

Union Wages and Hours: Local-Transit Operating Employees

July 1, 1961

and

Trend 1929-61

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Preface

The 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 September 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 1961. This bulletin provides additional data and indexes of the trend of wages and hours for the period 1929-61. It was prepared by Thomas C. Mobley under the direction of John F. Laciskey of the Bureau's Division of Wages and Industrial Relations.

Contents

	Page
Summary	1
Scope and method of study	1
Scale increases and trend	2
Wage scale variations	2
City and regional averages	3
Standard workweek	3
Health, insurance, and pension plans	3
Union scales by city	3

Tables:

1. Indexes of union hourly wage rates of local-transit operating employees, 1929-61	4
2. Average union hourly wage rates of local-transit operating employees, July 1, 1961, and increases in rates, July 1, 1960-July 1, 1961	4
3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1960-July 1, 1961	4
4. Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1960-July 1, 1961	5
5. Distribution of union operating employees in the local-transit industry by hourly wage rates, July 1, 1961	5
6. Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1961	6
7. Average union hourly wage rates of local-transit operating employees by region, July 1, 1961	6
8. Distribution of union local-transit operating employees by standard weekly hours, July 1, 1961	7
9. Union scales of wages and hours for local-transit operating employees, July 1, 1960, and July 1, 1961	7

Union Wages and Hours: Local-Transit Operating Employees, July 1, 1961

Summary

Average union hourly wage rates of local-transit operating employees in cities of 100,000 or more population rose 8.9 cents, or 3.8 percent, between July 1, 1960, and July 1, 1961, according to the Bureau of Labor Statistics' 41st annual survey of union scales in the local-transit industry.

Wage scales were adjusted upward for 97 percent of the transit workers included in the survey. Advances of 6 to 8 cents¹ were reported for a fourth of the workers; of 8 to 10 cents for an eighth; and of 10 to 12 cents for a fifth. Raises of 12 cents or more affected another fifth of the workers.

On July 1, 1961, union hourly wage scales averaged \$2.46 for local-transit equipment operators. Labor-management contracts specified rates of \$2.30 to \$2.60 for slightly more than half of the operating employees. Negotiated scales of \$2.60 or more were in effect for approximately three-tenths of the workers.

Straight-time workweek schedules were reported for 95 percent of the operating employees included in the Bureau's study. Such schedules, which varied from 40 to 51 hours a week, averaged 40.5 hours on July 1, 1961. The most common straight-time workweek, applicable to 85 percent of the operators, consisted of 40 hours.

Labor-management agreements providing health, insurance, and pension plans financed wholly or in part by the employer affected slightly more than 95 percent of the operating employees. Health and welfare plans financed jointly by the workers and the employers prevailed for three-fourths of the equipment operators. Similarly financed pension plans applied to approximately three-fifths of the workers.

¹ For ease of reading in this and subsequent discussions of tabulations, the limits of the class intervals are designated as 6 to 8 cents, 2 to 3 percent, etc., instead of using the more precise terminology, 6 and under 8 cents, 2 and under 3 percent, etc.

² U.S. Bureau of the Census, 1950 Census of Population.

Scope and Method of Study

Union scales are those agreed upon through collective bargaining between trade unions and employers, and defined as (1) the basic (minimum) wage scales (excluding holiday, vacation, or other benefit payments regularly made or credited to the worker each pay period) and (2) the maximum schedules of hours at straight-time rates. 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 bulletin was based on union scales in effect on July 1, 1961, and covered approximately 64,000 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.² All cities with 500,000 or more population were included, as were most cities in the 250,000-500,000 group. The cities in the 100,000-250,000 group selected for study were distributed widely throughout the United States. Data for some of the cities in the two smaller size groups were weighted 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, 1961. 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, 1960, to July 1, 1961, were, however, based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1961) survey. The index series, designed for trend purposes, was similarly constructed.

Scale Increases and Trend

Scale changes for local-transit operators result primarily from labor-management negotiations. Of the agreements in effect on July 1, 1961, in the 52 cities studied, 7 of every 8 were negotiated for at least 2 years. Such multiyear contracts generally provided for one or more interim wage increases and some for cost-of-living adjustments as well. However, only those scale changes which actually became effective between July 1, 1960, and July 1, 1961, have been included in the survey. Some of the scale adjustments were provided for in contracts negotiated prior to July 1, 1960. Deferred increases scheduled to become effective subsequent to July 1, 1961, have been excluded from the study. Thus, the scale changes presented in this report do not reflect the total wage advances negotiated in individual agreements during the survey year.

