applicable to 34 percent of the 1-man car and bus operators; rates of \$2 to \$2.05 affected 21 percent. The proportion of workers having scales of \$2.05 or more was approximately the same as that

for those with hourly scales of less than \$1.75 an hour—11 and 12 percent, respectively. Slightly over half of the motormen and conductors on 2-man cars and buses had scales of \$2 or more an hour, and about 40 percent had rates varying between \$1.80 and \$1.85. Rates in excess of \$2 were in effect for 25 percent of the elevated and subway operators and ranged from \$1.80 to \$2 for 63 percent (table 5).

### City and Regional Rate Differentials

The city and regional averages presented in this report are designed to show current levels of rates. The averages are influenced not only by differences in rates among cities and regions, but also by variations in the proportion of organized workers at each of the graduated scales within cities. These differences are reflected in the weighting of individual rates by the number of workers employed. Therefore, even though all rates in two areas are identical, the average for each area may differ.

On a city basis, the level of rates varied from \$1.38 in Charlotte, N. C., to \$2.06 in Boston and Chicago. Average scales in Seattle and Minneapolis-St. Paul also exceeded the \$2 level which prevailed in Buffalo, Milwaukee, Newark, and Pittsburgh. Levels of \$1.90 to \$2 prevailed in 13 cities, of \$1.75 to \$1.90 in 13 others, and of \$1.60 to \$1.75 in 10 cities.

Scale advances during the year were reported for some transit workers in 44 of the 52 cities studied. Although negotiated increases in individual cities ranged up to 16 cents an hour, raises of 5 or 6 cents were typical.

Average hourly scales for local-transit workers varied by city size when the individual cities were grouped according to population. The average rate (\$1.97) for the group of cities with a million or more population was 2 cents higher than for the next larger group (500,000 to 1,000,000) and 27 cents higher than for the group of cities with 100,000 to 250,000 population, the smallest size studied.

Within each population group, average rates differed widely among the individual cities. The spread between the highest and lowest city averages was narrowest (14 cents) for the largest size group of cities, and widest (50 cents) for the smallest size group. Scale levels overlapped among cities in the various population groups. For example, 7 cities in the 500,000 to 1,000,000 group and 2 of those in the next smaller size group had higher rate levels than 4 of 5 cities with a million or more population (table 6).

<sup>2</sup> This so-called top rate actually becomes the employee's 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.



On a regional basis, union hourly scales of all transit workers averaged highest in the Great Lakes region (\$1.99) and lowest in the Southeast (\$1.59). The average for the Pacific Coast (\$1.95) exceeded that for the New England and Middle Atlantic regions by 2 cents and the national level by 5 cents (table 7).

### **Standard Workweek**

The number of scheduled hours per week at straight-time rates were reported for 92 percent of the local transit workers included in the study. Such weekly schedules had been established in 45 of the covered cities. In these cities, straight-time weekly hours averaged 41.4 on July 1, 1955.

Typically, the standard workweek continued to be 40 hours as in the previous year. This schedule, which was in effect in about three-fifths of the cities reporting weekly hours, was applicable to all of the elevated and subway operators and to approximately 70 percent of those operating 1- or 2-man equipment. Workweeks of 48 hours were reported for 11 percent of the operators of 1-man cars and buses and for 29 percent of the motormen and conductors on 2-man cars (table 8).

### **Insurance and Pension Plans**<sup>3</sup>

The local transit industry was among the first to include insurance and pension program provisions in labor-management contracts. In recent years, the development of such plans in this industry has been widespread, and the cov-

erage has expanded appreciably since World War II. Between July 1, 1954, and July 1, 1955, the proportion of workers covered by health and insurance plans increased slightly; pension plan coverage was practically the same on both dates.

On July 1, 1955, health and insurance provisions were incorporated in labor-management contracts covering seven-eighths of the organized local transit employees studied; pension plan provisions were applicable to slightly over nine-tenths of the workers. Contributory plans—those jointly financed by workers and their employers—prevailed for 8 of every 10 workers provided health and insurance protection and for 6 of every 10 covered by pension programs.

### **Union Scales by City**

Table 9 presents union wage scales in effect on July 1, 1954, and July 1, 1955, for each of the 52 cities covered in the current survey. Weekly hours in effect on these dates are also shown for those cities for which a regular straight-time workweek was reported.

