

Union Wages and Hours: Local-Transit Operating Employees

July 1, 1956

and

Trend 1929-56



Bulletin No. 1208

UNITED STATES DEPARTMENT OF LABOR
James P. Mitchell, Secretary

BUREAU OF LABOR STATISTICS
Ewan Clague, Commissioner

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Preface

The U.S. Department of Labor's Bureau of Labor Statistics conducts annual surveys of wage rates and scheduled hours of work for specified crafts or jobs as provided in labor-management agreements in four industries: Building construction, printing, local transit, and local trucking. The studies present the wage rates in effect as of July 1 of each year as reported to the Bureau by the appropriate local labor organizations in each of the cities.

Information on the union scales and hours prevailing in each city is available in August of each year upon request to the Bureau's regional offices. A nationwide summary report of rates for local-transit operating employees was issued in November 1956. This bulletin provides additional data and indexes of the trend of wages and hours for the period of 1929-56. It was prepared by Annette Y. Sherier of the Bureau's Division of Wages and Industrial Relations.

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Union Wages and Hours: Local-Transit Operating Employees, July 1, 1956

Summary

Straight-time hourly scales of organized local-transit operating employees in cities of 100,000 or more population rose an average of 7 cents, or 3.9 percent, between July 1, 1955, and July 1, 1956, according to the Bureau's 36th annual study of union scales in the local-transit industry. On July 1, 1956, the average union scale for all operators of local-transit equipment was \$1.99 an hour.

Labor-management contract provisions which became effective during the 12-month period advanced the scales for 93 percent of the operators included in the survey. Raises varied from 5 to 10 cents an hour for half the workers and amounted to 10 cents or more for a fourth.

Straight-time weekly work schedules were provided in labor-management contracts for all but 8 percent of the transit workers included in the study. As of July 1, 1956, schedules varied from 40 to more than 48 hours and averaged 41.3 hours per week. The 40-hour schedule was most prevalent, applying to seventenths of the local-transit operators; slightly more than a tenth had standard workweeks of 48 hours or more.

Negotiated health and insurance provisions were stipulated in contracts covering slightly more than nine-tenths of the workers. Pension programs were reported for a somewhat larger proportion.

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, 1956, and covered approximately 73,000 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, were based on all scales reported in effect on July 1, 1956. Individual scales were 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, 1955, to July 1, 1956, were, however, based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1956) survey. The index series, designed for trend purposes, was similarly constructed.

Scale Increases and Trend

Changes in wage scales of local-transit operators result primarily from labor-management negotiations. Many contracts currently in effect were negotiated for 2 years—a few were for longer periods. Contracts of more than a year's duration typically provide for one or more interim increases. However, only those scale changes that actually became effective during the year ending July 1, 1956, were included in the current survey. Some of the rate adjustments were provided for in contracts negotiated prior to July 1, 1955. Deferred increases, scheduled to take effect after July 1, 1956, were excluded from the current survey. Thus, the scale changes presented in this report do not include the total wage advances negotiated in individual agreements during the 12 months covered by the survey.

During the year ending July 1, 1956, union hourly scales for all local-transit operators rose an average of 3.9 percent. This increase exceeded the 2.9-percent gain recorded in the preceding 12 months, but was smaller than the 5-percent advance registered in the year ending July 1, 1954. The rise in scales between July 1, 1955, and July 1, 1956, advanced the Bureau's index (1947-49 = 100) to 145.9, more than twice the level of July 1, 1945 (table 1).

Advances during the year reflected gains of 3.7 percent for operators of 1-man cars and buses, 3.2 percent for motormen and conductors on 2-man cars and 5.9 percent for elevated and subway operators.

On a cents-per-hour basis, union scales for all local-transit equipment operators showed an average advance of 7 cents an hour, as did the scales for operators of 1-man cars and buses, who represented 88 percent of all local-transit employees included in the study. Average hourly pay scales rose 6 cents for motormen and conductors on 2-man surface cars and 11 cents for elevated and subway operators (table 2).

Upward adjustments were widespread between July 1, 1955, and July 1, 1956. Increased wage rates were reported for 92 percent of the operators on 1-man cars and buses, and for all operators on 2-man surface cars and elevated and subway systems. Among the 1-man car and bus operators affected by upward adjustments, slightly more than half had scale advances of 5 to 10 cents an hour. The rise amounted to less than 5 cents for a fifth and to 14 cents or more for a similar proportion. Increases of the latter magnitude were also reported for some operators on 2-man surface cars and on elevated and subway systems (table 4).

