

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

July 1, 1962

and

Trend 1929-62

Bulletin No. 1354

**UNITED STATES DEPARTMENT OF LABOR
W. Willard Wirtz, Secretary**

**BUREAU OF LABOR STATISTICS
Ewan Clague, Commissioner**



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

July 1, 1962

and

Trend 1929-62

Bulletin No. 1354

February 1963

**UNITED STATES DEPARTMENT OF LABOR
W. Willard Wirtz, Secretary**

**BUREAU OF LABOR STATISTICS
Ewan Clague, Commissioner**



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

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 as shown on the inside back cover. A release summarizing the rates for local-transit operating employees on a nationwide basis was issued in December 1962. This analysis provides additional data and indexes of the trend of wages and hours for the period 1929-62.

This bulletin was prepared by Thomas C. Mobley, under the supervision of John F. Laciskey, in the Bureau's Division of National Wage and Salary Income, under the general direction of H. M. Douty, Assistant Commissioner for Wages and Industrial Relations.

Contents

	Page
Summary	1
Scope and method of study	1
Trend of union scales, 1929-62	2
Scale increases, 1961-62	2
Wage scale variations	2
City averages	4
Standard workweek	4
Health, insurance, and pension plans	4
Union scales by city	4
 Chart:	
Percent change in union hourly wage rates of local-transit operating employees, by year, 1929-62	3
 Tables:	
1. Indexes of union hourly wage rates of local-transit operating employees, 1929-62	5
2. Average union hourly wage rates of local-transit operating employees, July 1, 1962, and increases in rates, July 1, 1961-July 1, 1962	5
3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1961-July 1, 1962	5
4. Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1961-July 1, 1962	6
5. Distribution of union operating employees in the local-transit industry by hourly wage rates, July 1, 1962	6
6. Average union hourly wage rates of local-transit operating employees by city, July 1, 1962	7
7. Distribution of union local-transit operating employees by standard weekly hours, July 1, 1962	7
8. Union scales of wages and hours for local-transit operating employees, July 1, 1961, and July 1, 1962	8

Union Wages and Hours: Local-Transit Operating Employees, July 1, 1962

Summary

Wage scales of union local-transit operating employees in cities with 100,000 or more inhabitants advanced an average of 10 cents an hour, or 4.1 percent, during the year ending July 1, 1962, according to the Bureau of Labor Statistics 42d annual survey of such scales.

Negotiated contract provisions which became effective since July 1, 1961, resulted in scale increases for 96 percent of the transit workers covered by the survey. Hourly scales rose 8 to 10 cents¹ for a fourth of the workers; 12 to 14 cents for almost another fourth; and 6 to 8 cents for about a sixth. The advance was at least 14 cents an hour for nearly a fifth, and less than 6 cents for a twelfth.

Union scales averaged \$2.55 an hour for all local-transit operating employees on July 1, 1962. Negotiated rates varied from \$2.50 to \$2.75 for nearly half of the workers and from \$2.25 to \$2.50 for a fifth. Between a fifth and a fourth of the operating employees had scales of at least \$2.75 an hour.

Weekly work schedules at straight-time rates were reported for 95 percent of the transit operating employees included in the Bureau's study. Such schedules averaged 40.5 hours, unchanged from July 1, 1961. The predominant workweek, 40 hours, was in effect for 85 of every 100 transit operating employees.

Provisions for health, insurance, and pension plans financed wholly or in part by the employer were contained in labor-management agreements affecting more than 95 percent of the transit operating employees. Health and insurance (welfare) plans entirely financed by employer were reported for a third of the transit-equipment operators. Similarly financed pension plans prevailed for two-fifths.

¹ For ease of reading in this and subsequent discussions of tabulations, the limits of the class intervals are designated as 8 to 10 cents, 2 to 3 percent, etc., instead of using the more precise terminology, 8 and under 10 cents, 2 and under 3 percent, etc.

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, 1962, and covered approximately 64,000 local-transit operating employees in 53 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 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 cities were weighted to compensate for cities not surveyed. To provide appropriate representation in the combination of data, each geographic region 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, 1962. 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, 1961, to July 1, 1962, were, however, based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1962) survey. The index series, designed for trend purposes, was similarly constructed.

Trend of Union Scales, 1929-62

The Bureau's annual studies of union wage scales for local-transit operating employees began in 1921. The year-to-year movement of these scales has been reflected in index form since 1938. The index, which initially traced the movement for 9 years, now spans a third of a century. (See table 1.)

Since 1929, union scales for local-transit operating employees advanced each year except 1932 and 1933. The Bureau's index of union wage rates on a 1957-59 base shows the level of rates rose from 32.7 on May 15, 1929, to 117.1 on July 1, 1962.² This increase has been at the annual rate of 3.9 percent.