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<sup>3</sup> Information for these plans was restricted to those financed entirely by the employer and to those on an employee-employer contributory basis. Plans financed by workers through union dues or assessments were excluded from the study. No attempt was made to secure information on the kind and extent of benefits provided or on the cost of plans providing such benefits.

TABLE 1.—Indexes of union hourly wage rates of local-transit operating employees, 1929-55

(1947-49=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 .....	( <sup>1</sup> )	1946: July 1 .....	81.9
1934: May 15 .....	50.4	1947: Oct. 1 .....	92.4
1935: May 15 .....	52.3	1948: Oct. 1 .....	101.7
1936: May 15 .....	52.7	1949: Oct. 1 .....	105.9
1937: May 15 .....	55.2	1950: Oct. 1 .....	110.9
1938: June 1 .....	56.8	1951: Oct. 1 .....	118.2
1939: June 1 .....	57.2	1952: Oct. 1 .....	127.0
1940: June 1 .....	57.9	1953: July 1 .....	129.9
1941: June 1 .....	60.0	1954: July 1 .....	136.4
		1955: July 1 .....	140.4

<sup>1</sup> Information not available.

TABLE 2.—Average union hourly wage rates of local-transit operating employees, July 1, 1955, and increases in rates, July 1, 1954 - July 1, 1955

Occupation	July 1, 1955 hourly rate	Increase over July 1, 1954	
		Percent	Cents per hour
All local transit operating employees .....	\$1.90	2.9	5.4
Operators of 1-man cars and buses .....	1.90	3.0	5.6
Motormen and conductors of 2-man cars .....	1.94	4.9	9.1
Elevated and subway operators .....	1.92	1.6	3.1

TABLE 3.—Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1954 - July 1, 1955

Change in hourly rates	Percent of—			
	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change .....	27.6	25.6	-	53.8
Increase .....	72.4	74.4	100.0	46.2
Under 2 percent .....	1.8	2.1	-	-
2 and under 3 percent .....	9.0	10.0	8.9	-
3 and under 4 percent .....	27.7	29.1	39.0	11.3
4 and under 5 percent .....	12.0	10.2	-	32.6
5 and under 6 percent .....	8.4	8.8	19.7	2.3
6 and under 7 percent .....	.2	.2	-	-
7 and under 8 percent .....	7.9	9.0	-	-
8 and under 9 percent .....	.9	.1	32.4	-
9 percent and over .....	4.4	4.9	-	-

NOTE: Because of rounding, sums of individual items do not necessarily equal totals.

TABLE 4.—Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1954 - July 1, 1955

Change in hourly rates	Percent of—			
	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change .....	27.6	25.6	-	53.8
Increase .....	72.4	74.4	100.0	46.2
Under 2 cents .....	0.8	0.9	-	-
2 and under 3 cents .....	1.0	1.2	-	-
3 and under 4 cents .....	4.3	4.7	8.9	-
4 and under 5 cents .....	4.7	5.3	-	-
5 and under 6 cents .....	20.2	21.8	24.1	4.6
6 and under 7 cents .....	9.6	8.8	14.8	16.4
7 and under 8 cents .....	7.3	5.8	-	22.9
8 and under 9 cents .....	2.6	3.0	-	-
9 and under 10 cents .....	3.1	3.3	-	2.3
10 and under 12 cents .....	5.5	5.7	19.7	-
12 and under 14 cents .....	1.5	1.7	-	-
14 and under 16 cents .....	9.8	10.2	32.4	-
16 cents and over .....	1.9	2.1	-	-

NOTE: Because of rounding, sums of individual items do not necessarily equal totals.

TABLE 5.—Distribution of union operating employees in the local-transit industry by hourly wage rates, July 1, 1955

Hourly wage rate	Percent of—			
	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-man cars	Elevated and subway operators
Under \$1.45 .....	0.6	0.7	-	-
\$1.45 and under \$1.50 .....	.9	1.0	-	-
\$1.50 and under \$1.55 .....	1.7	1.9	-	-
\$1.55 and under \$1.60 .....	2.6	3.0	-	-
\$1.60 and under \$1.65 .....	1.0	1.1	-	0.4
\$1.65 and under \$1.70 .....	2.4	1.6	-	11.0
\$1.70 and under \$1.75 .....	2.5	2.8	-	.4
\$1.75 and under \$1.80 .....	7.0	7.9	0.5	.2
\$1.80 and under \$1.85 .....	8.1	5.9	39.2	20.6
\$1.85 and under \$1.90 .....	9.3	9.0	2.6	13.4
\$1.90 and under \$1.95 .....	18.1	18.6	5.5	16.7
\$1.95 and under \$2.00 .....	14.4	14.9	-	12.5
\$2.00 and under \$2.05 .....	19.8	20.5	43.4	6.8
\$2.05 and under \$2.10 .....	3.2	3.3	8.8	1.3
\$2.10 and under \$2.15 .....	4.3	4.9	-	-
\$2.15 and over .....	4.0	2.7	-	16.7