Percentagewise, the increases typically represented gains of 2 to 5 percent for operators on 1-man cars and buses, 3 to 6 percent for motormen and conductors of 2-man cars, and 5 to 9 percent for elevated and subway operators (table 3).

Wage Scale Variations

Negotiated pay scales for local-transit operators are generally graduated according to length of service. An entrance rate, one or more intermediate rates, and a maximum or top rate¹ are frequently provided. Although the time intervals between rate steps varied among the cities, entrance rates typically applied to the first 3 or 6 months of employment. The maximum or top rate was usually reached after a year's service. In some cities, length of service was not a determining factor as only a single rate was specified in the labor-management contract.

¹ 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.

Entrance or starting rates for 1-man car and bus operators varied from \$1.35 in Charlotte, N. C., and Little Rock, Ark., to \$2.12 in Seattle, Wash. Maximum or top rates for these operators ranged from \$1.45 in Charlotte to \$2.24 for multiunit car operators in Boston. In two-fifths of the cities surveyed, labor-management contracts specified a top rate of \$2 or more an hour for some operators. Such scales were reported for all but one of the cities with a half million or more population.

Hourly rates for all local-transit operating employees in cities of 100,000 or more population averaged \$1.99 on July 1, 1956. Rates averaged \$1.98 for operators of 1-man cars and buses, \$2.01 for operators of 2-man cars, and \$2.03 for those on elevated and subway equipment.

Negotiated hourly scales of \$2 to \$2.15 were stipulated in labor-management contracts covering slightly more than 60 percent of the 1-man car and bus operators. Scales of \$2.15 or more were applicable to 4 percent; the same proportion as for those with scales of less than \$1.65 an hour. About 3 of every 10 had scales of \$1.65 to \$2. For motormen and conductors of 2-man cars, hourly rates varying from \$1.90 to \$2.05 prevailed for nearly two-thirds of the operators and of \$2.05 or more for one-third. Rates of at least \$2.10 were stipulated for a fourth of the elevated and subway operators; \$2 to \$2.10 for a similar proportion; and \$1.90 to \$2 for slightly more than a third (table 5).

City and Regional Rate Differentials

City and regional averages, designed to show current rate levels, are, of course, affected not only by the wide variation of scales which exists among the individual cities, but also by variations in the proportions of union members 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.

Among the 52 cities, average rates varied from \$1.45 an hour in Charlotte, N. C., to \$2.18 in Seattle, Wash. In addition to Seattle, 17 other cities had levels of \$2 or more. Levels of \$1.90 to \$2 prevailed in 7 cities, of \$1.80 to \$1.90 in 12 others, and \$1.70 to \$1.80 in 6 cities (table 6).

Scale advances provided by labor-management contracts affected some local-transit operators in 46 of the cities covered in the survey. Negotiated increases in individual cities ranged up to 16 cents. However, advances of 5 to 10 cents an hour were most frequently reported.

The cities included in the survey grouped according to population size are shown in table 6. Average scales which differed for the various size population groups, were highest in the group of cities with a million or more population. Scales for these cities averaged \$2.06—3 cents higher than for the next larger size group of cities (500,000 to 1,000,000), and 30 cents higher than for the smallest size city group studied (100,000 to 250,000).

Average hourly scales varied widely among the cities within each population size group. The spread between the highest and the lowest city averages was greatest (52 cents) for cities with populations of 250,000 to 500,000, and narrowest (10 cents) in the group of cities with a million or more population. Some overlapping of average scales existed among cities in the different size population groups. For example, the average hourly rate for Boston in the 500,000 to 1,000,000 group was higher than for each of the cities with a million or more population.

Regionally, levels for local-transit operating employees varied from \$1.64 in the Southeast to \$2.05 in the Great Lakes region (table 7). Two other regions—Middle Atlantic (\$2.03) and Pacific (\$2.04)—also had scales averaging in excess of the \$1.99 national average.

Standard Workweek

Weekly work schedules at straight-time rates were reported for 92 percent of all local-transit operators included in the survey. Standard workweeks had been established for 45 of the surveyed cities. In these cities, straight-time hours averaged 41.3 hours on July 1, 1956, compared with 41.4 hours on July 1, 1955. Reductions in standard weekly straight-time hours were noted in six cities.

A 40-hour workweek applied to two-thirds of the operators on 1- or 2-man cars and to all of those on elevated and subway equipment.

Workweeks of 48 hours were in effect for a tenth of the 1-man car and bus operators and for a third of the motormen and conductors on 2-man cars (table 8).