The rate of increase, however, had varied markedly during the 33-year span. (See chart.) Increases were small prior to the depression year of 1932. The decline during 1932-33 was reversed by 1934, but was not fully offset until 1937. In 1941, the level of rates was only 14 percent above the 1931 level. During World War II (1941-45), the index of local-transit rates rose moderately (18.5 percent) in the first 3 years and slightly (2 percent) in the last 2 years. Gains were 10 percent or more in each of the first 3 postwar years. Successive increases in the 1959-62 period resulted in an aggregate advance of 84 percent. Except for 1951 and 1952 (Korean outbreak), the annual increase ranged from about 2½ to 6 percent. In each of the past 4 years the gain has approximated 4 percent.

Scale Increases, 1961-62

Changes in wage rates for local-transit operators result primarily from labor-management negotiations. Of the agreements in effect on July 1, 1962, in the 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, 1961, and July 1, 1962, have been included in the survey. Some of the scale adjustments were provided for in contracts negotiated prior to July 1, 1961. Deferred increases effective subsequent to July 1, 1962, 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.

² Effective with this report, the Bureau is currently using 1957-59 as 100 in the computation of the index. When computed on the 1947-49=100 base as shown in Bulletin 1313, the index for July 1, 1962, is 187.6.

In the year ending July 1, 1962, union hourly scales for all local-transit operating employees in cities of 100,000 or more population, advanced 4.1 percent or 10 cents, on the average.

The advance reflected gains of 4 percent for surface car and bus operators, and 4.7 percent for elevated and subway operators. On a cents-per-hour basis, the increase in average scales was 9.8 cents for operators of surface vehicles and 12.1 cents for elevated and subway equipment (table 2).

Union hourly scales were adjusted upward during the 12 months ending July 1, 1962, for 96 percent of the operators of surface cars and buses, and for all operators on elevated and subway equipment.

Advances in hourly wage scales between July 1, 1961, and July 1, 1962, for operators of surface cars and buses, represented gains of 3 to 4 percent for three-tenths of the workers; 5 to 6 percent for a fourth; and 4 to 5 percent for a sixth. The gain was less than 3 percent for a tenth and 6 percent or more for a sixth. For operators of elevated and subway equipment, the rise was 5 to 6 percent for two-fifths; 3 to 4 percent for a third; and 6 to 7 percent for a fourth (table 3).

Although individual scale increases varied from 1 to 22 cents an hour for surface equipment operators, raises of 8 to 10 cents were applicable to nearly three-tenths of these workers. Scales advanced 12 to 14 cents for a fifth, and 6 to 8 cents for a seventh. Raises of 14 or more cents affected a sixth; and those of less than 6 cents, half that many.

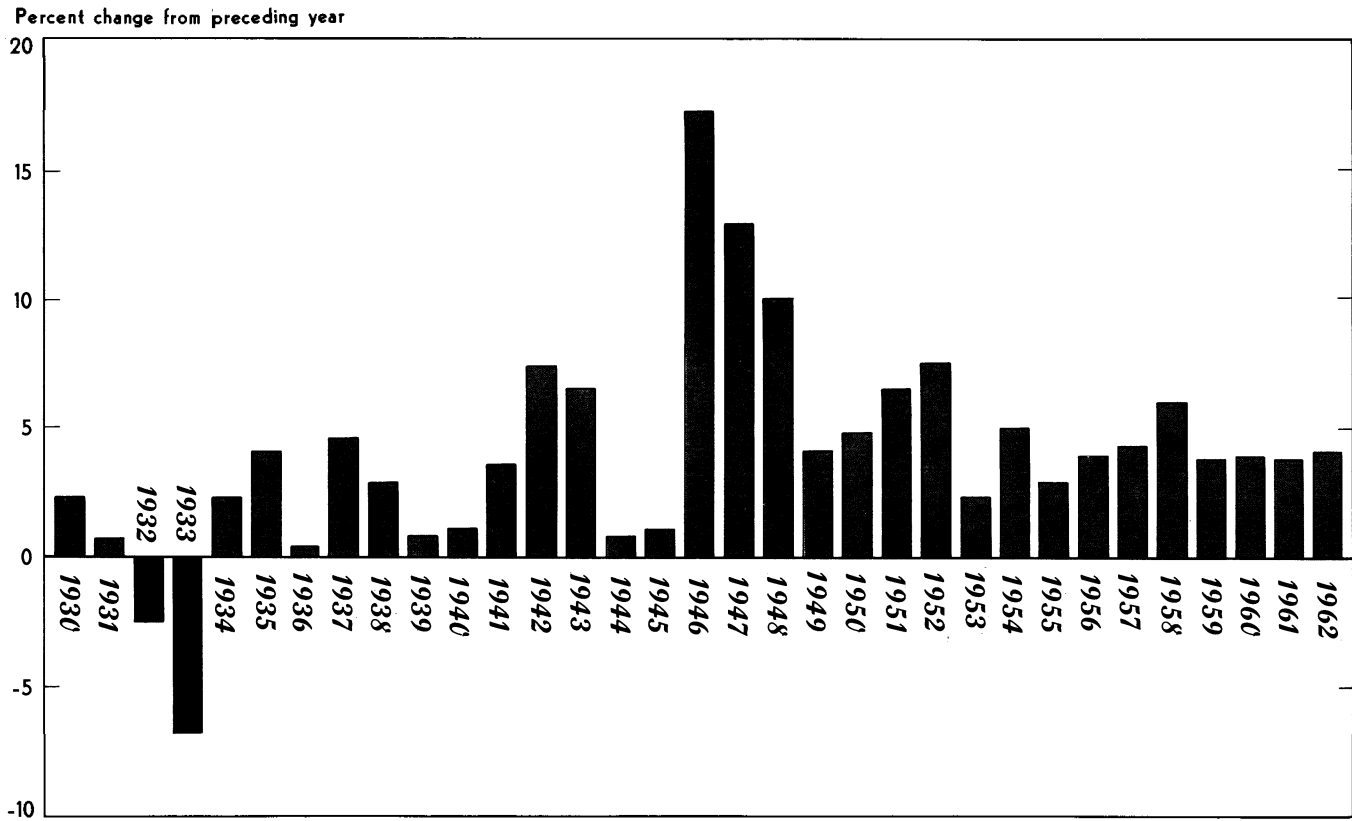
For elevated and subway cars, increases of 7½ cents an hour were recorded for a fourth of the operators; 12 to 14 cents for two-fifths; and 16 cents or more for another fourth (table 4).