TABLE 6.—Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1955

City and population group	Average hourly rate	City and population group	Average hourly rate
Population group I (1,000,000 or more):		Population group III (250,000 to 500,000): - Continued	
Chicago, Ill. ....	\$2.06	<u>Average for group III</u> .....	\$1.86
Detroit, Mich. ....	1.98	Kansas City, Mo. ....	1.82
<u>Average for group I</u> .....	1.97	Indianapolis, Ind. ....	1.78
Los Angeles, Calif. ....	1.94	Denver, Colo. ....	1.77
New York, N. Y. ....	1.94	Louisville, Ky. ....	1.75
Philadelphia, Pa. ....	1.92	Dallas, Tex. ....	1.74
Population group II (500,000 to 1,000,000):		Memphis, Tenn. ....	1.74
Boston, Mass. ....	2.06	Birmingham, Ala. ....	1.66
Minneapolis-St. Paul, Minn. ....	2.01	San Antonio, Tex. ....	1.66
Buffalo, N. Y. ....	2.00	Atlanta, Ga. ....	1.64
Milwaukee, Wis. ....	2.00	Population group IV (100,000 to 250,000):	
Pittsburgh, Pa. ....	2.00	New Haven, Conn. ....	1.88
Cleveland, Ohio ....	1.99	Syracuse, N. Y. ....	1.86
San Francisco-Oakland, Calif. ....	1.99	Springfield, Mass. ....	1.85
Cincinnati, Ohio ....	1.97	Providence, R. I. ....	1.81
<u>Average for group II</u> .....	1.95	Dayton, Ohio ....	1.78
Baltimore, Md. ....	1.90	Erie, Pa. ....	1.75
Washington, D. C. ....	1.90	Grand Rapids, Mich. ....	1.74
New Orleans, La. ....	1.89	Omaha, Nebr. ....	1.74
St. Louis, Mo. ....	1.84	Peoria, Ill. ....	1.74
Houston, Tex. ....	1.81	Spokane, Wash. ....	1.71
Population group III (250,000 to 500,000):		<u>Average for group IV</u> .....	1.70
Seattle, Wash. ....	2.04	Des Moines, Iowa ....	1.70
Newark, N. J. ....	2.00	Richmond, Va. ....	1.57
Portland, Oreg. ....	1.96	Salt Lake City, Utah ....	1.57
Toledo, Ohio ....	1.95	Scranton, Pa. ....	1.56
Columbus, Ohio ....	1.92	Oklahoma City, Okla. ....	1.53
Rochester, N. Y. ....	1.91	Jacksonville, Fla. ....	1.52
		Knoxville, Tenn. ....	1.52
		Little Rock, Ark. ....	1.46
		Charlotte, N. C. ....	1.36

TABLE 7.—Average union hourly wage rates of local-transit operating employees by region, <sup>1</sup> July 1, 1955

Region <sup>1</sup>	Average rate per hour—			
	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-man cars	Elevated and subway operators
United States .....	\$1.90	\$1.50	\$1.94	\$1.92
New England .....	1.93	1.92	-	1.97
Middle Atlantic .....	1.93	1.93	1.83	1.91
Border States .....	1.83	1.83	-	-
Southeast .....	1.59	1.59	-	-
Great Lakes .....	1.99	2.00	2.03	1.92
Middle West .....	1.81	1.81	-	-
Southwest .....	1.73	1.73	1.84	-
Mountain .....	1.71	1.71	-	-
Pacific .....	1.95	1.95	1.96	-

