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Union Wages and Hours:

Local-Transit Operating Employees DOCUMENT COLLECTION

July 1, 1963

and

Trend 1929-63

Bulletin No. 1396

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

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



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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 on 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 January 1964. This analysis provides additional data and indexes of the trend of wages and hours for the period 1929-63.

This study was conducted in the Bureau's Division of National Wage and Salary Income by Norman J. Samuels, Chief of the Division, under the general direction of L. R. Linsenmayer, Assistant Commissioner for Wages and Industrial Relations. The analysis was prepared by Thomas C. Mobley, under the immediate supervision of John F. Laciskey. Field work for the survey was directed by the Assistant Regional Directors for Wages and Industrial Relations.

Contents

	Page
Summary-----	1
Scope and method of study-----	1
Scale increases, 1962-63-----	2
Wage scale variations-----	2
City 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, 1929-63-----	4
2. Average union hourly wage rates of local-transit operating employees, July 1, 1963, and increases in rates, July 1, 1962-July 1, 1963-----	4
3. Percent changes in union wage rates and percent of local-transit operating employees affected, July 1, 1962-July 1, 1963-----	4
4. Cents-per-hour changes in union wage rates and percent of local-transit operating employees affected, July 1, 1962-July 1, 1963-----	5
5. Distribution of union operating employees in the local-transit industry by hourly wage rates, July 1, 1963-----	5
6. Average union hourly wage rates of local-transit operating employees by city, July 1, 1963-----	6
7. Distribution of union local-transit operating employees by standard weekly hours, July 1, 1963-----	6
8. Union scales of wages and hours for local-transit operating employees, July 1, 1962, and July 1, 1963-----	7

Union Wages and Hours:

Local-Transit Operating Employees, July 1, 1963

Summary

Hourly wage scales of unionized local-transit operating employees in cities of 100,000 or more population rose an average of 10 cents, or 3.7 percent, during the year ending July 1, 1963, according to the 43d annual survey of union scales in the local-transit industry by the Bureau of Labor Statistics.

Negotiated rates were adjusted upward for 98 percent of the local-transit operating employees included in the survey. Advances ranged from 6 to 8 cents¹ for an eighth of the workers; 8 to 10 cents for a sixth; and 10 to 12 cents for slightly more than a fourth. Raises of 12 cents or more affected almost another fourth of the operating employees.

Union hourly wage scales on July 1, 1963, averaged \$2.65 for operators of local-transit equipment. Negotiated scales ranged from \$2.60 to \$2.90 an hour for half of the workers and from \$2.25 to \$2.60 for a fourth. Rates of \$2.90 or more an hour were in effect for a sixth of the transit operating employees.

Straight-time workweek schedules were reported for 95 percent of the operating employees included in the Bureau's study. Such weekly schedules averaged 40.5 hours, unchanged since July 1, 1961. Workweeks of 40 hours were contained in agreements applicable to 86 percent of all operating employees.

Labor-management agreements which provided health, insurance, and pension plans financed at least in part by the employer were applicable to virtually all of the operating employees. Contributory pension plans, financed jointly by the employers and employees, prevailed for half of the workers. Similarly financed health and insurance programs were in effect for nearly two-thirds of the operators.

Scope and Method of Study

Union scales are those agreed on 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, 1963, and covered approximately 62,000 local-transit operating employees in 61 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, 1963. 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, 1962, to July 1, 1963, were, however, based on comparable quotations for the various classifications in both periods, weighted by the membership reported for the current (1963) survey. The index series, designed for trend purposes, was similarly constructed.

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.