Wage Scale Variations

Labor-management agreements for local-transit operating employees generally provide for length-of-service differentials—an entrance rate, one or more intermediate rates, and a maximum or top rate.³ Although the

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.

**PERCENT CHANGE IN UNION HOURLY WAGE RATES
OF LOCAL-TRANSIT OPERATING EMPLOYEES,
BY YEAR, 1929-1962**



time intervals between rate steps varied among the 53 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.

The entrance or starting rate for operators of surface cars and buses in the cities surveyed ranged from \$1.60 an hour in Knoxville to \$2.80 in San Francisco. It exceeded \$2 an hour in 4 of every 5 cities. The top or basic scale for these operators varied from \$1.70 in Knoxville to \$2.90 for multiunit car operators in Boston. In 2 of every 5 cities, the top rate for some workers was \$2.50 or more. The spread between the entrance and top rates was 10 cents in a third of the cities and exceeded this amount in another fourth of the surveyed cities.

On July 1, 1962, union scales of local-transit operating employees in cities of 100,000 or more inhabitants averaged \$2.55 an hour. Operators of surface cars and buses, who accounted for nine-tenths of all workers covered by the survey, averaged \$2.54; and those on elevated and subway equipment \$2.69 (table 2).

Hourly scales of \$2.50 to \$2.75 were stipulated in labor-management agreements for almost half of the surface car and bus operators; \$2.75 or more for a fifth; and \$2.25 to \$2.50 for another fifth. Among operators of elevated and subway equipment, nearly three-fifths had scales of \$2.50 to \$2.75 an hour. The negotiated scale was at least \$2.75 for slightly more than a fourth, and less than \$2.50 for about a sixth (table 5).

City Averages

City averages, designed to show current rate levels, are affected not only by the wide variation in the levels of scales which exist in 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.

Between July 1, 1961, and July 1, 1962, hourly rates increased in 48 of the 53 cities included in the survey. The increase varied from 1 cent in Des Moines to 22 cents for some motormen on two-man cars in Philadelphia. Advances were 9 cents in about 1 of every 6 cities, and at least 10 cents for all or some operators in 3 of every 10. Increases of 5, 6, and 8 cents were each reported for approximately 1 of every 10 cities.

Among the cities surveyed, average hourly scales varied from \$1.70 in Knoxville to \$2.77 in Boston. Scales averaged between \$2 and \$2.25 in 9 cities, \$2.25 and \$2.50 in 21, and in excess of \$2.50 an hour in 18 others (table 6).

Standard Workweek

Straight-time weekly schedules were reported for surface equipment operators in 48 of the 53 cities studied. Such weekly schedules were applicable to all but 6 percent of the car and bus operators included in the study. Negotiated standard workweeks were reduced 2 hours in three cities and 8 hours in another. These changes resulted in a slight decline in the average straight-time week, 40.5 hours compared with 40.6 on July 1, 1961.

The most prevalent workweek consisted of 40 hours and was in effect in two-thirds of the cities studied. Five-sixths of the surface car and bus operators had such schedules. All operating employees on elevated and subway equipment had a 40-hour straight-time workweek (tables 7 and 8).

