

Union Wages and Hours: Local Transit Operating Employees

July 1, 1958

and

Trend 1929-58

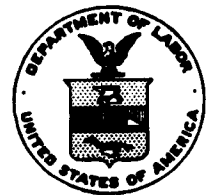
Bulletin No. 1244

UNITED STATES DEPARTMENT OF LABOR

James P. Mitchell, Secretary

BUREAU OF LABOR STATISTICS

Ewan Clague, Commissioner



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For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Price 15 cents

The Library of Congress has cataloged the series
in which this publication appears as follows:

U. S. Bureau of Labor Statistics.

Bulletin. no. 1— Nov. 1895—

Washington.

no. in v. illus. 16-28 cm.

Bimonthly, Nov. 1895—May 1912; irregular, July 1912—
No. 1-111 issued by the Bureau of Labor.

1. Labor and laboring classes—U. S.—Period.

HD8051.A62 331.06173 15-23307 rev*†

Library of Congress {r58t2}

The Library of Congress has cataloged this
publication as follows:

U. S. Bureau of Labor Statistics.

Union wages and hours: local-transit operating employees.
1936—

Washington, U. S. Govt. Print. Off.

v. 23-26 cm. annual.

No. for 1936-40 issued as the Bureau's Serial no. R. 549, etc.;
1941— as its Bulletin no. 701, etc.; no. for 1948-55 issued also in
the congressional series as House Documents.

Issues for 1936-45 reprinted from the Monthly labor review.

Title varies: 1936, Wages and employment conditions of union
street-railway employees.—1937-38, Wages and hours of union street-
railway employees.—1939, 1941, Wages, hours and working conditions
of union street-railway employees.—1940, Union wages and hours of
street-railway employees.—1942, Wage rates of union street-railway
employees.—1943-45, Union wage rates of city street-car and bus
operators.

1. Street railroads—U. S.—Employees. {1. Street railroads—Em-
ployees—U. S.} 2. Motor bus lines—U. S.—Employees. {2. Automobile
drivers—U. S.} 3. Wages—U. S. i. Title. (Series: U. S. Bu-
reau of Labor Statistics. Bulletin)

HD8051.A62 331.2856 L 42-139 rev 2*
——— 3d set. HD4966.S82U25

U. S. Dept. of Labor. Library
for Library of Congress {r58m2}†

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 included in the survey.

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 1958. This bulletin provides additional data and indexes of the trend of wages and hours for the period 1929-58. It was prepared by Herbert Schaffer under the direction of John F. Laciskey of the Bureau's Division of Wages and Industrial Relations.

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Union Wages and Hours: Local-Transit Operating Employees, July 1, 1958

Summary

Average hourly wage scales of union local-transit operating employees in cities of 100,000 or more population advanced 6 percent, or 12.5 cents, between July 1, 1957, and July 1, 1958, according to the 38th annual study of union scales in the local-transit industry by the U. S. Department of Labor's Bureau of Labor Statistics.

Approximately 95 percent of the transit employees included in the study had their pay scales increased during the year. Advances varied from 10 to 14¹ cents an hour for nearly a third of the workers and amounted to 20 or more cents for more than a fourth. Scales rose 5 cents an hour for a tenth of the operators.

Union hourly scales on July 1, 1958, averaged \$2.21 for all operators of local-transit equipment. Negotiated rates of \$2.10 to \$2.35 an hour were in effect for nearly three-fifths of the transit operators.

Straight-time weekly work schedules were incorporated in labor-management contracts applicable to 94 percent of the operating employees included in the study. Such schedules varied from 40 to 54 hours. A 40-hour work-week was predominant in the industry and applied to approximately 4 of every 5 workers.

One or more health, insurance, or pension benefits were provided in labor-management agreements covering slightly more than nine-tenths of the workers studied. Contributory plans, financed jointly by workers and employers, were in effect for most local-transit operators.

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.

¹ For ease of reading in this and subsequent discussions of tabulations, the limits of the class intervals are designated as 3 to 5 percent, 6 to 9 cents, etc., instead of using the more precise terminology, "3 and under 5 percent, 6 and under 9 cents," etc.

The information presented in this report was based on union scales in effect on July 1, 1958, and covered approximately 70,000 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 250,000-500,000. The cities in the 100,000-250,000 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. 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, 1958. Individual scales were weighted by the number of union members at 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, 1957, to July 1, 1958, were, however, based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1958) 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. Of the contracts in effect on July 1, 1958, in the 52 cities studied, nearly two-thirds were negotiated for 2 or more years. Such multiyear contracts generally provided for one or more interim increases or for cost-of-living escalation. However, only those scale changes that actually became effective between July 1, 1957, and July 1, 1958, were included in the current

survey. Some of the rate adjustments were provided for in contracts negotiated before July 1957. Deferred increases, scheduled to take effect after July 1, 1958, were excluded from the current survey. Thus, the scale changes presented in this report do not reflect the total wage advances negotiated in individual agreements during the survey year.