Scale Increases, 1962-63

Changes in wage rates for local-transit operators result primarily from labor-management negotiations. Of the agreements in effect on July 1, 1963, 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, 1962, and July 1, 1963, have been included in the survey. Some of the scale adjustments were provided for in contracts negotiated prior to July 1, 1962. Deferred increases effective subsequent to July 1, 1963, 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 between July 1, 1962, and July 1, 1963, raised the level of union hourly scales for local-transit operating employees 3.7 percent. This rise, while slightly smaller than that registered in the preceding 12-month period, approximated the gain recorded in the year ending July 1, 1961, and advanced the Bureau's index (1957-59=100) of union hourly scales for local-transit operating employees to 121.5 (table 1).

The advance reflected gains of 3.7 percent for operators of surface cars and buses and 3.8 percent for those on elevated and subway equipment. On a cents-per-hour basis, the increase in average scales was 9 cents and 10 cents, respectively (table 2).

Wage rates were adjusted upward between July 1, 1962, and July 1, 1963, for 97 percent of the operators of surface cars and buses and for all of those on elevated and subway equipment. Although individual scale increases varied from 2 to 37½ cents for surface equipment operators, raises of 10 cents were applicable to a fifth of these workers. Scales advanced 6 to 8 cents for almost a sixth; 8 to 10 cents for a seventh; and 12 cents or more for a fourth. The advance was less than 6 cents for about a sixth.

For operating employees on elevated and subway systems, scale increases of 11 cents were recorded for a fourth; of 8 to 10 cents for a third; and of 10 to 11 cents for almost another third (table 4).

The raises for operators of surface equipment represented gains of 3 to 4 percent for three-eighths of the workers, and of 4 to 6 percent for a fifth. The gain was 6 percent or more for a tenth, and less than 3 percent for three-tenths. The rise was 3 to 4 percent for five-eighths of the elevated and subway operators, and 4 to 5 percent for almost three-eighths (table 3).

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.² Although the time intervals between rate steps varied among the 61 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, Scranton, and Tampa, where only single rates were negotiated.

The entrance or starting rate for surface equipment operators in the cities surveyed varied from a low of \$1.65 in Albuquerque and Knoxville, to a high of \$2.91 in San Francisco. It exceeded \$2 an hour in 7 of every 8 cities. The top or basic scale for these operators varied from \$1.75 in Knoxville to \$3.02 for multiunit car operators in Boston. In 2 of every 5 cities, the top scale was \$2.50 or more. The spread between the entrance and top rates was 10 cents in a fourth of the cities and exceeded this amount in another fourth of the cities surveyed.

Union scales of local-transit operating employees in cities of 100,000 or more population averaged \$2.65 an hour on July 1, 1963. Operators of surface cars and buses, who accounted for nine-tenths of the workers included in the survey, averaged \$2.64; and those on elevated and subway equipment \$2.79 (table 2).

Hourly scales of \$2.50 to \$2.75 were contained in agreements applicable to three-tenths of the operators of surface cars and buses, \$2.75 or more for two-fifths, and \$2.25 to \$2.50 for almost a sixth. For operators of elevated and subway equipment, nearly three-fifths had scales of \$2.50 to \$2.75 an hour and slightly more than two-fifths had scales of at least \$2.75 an hour (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.

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.

During the year ending July 1, 1963, hourly scales were increased for all or some workers in 60 of the 61 cities included in the survey. The advances varied from 2 cents in Cincinnati to 37½ cents for some bus operators on one line in New York City. Increases of 7 and 8 cents were each reported in a fifth of the cities. Raises were 9 or more cents for all or some workers in a fourth of the cities and less than 6 cents in a slightly larger proportion of cities.

Among the cities surveyed, average hourly scales varied from \$1.75 in Knoxville to \$2.89 in Boston. Scales averaged \$2.75 or more in 7 others, between \$2.25 and \$2.50 in 19 cities, \$2.50 and \$2.75 in 16 cities, and \$2 and \$2.25 in 13 cities (table 6).

Standard Workweek

Straight-time workweeks were reported for surface equipment operators in 52 of the 61 cities included in the survey. Such weekly schedules were applicable to 95 percent of the car and bus operators included in the survey and averaged 40.5 hours on July 1, 1963, the same as a year earlier.