Health, Insurance, and Pension Plans

Labor-management agreements containing provisions for one or more health, insurance, and pension plans affected 95 percent of the local-transit operating employees in the Bureau's survey.⁴ Health and insurance plans entirely financed by employer contributions were stipulated in contracts applicable to three-tenths of the operators on surface cars and buses and seven-eighths of those on elevated and subway cars. Pension plans similarly financed were provided in agreements for two-fifths of the operators of surface equipment and two-thirds of those on elevated and subway equipment.

Union Scales by City

Table 8 presents the union wage scales in effect on July 1, 1961, and July 1, 1962, in each of the 53 cities surveyed. Weekly hours 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, 1929-62

(1957-59 = 100)

Date	Index	Date	Index
1929: May 15	32.7	1944: July 1	43.1
1930: May 15	33.0	1945: July 1	43.6
1931: May 15	33.0	1946: July 1	51.1
1932: May 15	32.4	1947: Oct. 1	57.7
1933: May 15	(¹)	1948: Oct. 1	63.5
		1949: Oct. 1	66.1
		1950: Oct. 1	69.2
1934: May 15	31.5	1951: Oct. 1	73.8
1935: May 15	32.6	1952: Oct. 1	79.3
1936: May 15	32.9	1953: July 1	81.1
1937: May 15	34.5		
1938: June 1	35.5	1954: July 1	85.1
		1955: July 1	87.6
		1956: July 1	91.1
		1957: July 1	94.9
		1958: July 1	100.6
1939: June 1	35.7	1959: July 1	104.4
1940: June 1	36.1	1960: July 1	108.4
1941: June 1	37.5	1961: July 1	112.5
1942: July 1	40.2	1962: July 1	117.1
1943: July 1	42.8		

¹ Information not available.

TABLE 2. Average union hourly wage rates of local-transit operating employees, July 1, 1962, and increases in rates, July 1, 1961-July 1, 1962

Classification	July 1, 1962 hourly rate	Increase over July 1, 1961	
		Percent	Cents per hour
All local-transit operating employees	\$2.55	4.1	10.0
Operators of surface cars and buses	\$2.54	4.0	9.8
Elevated and subway operators	2.69	4.7	12.1

TABLE 3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1961-July 1, 1962

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change	3.6	3.9	-
Increase	96.4	96.1	100.0
Under 2 percent	.6	.7	-
2 and under 3 percent	8.2	9.1	-
3 and under 4 percent	29.1	28.8	32.0
4 and under 5 percent	14.5	16.0	.8
5 and under 6 percent	25.9	24.4	40.3
6 and under 7 percent	12.5	11.0	26.8
7 and under 8 percent	4.2	4.7	-
8 percent and over	1.3	1.5	-

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, 1961-July 1, 1962

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change	3.6	3.9	-
Increase	96.4	96.1	100.0
Under 5 cents	3.0	3.3	-
5 and under 6 cents	4.8	5.4	-
6 and under 7 cents	8.3	9.2	-
7 and under 8 cents	7.3	5.4	25.9
8 and under 9 cents	4.9	5.4	-
9 and under 10 cents	21.4	22.9	7.0
10 and under 11 cents	3.6	3.9	-
11 and under 12 cents	1.6	1.8	-
12 and under 13 cents	9.5	8.6	18.2
13 and under 14 cents	13.7	12.8	22.1
14 and under 15 cents	7.6	8.4	-
15 and under 16 cents	5.0	5.4	1.2
16 cents and over	5.8	3.7	25.6

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, 1962

Hourly wage rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
Under \$1.90	2.0	2.2	-
\$1.90 and under \$1.95 .....	.5	.5	-
\$1.95 and under \$2.00 .....	.7	.8	-
\$2.00 and under \$2.05 .....	.6	.6	-
\$2.05 and under \$2.10	1.9	2.1	-
\$2.10 and under \$2.15	1.6	1.7	-
\$2.15 and under \$2.20 .....	.5	.6	-
\$2.20 and under \$2.25	2.7	2.9	-
\$2.25 and under \$2.30	8.0	8.8	-
\$2.30 and under \$2.35	1.7	1.9	-
\$2.35 and under \$2.40	4.9	5.3	0.4
\$2.40 and under \$2.45	2.2	2.1	3.0
\$2.45 and under \$2.50	2.8	1.9	11.9
\$2.50 and under \$2.55	6.0	6.5	.5
\$2.55 and under \$2.60	14.0	12.1	32.0
\$2.60 and under \$2.65	7.5	7.5	7.9
\$2.65 and under \$2.70	10.8	10.4	14.7
\$2.70 and under \$2.75	9.2	10.0	2.1
\$2.75 and under \$2.80	12.5	13.7	.6
\$2.80 and under \$2.85	7.5	8.1	1.2
\$2.85 and over	2.5	.1	25.6

NOTE: Because of rounding, sums of individual percentages may not equal 100.