Rate revisions effective during the 12 months ending July 1, 1961, as provided in labor-management agreements, raised the level of union hourly scales for local-transit operating employees 3.8 percent. This raise, which approximated the gain recorded in each of the two preceding 12-month periods, advanced the Bureau's index (1947-49=100) of union hourly scales for these workers to 180.2 (table 1).

The overall increase reflected advances of 3.7 percent for elevated and subway operators and 3.8 percent for surface car and bus operators. The advance in average hourly scales, on a cents-per-hour basis, amounted to 9.2 and 8.9 cents, respectively (table 2).

Higher pay scales became effective between July 1, 1960, and July 1, 1961, for 97 percent of the operators of surface cars and buses and for all of those on elevated and subway equipment (table 3). Hourly scale advances ranged from 3 to 21 cents for operators of surface cars and buses. Raises of 10 cents were recorded for a fifth of these workers, of 6 to 8 cents for almost a fourth, and of 8 to 10 cents for a tenth. Advances of 12 cents or more were reported for about a fourth of the workers. On elevated and subway systems, increases of 8 to 9 cents were applicable to a third of the employees, while those of 6 to 7 cents and of 10 to 11 cents each affected a fourth (table 4).

³ 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.

In percentage terms, the increases represented gains of 2 to 3 percent for a fourth of the surface cars and bus operators, of 3 to 4 percent for an eighth, and of 4 to 5 percent for nearly a third. Scales advanced 5 to 6 percent for almost an eighth and at least 6 percent for about a seventh of these operators. Among operators of elevated and subway equipment, three-fifths had advances of 4 to 5 percent and a fourth, of 2 to 3 percent (table 3).

Wage Scale Variations

Labor-management agreements for local-transit operating employees generally provide for length-of-service differentials—an entrance rate and one or more intermediate rates, and a maximum or top rate.³ Although the time intervals between rate steps varied among the 52 cities included in the study, the entrance rate generally applied for 3 or 6 months of employment. Length of service was not a factor in Memphis, San Francisco, and Scranton, where only single rates were negotiated.

Starting or entrance rates for operators of surface cars and buses in the cities studied ranged from \$1.60 an hour in Knoxville, to \$2.70 an hour in San Francisco. Knoxville also had the lowest top rate (\$1.70) for these workers; Boston reported the highest (\$2.82) for operators of multiunit cars. Entrance rates exceeded \$2 an hour in 4 of every 5 cities studied. Top rates varied from \$2 to \$2.25 in 15 cities; from \$2.25 to \$2.50 in 18 cities; and \$2.50 and over in 12 cities.

Union hourly scales for local-transit operators in cities with populations of 100,000 or more averaged \$2.46 on July 1, 1961. Operators of surface cars and buses, who accounted for nine-tenths of the workers covered by the survey, averaged \$2.45 an hour; and elevated and subway equipment operators averaged \$2.57 (table 2).

Hourly rates of \$2.30 to \$2.60 were provided in labor-management contracts for half of the surface cars and bus operators, of \$2.60 or more for nearly three-tenths, and of \$2 to \$2.30 for a sixth. Among operators of elevated and subway cars, slightly more than half had rates of \$2.45 to \$2.60 an hour. Negotiated scales of \$2.60 to \$2.75 an hour were in effect for a tenth, and of \$2.75 or more for a fifth (table 5).

City and Regional Averages

City and regional averages, designed to show current rate levels, are affected not only by the wide variation in the levels of scales which exist 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 members at each rate. Therefore, even though all rates in two areas may be identical, the averages for the two areas may differ.

Average hourly scales of all local-transit operating employees among the cities studied ranged from \$1.70 in Knoxville to \$2.68 in Boston. Hourly scales averaged less than \$2 in 7 other cities, \$2 to \$2.25 in 14 cities, \$2.25 to \$2.50 in 18 cities, and \$2.50 or more in 11 others. Except for Dallas, San Antonio, and Birmingham, all cities with populations of 250,000 or more had scales averaging in excess of \$2.15 an hour (table 6).

During the year ending July 1, 1961, union hourly wage scales increased in 48 of the 52 cities included in the survey. The increases varied from 3 cents in Providence and Kansas City to 21 cents for some bus operators in New York City. Advances generally were for 5, 6, 7, or 8 cents, each of these amounts were reported for about an eighth of the cities.