The most prevalent workweek, 40 hours, was in effect in 5 of every 8 cities. Such schedules affected 5 of every 6 operators of surface equipment and all of those on elevated and subway equipment (tables 7 and 8).

Health, Insurance, and Pension Plans

Labor-management agreements containing provisions for one or more health, insurance, and pension plans affected practically all of the local-transit operating employees in the Bureau's survey.³ Health and insurance plans financed jointly by employees and employers were stipulated in contracts applicable to five-eighths of the operators on surface cars and buses and more than nine-tenths of those on elevated and subway cars. Pension plans similarly financed were provided in agreements for half of the operators of surface equipment and an eighth of those on elevated and subway equipment.

Union Scales by City

Table 8 presents the union wage scales in effect on July 1, 1962, and July 1, 1963, in each of the 61 cities surveyed. Weekly hours are also shown for cities for which a regular straight-time workweek was reported.

³ 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, 1929-63
(1957-59=100)

Date	Index	Date	Index
1929: May 15	32.7	1945: July 1	43.6
1930: May 15	33.0	1946: July 1	51.1
1931: May 15	33.0	1947: Oct. 1	57.7
1932: May 15	32.4	1948: Oct. 1	63.5
		1949: Oct. 1	66.1
1933: May 15	(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
		1954: July 1	85.1
1937: May 15	34.5	1955: July 1	87.6
1938: June 1	35.5	1956: July 1	91.1
1939: June 1	35.7	1957: July 1	94.9
1940: June 1	36.1	1958: July 1	100.6
		1959: July 1	104.4
1941: June 1	37.5	1960: July 1	108.4
1942: July 1	40.2	1961: July 1	112.5
1943: July 1	42.8	1962: July 1	117.1
1944: July 1	43.1	1963: July 1	121.5

¹ Information not available.

Table 2. Average Union Hourly Wage Rates of Local-Transit Operating Employees, July 1, 1963, and Increases in Rates, July 1, 1962-July 1, 1963

Classification	July 1, 1963 hourly rate	Increase over July 1, 1962	
		Percent	Cents per hour
All local-transit operating employees	\$2.65	3.7	10
Operators of surface cars and buses	\$2.64	3.7	9
Elevated and subway operators	2.79	3.8	10

Table 3. Percent Changes in Union Wage Rates and Percent of Local-Transit Operating Employees Affected, July 1, 1962-July 1, 1963

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change	2.4	2.7	
Increase	97.6	97.3	100.0
Under 2 percent	12.4	13.7	1.0
2 and under 3 percent	14.8	16.4	-
3 and under 4 percent	40.3	37.7	63.8
4 and under 5 percent	14.6	12.3	35.2
5 and under 6 percent	6.5	7.2	-
6 and under 7 percent	4.3	4.7	-
7 and under 8 percent	.6	.6	-
8 and under 9 percent	2.8	3.1	-
9 percent and over	1.4	1.6	-

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, 1962-July 1, 1963

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
No change	2.4	2.7	-
Increase	97.6	97.3	100.0
Under 4 cents	4.5	4.9	-
4 and under 5 cents	5.2	5.7	1.0
5 and under 6 cents	6.7	7.4	-
6 and under 7 cents	2.5	2.8	-
7 and under 8 cents	11.1	12.3	-
8 and under 9 cents	10.9	10.6	13.5
9 and under 10 cents	5.7	4.0	21.2
10 and under 11 cents	21.6	20.6	31.6
11 and under 12 cents	6.0	3.9	25.8
12 and under 13 cents	5.2	5.0	7.0
13 and under 14 cents	2.9	3.2	-
14 and under 15 cents	5.1	5.7	-
15 and under 16 cents	2.8	3.1	-
16 cents and over	7.4	8.2	-