TABLE 6. Average union hourly wage rates of local-transit operating employees by city, July 1, 1962

City	Average hourly rate	City	Average hourly rate
Atlanta, Ga	\$2.26	Memphis, Tenn	\$ 2.25
Baltimore, Md	2.49	Milwaukee, Wis	2.66
Birmingham, Ala	2.14	Minneapolis-St. Paul, Minn	2.65
Boston, Mass	2.77	Newark, N.J	2.66
Buffalo, N.Y	2.41	New Haven, Conn	2.51
Charlotte, N.C	1.80	New Orleans, La	2.48
Chicago, Ill	2.73	New York, N.Y	2.73
Cincinnati, Ohio	2.45	Oklahoma City, Okla	1.92
Cleveland, Ohio	2.58	Omaha, Nebr	2.36
Columbus, Ohio	2.52	Peoria, Ill	2.23
Dallas, Tex	2.22	Philadelphia, Pa	2.54
Dayton, Ohio	2.37	Pittsburgh, Pa	2.68
Denver, Colo	2.31	Portland, Oreg	2.49
Des Moines, Iowa	2.36	Providence, R.I	2.26
Detroit, Mich	2.58	Richmond, Va	2.06
Erie, Pa	2.27	Rochester, N.Y	2.38
Grand Rapids, Mich	2.10	St. Louis, Mo	2.57
Houston, Tex	2.27	Salt Lake City, Utah	2.03
Indianapolis, Ind	2.37	San Antonio, Tex	2.08
Jacksonville, Fla	2.08	San Diego, Calif	2.61
Kansas City, Mo	2.27	San Francisco-Oakland, Calif	2.76
Knoxville, Tenn	1.70	Scranton, Pa	1.95
Little Rock, Ark	1.87	Seattle, Wash	2.68
Los Angeles, Calif	2.72	Spokane, Wash	2.21
Louisville, Ky	2.29	Springfield, Mass	2.25
		Syracuse, N.Y	2.38
		Toledo, Ohio	2.39
		Washington, D.C	2.64

TABLE 7. Distribution of union local-transit operating employees by standard weekly hours, July 1, 1962

Weekly hours	All workers	Operators of surface cars and buses	Elevated and subway operators
Average weekly hours	40.5	40.5	40.0
Total reporting standard hours	94.8	94.3	100.0
40 hours	85.1	83.5	100.0
Over 40 and under 44 hours	2.7	2.9	-
44 hours	4.3	4.7	-
Over 44 and under 48 hours .....	.8	.9	-
48 hours	1.4	1.6	-
51 hours .....	.5	.6	-
Percent reporting no standard hours	5.2	5.7	-

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

TABLE 8. Union scales of wages and hours for local-transit operating employees, July 1, 1961, and July 1, 1962