The Bureau's index of union hourly wage rates of local-transit operating employees rose 6 percent between July 1, 1957, and July 1, 1958, as a result of upward adjustments in wage scales during this period. This increase was the highest annual gain recorded in the last 6 years and advanced the Bureau's index to 61.2 percent above the 1947-49 level (table 1).

Pay scale revisions were effective during the 12 months ending July 1, 1958, for 94 percent of the 1-man car and bus operators, 85 percent of the 2-man car operators, and 96 percent of the elevated and subway operators (table 3). During the year, union hourly scales, on the average, rose 8.6 percent for elevated and subway operators, 5.7 percent for 1-man car and bus operators, and 5.1 percent for 2-man car operators. On a cents-per-hour basis, average scales advanced 18 cents for elevated and subway operators, 12 cents for 1-man car and bus operators, and 10 cents for 2-man car operators (table 2).

Increases in wage scales varied from 2 to 21 cents an hour for 1-man car and bus operators. Gains of 10 cents were recorded for a sixth of these workers, of 11 to 14 cents for a slightly larger proportion, and of 20 or more cents for nearly a fourth. By contrast, hourly increases of 18 to 20 cents affected a fifth of the operating employees on elevated and subway equipment, of 20 or more cents for nearly two-thirds, and less than 5 cents for most of the remaining workers. Most of the 2-man operators had their hourly rates raised 10 cents (table 4).

On a percentage basis, the scale increases for about one-fourth of the operators of 1-man cars and buses reflected gains of 5 to 6 percent and gains of 9 or more percent for a slightly larger number of such operators. The advances ranged from 9 to 11 percent for almost four-fifths of the elevated and subway operators, while nearly a tenth of these operators realized gains of 11 or more percent. About two-thirds of the operators on 2-man cars had scale increases of 5 to 6 percent (table 3).

Wage Scale Variations

Negotiated pay scales for local-transit operators generally provided for length-of-service differentials—an entrance rate, one or more intermediate rates, and a maximum or top rate.² Although the time intervals between rate steps varied among cities, 3 or 6 months of employment was the typical period during which the entrance or beginning rate applied. Length of service was not a factor in two cities (San Francisco and Scranton) where only single rates were specified.

Entrance or starting rates for 1-man car and bus operators in the cities studied varied from \$1.47 an hour in Charlotte, N. C., to \$2.45 in San Francisco, Calif. The lowest maximum or top rate for these operators was \$1.57 in Charlotte, N. C., and the highest was \$2.55 for multiunit car operators in Boston, Mass. Entrance rates of \$2 or more were recorded in half of the cities studied. Top rates ranged from \$2 to \$2.25 in approximately 2 of every 5 cities and \$2.25 or more in 1 of every 4 cities. The spread between entrance and top rates was 10 cents in 1 of every 4 cities and exceeded this amount in almost another fourth of the cities surveyed.

Union scales for local-transit operating employees in cities of 100,000 or more population averaged \$2.21 an hour as of July 1, 1958. Operators of 1-man cars and buses, who accounted for almost 9 of every 10 local-transit operators, had scales averaging \$2.20 an hour. Hourly scales for elevated and subway operators, who represented about 1 of every 10 transit workers, averaged \$2.29 and those for motormen and conductors on 2-man cars, \$2.15 (table 2). The current survey showed 2-man car operations in only 4 cities compared with 12 cities in 1949.³

About three-fifths of the 1-man car and bus operators were covered by labor-management agreements stipulating rates of \$2.10 to \$2.35 an hour; a fifth had scales of \$2.35 or more, and only 3 percent had rates of less than \$1.75 an hour. Hourly rates ranging from \$2 to \$2.15 were in effect for all but about a sixth of the workers on 2-man cars. Approximately a fifth of the elevated and subway operators were concentrated at each of 3 rate intervals—\$2.15 to \$2.20, \$2.30 to \$2.35, and \$2.50 or more (table 5).

² 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.

³ See BLS Bull. 981, table 9.

City and Regional Rate Differences

City and regional averages, designed to show current rate levels, are 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 may be identical, the average for each area may differ.