Insurance and Pension Plans

Health, insurance, and pension plans incorporated in labor-management contracts for local-transit operating employees have increased in recent years.² The development of such plans in this industry has been widespread and the coverage has expanded appreciably since World War II. During the year ending July 1, 1956, the coverage of health and insurance plans rose 5 percent and that of pension programs, 3½ percent.

On July 1, 1956, slightly more than 90 percent of the local-transit operating employees were covered by labor-management contracts providing for health and insurance plans and 96 percent, by provisions for pension plans. Contributory plans—those financed jointly by workers and their employers—prevailed for about 80 percent of the workers covered by health and insurance provisions and for approximately 55 percent of those covered by pension programs.

Union Scales by City

Union wage scales in effect on July 1, 1955, and July 1, 1956, for each of the 52 cities included in the study are presented in table 9. Weekly hours in effect on these dates are also shown for those cities for which a regular straight-time workweek was reported.

² The prevalence of negotiated health, insurance, and pension programs for local-transit operating employees was first studied in July 1954. Information for these plans was restricted to those financed entirely or in part by the employer. 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 expenditures for such benefits.

TABLE 1.—Indexes of union hourly wage rates of local-transit operating employees, 1929-56

(1947-49= 100)

Date	Index	Date	Index
1929: May 15 -----	52.4	1943: July 1 -----	68.6
1930: May 15 -----	52.9	1944: July 1 -----	69.1
1931: May 15 -----	52.9	1945: July 1 -----	69.9
1932: May 15 -----	51.9	1946: July 1 -----	81.9
1933: May 15 -----	(¹)	1947: Oct. 1 -----	92.4
1934: May 15 -----	50.4	1948: Oct. 1 -----	101.7
1935: May 15 -----	52.3	1949: Oct. 1 -----	105.9
1936: May 15 -----	52.7	1950: Oct. 1 -----	110.9
1937: May 15 -----	55.2	1951: Oct. 1 -----	118.2
1938: June 1 -----	56.8	1952: Oct. 1 -----	127.0
1939: June 1 -----	57.2	1953: July 1 -----	129.9
1940: June 1 -----	57.9	1954: July 1 -----	136.4
1941: June 1 -----	60.0	1955: July 1 -----	140.4
1942: July 1 -----	64.4	1956: July 1 -----	145.9

¹ Information not available.

TABLE 2.—Average union hourly wage rates of local-transit operating employees, July 1, 1956, and increases in rates, July 1, 1955 - July 1, 1956

Occupation	July 1, 1956 hourly rate	Increase over July 1, 1955	
		Percent	Cents per hour
All local-transit operating employees -----	\$1.99	3.9	7.4
Operators of 1-man cars and buses -----	1.98	3.7	7.1
Motormen and conductors of 2-man cars -----	2.01	3.2	6.2
Elevated and subway operators -----	2.03	5.9	11.4

TABLE 3.—Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1955 - July 1, 1956

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 -----	6.7	7.6	-	-
Increase -----	93.3	92.4	100.0	100.0
Under 2 percent -----	7.7	8.0	30.5	-
2 and under 3 percent -----	12.3	13.4	8.5	2.4
3 and under 4 percent -----	19.0	20.5	21.4	4.5
4 and under 5 percent -----	22.2	24.1	11.3	6.1
5 and under 6 percent -----	8.4	5.7	16.6	31.8
6 and under 7 percent -----	2.1	2.4	-	-
7 and under 8 percent -----	10.4	9.2	-	24.1
8 and under 9 percent -----	10.4	8.2	11.6	30.8
9 percent and over -----	.9	.9	-	.4

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, 1955 - July 1, 1956

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 -----	6.7	7.6	-	-
Increase -----	93.3	92.4	100.0	100.0
Under 3 cents -----	7.7	8.0	30.5	-
3 and under 4 cents -----	4.6	5.2	-	-
4 and under 5 cents -----	5.5	6.0	8.5	-
5 and under 6 cents -----	8.1	8.5	-	6.9
6 and under 7 cents -----	14.3	15.8	21.4	-
7 and under 8 cents -----	5.6	6.1	-	2.1
8 and under 9 cents -----	15.4	16.7	11.3	4.0
9 and under 10 cents -----	6.7	3.8	16.6	31.8
10 and under 12 cents -----	3.6	4.1	-	-
12 and under 14 cents -----	.6	.7	-	-
14 and under 16 cents -----	18.8	15.0	11.6	55.2
16 cents and over -----	2.3	2.6	-	-