When the cities are grouped according to population size, average hourly scales varied by size of city. The average scale for all cities of 1 million or more inhabitants was \$2.57 an hour, 45 cents higher than the average for the 100,000 to 250,000 group. Cities in the 500,000 to 1 million population group averaged \$2.52 and those in the group with 250,000 to 500,000 population averaged \$2.34 an hour (table 6).

Average hourly scales for the individual cities within each population group showed a wide variation. The spread between the highest and lowest city averages was widest (71 cents) for the smallest size city group and narrowest (23 cents) for the largest size cities. In the two intermediate groups, the variation in averages was quite similar, 51 and 52 cents. An overlapping of average scales existed among the cities in the different size groups. For example, the \$2.58 average for Seattle in the 250,000—500,000 population group was exceeded by only 6 of the cities with 500,000 or more population and in half of these by 3 cents or less.

On a regional basis, hourly scales for local-transit operating employees averaged highest (\$2.57) in the Pacific region and lowest (\$1.98) in the Southeast. Three other regions—Great Lakes (\$2.53), Middle Atlantic (\$2.52), and New England (\$2.47)—also had average scales exceeding the \$2.46 national level (table 7).

Standard Workweek

Straight-time weekly work schedules were reported for local-transit operating employees in 47 of the 52 cities studied. Such weekly schedules were applicable to 95 percent of the transit employees covered by the survey and averaged 40.5 hours on July 1, 1961, compared with 40.6 hours on July 1, 1960. Straight-time weekly hours were reduced during the year in four cities.

As in the previous year, the predominant standard workweek consisted of 40 hours. This schedule, which was in effect in about two-thirds of the cities studied, affected all of the operating employees on elevated and subway systems and five-sixths of those on surface cars and buses (tables 8 and 9).

Health, Insurance, and Pension Plans

Provisions for one or more health, insurance, and pension plans were incorporated in labor-management contracts covering slightly more than 95 percent of the local-transit operating employees.⁴ Health and insurance plans entirely financed by employer contributions were applicable to a fifth of the transit equipment operators. Similarly financed pension plans were provided in agreements covering about two-fifths of the workers.

Union Scales by City

Union wage scales in effect on July 1, 1960, and July 1, 1961, 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 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, 1929-61

(1947-49 = 100)			
Date	Index	Date	Index
1929: May 15 -----	52.4	1945: July 1 -----	69.9
1930: May 15 -----	52.9	1946: July 1 -----	81.9
1931: May 15 -----	52.9	1947: Oct. 1 -----	92.4
1932: May 15 -----	51.9	1948: Oct. 1 -----	101.7
1933: May 15 -----	(¹)	1949: Oct. 1 -----	105.9
1934: May 15 -----	50.4	1950: Oct. 1 -----	110.9
1935: May 15 -----	52.3	1951: Oct. 1 -----	118.2
1936: May 15 -----	52.7	1952: Oct. 1 -----	127.0
1937: May 15 -----	55.2	1953: July 1 -----	129.9
1938: June 1 -----	56.8	1954: July 1 -----	136.4
1939: June 1 -----	57.2	1955: July 1 -----	140.4
1940: June 1 -----	57.9	1956: July 1 -----	145.9
1941: June 1 -----	60.0	1957: July 1 -----	152.1
1942: July 1 -----	64.4	1958: July 1 -----	161.2
1943: July 1 -----	68.6	1959: July 1 -----	167.3
1944: July 1 -----	69.1	1960: July 1 -----	173.7
		1961: July 1 -----	180.2

¹ Information not available.

TABLE 2. Average union hourly wage rates of local-transit operating employees, July 1, 1961, and increases in rates, July 1, 1960-July 1, 1961

Classification	July 1, 1961 hourly rate	Increase over July 1, 1960	
		Percent	Cents per hour
All local-transit operating employees -----	\$ 2.46	3.8	8.9
Operators of surface cars and buses -----	\$ 2.45	3.8	8.9
Elevated and subway operators -----	2.57	3.7	9.2

TABLE 3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1960-July 1, 1961

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change -----	2.9	3.2	-
Increase -----	97.1	96.8	100.0
Under 2 percent -----	2.4	2.7	-
2 and under 3 percent -----	26.3	26.2	26.7
3 and under 4 percent -----	11.3	12.5	-
4 and under 5 percent -----	32.7	29.5	61.1
5 and under 6 percent -----	11.1	11.9	3.9
6 and under 7 percent -----	6.8	7.2	3.0
7 and under 8 percent -----	.6	.2	5.0
8 and under 9 percent -----	4.1	4.5	-
9 percent and over -----	1.8	2.0	.3

Digitized for FRASER NOTE: Because of rounding, sums of individual percentages may not equal totals.