<sup>1</sup> 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, 1955

Weekly hours	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-man cars	Elevated and subway operators
Average weekly hours	41.4	41.6	42.3	40.0
Total reporting standard hours	91.9	90.8	100.0	100.0
40 hours	71.3	68.2	71.3	100.0
Over 40 and under 44 hours	4.8	5.4	-	-
44 hours	4.0	4.5	-	-
Over 44 and under 48 hours	.1	.1	-	-
48 hours	9.9	10.5	28.7	-
Over 48 hours	1.9	2.1	-	-
Percent reporting no standard hours	8.1	9.2	-	-

NOTE: Because of rounding, sums of individual items do not necessarily equal totals.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1954, and July 1, 1955

(Hours are the same for both years unless otherwise indicated)

City and classification	July 1, 1954	July 1, 1955		City and classification	July 1, 1954	July 1, 1955	
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>		Rate per hour	Rate per hour	Hours per week <sup>1</sup>
<b>ATLANTA, GA.</b>				<b>BOSTON, MASS. - Continued</b>			
Buses and trackless trolleys:				Rapid transit lines: - Continued			
First 6 months	\$ 1.510	\$ 1.540	-	Motormen:			
7 - 12 months	1.570	1.600	-	Road	\$ 1.953	\$ 2.013	<sup>2</sup> 40
After 1 year	1.610	1.640	-	Yard	2.010	2.070	<sup>2</sup> 40
<b>BALTIMORE, MD.</b>				Platform men:			
1-man cars and buses:				Warders	1.733	1.793	<sup>2</sup> 40
First 6 months	1.800	1.800	42 <sup>1</sup> / <sub>2</sub>	Gate men	1.793	1.853	<sup>2</sup> 40
7 - 12 months	1.850	1.850	42 <sup>1</sup> / <sub>2</sub>	<b>BUFFALO, N. Y.</b>			
After 1 year	1.900	1.900	42 <sup>1</sup> / <sub>2</sub>	Buses:			
<b>BIRMINGHAM, ALA.</b>				First 3 months	1.880	1.880	40
Buses and trolley coaches:				4 - 12 months	1.900	1.900	40
First 6 months	1.590	1.610	48	After 1 year	1.930	2.000	40
7 - 12 months	1.610	1.630	48	<b>CHARLOTTE, N. C.</b>			
After 1 year	1.640	1.660	48	Buses:			
<b>BOSTON, MASS.</b>				First 3 months	1.100	1.200	-
1-man cars and buses:				4 - 6 months	1.150	1.250	-
First 3 months	1.710	1.770	<sup>2</sup> 40	7 - 12 months	1.200	1.300	-
4 - 6 months	1.830	1.890	<sup>2</sup> 40	After 1 year	1.350	1.400	-
7 - 9 months	1.865	1.925	<sup>2</sup> 40	<b>CHICAGO, ILL.</b>			
10 - 12 months	1.913	1.973	<sup>2</sup> 40	2-man cars:			
After 1 year	2.010	2.070	<sup>2</sup> 40	First 3 months	1.830	1.900	40
P. C. C. surface lines operators:				4 - 12 months	1.860	1.930	40
First 3 months	1.830	1.890	<sup>2</sup> 40	After 1 year:			
4 - 6 months	1.953	2.013	<sup>2</sup> 40	Days	1.880	1.950	40
7 - 9 months	1.985	2.045	<sup>2</sup> 40	Nights - before 2 a. m.	1.910	1.980	40
10 - 12 months	2.030	2.090	<sup>2</sup> 40	Nights - after 2 a. m.	1.930	2.000	40
After 1 year	2.128	2.188	<sup>2</sup> 40	1-man cars and buses:			
Rapid transit lines:				First 3 months	1.930	2.000	40
Guards:				4 - 12 months	1.960	2.030	40
First 3 months	1.588	1.648	<sup>2</sup> 40	After 1 year:			
4 - 6 months	1.710	1.770	<sup>2</sup> 40	Days	1.980	2.050	40
7 - 9 months	1.748	1.808	<sup>2</sup> 40	Nights - before 2 a. m.	2.010	2.080	40
10 - 12 months	1.793	1.853	<sup>2</sup> 40	Nights - after 2 a. m.	2.030	2.100	40
After 1 year	1.993	1.953	<sup>2</sup> 40				

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

<sup>2</sup> 41<sup>1</sup>/<sub>4</sub>-hour workweek on July 1, 1954.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1954, and July 1, 1955 - Continued