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

City and classification	July 1, 1961	July 1, 1962		City and classification	July 1, 1961	July 1, 1962	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
ATLANTA, GA.				CINCINNATI, OHIO			
Buses and trolley coaches:				Buses and trolley coaches:			
First 6 months	\$ 2.070	\$ 2.160	-	First 6 months	\$ 2.140	\$ 2.250	40
7-12 months	2.130	2.220	-	7-12 months	2.190	2.300	40
After 1 year	2.170	2.260	-	13-18 months	2.240	2.350	40
BALTIMORE, MD.				19-24 months	2.290	2.400	40
1-man cars and buses:				After 2 years	2.340	2.450	40
First 6 months	2.300	2.400	40	CLEVELAND, OHIO			
7-12 months	2.350	2.450	40	Buses and trolley coaches:			
After 1 year	2.400	2.500	40	First 3 months	2.470	2.540	44
BIRMINGHAM, ALA.				4-12 months	2.500	2.570	44
Buses and trolley coaches:				After 1 year	2.520	2.590	44
First 6 months	2.010	2.100	242	Rapid transit—Trainmen:			
7-12 months	2.030	2.120	242	First 3 months	2.370	2.440	44
After 1 year	2.060	2.150	242	4-12 months	2.400	2.470	44
BOSTON, MASS.				After 1 year	2.420	2.490	44
1-man cars and buses:				COLUMBUS, OHIO			
First 3 months	2.395	2.485	40	Buses and trolley coaches:			
4-6 months	2.515	2.605	40	First 26 weeks	2.420	2.470	40
7-9 months	2.550	2.640	40	After 26 weeks	2.470	2.520	40
10-12 months	2.598	2.688	40	DALLAS, TEX.			
After 1 year	2.695	2.785	40	Buses and trolley coaches:			
P. C. C. surface lines operators:				First year	2.070	2.140	-
First 3 months	2.515	2.605	40	After 1 year	2.150	2.220	-
4-6 months	2.638	2.728	40	DAYTON, OHIO			
7-9 months	2.670	2.760	40	Buses:			
10-12 months	2.715	2.805	40	First 6 months	2.200	2.290	40
After 1 year	2.813	2.903	40	7-12 months	2.250	2.340	40
Rapid transit lines:				After 1 year	2.300	2.390	40
Guards:				DENVER, COLO.			
First 3 months	2.273	2.363	40	Buses and trolley coaches:			
4-6 months	2.395	2.485	40	First 3 months	2.160	2.280	40
7-9 months	2.433	2.523	40	4-12 months	2.170	2.290	40
10-12 months	2.478	2.568	40	13-18 months	2.180	2.300	40
After 1 year	2.578	2.668	40	19-24 months	2.190	2.310	40
Motormen:				After 2 years	2.200	2.320	40
Road	2.638	2.728	40	DES MOINES, IOWA			
Yard	2.695	2.785	40	Buses:			
Platform men:				First 3 months	2.270	2.280	40
Warders	2.418	2.508	40	4-12 months	2.300	2.310	40
Gatemen	2.478	2.568	40	After 12 months	2.350	2.360	40
BUFFALO, N. Y.				DETROIT, MICH.			
Buses:				Buses:			
First 3 months	2.300	2.360	40	First 6 months	2.410	2.475	40
4-12 months	2.330	2.390	40	7-12 months	2.460	2.525	40
After 1 year	2.350	2.410	40	After 1 year	2.510	2.575	40
CHARLOTTE, N. C.				Night buses	2.610	2.675	40
Buses:				ERIE, PA.			
First 2 months	1.650	1.710	-	Buses:			
3-6 months	1.700	1.760	-	First 6 months	2.140	2.210	40
After 6 months	1.750	1.810	-	7-12 months	2.210	2.280	40
CHICAGO, ILL.				After 1 year	2.240	2.310	40
Buses:				GRAND RAPIDS, MICH.			
First 3 months	2.620	2.710	40	Buses:			
4-12 months	2.650	2.740	40	First 3 months	1.960	2.000	48
After 1 year				4-12 months	2.010	2.050	48
Days	2.670	2.760	40	After 1 year	2.060	2.100	48
Nights—before 2 a. m.	2.700	2.790	40	HOUSTON, TEX.			
Nights—after 2 a. m.	2.720	2.810	40	Buses:			
Elevated and subway railways:				First 3 months	2.090	2.190	42 ¹ / ₂
Motormen (regular)	2.576	2.651	40	4-9 months	2.120	2.220	42 ¹ / ₂
Motormen (extra):				10-15 months	2.150	2.250	42 ¹ / ₂
First 3 months	2.522	2.597	40	After 15 months	2.180	2.280	42 ¹ / ₂
4-12 months	2.531	2.606	40	INDIANAPOLIS, IND.			
After 1 year	2.576	2.651	40	Buses and trolley coaches:			
Conductors (regular)	2.531	2.606	40	First year	2.220	2.300	40
Conductors (extra):				1-2 years	2.240	2.320	40
First year	2.513	2.588	40	After 2 years	2.290	2.370	40
After 1 year	2.531	2.606	40				
Guards (extra):							
First 3 months	2.485	2.560	40				
4-12 months	2.495	2.570	40				
After 1 year	2.504	2.579	40				

See footnotes at end of table.

TABLE 8. Union scales of wages and hours for local-transit operating employees, July 1, 1961, and July 1, 1962—Continued