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, 1956

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 -----	0.1	0.1	-	-
\$1.45 and under \$1.50 -----	.5	.6	-	-
\$1.50 and under \$1.55 -----	1.0	1.2	-	-
\$1.55 and under \$1.60 -----	1.4	1.5	-	-
\$1.60 and under \$1.65 -----	.8	.9	-	-
\$1.65 and under \$1.70 -----	1.6	1.8	-	-
\$1.70 and under \$1.75 -----	1.8	2.0	-	-
\$1.75 and under \$1.80 -----	3.9	4.4	-	0.4
\$1.80 and under \$1.85 -----	5.5	4.9	-	11.5
\$1.85 and under \$1.90 -----	5.8	6.4	0.6	.4
\$1.90 and under \$1.95 -----	6.3	4.2	28.0	21.6
\$1.95 and under \$2.00 -----	5.3	4.0	17.3	14.6
\$2.00 and under \$2.05 -----	21.5	22.0	20.3	17.6
\$2.05 and under \$2.10 -----	21.1	22.5	12.4	9.3
\$2.10 and under \$2.15 -----	17.4	19.0	21.4	1.6
\$2.15 and under \$2.20 -----	4.2	4.2	-	5.1
\$2.20 and over -----	1.9	.2	-	17.9

TABLE 6.—Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1956

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. -----	\$2.10	Average for group III -----	\$1.91
Average for group I -----	2.06	Kansas City, Mo. -----	1.87
Detroit, Mich. -----	2.05	Indianapolis, Ind. -----	1.85
New York, N. Y. -----	2.05	Denver, Colo. -----	1.82
Los Angeles, Calif. -----	2.04	Louisville, Ky. -----	1.82
Philadelphia, Pa. -----	2.00	Memphis, Tenn. -----	1.78
		Dallas, Tex. -----	1.74
		Atlanta, Ga. -----	1.72
		Birmingham, Ala. -----	1.69
		San Antonio, Tex. -----	1.66
Population group II (500,000 to 1,000,000):		Population group IV (100,000 to 250,000):	
Boston, Mass. -----	2.11	Syracuse, N. Y. -----	1.93
Pittsburgh, Pa. -----	2.08	New Haven, Conn. -----	1.91
Milwaukee, Wis. -----	2.07	Dayton, Ohio -----	1.89
Washington, D. C. -----	2.06	Providence, R. I. -----	1.85
Cleveland, Ohio -----	2.05	Springfield, Mass. -----	1.85
Minneapolis-St. Paul, Minn. -----	2.05	Peoria, Ill. -----	1.83
San Francisco-Oakland, Calif. -----	2.04	Spokane, Wash. -----	1.83
Average for group II -----	2.03	Des Moines, Iowa -----	1.81
St. Louis, Mo. -----	2.01	Erie, Pa. -----	1.81
Buffalo, N. Y. -----	2.00	Grand Rapids, Mich. -----	1.77
Cincinnati, Ohio -----	2.00	Average for group IV -----	1.76
Baltimore, Md. -----	1.99	Omaha, Nebr. -----	1.75
New Orleans, La. -----	1.98	Scranton, Pa. -----	1.70
Houston, Tex. -----	1.87	Salt Lake City, Utah -----	1.66
		Richmond, Va. -----	1.64
Population group III (250,000 to 500,000):		Jacksonville, Fla. -----	1.57
Seattle, Wash. -----	2.18	Knoxville, Tenn. -----	1.57
Newark, N. J. -----	2.05	Oklahoma City, Okla. -----	1.53
Columbus, Ohio -----	2.00	Little Rock, Ark. -----	1.49
Toledo, Ohio -----	1.99	Charlotte, N. C. -----	1.45
Rochester, N. Y. -----	1.98		
Portland, Oreg. -----	1.96		

TABLE 7.—Average union hourly wage rates of local-transit operating employees by region, ¹ July 1, 1956

Region ¹	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 -----	\$1.99	\$1.98	\$2.01	\$2.03
New England -----	1.97	1.97	-	2.02
Middle Atlantic -----	2.03	2.03	1.91	2.05
Border States -----	1.95	1.95	-	-
Southeast -----	1.64	1.64	-	-
Great Lakes -----	2.05	2.05	2.05	2.01
Middle West -----	1.95	1.95	-	-
Southwest -----	1.77	1.76	1.92	-
Mountain -----	1.77	1.77	-	-
Pacific -----	2.04	2.04	2.03	-

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, 1956

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 -----	41.3	41.4	42.6	40.0
Total reporting standard hours -----	91.5	90.4	100.0	100.0
40 hours -----	71.3	68.3	67.0	100.0
Over 40 and under 44 hours -----	5.0	5.6	-	-
44 hours -----	3.5	3.9	-	-
Over 44 and under 48 hours -----	.7	.8	-	-
48 hours -----	9.6	10.2	33.0	-
Over 48 hours -----	1.4	1.6	-	-
Percent reporting no standard hours -----	8.5	9.6	-	-