TABLE 4. Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1960-July 1, 1961

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change	2.9	3.2	-
Increase	97.1	96.8	100.0
Under 4 cents	2.4	2.7	-
4 and under 5 cents	6.7	7.5	-
5 and under 6 cents	7.7	8.5	-
6 and under 7 cents	16.6	15.5	26.7
7 and under 8 cents	7.5	8.3	-
8 and under 9 cents	7.7	4.9	33.4
9 and under 10 cents	4.8	5.2	1.6
10 and under 11 cents	21.5	21.0	26.0
11 and under 12 cents3	.4	-
12 and under 13 cents	8.9	9.4	3.9
13 and under 14 cents	1.8	2.0	-
14 and under 16 cents	1.5	1.6	.4
16 and under 18 cents	3.8	3.4	7.6
18 cents and over	5.9	6.5	.3

NOTE: Because of rounding, sums of individual percentages may not equal totals.

TABLE 5. Distribution of union operating employees in the local-transit industry by hourly wage rates, July 1, 1961

Hourly wage rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
Under \$1.85	1.2	1.4	-
\$1.85 and under \$1.90	1.1	1.2	-
\$1.90 and under \$1.957	.8	-
\$1.95 and under \$2.00	1.0	1.1	-
\$2.00 and under \$2.058	.9	-
\$2.05 and under \$2.10	1.2	1.3	-
\$2.10 and under \$2.157	.8	-
\$2.15 and under \$2.20	6.9	7.6	-
\$2.20 and under \$2.25	2.8	3.1	-
\$2.25 and under \$2.30	2.1	2.3	0.4
\$2.30 and under \$2.35	4.8	4.8	5.0
\$2.35 and under \$2.40	3.6	3.0	9.4
\$2.40 and under \$2.45	10.0	10.8	2.5
\$2.45 and under \$2.50	12.4	11.2	23.6
\$2.50 and under \$2.55	12.2	11.8	15.6
\$2.55 and under \$2.60	9.6	9.1	13.9
\$2.60 and under \$2.65	4.1	4.3	2.4
\$2.65 and under \$2.70	15.6	17.1	1.8
\$2.70 and under \$2.75	7.1	7.3	5.6
\$2.75 and over	2.1	.2	19.8

TABLE 6. Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1961

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.	\$ 2.65	Rochester, N.Y.	\$ 2.31
New York, N.Y.	2.59	Toledo, Ohio	2.30
<u>Average for group I</u>	2.57	Indianapolis, Ind.	2.29
Los Angeles, Calif.	2.55	Kansas City, Mo.	2.27
Detroit, Mich.	2.51	Louisville, Ky.	2.20
Philadelphia, Pa.	2.42	Denver, Colo.	2.19
Population group II (500,000 to 1,000,000):		Memphis, Tenn.	2.19
Boston, Mass.	2.68	Atlanta, Ga.	2.17
San Francisco-Oakland, Calif.	2.66	Dallas, Tex.	2.14
Minneapolis-St. Paul, Minn.	2.61	San Antonio, Tex.	2.10
Pittsburgh, Pa.	2.61	Birmingham, Ala.	2.06
Milwaukee, Wis.	2.53	Population group IV (100,000 to 250,000):	
<u>Average for group II</u>	2.52	New Haven, Conn.	2.41
Cleveland, Ohio	2.50	Des Moines, Iowa	2.35
Washington, D.C.	2.49	Omaha, Nebr.	2.32
St. Louis, Mo.	2.45	Syracuse, N.Y.	2.31
New Orleans, La.	2.43	Dayton, Ohio	2.28
Baltimore, Md.	2.39	Erie, Pa.	2.24
Buffalo, N.Y.	2.34	Springfield, Mass.	2.21
Cincinnati, Ohio	2.29	Peoria, Ill.	2.17
Houston, Tex.	2.17	Spokane, Wash.	2.16
Population group III (250,000 to 500,000):		Providence, R.I.	2.15
Seattle, Wash.	2.58	<u>Average for group IV</u>	2.12
Newark, N.J.	2.53	Grand Rapids, Mich.	2.06
Columbus, Ohio	2.47	Richmond, Va.	1.99
Portland, Oreg.	2.41	Salt Lake City, Utah	1.97
<u>Average for group III</u>	2.34	Scranton, Pa.	1.95
		Jacksonville, Fla.	1.92
		Oklahoma City, Okla.	1.88
		Little Rock, Ark.	1.87
		Charlotte, N.C.	1.74
		Knoxville, Tenn.	1.70