City and classification	July 1, 1961	July 1, 1962		City and classification	July 1, 1961	July 1, 1962	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
JACKSONVILLE, FLA.				NEW YORK, N. Y.			
Buses:				Buses:			
First 3 months	\$ 1.830	\$ 1.980	³ 40	Avenue B and East Broadway			
4-6 months	1.880	2.030	³ 40	Transit Co:			
After 6 months	1.930	2.080	³ 40	First 6 months	\$ 2.180	\$ 2.300	40
KANSAS CITY, MO.				7-12 months	2.260	2.380	40
Buses:				13-24 months	2.330	2.450	40
First 4 months	2.215	* 2.215	40	After 2 years	2.465	2.585	40
5-8 months	2.235	* 2.235	40	Brooklyn Bus Division; Brooklyn			
9-12 months	2.255	* 2.255	40	Division No. 2; Manhattan Bus			
After 1 year	2.270	* 2.270	40	Division:			
KNOXVILLE, TENN.				First 6 months	2.400	2.530	40
Buses:				7-12 months	2.530	2.670	40
First year	1.600	1.600	48	After 1 year	2.663	2.810	40
Second year	1.650	1.650	48	Queens Bus Division:			
After 2 years	1.700	1.700	48	First 6 months	2.400	2.500	40
LITTLE ROCK, ARK.				7-12 months	2.530	2.630	40
Buses:				After 1 year	2.663	2.730	40
First 6 months	1.720	1.720	51	Fifth Avenue Coach:			
7-12 months	1.770	1.770	51	First 6 months	2.270	2.400	40
13-18 months	1.820	1.820	51	7-12 months	2.390	2.520	40
After 18 months	1.870	1.870	51	13-24 months	2.450	2.580	40
LOS ANGELES, CALIF.				After 2 years	2.570	2.700	40
1-man cars and buses:				Green Lines:			
First 6 months	2.510	2.620	40	First 6 months	2.430	2.520	40
After 6 months	2.550	2.720	40	7-12 months	2.480	2.570	40
LOUISVILLE, KY.				13-18 months	2.550	2.640	40
Buses:				After 18 months	2.710	2.800	40
First 3 months	2.060	2.140	40	Jamaica Buses, Inc.:			
4-6 months	2.140	2.220	40	First 6 months	2.235	2.365	40
7-12 months	2.190	2.270	40	7-12 months	2.315	2.445	40
After 1 year	2.210	2.290	40	13-18 months	2.385	2.515	40
MEMPHIS, TENN.				After 18 months	2.520	2.650	40
Buses and trolley coaches:				Manhattan-Bronx Surface			
Drivers	2.190	2.250	40	Authority:			
MILWAUKEE, WIS.				First 6 months	2.270	2.400	40
Buses:				7-12 months	2.390	2.520	40
First year	2.530	2.620	40	13-24 months	2.450	2.580	40
After 1 year	2.570	2.660	40	After 2 years	2.570	2.700	40
MINNEAPOLIS-ST. PAUL, MINN.				Queens Transit Corp.:			
Buses:				First 6 months	2.205	2.335	40
First 9 months	2.540	2.590	40	7-12 months	2.285	2.415	40
10-18 months	2.570	2.620	40	13-18 months	2.355	2.485	40
After 18 months	2.610	2.660	40	19-24 months	2.425	2.555	40
NEWARK, N. J.				After 2 years	2.495	2.625	40
1-man cars and buses:				Schenck Transport Co.:			
First 6 months	2.350	2.480	40	First 9 months	2.080	2.210	40
7-12 months	2.440	2.570	40	10-18 months	2.140	2.270	40
After 1 year	2.540	2.670	40	After 18 months	2.350	2.480	40
Subway:				Steinway Transit Corp.:			
Motormen:				First 6 months	2.205	2.335	40
First 6 months	2.350	2.480	40	7-12 months	2.285	2.415	40
7-12 months	2.440	2.570	40	13-18 months	2.355	2.485	40
After 1 year	2.540	2.670	40	19-24 months	2.425	2.555	40
Platform men	2.540	2.670	40	After 2 years	2.495	2.625	40
NEW HAVEN, CONN.				Surface Transit:			
Buses:				First 6 months	2.045	2.175	40
First 3 months	2.380	2.440	40	7-12 months	2.220	2.350	40
4-12 months	2.410	2.470	40	13-18 months	2.320	2.450	40
After 1 year	2.450	2.510	40	After 18 months	2.495	2.625	40
NEW ORLEANS, LA.				Tri-Boro Coach Corp.:			
1-man cars and buses:				First 12 months	2.220	2.350	40
First 6 months	2.390	2.440	40	13-18 months	2.410	2.540	40
7-12 months	2.420	2.470	40	After 18 months	2.520	2.650	40
After 1 year	2.450	2.500	40	Subway:			
2-man cars:				Conductors:			
First 6 months	2.320	2.370	40	First position:			
7-12 months	2.350	2.400	40	First year	2.400	2.528	40
After 1 year	2.380	2.430	40	After 1 year	2.462	2.593	40
OKLAHOMA CITY, OKLA.				Second position	2.352	2.478	40
1-man cars and buses:				Motormen:			
First 6 months	1.750	1.800	⁵ 43	Road:			
7-12 months	1.800	1.850	⁵ 43	First year	2.802	2.965	40
After 1 year	1.880	1.930	⁵ 43	After 1 year	2.867	3.033	40

See footnotes at end of table.