City and classification	July 1, 1954	July 1, 1955		City and classification	July 1, 1954	July 1, 1955	
	Rate per hour	Rate per hour	Hours per week		Rate per hour	Rate per hour	Hours per week
<b>CHICAGO, ILL. - Continued</b>				<b>GRAND RAPIDS, MICH.</b>			
Elevated and subway railways:				Buses:			
Motormen:				Agreement A:			
First 3 months .....	\$ 1.837	\$ 1.907	40	First 3 months .....	\$ 1.560	\$ 1.650	48
4 - 12 months .....	1.846	1.916	40	4 - 12 months .....	1.610	1.700	48
After 1 year .....	1.891	1.961	40	After 1 year .....	1.660	1.750	48
Conductors (regular) .....	1.848	1.916	40	Agreement B:			
Conductors (extra):				First 6 months .....	1.550	1.670	<sup>5</sup> 54
First year .....	1.828	1.898	40	After 6 months .....	1.650	1.720	<sup>5</sup> 54
After 1 year .....	1.848	1.916	40				
Guards (regular) .....	1.828	1.898	40	<b>HOUSTON, TEX.</b>			
Guards (extra):				Buses:			
First 3 months .....	1.800	1.870	40	First 3 months .....	1.670	1.730	42 <sup>1</sup> / <sub>2</sub>
4 - 12 months .....	1.810	1.880	40	4 - 9 months .....	1.700	1.760	42 <sup>1</sup> / <sub>2</sub>
After 1 year .....	1.819	1.889	40	10 - 15 months .....	1.730	1.790	42 <sup>1</sup> / <sub>2</sub>
				After 15 months .....	1.760	1.820	42 <sup>1</sup> / <sub>2</sub>
<b>CINCINNATI, OHIO</b>				<b>INDIANAPOLIS, IND.</b>			
1-man buses and trolley coaches:				1-man trackless trolleys and buses:			
First 3 months .....	1.860	1.920	40	First year .....	1.720	1.730	40
4 - 12 months .....	1.890	1.950	40	1 - 2 years .....	1.740	1.750	40
After 1 year .....	1.910	1.970	40	After 2 years .....	1.790	1.800	40
<b>CLEVELAND, OHIO</b>				<b>JACKSONVILLE, FLA.</b>			
1-man cars and buses:				Buses:			
First 3 months .....	1.850	1.930	44	First 3 months .....	1.400	1.420	48
4 - 12 months .....	1.880	1.960	44	3 - 6 months .....	1.450	1.470	48
After 1 year .....	1.900	2.000	44	After 6 months .....	1.500	1.520	48
<b>COLUMBUS, OHIO</b>				<b>KANSAS CITY, MO.</b>			
1-man cars, buses, and coaches:				1-man cars and buses:			
First 3 months .....	1.850	1.880	40	First 4 months .....	1.715	1.765	<sup>6</sup> 42
4 - 6 months .....	1.880	1.910	40	5 - 8 months .....	1.735	1.785	<sup>6</sup> 42
After 6 months .....	1.900	1.930	40	9 - 12 months .....	1.755	1.805	<sup>6</sup> 42
				After 1 year .....	1.770	1.820	<sup>6</sup> 42
<b>DALLAS, TEX.</b>				<b>KNOXVILLE, TENN.</b>			
1-man cars, buses, and trolley coaches:				Buses:			
First year .....	1.530	1.670	<sup>3</sup> 40	First year .....	1.370	1.420	48
After 1 year .....	1.600	1.750	<sup>3</sup> 40	Second year .....	1.420	1.470	48
				After 2 years .....	1.470	1.520	48
<b>DAYTON, OHIO</b>				<b>LITTLE ROCK, ARK.</b>			
Buses:				1-man cars and buses:			
First 6 months .....	1.650	1.700	48	First 6 months .....	1.310	*1.310	51
7 - 12 months .....	1.700	1.750	48	7 - 12 months .....	1.360	*1.360	51
After 1 year .....	1.750	1.800	48	13 - 18 months .....	1.410	*1.410	51
				After 18 months .....	1.460	*1.460	51
<b>DENVER, COLO.</b>				<b>LOS ANGELES, CALIF.</b>			
Bus and trolley coaches:				1-man cars and buses:			
First 3 months .....	1.690	1.740	<sup>4</sup> 44	Los Angeles Transit Lines:			
4 - 12 months .....	1.700	1.750	<sup>4</sup> 44	First 6 months .....	1.800	1.880	40
13 - 18 months .....	1.710	1.760	<sup>4</sup> 44	After 6 months .....	1.890	1.970	40
19 - 24 months .....	1.720	1.770	<sup>4</sup> 44	Metropolitan Coach Lines:			
After 2 years .....	1.730	1.780	<sup>4</sup> 44	First 6 months .....	1.840	1.870	48
				After 6 months .....	1.880	1.910	48
<b>DES MOINES, IOWA</b>				<b>LOUISVILLE, KY.</b>			
Buses:				Buses:			
First 3 months .....	1.620	1.620	-	First 3 months .....	1.550	1.600	44
4 - 12 months .....	1.650	1.650	-	4 - 6 months .....	1.630	1.680	44
After 1 year .....	1.700	1.700	-	7 - 12 months .....	1.680	1.730	44
				After 1 year .....	1.700	1.750	44
<b>DETROIT, MICH.</b>							
1-man cars and buses:							
First 6 months .....	1.815	1.865	48				
7 - 12 months .....	1.865	1.915	48				
After 1 year .....	1.915	1.985	48				
Night buses .....	1.965	2.085	48				
<b>ERIE, PA.</b>							
Buses:							
First 6 months .....	1.600	1.650	40				
7 - 12 months .....	1.670	1.720	40				
After 1 year .....	1.700	1.750	40				