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, 1963

Hourly wage rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
Under \$1.90	1.5	1.7	-
\$1.90 and under \$1.95	(¹)	(¹)	-
\$1.95 and under \$2.009	.9	-
\$2.00 and under \$2.058	.9	-
\$2.05 and under \$2.104	.4	-
\$2.10 and under \$2.15	1.5	1.6	-
\$2.15 and under \$2.20	3.5	3.9	-
\$2.20 and under \$2.256	.6	-
\$2.25 and under \$2.30	2.0	2.2	-
\$2.30 and under \$2.35	4.1	4.5	-
\$2.35 and under \$2.40	1.2	1.3	-
\$2.40 and under \$2.45	3.4	3.7	-
\$2.45 and under \$2.50	3.4	3.8	0.4
\$2.50 and under \$2.55	2.2	2.1	3.0
\$2.55 and under \$2.60	8.0	7.6	11.9
\$2.60 and under \$2.65	4.6	5.1	.5
\$2.65 and under \$2.70	6.2	3.7	28.4
\$2.70 and under \$2.75	12.3	12.3	12.4
\$2.75 and under \$2.80	9.1	8.6	13.9
\$2.80 and under \$2.85	3.5	3.7	2.1
\$2.85 and under \$2.90	13.5	15.0	-
\$2.90 and under \$2.95	14.2	15.6	1.8
\$2.95 and over	3.2	.8	25.6

¹ Less than 0.05 percent.

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, 1963

City	Average hourly rate	City	Average hourly rate
Albuquerque, N. Mex.....	\$2.03	New Haven, Conn.....	\$2.58
Atlanta, Ga.....	2.34	New Orleans, La.....	2.55
Baltimore, Md.....	2.59	New York, N. Y.....	2.85
Birmingham, Ala.....	2.23	Norfolk, Va.....	2.14
Boston, Mass.....	2.89	Oklahoma City, Okla.....	1.99
Buffalo, N. Y.....	2.55	Omaha, Nebr.....	2.32
Charlotte, N. C.....	1.87	Peoria, Ill.....	2.27
Chicago, Ill.....	2.84	Philadelphia, Pa.....	2.55
Cincinnati, Ohio.....	2.46	Phoenix, Ariz.....	2.15
Cleveland, Ohio.....	2.71	Pittsburgh, Pa.....	2.85
Columbus, Ohio.....	2.57	Portland, Oreg.....	2.56
Dallas, Tex.....	2.28	Providence, R. I.....	2.40
Dayton, Ohio.....	2.45	Richmond, Va.....	2.13
Denver, Colo.....	2.39	Rochester, N. Y.....	2.46
Des Moines, Iowa.....	2.43	St. Louis, Mo.....	2.65
Detroit, Mich.....	2.63	Salt Lake City, Utah.....	2.13
Erie, Pa.....	2.35	San Antonio, Tex.....	2.14
Grand Rapids, Mich.....	2.15	San Diego, Calif.....	2.70
Houston, Tex.....	2.32	San Francisco-Oakland, Calif.....	2.88
Indianapolis, Ind.....	2.43	Scranton, Pa.....	2.00
Jacksonville, Fla.....	2.15	Seattle, Wash.....	2.77
Kansas City, Mo.....	2.50	Spokane, Wash.....	2.25
Knoxville, Tenn.....	1.75	Springfield, Mass.....	2.34
Little Rock, Ark.....	1.95	Syracuse, N. Y.....	2.46
Los Angeles, Calif.....	2.75	Tampa, Fla.....	2.15
Louisville, Ky.....	2.37	Toledo, Ohio.....	2.47
Madison, Wis.....	2.17	Topeka, Kans.....	1.79
Memphis, Tenn.....	2.33	Trenton, N. J.....	2.57
Milwaukee, Wis.....	2.74	Tulsa, Okla.....	2.00
Minneapolis-St. Paul, Minn.....	2.72	Washington, D. C.....	2.77
Newark, N. J.....	2.70		

Table 7. Distribution of Union Local-Transit Operating Employees by Standard Weekly Hours, July 1, 1963