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, 1955, and July 1, 1956

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

City and classification	July 1, 1955	July 1, 1956		City and classification	July 1, 1955	July 1, 1956	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
ATLANTA, GA.				BOSTON, MASS. - Continued			
Buses and trackless trolleys:				Rapid transit lines: - Continued			
First 6 months -----	\$1.540	\$1.620	-	Motormen:			
7 - 12 months -----	1.600	1.680	-	Road -----	\$2.013	\$2.063	40
After 1 year -----	1.640	1.720	-	Yard -----	2.070	2.120	40
BALTIMORE, MD.				Platform men:			
1-man cars and buses:				Warders -----	1.793	1.843	40
First 6 months -----	1.800	1.900	2 41 1/4	Gatemen -----	1.853	1.903	40
7 - 12 months -----	1.850	1.950	2 41 1/4	BUFFALO, N. Y.			
After 1 year -----	1.900	2.000	2 41 1/4	Buses:			
BIRMINGHAM, ALA.				Agreement A:			
Buses and trolley coaches:				First 3 months -----	1.880	1.950	40
First 6 months -----	1.610	1.640	48	4 - 12 months -----	1.900	1.980	40
7 - 12 months -----	1.630	1.660	48	After 1 year -----	2.000	2.000	40
After 1 year -----	1.660	1.690	48	Agreement B:			
BOSTON, MASS.				First 3 months -----	(3)	1.945	40
1-man cars and buses:				4 - 12 months -----	(3)	1.975	40
First 3 months -----	1.770	1.820	40	After 1 year -----	(3)	2.000	40
4 - 6 months -----	1.890	1.940	40	CHARLOTTE, N. C.			
7 - 9 months -----	1.925	1.975	40	Buses:			
10 - 12 months -----	1.973	2.023	40	First 2 months -----	1.200	1.350	-
After 1 year -----	2.070	2.120	40	3 - 6 months -----	1.250	1.400	-
P. C. C. surface lines operators:				After 6 months -----	1.400	1.450	-
First 3 months -----	1.890	1.940	40	CHICAGO, ILL.			
4 - 6 months -----	2.013	2.062	40	2-man cars:			
7 - 9 months -----	2.045	2.095	40	First 3 months -----	1.900	1.990	40
10 - 12 months -----	2.090	2.140	40	4 - 12 months -----	1.930	2.020	40
After 1 year -----	2.188	2.238	40	After 1 year:			
Rapid transit lines:				Days -----	1.950	2.040	40
Guards:				Nights - before 2 a.m. -----	1.980	2.070	40
First 3 months -----	1.648	1.698	40	Nights - after 2 a.m. -----	2.000	2.090	40
4 - 6 months -----	1.770	1.820	40	Buses:			
7 - 9 months -----	1.808	1.858	40	First 3 months -----	2.000	2.090	40
10 - 12 months -----	1.853	1.903	40	4 - 12 months -----	2.030	2.120	40
After 1 year -----	1.953	2.003	40	After 1 year:			
				Days -----	2.050	2.140	40
				Nights - before 2 a.m. -----	2.080	2.170	40
				Nights - after 2 a.m. -----	2.100	2.190	40

¹ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.² 42 1/2-hour workweek on July 1, 1955.³ Information not available for rate and hours on July 1, 1955.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1955, and July 1, 1956 - Continued