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

<sup>3</sup> 44-hour workweek on July 1, 1954.

<sup>4</sup> 48-hour workweek on July 1, 1954.

<sup>5</sup> 55-hour workweek on July 1, 1954.

<sup>6</sup> 45<sup>1</sup>/<sub>2</sub>-hour workweek on July 1, 1954.

\* This rate in effect prior to July 1, 1955; new scale in negotiation at time of survey.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1954, and July 1, 1955 - Continued

City and classification	July 1, 1954	July 1, 1955		City and classification	July 1, 1954	July 1, 1955	
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>		Rate per hour	Rate per hour	Hours per week <sup>1</sup>
<b>MEMPHIS, TENN.</b>				<b>NEW YORK, N. Y. - Continued</b>			
1-man cars and buses:				Buses: - Continued			
First year .....	\$1.600	\$1.650	40	Fifth Avenue Coach:			
Second year .....	1.650	1.700	40	First 6 months .....	\$1.700	\$1.700	40
After 2 years .....	1.700	1.750	40	Second 6 months .....	1.820	1.820	40
				Next 12 months .....	1.880	1.880	40
				Thereafter .....	2.000	2.000	40
<b>MILWAUKEE, WIS.</b>				Green Lines:			
1-man cars and buses:				First 6 months .....	1.720	1.770	40
First year .....	1.910	1.960	40	7 - 12 months .....	1.770	1.820	40
After 1 year .....	1.950	2.000	40	13 - 18 months .....	1.840	1.890	40
				After 18 months .....	2.000	2.050	40
<b>MINNEAPOLIS-ST. PAUL, MINN.</b>				Jamaica Busses, Inc.:			
1-man cars and buses:				First 6 months .....	1.640	1.640	40
First 9 months .....	1.850	1.940	40	7 - 12 months .....	1.720	1.720	40
Second 9 months .....	1.880	1.970	40	13 - 18 months .....	1.790	1.790	40
After 18 months .....	1.920	2.010	40	After 18 months .....	1.925	1.925	40
				New York Omnibus Co.:			
<b>NEWARK, N. J.</b>				First 6 months .....	1.700	1.700	40
1-man cars and buses:				7 - 12 months .....	1.820	1.820	40
First 3 months .....	1.850	1.880	40	13 - 24 months .....	1.880	1.880	40
4 - 12 months .....	1.900	1.950	40	After 2 years .....	2.000	2.000	40
After 1 year .....	1.950	2.000	40	Queens-Nassau Transit Lines:			
				First 6 months .....	1.640	1.640	40
<b>NEW HAVEN, CONN.</b>				Second 6 months .....	1.720	1.720	40
Connecticut Co.				Third 6 months .....	1.790	1.790	40
1-man cars and buses:				Fourth 6 months .....	1.860	1.860	40
First 3 months .....	1.635	1.820	40	After 2 years .....	1.925	1.925	40
4 - 12 months .....	1.665	1.850	40	Schenck Transport Co.:			
After 1 year .....	1.730	1.890	40	First 6 months .....	1.560	1.600	40
Orange St. Bus Co.:				7 - 12 months .....	1.640	1.680	40
Buses .....	1.400	1.500	48	13 - 24 months .....	1.700	1.740	40
				After 2 years .....	1.910	1.950	40
<b>NEW ORLEANS, LA.</b>				Steinway Omnibus and Queensboro			
2-man cars:				Bridge Railway:			