Among the 52 cities studied, average hourly scales varied from \$1.57 in Charlotte, N. C., to \$2.44 in Chicago, Ill. Scales averaged less than \$1.75 in 5 cities, \$1.75 to \$2 in 13 cities, \$2 to \$2.25 in 23 cities, and \$2.25 or more in 11 cities (table 6).

Pay scales were increased during the year ending July 1, 1958, in all of the cities included in the survey except in Philadelphia. The increases varied from 2 cents for bus drivers in Omaha to 21 cents for some of the bus and subway operating employees in New York City. The most frequent increments were 5 and 10 cents; each of these amounts was reported in about a fifth of the cities. Advances of 14 or more cents an hour were applicable for at least some of the transit operators in 10 of the cities studied (table 9).

Grouping the cities according to population size showed that average hourly scales varied widely within each population group. The average scale for the city size group with a million or more population was \$2.30, 4 cents higher than the average for the group with 500,000-1,000,000 population. Cities in the 250,000-500,000 population group averaged \$2.09 and those in the smaller city size group studied (100,000-250,000 population), \$1.93 an hour. The spread between the highest and lowest city averages was greatest (58 cents) for the smallest city size group and narrowest (32 cents) for the largest city size group.

Overlapping of average scales existed among cities in various population groups. For example, average hourly scales for all but 2 of the cities with 500,000 to 1,000,000 population were higher than the \$2.12 average for Philadelphia, 1 of the cities in the group with a million or more population.

On a regional basis, average hourly rates of local-transit employees were highest in the Great Lakes region at \$2.33, followed by the Pacific region at \$2.27. Averages for the New England and the Middle Atlantic regions

exceeded the \$2.21 national average by 1 cent. Rates in the Southeast averaged \$1.78 an hour (table 7).

Standard Workweek

All but 8 of the cities studied reported standard weekly work schedules after which premium overtime was paid. These schedules affected 94 percent of the local-transit operators and averaged 40.7 hours on July 1, 1958, compared with 41.1 on July 1, 1957. This decline resulted primarily from a reduction in hours in three cities.

More than four-fifths of the transit operators were on a 40-hour week; this work schedule applied to a like proportion of the 1-man car and bus operators, slightly more than seven-tenths of the 2-man car operators, and all of those on elevated and subway equipment. Workweeks of 44 and 48 hours were in effect for 4 and 5 percent, respectively, of the operators on 1-man cars and buses, and the latter schedule was applicable to 29 percent of those on 2-man cars (table 8).

Health, Insurance, and Pension Plans

Provisions for one or more health, insurance, or pension benefits were incorporated in labor-management contracts covering about 9 of every 10 local-transit operators.⁴ Plans providing health and insurance protection financed jointly by employees and employers covered about seven-tenths of the local-transit operating employees and pension plans were found in contracts covering almost six-tenths.

Union Scales by City

Union wage scales in effect on July 1, 1957, and July 1, 1958, 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 cities for which a regular straight-time workweek was reported.

⁴ 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, 1929-58

(1947-49 = 100)

Date	Index	Date	Index
1929: May 15	52.4	1944: July 1	69.1
1930: May 15	52.9	1945: July 1	69.9
1931: May 15	52.9	1946: July 1	81.9
1932: May 15	51.9	1947: Oct. 1	92.4
1933: May 15	(¹)	1948: Oct. 1	101.7
1934: May 15	50.4	1949: Oct. 1	105.9
1935: May 15	52.3	1950: Oct. 1	110.9
1936: May 15	52.7	1951: Oct. 1	118.2
1937: May 15	55.2	1952: Oct. 1	127.0
1938: June 1	56.8	1953: July 1	129.9
1939: June 1	57.2	1954: July 1	136.4
1940: June 1	57.9	1955: July 1	140.4
1941: June 1	60.0	1956: July 1	145.9
1942: July 1	64.4	1957: July 1	152.1
1943: July 1	68.6	1958: July 1	161.2

¹ Information not available.

TABLE 2. Average union hourly wage rates of local-transit operating employees, July 1, 1958, and increases in rates, July 1, 1957—July 1, 1958

Occupation	July 1, 1958 hourly rate	Increase over July 1, 1957	
		Percent	Cents per hour
All local-transit operating employees	\$2.21	6.0	12.5
Operators of 1-man cars and buses	\$2.20	5.7	11.9
Motormen and conductors of 2-man cars	2.15	5.1	10.4
Elevated and subway operators	2.29	8.6	18.0