City and classification	July 1, 1955	July 1, 1956		City and classification	July 1, 1955	July 1, 1956	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
CHICAGO, ILL. - Continued				GRAND RAPIDS, MICH.			
Elevated and subway railways:				Buses:			
Motormen:				First 3 months	\$1.650	\$1.680	48
First 3 months	\$1.907	\$1.997	40	4 - 12 months	1.700	1.730	48
4 - 12 months	1.936	2.006	40	After 1 year	1.750	1.780	48
After 1 year	1.961	2.051	40				
Conductors (regular)	1.916	2.006	40	HOUSTON, TEX.			
Conductors (extra):				Buses:			
First year	1.898	1.988	40	First 3 months	1.730	1.790	42½
After 1 year	1.916	2.006	40	4 - 9 months	1.760	1.820	42½
Guards (regular)	1.898	1.988	40	10 - 15 months	1.790	1.850	42½
Guards (extra):				After 15 months	1.820	1.880	42½
First 3 months	1.870	1.960	40				
4 - 12 months	1.880	1.970	40	INDIANAPOLIS, IND.			
After 1 year	1.889	1.979	40	1-man trackless trolleys and buses:			
CINCINNATI, OHIO				First year	1.730	1.800	40
1-man buses and trolley coaches:				1 - 2 years	1.750	1.820	40
First 3 months	1.920	1.950	40	After 2 years	1.800	1.870	40
4 - 12 months	1.950	1.980	40				
After 1 year	1.970	2.000	40	JACKSONVILLE, FLA.			
CLEVELAND, OHIO				Buses:			
1-man cars and buses:				First 3 months	1.420	1.470	48
First 3 months	1.930	1.990	44	4 - 6 months	1.470	1.520	48
4 - 12 months	1.960	2.020	44	After 6 months	1.520	1.570	48
After 1 year	2.000	2.060	44				
COLUMBUS, OHIO				KANSAS CITY, MO.			
1-man cars, buses, and coaches:				1-man cars and buses:			
First 6 months	1.880	1.950	40	First 4 months	1.765	1.815	5 41¼
After 6 months	1.930	2.000	40	5 - 8 months	1.785	1.835	5 41¼
DALLAS, TEX.				9 - 12 months	1.805	1.855	5 41¼
Buses and trolley coaches:				After 1 year	1.820	1.870	5 41¼
First year	1.670	1.670	40				
After 1 year	1.750	1.750	40	KNOXVILLE, TENN.			
DAYTON, OHIO				Buses:			
Buses:				First year	1.420	1.470	48
First 6 months	1.700	1.800	46	Second year	1.470	1.520	48
7 - 12 months	1.750	1.850	46	After 2 years	1.520	1.570	48
After 1 year	1.800	1.900	46				
DENVER, COLO.				LITTLE ROCK, ARK.			
Buses and trolley coaches:				Buses:			
First 3 months	1.740	1.790	44	First 6 months	1.310	1.350	51
4 - 12 months	1.750	1.800	44	7 - 12 months	1.360	1.400	51
13 - 18 months	1.760	1.810	44	13 - 18 months	1.410	1.450	51
19 - 24 months	1.770	1.820	44	After 18 months	1.460	1.500	51
After 2 years	1.780	1.830	44				
DES MOINES, IOWA				LOS ANGELES, CALIF.			
Buses:				1-man cars and buses:			
First 3 months	1.620	1.730	-	Los Angeles Transit Lines:			
4 - 12 months	1.650	1.760	-	First 6 months	1.880	1.960	40
After 1 year	1.700	1.810	-	After 6 months	1.970	2.050	40
DETROIT, MICH.				Metropolitan Coach Lines:			
1-man cars and buses:				First 6 months	1.870	2.020	48
First 6 months	1.865	1.955	48	After 6 months	1.910	2.060	48
7 - 12 months	1.915	2.000	48	2-man cars:			
After 1 year	1.985	2.050	48	Metropolitan Coach Lines:			
Night buses	2.085	2.150	48	First 6 months	1.770	1.920	48
ERIE, PA.				After 6 months	1.810	1.960	48
Buses:				Single track:			
First 6 months	1.650	1.710	40	First 6 months	1.820	1.970	48
7 - 12 months	1.720	1.780	40	After 6 months	1.860	2.010	48
After 1 year	1.750	1.810	40				
				LOUISVILLE, KY.			
				Buses:			
				First 3 months	1.600	1.670	6 42
				4 - 6 months	1.680	1.750	6 42
				7 - 12 months	1.730	1.800	6 42
				After 1 year	1.750	1.820	6 42

¹ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.⁴ 48-hour workweek on July 1, 1955.⁵ 42-hour workweek on July 1, 1955.⁶ 44-hour workweek on July 1, 1955.

TABLE 9.—Union scales of wages and hours for local-transit operating employees, July 1, 1955, and July 1, 1956 - Continued