TABLE 7. Average union hourly wage rates of local-transit operating employees by region, ¹ July 1, 1961

Region ¹	Average rate per hour		
	All workers	Operators of surface cars and buses	Elevated and subway operators
United States	\$ 2.46	\$ 2.45	\$ 2.57
New England	\$ 2.47	\$ 2.45	\$ 2.59
Middle Atlantic	2.52	2.51	2.58
Border States	2.36	2.36	-
Southeast	1.98	1.98	-
Great Lakes	2.53	2.53	2.54
Middle West	2.39	2.39	-
Southwest	2.17	2.17	-
Mountain	2.11	2.11	-
Pacific	2.57	2.57	-

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, Idaho, Colorado, 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, 1961

Weekly hours	All workers	Operators of surface cars and buses	Elevated and subway operators
Average weekly hours	40.5	40.6	40.0
Total reporting standard hours	95.1	94.5	100.0
40 hours	85.1	83.5	100.0
Over 40 and under 44 hours	1.8	2.0	-
44 hours	4.0	4.4	-
Over 44 and under 48 hours	1.6	1.8	-
48 hours	1.8	2.0	-
51 hours	.8	.9	-
Percent reporting no standard hours	4.9	5.5	-

NOTE: Because of rounding, sums of individual percentages may not equal totals.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1960, and July 1, 1961

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

City and classification	July 1, 1960	July 1, 1961		City and classification	July 1, 1960	July 1, 1961	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
ATLANTA, GA.				BUFFALO, N.Y.			
Buses and trolley coaches:				Buses:			
First 6 months	\$ 1.990	\$ 2.070	-	Niagara Frontier Transit:			
7-12 months	2.050	2.130	-	First 3 months	\$ 2.260	\$ 2.300	40
After 1 year	2.090	2.170	-	4-12 months	2.290	2.330	40
BALTIMORE, MD.				After 1 year	2.310	2.350	40
1-man cars and buses:				Buffalo Transit Company:			
First 6 months	2.170	2.300	40	First 3 months	2.195	2.235	40
7-12 months	2.220	2.350	40	4-12 months	2.225	2.265	40
After 1 year	2.270	2.400	40	After 1 year	2.250	2.290	40
BIRMINGHAM, ALA.				CHARLOTTE, N.C.			
Buses and trolley coaches:				Buses:			
First 6 months	1.930	2.010	2 44	First 2 months	1.590	1.650	-
7-12 months	1.950	2.030	2 44	3-5 months	1.640	1.700	-
After 1 year	1.980	2.060	2 44	After 6 months	1.690	1.750	-
BOSTON, MASS.				CHICAGO, ILL.			
1-man cars and buses:				Buses:			
First 3 months	2.315	2.395	40	First 3 months	2.555	2.620	40
4-6 months	2.435	2.515	40	4-12 months	2.585	2.650	40
7-9 months	2.470	2.550	40	After 1 year:			
10-12 months	2.518	2.598	40	Days	2.605	2.670	40
After 1 year	2.615	2.695	40	Nights—before 2 a.m.	2.635	2.700	40
P.C.C. surface lines operators:				Nights—after 2 a.m.	2.655	2.720	40
First 3 months	2.435	2.515	40	Elevated and subway railways:			
4-6 months	2.558	2.638	40	Motormen (regular)	2.516	2.576	40
7-9 months	2.590	2.670	40	Motormen (extra):			
10-12 months	2.635	2.715	40	First 3 months	2.462	2.522	40
After 1 year	2.735	2.815	40	4-12 months	2.471	2.531	40
Rapid transit lines:				After 1 year	2.516	2.576	40
Guards:				Conductors (regular)	2.471	2.531	40
First 3 months	2.193	2.273	40	Conductors (extra):			
4-6 months	2.315	2.395	40	First year	2.453	2.513	40
7-9 months	2.353	2.433	40	After 1 year	2.471	2.531	40
10-12 months	2.398	2.478	40	Guards (regular)	2.456	2.513	40
After 1 year	2.498	2.578	40	Guards (extra):			
Motormen:				First 3 months	2.425	2.485	40
Road	2.558	2.638	40	4-12 months	2.435	2.495	40
Yard	2.615	2.695	40	After 1 year	2.444	2.504	40
Platform men:							
Warders	2.338	2.418	40				
Gate men	2.398	2.478	40				