First 6 months .....	1.720	1.780	740	First 6 months .....	1.640	1.640	40
7 - 12 months .....	1.750	1.810	740	Second 6 months .....	1.720	1.720	40
After 1 year .....	1.780	1.840	740	Third 6 months .....	1.790	1.790	40
1-man cars and buses:				Fourth 6 months .....	1.860	1.860	40
First 6 months .....	1.790	1.850	740	After 2 years .....	1.925	1.925	40
7 - 12 months .....	1.820	1.880	740	Third Avenue Railway Transit			
After 1 year .....	1.850	1.910	740	System:			
				First 6 months .....	1.475	1.475	40
<b>NEW YORK, N. Y.</b>				7 - 12 months .....	1.650	1.650	40
Subway:				13 - 18 months .....	1.750	1.750	40
Road motormen:				After 18 months .....	1.925	1.925	40
First year .....	2.050	*2.050	40	Tri-Boro Coach Corp.:			
After 1 year .....	2.150	*2.150	40	First 12 months .....	1.625	1.625	40
Yard motormen:				After 1 year .....	1.815	1.815	40
First year .....	1.970	*1.970	40	After 18 months .....	1.925	1.925	40
After 1 year .....	2.030	*2.030	40				
Conductors:				<b>OKLAHOMA CITY, OKLA.</b>			
First position:				1-man cars and buses:			
First year .....	1.745	*1.745	40	First 6 months .....	1.350	1.400	54
After 1 year .....	1.805	*1.805	40	7 - 12 months .....	1.400	1.450	54
Second position .....	1.685	*1.685	40	After 1 year .....	1.480	1.530	54
Platform men:				<b>OMAHA, NEBR.</b>			
First year .....	1.625	*1.625	40	1-man cars and buses:			
After 1 year .....	1.661	*1.661	40	First 6 months .....	1.590	1.680	54
1-man cars:				7 - 12 months .....	1.620	1.710	54
Brooklyn-Queens Transit Lines:				After 1 year .....	1.660	1.750	54
First 6 months .....	1.720	*1.720	40	<b>PEORIA, ILL.</b>			
7 - 12 months .....	1.840	*1.840	40	Buses:			
After 1 year .....	1.960	*1.960	40	First 9 months .....	1.710	1.710	48
Buses:				10 - 18 months .....	1.730	1.730	48
Avenue B and East Broadway				After 18 months .....	1.750	1.750	48
Transit Co.:							
First 6 months .....	1.640	1.640	40	<b>PHILADELPHIA, PA.</b>			
7 - 12 months .....	1.720	1.720	40	Subway, elevated, and high-speed			
13 - 24 months .....	1.790	1.790	40	lines:			
After 2 years .....	1.925	1.925	40	Operators:			
Brooklyn Bus Division,				1 - 6 months .....	1.780	1.830	40
Comprehensive and East Side				7 - 12 months .....	1.830	1.880	40
Omnibus Corp., Queens				After 1 year .....	1.880	1.930	40
Bus Division:							
First 6 months .....	1.620	1.720	40				
7 - 12 months .....	1.740	1.840	40				
After 1 year .....	1.860	1.960	40				

<sup>1</sup> Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.<sup>2</sup> 42-hour workweek on July 1, 1954.

\* This rate in effect prior to July 1, 1955; new scale in negotiation at time of survey.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1954, and July 1, 1955 - Continued