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.....	95.4	94.9	100.0
40 hours.....	85.6	84.0	100.0
Over 40 and under 44 hours.....	2.1	2.3	-
44 hours.....	4.8	5.4	-
Over 44 and under 48 hours.....	.8	.9	-
48 hours.....	1.6	1.8	-
51 hours.....	.5	.6	-
Percent reporting no standard hours.....	4.6	5.1	-

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, 1962, and July 1, 1963

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

City and classification	July 1, 1962	July 1, 1963		City and classification	July 1, 1962	July 1, 1963	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
ALBUQUERQUE, N. MEX.				CINCINNATI, OHIO			
Buses:				Buses and trolley coaches:			
First 4 months.....	\$1.600	\$1.650	-	First 6 months.....	\$2.250	\$2.270	40
5-12 months.....	1.830	1.880	-	7-12 months.....	2.300	2.320	40
After 1 year.....	2.000	2.050	-	13-18 months.....	2.350	2.370	40
ATLANTA, GA.				19-24 months.....	2.400	2.420	40
Buses:				After 2 years.....	2.450	2.470	40
First 6 months.....	2.160	2.240	-	CLEVELAND, OHIO			
7-12 months.....	2.220	2.300	-	Buses and trolley coaches:			
After 1 year.....	2.260	2.340	-	First 3 months.....	2.540	2.680	44
BALTIMORE, MD.				4-12 months.....	2.570	2.710	44
1-man cars and buses:				After 1 year.....	2.590	2.730	44
First 6 months.....	2.400	2.500	40	Rapid transit—Trainmen:			
7-12 months.....	2.450	2.550	40	First 3 months.....	2.440	2.580	44
After 1 year.....	2.500	2.600	40	4-12 months.....	2.470	2.610	44
BIRMINGHAM, ALA.				After 1 year.....	2.490	2.630	44
Buses and trolley coaches:				COLUMBUS, OHIO			
First 6 months.....	2.100	2.180	2 40	Buses and trolley coaches:			
7-12 months.....	2.120	2.200	2 40	First 26 weeks.....	2.470	2.520	40
After 1 year.....	2.150	2.230	2 40	After 26 weeks.....	2.520	2.570	40
BOSTON, MASS.				DALLAS, TEX.			
1-man cars and buses:				Buses and trolley coaches:			
First 3 months.....	2.485	2.605	40	First year.....	2.140	2.200	-
4-6 months.....	2.605	2.725	40	After 1 year.....	2.220	2.280	-
7-9 months.....	2.640	2.760	40	DAYTON, OHIO			
10-12 months.....	2.688	2.808	40	Buses:			
After 1 year.....	2.785	2.905	40	First 6 months.....	2.290	2.370	40
P. C. C. surface lines operators:				7-12 months.....	2.340	2.420	40
First 3 months.....	2.605	2.725	40	After 1 year.....	2.390	2.470	40
4-6 months.....	2.728	2.848	40	DENVER, COLO.			
7-9 months.....	2.760	2.880	40	Buses and trolley coaches:			