See footnotes at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1960, and July 1, 1961—Continued

City and classification	July 1, 1960	July 1, 1961		City and classification	July 1, 1960	July 1, 1961	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
CINCINNATI, OHIO				HOUSTON, TEX.			
Buses and trolley coaches:	\$	\$		Buses:	\$	\$	
First 6 months	2.100	2.100	40	First 3 months	2.030	2.090	42½
7-12 months	2.150	2.150	40	4-9 months	2.060	2.120	42½
13-18 months	2.200	2.200	40	10-15 months	2.090	2.150	42½
19-24 months	2.250	2.250	40	After 15 months	2.120	2.180	42½
After 2 years	2.300	2.300	40				
CLEVELAND, OHIO				INDIANAPOLIS, IND.			
Buses and trolley coaches:				Buses and trolley coaches:			
First 3 months	2.350	2.470	44	First year	2.160	2.220	40
4-12 months	2.380	2.500	44	1-2 years	2.180	2.240	40
After 1 year	2.400	2.520	44	After 2 years	2.230	2.290	40
Rapid transit—Trainmen:				JACKSONVILLE, FLA.			
First 3 months	2.250	2.370	44	Buses:			
4-12 months	2.280	2.400	44	First 3 months	1.760	1.830	48
After 1 year	2.300	2.420	44	4-6 months	1.810	1.880	48
				After 6 months	1.860	1.930	48
COLUMBUS, OHIO				KANSAS CITY, MO.			
Buses and trolley coaches:				Buses:			
First 26 weeks	2.300	2.420	40	First 4 months	2.185	2.215	40
After 26 weeks	2.350	2.470	40	5-8 months	2.205	2.235	40
DALLAS, TEX.				9-12 months	2.225	2.255	40
Buses and trolley coaches:				After 1 year	2.240	2.270	40
First year	2.020	2.070	-	KNOXVILLE, TENN.			
After 1 year	2.100	2.150	-	Buses:			
DAYTON, OHIO				First year	1.600	1.600	48
Buses:				Second year	1.650	1.650	48
First 6 months	2.150	2.200	40	After 2 years	1.700	1.700	48
7-12 months	2.200	2.250	40	LITTLE ROCK, ARK.			
After 1 year	2.250	2.300	40	Buses:			
DENVER, COLO.				First 6 months	1.650	1.720	51
Buses and trolley coaches:				7-12 months	1.700	1.770	51
First 3 months	2.100	2.160	40	13-18 months	1.750	1.820	51
4-12 months	2.110	2.170	40	After 18 months	1.800	1.870	51
13-18 months	2.120	2.180	40	LOS ANGELES, CALIF.			
19-24 months	2.130	2.190	40	1-man cars and buses:			
After 2 years	2.140	2.200	40	First 6 months	2.330	2.510	40
DES MOINES, IOWA				After 6 months	2.370	2.550	40
Buses:				2-man cars:			
First 3 months	2.150	2.270	40	First 6 months	2.230	2.410	40
4-12 months	2.180	2.300	40	After 6 months	2.270	2.450	40
After 12 months	2.230	2.350	40	LOUISVILLE, KY.			
DETROIT, MICH.				Buses:			
Buses:				First 3 months	1.980	2.060	40
First 6 months	2.370	2.410	40	4-6 months	2.060	2.140	40
7-12 months	2.420	2.460	40	7-12 months	2.110	2.190	40
After 1 year	2.470	2.510	40	After 1 year	2.130	2.210	40
Night buses	2.570	2.610	40	MEMPHIS, TENN.			
ERIE, PA.				Buses and trolley coaches:			
Buses:				Drivers	2.120	2.190	40
First 6 months	2.050	2.140	40	MILWAUKEE, WIS.			
7-12 months	2.120	2.210	40	Buses:			
After 1 year	2.150	2.240	40	First year	2.440	2.490	40
GRAND RAPIDS, MICH.				After 1 year	2.480	2.530	40
Buses:				MINNEAPOLIS-ST. PAUL, MINN.			
First 3 months	1.900	1.960	48	Buses:			
4-12 months	1.950	2.010	48	First 9 months	2.490	2.540	40
After 1 year	2.000	2.060	48	10-18 months	2.520	2.570	40
				After 18 months	2.560	2.610	40

See footnotes at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1960, and July 1, 1961—Continued