TABLE 3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1957—July 1, 1958

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	5.7	5.7	14.6	4.3
Increase	94.3	94.3	85.4	95.7
Under 2 percent	.3	.4	-	-
2 and under 3 percent	9.3	9.6	-	7.3
3 and under 4 percent	7.0	7.9	-	-
4 and under 5 percent	4.0	4.5	-	-
5 and under 6 percent	22.2	24.1	67.5	-
6 and under 7 percent	9.8	11.0	-	-
7 and under 8 percent	7.6	8.4	-	.8
8 and under 9 percent	.8	.9	-	-
9 and under 10 percent	20.3	17.6	17.9	46.1
10 and under 11 percent	11.5	9.4	-	32.5
11 percent and over	1.4	.6	-	9.0

TABLE 4. Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1957—July 1, 1958

Changes 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	5.7	5.7	14.6	4.3
Increase	94.3	94.3	85.4	95.7
Under 5 cents	3.9	3.6	-	7.3
5 and under 6 cents	10.4	11.6	-	-
6 and under 8 cents	2.8	3.2	-	-
8 and under 10 cents	5.5	6.1	-	-
10 and under 11 cents	15.8	17.0	67.5	-
11 and under 12 cents	6.9	7.7	-	-
12 and under 14 cents	9.2	10.2	-	.3
14 and under 16 cents	6.6	7.3	-	.5
16 and under 18 cents	1.4	1.3	-	3.3
18 and under 20 cents	4.1	2.4	-	20.5
20 and under 21 cents	18.5	16.3	17.9	38.6
21 cents and over	9.2	7.6	-	25.3

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, 1958

Hourly wage rate	Percent of—			
	All workers	Operators of 1-man cars and buses	Motormen and conductors of 2-men cars	Elevated and subway operators
Under \$1.60	0.5	0.5	-	-
\$1.60 and under \$1.65 .....	.3	.3	-	-
\$1.65 and under \$1.70	1.2	1.4	-	-
\$1.70 and under \$1.75 .....	.9	1.0	-	-
\$1.75 and under \$1.80 .....	.4	.5	-	-
\$1.80 and under \$1.85	2.1	2.3	-	-
\$1.85 and under \$1.90	1.4	1.5	-	-
\$1.90 and under \$1.95	2.7	3.0	-	-
\$1.95 and under \$2.00	2.1	2.4	-	0.4
\$2.00 and under \$2.05	4.6	4.5	14.6	5.0
\$2.05 and under \$2.10	4.4	3.7	25.6	9.3
\$2.10 and under \$2.15	9.8	10.3	41.9	2.8
\$2.15 and under \$2.20	12.7	12.0	-	20.6
\$2.20 and under \$2.25	5.5	6.2	-	-
\$2.25 and under \$2.30	17.7	18.9	-	7.6
\$2.30 and under \$2.35	12.8	12.0	-	21.1
\$2.35 and under \$2.40	3.7	3.1	-	8.9
\$2.40 and under \$2.45	5.3	5.2	17.9	5.3
\$2.45 and under \$2.50	9.6	10.6	-	.9
\$2.50 and over	2.3	.7	-	18.0

TABLE 6. Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1958

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.	\$2.44	<u>Average for group III</u>	\$2.09
<u>Average for group I</u>	2.30	Kansas City, Mo.	2.06
New York, N. Y.	2.26	Louisville, Ky.	2.00
Detroit, Mich.	2.25	Denver, Colo.	1.98
Los Angeles, Calif.	2.20	Memphis, Tenn.	1.97
Philadelphia, Pa.	2.12	Atlanta, Ga.	1.89
Population group II (500,000 to 1,000,000):		Dallas, Tex.	1.89
San Francisco-Oakland, Calif.	2.38	Birmingham, Ala.	1.87
Boston, Mass.	2.37	San Antonio, Tex.	1.80
Minneapolis-St. Paul, Minn.	2.34	Population group IV (100,000 to 250,000):	
Milwaukee, Wis.	2.32	New Haven, Conn.	2.15
Washington, D. C.	2.27	Omaha, Nebr.	2.14
<u>Average for group II</u>	2.26	Syracuse, N. Y.	2.10
Pittsburgh, Pa.	2.26	Dayton, Ohio	2.08
Cleveland, Ohio	2.25	Springfield, Mass.	2.04
St. Louis, Mo.	2.20	Erie, Pa.	2.03
Buffalo, N. Y.	2.18	Providence, R. I.	2.01
New Orleans, La.	2.18	Des Moines, Iowa	2.00
Cincinnati, Ohio	2.17	Peoria, Ill.	1.95
Baltimore, Md.	2.10	<u>Average for group IV</u>	1.93
Houston, Tex.	1.99	Spokane, Wash.	1.93
Population group III (250,000 to 500,000):		Grand Rapids, Mich.	1.90
Seattle, Wash.	2.30	Scranton, Pa.	1.80
Newark, N. J.	2.24	Richmond, Va.	1.79
Portland, Oreg.	2.18	Salt Lake City, Utah	1.77
Columbus, Ohio	2.16	Little Rock, Ark.	1.72
Rochester, N. Y.	2.16	Jacksonville, Fla.	1.69
Toledo, Ohio	2.15	Knoxville, Tenn.	1.65
Indianapolis, Ind.	2.14	Oklahoma City, Okla.	1.63
		Charlotte, N. C.	1.57