10-12 months.....	2.805	2.925	40	First 3 months.....	2.280	2.360	40
After 1 year.....	2.903	3.023	40	4-12 months.....	2.290	2.370	40
Rapid transit lines:				13-18 months.....	2.300	2.380	40
Guards:				19-24 months.....	2.310	2.390	40
First 3 months.....	2.363	2.483	40	After 2 years.....	2.320	2.400	40
4-6 months.....	2.485	2.605	40	DES MOINES, IOWA			
7-9 months.....	2.523	2.643	40	Buses:			
10-12 months.....	2.568	2.688	40	First 3 months.....	2.280	2.350	40
After 1 year.....	2.668	2.788	40	4-12 months.....	2.310	2.380	40
Motormen:				After 1 year.....	2.360	2.430	40
Road.....	2.728	2.848	40	DETROIT, MICH.			
Yard.....	2.785	2.905	40	Buses:			
Platform men:				First 6 months.....	2.475	2.525	40
Warders.....	2.508	2.628	40	7-12 months.....	2.525	2.575	40
Gatemen.....	2.568	2.688	40	After 1 year.....	2.575	2.625	40
BUFFALO, N. Y.				Night buses.....	2.675	2.725	40
Buses:				ERIE, PA.			
First 3 months.....	2.360	2.500	40	Buses:			
4-12 months.....	2.390	2.530	40	First 6 months.....	2.210	2.250	40
After 1 year.....	2.410	2.550	40	7-12 months.....	2.280	2.320	40
CHARLOTTE, N. C.				After 1 year.....	2.310	2.350	40
Buses:				GRAND RAPIDS, MICH.			
First 2 months.....	1.710	1.780	-	Buses:			
3-6 months.....	1.760	1.830	-	First 3 months.....	2.000	2.050	48
After 6 months.....	1.810	1.880	-	4-12 months.....	2.050	2.100	48
CHICAGO, ILL.				After 1 year.....	2.100	2.150	48
Buses:				HOUSTON, TEX.			
First 3 months.....	2.710	2.810	40	Buses:			
4-12 months.....	2.740	2.840	40	First 3 months.....	2.190	2.240	42½
After 1 year:				4-9 months.....	2.220	2.270	42½
Days.....	2.760	2.860	40	10-15 months.....	2.250	2.300	42½
Nights—before 2 a. m.....	2.790	2.890	40	After 15 months.....	2.280	2.330	42½
Nights—after 2 a. m.....	2.810	2.910	40	INDIANAPOLIS, IND.			
Elevated and subway railways:				Buses and trolley coaches:			
Motormen (regular).....	2.651	2.761	40	First year.....	2.300	2.370	40
Motormen (extra):				Second year.....	2.320	2.390	40
First 3 months.....	2.597	2.707	40	After 2 years.....	2.370	2.440	40
4-12 months.....	2.606	2.716	40				
After 1 year.....	2.651	2.761	40				
Conductors (regular).....	2.606	2.716	40				
Conductors (extra):							
First year.....	2.588	2.698	40				
After 1 year.....	2.606	2.716	40				
Guards (extra):							
First 3 months.....	2.560	2.670	40				
4-12 months.....	2.570	2.680	40				
After 1 year.....	2.579	2.689	40				