City and classification	July 1, 1960	July 1, 1961		City and classification	July 1, 1960	July 1, 1961	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
NEWARK, N. J.				NEW YORK, N. Y.—Continued			
1-man cars and buses:				Buses—Continued			
First 6 months	\$ 2.250	\$ 2.350	40	Surface Transit:			
7-12 months	2.340	2.440	40	First 6 months	\$ 1.945	\$ 2.045	40
After 1 year	2.440	2.540	40	7-12 months	2.120	2.220	40
Subway:				13-18 months	2.220	2.320	40
Motormen:				After 18 months	2.395	2.495	40
First 6 months	2.250	2.350	40	Tri-Boro Coach Corp.:			
7-12 months	2.340	2.440	40	First 12 months	2.120	2.220	40
After 1 year	2.440	2.540	40	13-18 months	2.310	2.410	40
Platform men	2.440	2.540	40	After 18 months	2.420	2.520	40
NEW HAVEN, CONN.				Subway:			
Buses:				Conductors:			
First 3 months	2.255	2.380	40	First position:			
4-12 months	2.285	2.410	40	First year	2.310	2.400	40
After 1 year	2.325	2.450	40	After 1 year	2.373	2.462	40
NEW ORLEANS, LA.				Second position	2.268	2.352	40
1-man cars and buses:				Motormen:			
First 6 months	2.320	2.390	40	Road:			
7-12 months	2.350	2.420	40	First year	2.698	2.802	40
After 1 year	2.380	2.450	40	After 1 year	2.763	2.867	40
2-man cars:				Yard:			
First 6 months	2.250	2.320	40	First year	2.573	2.672	40
7-12 months	2.280	2.350	40	After 1 year	2.635	2.735	40
After 1 year	2.310	2.380	40	Platform men:			
NEW YORK, N. Y.				First year	2.177	2.262	40
Buses:				After 1 year	2.215	2.300	40
Avenue B and East Broadway				OKLAHOMA CITY, OKLA.			
Transit Co.:				1-man cars and buses:			
First 6 months	2.080	2.180	40	First 6 months	1.650	1.750	44 ⁵
7-12 months	2.160	2.260	40	7-12 months	1.700	1.800	44 ⁵
13-24 months	2.230	2.330	40	After 1 year	1.780	1.880	44 ⁵
After 2 years	2.365	2.465	40	OMAHA, NEBR.			
Brooklyn Bus Division; Brooklyn				Buses:			
Division No. 2; Manhattan Bus				First 6 months	2.170	2.250	45
Division; Queens Bus Division:				7-12 months	2.200	2.280	45
First 6 months	2.310	2.400	40	After 1 year	2.240	2.320	45
7-12 months	2.435	2.530	40	PEORIA, ILL.			
After 1 year	2.563	2.663	40	Buses:			
Fifth Avenue Coach:				First 9 months	2.060	2.130	44
First 6 months	2.170	2.270	40	10-18 months	2.080	2.150	44
7-12 months	2.290	2.390	40	After 18 months	2.100	2.170	44
13-24 months	2.350	2.450	40	PHILADELPHIA, PA.			
After 2 years	2.470	2.570	40	1-man cars and buses:			
Green Lines:				First 6 months	2.160	2.280	40
First 6 months	2.220	2.430	40	7-12 months	2.210	2.330	40
7-12 months	2.270	2.480	40	13-18 months	2.260	2.380	40
13-18 months	2.340	2.550	40	After 18 months	2.310	2.430	40
After 18 months	2.500	2.710	40	2-man cars:			
Jamaica Buses, Inc.:				First 6 months	2.060	2.180	40
First 6 months	2.135	2.235	40	7-12 months	2.110	2.230	40
7-12 months	2.215	2.315	40	13-18 months	2.160	2.280	40
13-18 months	2.285	2.385	40	After 18 months	2.210	2.330	40
After 18 months	2.425	2.520	40	Elevated, high-speed and subway			
New York Omnibus Co.:				lines:			
First 6 months	2.170	2.270	40	Conductors:			
7-12 months	2.290	2.390	40	First 6 months	2.060	2.180	40
13-24 months	2.350	2.450	40	7-18 months	2.110	2.230	40
After 2 years	2.470	2.570	40	After 18 months	2.210	2.330	40
Queens Transit Corp.:				Operators:			
First 6 months	2.105	2.205	40	First 6 months	2.160	2.280	40
7-12 months	2.185	2.285	40	7-18 months	2.210	2.330	40
13-18 months	2.255	2.355	40	After 18 months	2.310	2.430	40
19-24 months	2.325	2.425	40	PITTSBURGH, PA.			
After 2 years	2.395	2.495	40	1-man cars and buses:			
Schenck Transport Co.:				First 3 months	2.435	2.495	40
First 9 months	2.030	2.080	40	4-12 months	2.525	2.585	40
10-18 months	2.090	2.140	40	After 1 year	2.580	2.640	40
After 18 months	2.300	2.350	40				
Steinway Transit Corp.:							
First 6 months	2.105	2.205	40				
7-12 months	2.185	2.285	40				
13-18 months	2.255	2.355	40				
19-24 months	2.325	2.425	40				
After 2 years	2.395	2.495	40				