TABLE 7. Average union hourly wage rates of local-transit operating employees by region, ¹ July 1, 1958

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	\$2.21	\$2.20	\$2.15	\$2.29
New England	\$2.22	\$2.21	-	\$2.28
Middle Atlantic	2.22	2.21	\$2.03	2.27
Border States	2.11	2.11	-	-
Southeast	1.78	1.78	-	-
Great Lakes	2.33	2.33	-	2.33
Middle West	2.13	2.13	-	-
Southwest	1.94	1.92	2.12	-
Mountain	1.90	1.90	-	-
Pacific	2.27	2.28	2.21	-

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; and
Pacific California, Nevada, Oregon, and Washington.

TABLE 8. Distribution of union local-transit operating employees by standard weekly hours, July 1, 1958

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	40.7	40.8	42.3	40.0
Total reporting standard hours	93.7	92.9	100.0	100.0
40 hours	82.8	81.1	71.3	100.0
42 hours .....	.7	.8	-	-
42.5 hours .....	.8	.9	-	-
44 hours	3.4	3.8	-	-
45 hours .....	.5	.5	-	-
48 hours	4.4	4.7	28.7	-
54 hours	1.1	1.2	-	-
Percent reporting no standard hours	6.3	7.1	-	-

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, 1957, and July 1, 1958

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

City and classification	July 1, 1957	July 1, 1958		City and classification	July 1, 1957	July 1, 1958	
	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 trolley coaches:				Rapid transit lines:—Continued			
First 6 months	\$1.670	\$1.790	-	Platform men:			
7 - 12 months	1.730	1.850	-	Warders	\$2.063	\$2.153	40
After 1 year	1.770	1.890	-	Gate-men	2.123	2.213	40
BALTIMORE, MD.				BUFFALO, N. Y.			
1-man cars and buses:				Buses:			
First 6 months	1.950	2.000	40	Niagara Frontier Transit:			
7 - 12 months	2.000	2.050	40	First 3 months	2.010	2.150	40
After 1 year	2.050	2.100	40	4 - 12 months	2.040	2.180	40
BIRMINGHAM, ALA.				After 1 year	2.060	2.200	40
Buses and trolley coaches:				Buffalo Transit Company:			
First 6 months	1.640	1.820	48	First 3 months	2.005	2.005	40
7 - 12 months	1.660	1.840	48	4 - 12 months	2.035	2.035	40
After 1 year	1.690	1.870	48	After 1 year	2.060	2.060	40
BOSTON, MASS.				CHARLOTTE, N. C.			
1-man cars and buses:				Buses:			
First 3 months	2.040	2.130	40	First 2 months	1.400	1.470	-
4 - 6 months	2.160	2.250	40	3 - 6 months	1.450	1.520	-
7 - 9 months	2.195	2.285	40	After 6 months	1.500	1.570	-
10 - 12 months	2.243	2.333	40	CHICAGO, ILL.			
After 1 year	2.340	2.430	40	Buses:			
P. C. C. surface lines operators:				First 3 months	2.205	2.410	40
First 3 months	2.160	2.250	40	4 - 12 months	2.235	2.440	40
4 - 6 months	2.283	2.373	40	After 1 year:			
7 - 9 months	2.315	2.405	40	Days	2.255	2.460	40
10 - 12 months	2.360	2.450	40	Nights - before 2 a. m.	2.285	2.490	40
After 1 year	2.458	2.548	40	Nights - after 2 a. m.	2.305	2.510	40
Rapid transit lines:				Elevated and subway railways:			
Guards:				Motormen (regular)	2.166	2.371	40
First 3 months	1.918	2.008	40	Motormen (extra):			
4 - 6 months	2.040	2.130	40	First 3 months	2.112	2.317	40
7 - 9 months	2.078	2.168	40	4 - 12 months	2.121	2.326	40
10 - 12 months	2.123	2.213	40	After 1 year	2.166	2.371	40
After 1 year	2.223	2.313	40	Conductors (regular)	2.121	2.326	40
Motormen:				Conductors (extra):			
Road	2.283	2.373	40	First year	2.103	2.308	40
Yard	2.340	2.430	40	After 1 year	2.121	2.326	40
				Guards (regular)	2.103	2.308	40