City and classification	July 1, 1955	July 1, 1956		City and classification	July 1, 1955	July 1, 1956	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
MEMPHIS, TENN.				NEW YORK, N. Y. - Continued			
1-man cars and buses:				Buses: - Continued			
First year	\$1.650	\$1.680	40	Fifth Avenue Coach:			
Second year	1.700	1.730	40	First 6 months	\$1.700	\$1.780	40
After 2 years	1.750	1.780	40	7 - 12 months	1.820	1.900	40
MILWAUKEE, WIS.				13 - 24 months	1.880	1.960	40
1-man cars and buses:				After 2 years	2.000	2.080	40
First year	1.960	2.030	40	Green Lines:			
After 1 year	2.000	2.070	40	First 6 months	1.770	1.810	40
MINNEAPOLIS-ST. PAUL, MINN.				7 - 12 months	1.820	1.860	40
1-man cars and buses:				13 - 18 months	1.890	1.930	40
First 9 months	1.940	1.980	40	After 18 months	2.050	2.090	40
Second 9 months	1.970	2.010	40	Jamaica Busses, Inc.:			
After 18 months	2.010	2.050	40	First 6 months	1.640	1.720	40
NEWARK, N. J.				7 - 12 months	1.720	1.790	40
1-man cars and buses:				13 - 18 months	1.790	1.870	40
First 6 months	1.810	1.870	40	After 18 months	1.925	2.035	40
7 - 12 months	1.900	1.960	40	New York Omnibus Co.:			
After 1 year	2.000	2.060	40	First 6 months	1.700	1.780	40
NEW HAVEN, CONN.				7 - 12 months	1.820	1.900	40
Connecticut Co.				13 - 24 months	1.880	1.960	40
1-man cars and buses:				After 2 years	2.000	2.080	40
First 3 months	1.820	1.850	40	Queens-Nassau Transit Lines:			
4 - 12 months	1.850	1.880	40	First 6 months	1.640	1.720	40
After 1 year	1.890	1.920	40	7 - 12 months	1.720	1.800	40
Orange St. Bus Co.:				13 - 18 months	1.790	1.870	40
Buses	1.500	1.600	48	19 - 24 months	1.860	1.940	40
NEW ORLEANS, LA.				After 2 years	1.925	2.005	40
2-man cars:				Schenck Transport Co.:			
First 6 months	1.780	1.870	40	First 6 months	1.600	1.650	40
7 - 12 months	1.810	1.900	40	7 - 12 months	1.680	1.730	40
After 1 year	1.840	1.930	40	13 - 24 months	1.740	1.790	40
1-man cars and buses:				After 2 years	1.950	2.000	40
First 6 months	1.850	1.940	40	Steinway Omnibus and Queensboro			
7 - 12 months	1.880	1.970	40	Bridge Railway:			
After 1 year	1.910	2.000	40	First 6 months	1.640	1.720	40
NEW YORK, N. Y.				7 - 12 months	1.720	1.800	40
Subway:				13 - 18 months	1.790	1.870	40
Road motormen:				19 - 24 months	1.860	1.940	40
First year	2.160	2.230	40	After 2 years	1.925	2.005	40
After 1 year	2.220	2.290	40	Third Avenue Railway Transit			
Yard motormen:				System:			
First year	2.040	2.110	40	First 6 months	1.475	1.555	40
After 1 year	2.100	2.170	40	7 - 12 months	1.650	1.730	40
Conductors:				13 - 18 months	1.750	1.830	40
First position:				After 18 months	1.925	2.005	40
First year	1.815	1.885	40	Tri-Boro Coach Corp.:			
After 1 year	1.875	1.945	40	First 12 months	1.625	1.705	40
Second position	1.755	1.825	40	13 - 18 months	1.815	1.895	40
Platform men:				After 18 months	1.925	2.035	40
First year	1.695	1.765	40	OKLAHOMA CITY, OKLA.			
After 1 year	1.731	1.801	40	1-man cars and buses:			
1-man cars:				First 6 months	1.400	1.400	54
Brooklyn-Queens Transit Lines:				7 - 12 months	1.450	1.450	54
First 6 months	1.790	1.860	40	After 1 year	1.530	1.530	54
7 - 12 months	1.910	1.980	40	OMAHA, NEBR.			
After 1 year	2.030	2.100	40	1-man cars and buses:			
Buses:				First 6 months	1.680	1.680	54
Avenue B and East Broadway				7 - 12 months	1.710	1.710	54
Transit Co.:				After 1 year	1.750	1.750	54
First 6 months	1.640	1.720	40	PEORIA, ILL.			
7 - 12 months	1.720	1.790	40	Buses:			
13 - 24 months	1.790	1.870	40	First 9 months	1.710	1.790	48
After 2 years	1.925	2.005	40	10 - 18 months	1.730	1.810	48
Brooklyn Bus Division,				After 18 months	1.750	1.830	48
Comprehensive and East Side				PHILADELPHIA, PA.			
Omnibus Corp., Queens				Subway, elevated, and high-speed			
Bus Division:				lines:			
First 6 months	1.720	1.860	40	Operators:			
7 - 12 months	1.840	1.980	40	First 6 months	1.830	1.910	40
After 1 year	1.960	2.100	40	7 - 18 months	1.880	1.960	40
				After 18 months	1.930	2.010	40

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, July 1, 1955, and July 1, 1956 - Continued