TABLE 8. Union scales of wages and hours for local-transit operating employees, July 1, 1961, and July 1, 1962—Continued

City and classification	July 1, 1961			July 1, 1962		
	Rate per hour	Rate per hour	Hours per week ¹	Rate per hour	Rate per hour	Hours per week ¹
OMAHA, NEBR.						
Buses:						
First 6 months	\$ 2.250	\$ 2.290	45			
7-12 months	2.280	2.320	45			
After 1 year	2.320	2.360	45			
PEORIA, ILL.						
Buses:						
First 9 months	2.130	2.190	44			
10-18 months	2.150	2.210	44			
After 18 months	2.170	2.230	44			
PHILADELPHIA, PA.						
1-man cars and buses:						
First 6 months	2.280	2.400	40			
7-12 months	2.330	2.450	40			
13-18 months	2.380	2.500	40			
After 18 months	2.430	2.550	40			
2-man cars:						
First 6 months	2.180	2.300	40			
7-12 months	2.230	2.300	40			
13-18 months	2.280	2.400	40			
After 18 months (motormen only)	2.330	2.550	40			
After 18 months (conductors)	2.330	2.550	40			
Elevated, high-speed and subway lines:						
Conductors:						
First 6 months	2.180	2.300	40			
7-18 months	2.230	2.400	40			
After 18 months	2.330	2.450	40			
Operators:						
First 6 months	2.280	2.400	40			
7-18 months	2.330	2.500	40			
After 18 months	2.430	2.550	40			
PITTSBURGH, PA.						
1-man cars and buses:						
First 3 months	2.495	2.555	40			
4-12 months	2.585	2.645	40			
After 1 year	2.640	2.700	40			
Buses:						
Brentwood Motor Coach:						
First 6 months	2.190	2.300	43			
7-12 months	2.290	2.400	43			
After 1 year	2.410	2.520	43			
PORTLAND, OREG.						
Buses and trolley coaches:						
First 3 months	2.340	2.420	40			
4-6 months	2.365	2.445	40			
7-12 months	2.390	2.470	40			
After 1 year	2.420	2.500	40			
PROVIDENCE, R. I.						
Buses:						
First 3 months	2.100	2.210	40			
4-12 months	2.130	2.240	40			
After 1 year	2.150	2.260	40			
RICHMOND, VA.						
Buses:						
First 3 months	1.900	1.980	⁶⁴⁴			
4-12 months	1.950	2.030	⁶⁴⁴			
After 1 year	2.000	2.080	⁶⁴⁴			
ROCHESTER, N. Y.						
Buses:						
First 3 months	2.230	2.230	40			
4-12 months	2.290	2.290	40			
After 1 year	2.310	2.390	40			
ST. LOUIS, MO.						
1-man cars and buses:						
First 6 months	\$ 2.250	\$ 2.320	40			
7-12 months	2.350	2.470	40			
After 12 months	2.450	2.570	40			
SALT LAKE CITY, UTAH						
Buses:						
First 6 months	1.900	1.960	44			
After 6 months	1.980	2.040	44			
SAN ANTONIO, TEX.						
Buses:						
First 6 months	1.880	1.880	40			
7-12 months	1.960	1.960	40			
13-18 months	2.020	2.020	40			
After 18 months	2.100	2.100	40			
SAN DIEGO, CALIF.						
Buses:						
First 3 months	2.420	2.510	40			
4-12 months	2.470	2.560	40			
Thereafter	2.520	2.610	40			
SAN FRANCISCO-OAKLAND, CALIF.						
San Francisco:						
Buses and trackless trolleys, and cable gripmen and conductors	2.701	2.797	40			
Oakland:						
Buses:						
First 6 months	2.500	2.640	40			
After 6 months	2.550	2.690	40			
SCRANTON, PA.						
Buses:						
Operators and extra men	1.950	1.950	40			
SEATTLE, WASH.						
Buses:						
First 6 months	2.515	2.615	-			
After 6 months	2.580	2.680	-			
SPOKANE, WASH.						
Buses:						
First 6 months	2.070	2.120	-			
7-12 months	2.120	2.170	-			
After 1 year	2.170	2.220	-			
SPRINGFIELD, MASS.						
Buses:						
First 3 months	2.110	2.150	40			
4-12 months	2.165	2.205	40			
After 1 year	2.210	2.250	40			
SYRACUSE, N. Y.						
1-man cars and buses:						
First 6 months	2.110	2.190	41 ¹ / ₄			
7-12 months	2.150	2.230	41 ¹ / ₄			
After 1 year	2.310	2.390	41 ¹ / ₄			
TOLEDO, OHIO						
Buses:						
First 6 months	2.250	2.340	40			
7-12 months	2.270	2.360	40			
After 1 year	2.300	2.390	40			
WASHINGTON, D. C.						
Bus operators:						
First 3 months	2.415	2.565	40			
4-12 months	2.455	2.605	40			
After 1 year	2.495	2.645	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, 1961.

³ 48-hour workweek on July 1, 1961.

⁴ This rate in effect prior to July 1, 1962; new scale in negotiation at time of survey.

⁵ 45-hour workweek on July 1, 1961.

⁶ 46-hour workweek on July 1, 1961.

BUREAU OF LABOR STATISTICS REGIONAL OFFICES