See footnote at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1957, and July 1, 1958—Continued

City and classification	July 1, 1957			July 1, 1958			
	Rate per hour	Rate per hour	Hours per week	Rate per hour	Rate per hour	Hours per week	
CHICAGO, ILL.—Continued				HOUSTON, TEX.			
Elevated and subway railways:—Continued				Buses:			
Guards (extra):				First 3 months	\$1.830	\$1.910	42½
First 3 months	\$2.075	\$2.280	40	4 - 9 months	1.860	1.940	42½
4 - 12 months	2.085	2.290	40	10 - 15 months	1.890	1.970	42½
After 1 year	2.094	2.299	40	After 15 months	1.920	2.000	42½
CINCINNATI, OHIO				INDIANAPOLIS, IND.			
Buses and trolley coaches:				Buses and trolley coaches:			
First 3 months	2.020	2.120	40	First year	1.970	2.070	40
4 - 12 months	2.050	2.150	40	1 - 2 years	1.990	2.090	40
After 1 year	2.070	2.170	40	After 2 years	2.040	2.140	40
CLEVELAND, OHIO				JACKSONVILLE, FLA.			
Buses:				Buses:			
First 3 months	2.140	2.190	44	First 3 months	1.510	1.570	48
4 - 12 months	2.170	2.220	44	4 - 6 months	1.560	1.630	48
After 1 year	2.210	2.260	44	After 6 months	1.610	1.690	48
COLUMBUS, OHIO				KANSAS CITY, MO.			
Buses and trolley coaches:				1-man cars and buses:			
First 26 weeks	2.010	2.110	40	First 4 months	1.915	2.005	40
After 26 weeks	2.060	2.160	40	5 - 8 months	1.935	2.025	40
DALLAS, TEX.				9 - 12 months	1.955	2.045	40
Buses and trolley coaches:				After 1 year	1.970	2.060	40
First year	1.770	1.820	-	KNOXVILLE, TENN.			
After 1 year	1.850	1.900	-	Buses:			
DAYTON, OHIO				First year	1.500	1.550	48
Buses:				Second year	1.550	1.600	48
First 6 months	1.880	1.990	242	After 2 years	1.600	1.650	48
7 - 12 months	1.930	2.040	242	LITTLE ROCK, ARK.			
After 1 year	1.980	2.090	242	Buses:			
DENVER, COLO.				First 6 months	1.440	1.570	54
Buses and trolley coaches:				7 - 12 months	1.490	1.620	54
First 3 months	1.860	1.940	44	13 - 18 months	1.540	1.670	54
4 - 12 months	1.870	1.950	44	After 18 months	1.590	1.720	54
13 - 18 months	1.880	1.960	44	LOS ANGELES, CALIF.			
19 - 24 months	1.890	1.970	44	1-man cars and buses:			
After 2 years	1.900	1.980	44	Los Angeles Transit Lines:			
DES MOINES, IOWA				First 6 months	2.060	2.160	40
Buses:				After 6 months	2.150	2.250	40
First 3 months	1.800	1.920	-	Metropolitan Coach Lines:			
4 - 12 months	1.830	1.950	-	First 6 months	2.020	2.120	48
After 1 year	1.880	2.000	-	After 6 months	2.060	2.160	48
DETROIT, MICH.				2-man cars:			
Buses:				Metropolitan Coach Lines:			
First 6 months	2.050	2.150	340	First 6 months	1.920	2.020	48
7 - 12 months	2.100	2.200	340	After 6 months	1.960	2.060	48
After 1 year	2.150	2.250	340	Single track:			
Night buses	2.250	2.350	340	First 6 months	1.970	2.070	48
ERIE, PA.				After 6 months	2.010	2.110	48
Buses:				LOUISVILLE, KY.			
First 6 months	1.770	1.930	40	Buses:			
7 - 12 months	1.840	2.000	40	First 3 months	1.750	1.850	40
After 1 year	1.870	2.030	40	4 - 6 months	1.830	1.930	40
GRAND RAPIDS, MICH.				7 - 12 months	1.880	1.980	40
Buses:				After 1 year	1.900	2.000	40
First 3 months	1.740	1.800	48	MEMPHIS, TENN.			
4 - 12 months	1.790	1.850	48	Buses and trolley coaches:			
After 1 year	1.840	1.900	48	First year	1.710	1.870	40
				Second year	1.760	1.920	40
				After 2 years	1.810	1.970	40