City and classification	July 1, 1954	July 1, 1955		City and classification	July 1, 1954	July 1, 1955	
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>		Rate per hour	Rate per hour	Hours per week <sup>1</sup>
PHILADELPHIA, PA. - Continued				SALT LAKE CITY, UTAH			
Subway, elevated, and high-speed lines: - Continued				1-man buses:	\$	\$	
Conductors:				First 6 months -----	1.500	*1.500	54
1 - 6 months -----	1.680	1.730	40	After 6 months -----	1.580	*1.580	54
7 - 12 months -----	1.730	1.780	40	SAN ANTONIO, TEX.			
After 1 year -----	1.780	1.830	40	Buses:			
2-man cars:				First 6 months -----	1.380	1.440	40
1 - 6 months -----	1.630	1.680	40	7 - 12 months -----	1.460	1.520	40
7 - 12 months -----	1.680	1.730	40	13 - 18 months -----	1.520	1.580	40
13 - 18 months -----	1.730	1.780	40	After 18 months -----	1.600	1.660	40
After 18 months -----	1.780	1.830	40	SAN FRANCISCO-OAKLAND, CALIF.			
1-man cars and buses:				San Francisco:			
1 - 6 months -----	1.730	1.780	40	1-man buses and trackless trolleys, 2-man cars, and cable gripmen and conductors -----	1.939	2.040	48
7 - 12 months -----	1.780	1.830	40	Oakland:			
13 - 18 months -----	1.830	1.880	40	1-man buses, and 2-man cars (motormen):			
After 18 months -----	1.880	1.930	40	First 6 months -----	1.810	1.860	40
PITTSBURGH, PA.				After 6 months -----	1.860	1.910	40
1-man cars and buses:				SCRANTON, PA.			
First 3 months -----	1.865	1.865	40	Buses:			
4 - 12 months -----	1.955	1.955	40	First 3 months -----	1.480	*1.480	40
After 1 year -----	2.010	2.010	40	4 - 12 months -----	1.530	*1.530	40
Brentwood Motor Coach:				After 1 year -----	1.560	*1.560	40
First 6 months -----	1.550	1.590	45	1-man cars -----	1.560	1.560	40
7 - 12 months -----	1.650	1.690	45	SEATTLE, WASH.			
After 1 year -----	1.770	1.810	45	1-man buses:			
West Side Motor Coach:				First 6 months -----	1.933	1.973	-
First 3 months -----	1.650	1.650	40	After 6 months -----	2.000	2.040	-
4 - 12 months -----	1.700	1.700	40	SPOKANE, WASH.			
After 1 year -----	1.750	1.750	40	1-man buses:			
PORTLAND, OREG.				First 6 months -----	1.580	1.610	-
1-man cars and buses:				7 - 12 months -----	1.630	1.660	-
First 3 months -----	1.820	1.880	40	After 1 year -----	1.680	1.710	-
4 - 6 months -----	1.845	1.905	40	SPRINGFIELD, MASS.			
7 - 12 months -----	1.870	1.930	40	Buses:			
After 1 year -----	1.900	1.960	40	First 3 months -----	1.630	1.750	40
PROVIDENCE, R. I.				4 - 12 months -----	1.685	1.805	40
1-man cars and buses:				After 1 year -----	1.730	1.850	40
First 3 months -----	1.760	1.760	40	SYRACUSE, N. Y.			
4 - 12 months -----	1.790	1.790	40	1-man cars and buses:			
After 1 year -----	1.810	1.810	40	First 3 months -----	1.760	1.820	40
RICHMOND, VA.				4 - 12 months -----	1.780	1.840	40
Buses:				After 1 year -----	1.800	1.860	40
First 3 months -----	1.450	1.480	-	TOLEDO, OHIO			
4 - 12 months -----	1.500	1.530	-	1-man cars and buses:			
After 1 year -----	1.550	1.580	-	First 6 months -----	1.805	1.900	42
ROCHESTER, N. Y.				7 - 12 months -----	1.825	1.920	42
Subway cars -----	1.855	1.910	40	After 1 year -----	1.855	1.950	42
Buses:				WASHINGTON, D. C.			
First 3 months -----	1.811	1.866	40	1-man cars and buses:			
4 - 12 months -----	1.833	1.888	40	First 3 months -----	1.820	*1.820	40
After 1 year -----	1.855	1.910	40	4 - 12 months -----	1.860	*1.860	40
ST. LOUIS, MO.				After 1 year -----	1.900	*1.900	40
1-man cars and buses:							
First 4 months -----	1.680	1.770	-				
5 - 8 months -----	1.730	1.820	-				
9 - 12 months -----	1.780	1.870	-				
After 12 months -----	1.830	1.920	-				
St. Louis County:							
Buses:							
First 6 months -----	1.470	1.520	<sup>8</sup> 48				
After 6 months -----	1.570	1.620	<sup>8</sup> 48				

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

<sup>8</sup> 58-hour workweek on July 1, 1954.

\* This rate in effect prior to July 1, 1955; new scale in negotiation at time of survey.