City and classification	July 1, 1955	July 1, 1956		City and classification	July 1, 1955	July 1, 1956	
	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			
Subway, elevated, and high-speed lines: - Continued				1-man buses:			
Conductors:				First 6 months -----	\$1.500	\$1.590	7 48
First 6 months -----	\$1.730	\$1.810	40	After 6 months -----	1.580	1.670	7 48
7 - 18 months -----	1.780	1.860	40				
After 18 months -----	1.830	1.910	40	SAN ANTONIO, TEX.			
2-man cars:				Buses:			
First 6 months -----	1.680	1.760	40	First 6 months -----	1.440	1.440	40
7 - 12 months -----	1.730	1.810	40	7 - 12 months -----	1.520	1.520	40
13 - 18 months -----	1.780	1.860	40	13 - 18 months -----	1.580	1.580	40
After 18 months -----	1.830	1.910	40	After 18 months -----	1.660	1.660	40
1-man cars and buses:							
First 6 months -----	1.780	1.860	40	SAN FRANCISCO-OAKLAND, CALIF.			
7 - 12 months -----	1.830	1.910	40	San Francisco:			
13 - 18 months -----	1.880	1.960	40	1-man buses and trackless trolleys, 2-man cars, and cable gripmen and conductors -----	2.040	2.100	48
After 18 months -----	1.930	2.010	40	Oakland:			
PITTSBURGH, PA.				1-man buses, and 2-man cars (motormen):			
1-man cars and buses:				First 6 months -----	1.860	1.900	40
First 3 months -----	1.865	1.955	40	After 6 months -----	1.910	1.950	40
4 - 12 months -----	1.955	2.045	40				
After 1 year -----	2.010	2.100	40	SCRANTON, PA.			
Brentwood Motor Coach:				Buses:			
First 6 months -----	1.590	1.660	45	Operators and extra men -----	1.560	1.700	40
7 - 12 months -----	1.690	1.760	45				
After 1 year -----	1.810	1.880	45	SEATTLE, WASH.			
West Side Motor Coach:				1-man buses:			
First 3 months -----	1.650	1.690	40	First 6 months -----	1.973	2.116	-
4 - 12 months -----	1.700	1.740	40	After 6 months -----	2.040	2.184	-
After 1 year -----	1.750	1.790	40				
PORTLAND, OREG.				SPOKANE, WASH.			
1-man cars and buses:				1-man buses:			
First 3 months -----	1.880	1.880	40	First 6 months -----	1.610	1.730	-
4 - 6 months -----	1.905	1.905	40	7 - 12 months -----	1.660	1.780	-
7 - 12 months -----	1.930	1.930	40	After 1 year -----	1.710	1.830	-
After 1 year -----	1.960	1.960	40				
PROVIDENCE, R. I.				SPRINGFIELD, MASS.			
1-man cars and buses:				Buses:			
First 3 months -----	1.760	1.800	40	First 3 months -----	1.750	1.750	40
4 - 12 months -----	1.790	1.830	40	4 - 12 months -----	1.805	1.805	40
After 1 year -----	1.810	1.850	40	After 1 year -----	1.850	1.850	40
RICHMOND, VA.							
Buses:				SYRACUSE, N. Y.			
First 3 months -----	1.480	1.540	-	1-man cars and buses:			
4 - 12 months -----	1.530	1.590	-	First 3 months -----	1.820	1.895	40
After 1 year -----	1.580	1.640	-	4 - 12 months -----	1.840	1.915	40
ROCHESTER, N. Y.				After 1 year -----	1.860	1.935	40
Buses:							
First 3 months -----	1.866	1.900	40	TOLEDO, OHIO			
4 - 12 months -----	1.888	1.960	40	1-man cars and buses:			
After 1 year -----	1.910	1.980	40	First 6 months -----	1.900	1.950	5 40
ST. LOUIS, MO.				7 - 12 months -----	1.920	1.970	5 40
1-man cars and buses:				After 1 year -----	1.950	2.000	5 40
First 4 months -----	1.770	1.870	-				
5 - 8 months -----	1.820	1.920	-	WASHINGTON, D. C.			
9 - 12 months -----	1.870	1.970	-	1-man cars and buses:			
After 12 months -----	1.920	2.020	-	First 3 months -----	1.820	1.980	40
St. Louis County:				4 - 12 months -----	1.860	2.020	40
Buses:				After 1 year -----	1.900	2.060	40
First 6 months -----	1.520	1.600	48				
After 6 months -----	1.620	1.700	48				

¹ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.⁵ 42-hour workweek on July 1, 1955.⁷ 54-hour workweek on July 1, 1955.