See footnotes at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1957, and July 1, 1958—Continued

City and classification	July 1, 1957	July 1, 1958		City and classification	July 1, 1957	July 1, 1958	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
MILWAUKEE, WIS.				NEW YORK, N. Y.—Continued			
Buses:				Buses:—Continued			
First year	\$2.200	\$2.280	40	Queens-Nassau Transit Lines:			
After 1 year	2.240	2.320	40	First 6 months	\$1.780	\$1.895	40
MINNEAPOLIS-ST. PAUL, MINN.				7 - 12 months	1.860	1.975	40
Buses:				13 - 18 months	1.930	2.045	40
First 9 months	2.140	2.270	40	19 - 24 months	2.000	2.115	40
10 - 18 months	2.170	2.300	40	After 2 years	2.065	2.180	40
After 18 months	2.210	2.340	40	Schenck Transport Co.:			
NEWARK, N. J.				First 9 months	1.690	1.840	40
1-man cars and buses:				10 - 18 months	1.770	1.900	40
First 6 months	1.920	2.060	40	After 18 months	2.040	2.110	40
7 - 12 months	2.010	2.150	40	Steinway Omnibus and Queensboro:			
After 1 year	2.110	2.250	40	First 6 months	1.780	1.895	40
Subway:				7 - 12 months	1.860	1.975	40
Motormen:				13 - 18 months	1.930	2.045	40
First 6 months	1.920	2.060	40	19 - 24 months	2.000	2.115	40
7 - 12 months	2.010	2.150	40	After 2 years	2.065	2.180	40
After 1 year	2.110	2.250	40	Third Avenue Railway Transit			
Platform men	1.920	2.050	40	System:			
NEW HAVEN, CONN.				First 6 months	1.615	1.725	40
1-man cars and buses:				7 - 12 months	1.790	1.900	40
First 3 months	1.890	2.085	40	13 - 18 months	1.890	2.000	40
4 - 12 months	1.920	2.115	40	After 18 months	2.065	2.175	40
After 1 year	1.960	2.155	40	Tri-Boro Coach Corp.:			
NEW ORLEANS, LA.				First 12 months	1.795	1.910	40
Buses and trolley coaches:				13 - 18 months	1.985	2.100	40
First 6 months	2.040	2.140	40	After 18 months	2.095	2.210	40
7 - 12 months	2.070	2.170	40	Subway:			
After 1 year	2.100	2.200	40	Conductors:			
2-man cars:				First position:			
First 6 months	1.970	2.070	40	First year	1.915	2.100	40
7 - 12 months	2.000	2.100	40	After 1 year	1.975	2.160	40
After 1 year	2.030	2.130	40	Second position	1.855	2.060	40
NEW YORK, N. Y.				Motormen:			
Buses:				Road:			
Avenue B and East Broadway				First year	2.260	2.470	40
Transit Co.:				After 1 year	2.320	2.530	40
First 6 months	1.780	1.880	40	Yard:			
7 - 12 months	1.860	1.960	40	First year	2.140	2.350	40
13 - 24 months	1.930	2.030	40	After 1 year	2.200	2.410	40
After 2 years	2.065	2.165	40	Platform men:			
Brooklyn Bus Division; Brooklyn				First year	1.795	1.974	40
Division No. 2; Manhattan Bus				After 1 year	1.831	2.010	40
Division; Queens Bus Division:				OKLAHOMA CITY, OKLA.			
First 6 months	1.890	2.100	40	Buses:			
7 - 12 months	2.010	2.220	40	First 6 months	1.450	1.500	54
After 1 year	2.130	2.340	40	7 - 12 months	1.500	1.550	54
Fifth Avenue Coach:				After 1 year	1.580	1.630	54
First 6 months	1.840	1.910	40	OMAHA, NEBR.			
7 - 12 months	1.960	2.070	40	Buses:			
13 - 24 months	2.020	2.130	40	First 6 months	2.050	2.070	45
After 2 years	2.140	2.250	40	7 - 12 months	2.080	2.100	45
Green Lines:				After 1 year	2.120	2.140	45
First 6 months	1.920	1.970	40	PEORIA, ILL.			
7 - 12 months	1.970	2.020	40	Buses:			
13 - 18 months	2.040	2.090	40	First 9 months	1.830	1.910	48
After 18 months	2.200	2.250	40	10 - 18 months	1.850	1.930	48
Jamaica Buses, Inc.:				After 18 months	1.870	1.950	48
First 6 months	1.810	1.925	40	PHILADELPHIA, PA.			
7 - 12 months	1.890	2.005	40	1-man cars and buses:			
13 - 18 months	1.960	2.075	40	First 6 months	1.980	1.980	40
After 18 months	2.095	2.210	40	7 - 12 months	2.030	2.030	40
New York Omnibus Co.:				13 - 18 months	2.080	2.080	40
First 6 months	1.840	1.950	40	After 18 months	2.130	2.130	40
7 - 12 months	1.960	2.070	40				
13 - 24 months	2.020	2.130	40				
After 2 years	2.140	2.250	40				