See footnotes at end of table.

TABLE 9. Union scales of wages and hours for local-transit operating employees, July 1, 1960, and July 1, 1961—Continued

City and classification	July 1, 1960	July 1, 1961		City and classification	July 1, 1960	July 1, 1961	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
PITTSBURGH, PA.—Continued				SAN FRANCISCO-OAKLAND, CALIF.			
Buses:				San Francisco:			
Brentwood Motor Coach:				Buses and trackless trolleys, and cable gripmen and conductors	\$ 2.605	\$ 2.701	40
First 6 months	\$ 2.040	\$ 2.190	⁵ 43	Oakland:			
7-12 months	2.140	2.290	⁵ 43	Buses:			
After 1 year	2.260	2.410	⁵ 43	First 6 months	2.350	2.500	40
Greater Charleroi Bus Lines:				After 6 months	2.400	2.550	40
First 3 months	1.900	1.960	43				
4-12 months	1.950	2.010	43	SCRANTON, PA.			
After 1 year	2.000	2.060	43	Buses:			
PORTLAND, OREG.				Operators and extra men	1.950	1.950	40
Buses and trolley coaches:				SEATTLE, WASH.			
First 3 months	2.270	2.340	40	Buses:			
4-6 months	2.295	2.365	40	First 6 months	2.435	2.515	-
7-12 months	2.320	2.390	40	After 6 months	2.500	2.580	-
After 1 year	2.350	2.420	40	SPOKANE, WASH.			
PROVIDENCE, R.I.				Buses:			
Buses:				First 6 months	1.970	2.070	-
First 3 months	2.070	2.100	40	7-12 months	2.020	2.120	-
4-12 months	2.100	2.130	40	After 1 year	2.070	2.170	-
After 1 year	2.120	2.150	40	SPRINGFIELD, MASS.			
RICHMOND, VA.				Buses:			
Buses:				First 3 months	2.050	2.110	40
First 3 months	1.820	1.900	⁴ 46	4-12 months	2.105	2.165	40
4-12 months	1.870	1.950	⁴ 46	After 1 year	2.150	2.210	40
After 1 year	1.920	2.000	⁴ 46	SYRACUSE, N.Y.			
ROCHESTER, N.Y.				1-man cars and buses:			
Buses:				First 6 months	2.060	2.110	41 ¹ / ₄
First 3 months	2.180	2.230	40	7-12 months	2.100	2.150	41 ¹ / ₄
4-12 months	2.240	2.290	40	After 1 year	2.260	2.310	41 ¹ / ₄
After 1 year	2.260	2.310	40	TOLEDO, OHIO			
ST. LOUIS, MO.				Buses:			
1-man cars and buses:				First 6 months	2.250	2.250	40
First 6 months	2.180	2.250	40	7-12 months	2.270	2.270	40
7-12 months	2.280	2.350	40	After 1 year	2.300	2.300	40
After 12 months	2.380	2.450	40	WASHINGTON, D.C.			
SALT LAKE CITY, UTAH				1-man cars and buses:			
Buses:				First 3 months	2.375	2.415	40
First 6 months	1.810	1.900	48	4-12 months	2.415	2.455	40
After 6 months	1.890	1.980	48	After 1 year	2.455	2.495	40
SAN ANTONIO, TEX.							
Buses:							
First 6 months	1.780	1.880	40				
7-12 months	1.860	1.960	40				
13-18 months	1.920	2.020	40				
After 18 months	2.000	2.100	40				

¹ Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.² 46-hour workweek on July 1, 1960.³ This rate in effect prior to July 1, 1961; new scale in negotiation at time of survey.⁴ 48-hour workweek on July 1, 1960.⁵ 45-hour workweek on July 1, 1960.