See footnote at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1957, and July 1, 1958—Continued

City and classification	July 1, 1957			July 1, 1958			
	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 buses:			
First 6 months	\$1.880	\$1.880	40	First 6 months	\$1.640	\$1.690	48
7 - 12 months	1.930	1.930	40	After 6 months	1.720	1.770	48
13 - 18 months	1.980	1.980	40				
After 18 months	2.030	2.030	40	SAN ANTONIO, TEX.			
Elevated, high-speed and subway lines:				Buses:			
Conductors:				First 6 months	1.530	1.580	40
First 6 months	1.880	1.880	40	7 - 12 month	1.610	1.660	40
7 - 18 months	1.930	1.930	40	13 - 18 months	1.670	1.720	40
After 18 months	2.030	2.030	40	After 18 months	1.750	1.800	40
Operators:				SAN FRANCISCO-OAKLAND, CALIF.			
First 6 months	1.980	1.980	40	San Francisco:			
7 - 18 months	2.030	2.030	40	1-man buses and trackless trolleys, and cable gripmen and conductors	2.244	2.448	² 40
After 18 months	2.130	2.130	40	Oakland:			
PITTSBURGH, PA.				1-man buses, and 2-man cars (motormen):			
1-man cars and buses:				First 6 months	2.030	2.130	40
First 3 months	1.995	2.135	40	After 6 months	2.080	2.180	40
4 - 12 months	2.085	2.225	40	SCRANTON, PA.			
After 1 year	2.140	2.280	40	Buses:			
Buses:				Operators and extra men	1.750	1.800	-
Brentwood Motor Coach:				SEATTLE, WASH.			
First 6 months	1.730	1.850	45	Buses:			
7 - 12 months	1.830	1.950	45	First 6 months	2.175	2.245	-
After 1 year	1.950	2.070	45	After 6 months	2.240	2.310	-
West Side Motor Coach:				SPOKANE, WASH.			
First 3 months	1.760	1.760	40	Buses:			
4 - 12 months	1.810	1.810	40	First 6 months	1.790	1.840	-
After 1 year	1.860	1.860	40	7 - 12 months	1.840	1.890	-
PORTLAND, OREG.				After 1 year	1.890	1.940	-
Buses and trolley coaches:				SPRINGFIELD, MASS.			
First 3 months	2.040	2.110	40	Buses:			
4 - 6 months	2.065	2.135	40	First 3 months	1.850	1.950	40
7 - 12 months	2.090	2.160	40	4 - 12 months	1.905	2.005	40
After 1 year	2.120	2.190	40	After 1 year	1.950	2.050	40
PROVIDENCE, R. I.				SYRACUSE, N. Y.			
Buses:				Buses:			
First 3 months	1.860	1.960	40	First 6 months	1.960	2.000	40
4 - 12 months	1.890	1.990	40	7 - 12 months	1.980	2.040	40
After 1 year	1.910	2.010	40	After 1 year	2.000	2.100	40
RICHMOND, VA.				TOLEDO, OHIO			
Buses:				Buses:			
First 3 months	1.600	1.700	-	First 6 months	2.050	2.100	40
4 - 12 months	1.650	1.750	-	7 - 12 months	2.070	2.120	40
After 1 year	1.700	1.800	-	After 1 year	2.100	2.150	40
ROCHESTER, N. Y.				WASHINGTON, D. C.			
Buses:				1-man cars and buses:			
First 3 months	1.950	2.080	40	First 3 months	2.065	2.195	40
4 - 12 months	2.010	2.140	40	4 - 12 months	2.105	2.235	40
After 1 year	2.030	2.160	40	After 1 year	2.145	2.275	40
ST. LOUIS, MO.							
1-man cars and buses:							
First 4 months	1.920	2.050	40				
5 - 8 months	1.970	2.100	40				
9 - 12 months	2.020	2.150	40				
After 1 year	2.070	2.200	40				

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

² 44-hour workweek on July 1, 1957.

³ 48-hour workweek on July 1, 1957.

⁴ 41¹/₄-hour workweek on July 1, 1957.

⁵ 51-hour workweek on July 1, 1957.

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