See footnotes at end of table.

Table 8. Union Scales of Wages and Hours for Local-Transit Operating Employees, July 1, 1962, and July 1, 1963—Continued

City and classification	July 1, 1962			July 1, 1963			
	Rate per hour	Rate per hour	Hours per week ¹	Rate per hour	Rate per hour	Hours per week ¹	
JACKSONVILLE, FLA.				NEW HAVEN, CONN.			
Buses:				Buses:			
First 3 months.....	\$1.980	\$2.050	40	First 3 months.....	\$2.440	\$2.510	
4-6 months.....	2.030	2.100	40	4-12 months.....	2.470	2.540	
After 6 months.....	2.080	2.150	40	After 1 year.....	2.510	2.580	
KANSAS CITY, MO.				NEW ORLEANS, LA.			
Buses:				1-man cars and buses:			
First 4 months.....	2.275	2.440	40	First 6 months.....	2.440	2.510	
5-8 months.....	2.295	2.460	40	7-12 months.....	2.470	2.540	
9-12 months.....	2.315	2.485	40	After 1 year.....	2.500	2.570	
After 1 year.....	2.330	2.500	40	2-man cars:			
KNOXVILLE, TENN.				First 6 months.....	2.370	2.440	
Buses:				7-12 months.....	2.400	2.470	
First year.....	1.600	1.650	48	After 1 year.....	2.430	2.500	
Second year.....	1.650	1.700	48	NEW YORK, N. Y.			
After 2 years.....	1.700	1.750	48	Buses:			
LITTLE ROCK, ARK.				Avenue B and East Broadway			
Buses:				Transit Co.:			
First 6 months.....	1.720	1.800	51	First 6 months.....	2.300	2.410	
7-12 months.....	1.770	1.850	51	7-12 months.....	2.380	2.490	
13-18 months.....	1.820	1.900	51	13-24 months.....	2.450	2.685	
After 18 months.....	1.870	1.950	51	After 2 years.....	2.585	2.685	
LOS ANGELES, CALIF.				Brooklyn Bus Division; Brooklyn			
1-man cars and buses:				Division No. 2; Manhattan Bus			
First 6 months.....	2.620	2.650	40	Division:			
After 6 months.....	2.720	2.750	40	First 6 months.....	2.530	2.625	
2-man cars:				7-12 months.....	2.670	2.765	
First 6 months.....	2.520	2.550	40	After 1 year.....	2.810	2.910	
After 6 months.....	2.620	2.650	40	Queens Bus Division:			
LOUISVILLE, KY.				First 6 months.....	2.500	2.625	
Buses:				7-12 months.....	2.630	2.765	
First 3 months.....	2.140	2.220	40	After 1 year.....	2.730	2.910	
4-6 months.....	2.220	2.300	40	Green Lines:			
7-12 months.....	2.270	2.350	40	First 6 months.....	2.520	2.720	
After 1 year.....	2.290	2.370	40	7-12 months.....	2.570	2.770	
MADISON, WIS.				13-18 months.....	2.640	2.840	
Buses:				After 18 months.....	2.800	3.000	
First 6 months:				Jamaica Buses, Inc.:			
Day.....	2.050	2.100	40	First 6 months.....	2.365	2.465	
Night.....	2.090	2.140	40	7-12 months.....	2.445	2.545	
7-12 months:				13-18 months.....	2.515	2.615	
Day.....	2.090	2.140	40	After 18 months.....	2.650	2.750	
Night.....	2.130	2.180	40	Manhattan-Bronx Surface Authority:			
13-18 months:				First 6 months.....	2.175	2.550	
Day.....	2.170	2.220	40	7-12 months.....	2.350	2.670	
Night.....	2.210	2.260	40	13-18 months.....	2.450	2.730	
After 18 months:				After 18 months.....	2.625	2.850	
Day.....	2.190	2.240	40	Queens Transit Corp.:			
Night.....	2.230	2.280	40	First 6 months.....	2.335	2.435	
MEMPHIS, TENN.				7-12 months.....	2.415	2.515	
Buses and trolley coaches:				13-18 months.....	2.485	2.585	
Drivers.....	2.250	2.330	40	19-24 months.....	2.555	2.655	
MILWAUKEE, WIS.				After 2 years.....	2.625	2.720	
Buses:				Schenck Transport Co.:			
First year.....	2.620	2.700	40	First 9 months.....	2.210	2.330	
After 1 year.....	2.660	2.740	40	10-18 months.....	2.270	2.390	
MINNEAPOLIS-ST. PAUL, MINN.				After 18 months.....	2.480	2.600	
Buses:				Steinway Transit Corp.:			
First 9 months.....	2.590	2.660	40	First 6 months.....	2.335	2.435	
10-18 months.....	2.620	2.690	40	7-12 months.....	2.415	2.515	
After 18 months.....	2.660	2.730	40	13-18 months.....	2.485	2.585	
NEWARK, N. J.				19-24 months.....	2.555	2.655	
1-man cars and buses:				After 2 years.....	2.625	2.720	
First 6 months.....	2.480	2.520	40	Tri-Boro Coach Corp.:			
7-12 months.....	2.570	2.610	40	First 12 months.....	2.350	2.450	
After 1 year.....	2.670	2.710	40	13-18 months.....	2.540	2.640	
Subway:				After 18 months.....	2.650	2.750	
Motormen:				Subway:			
First 6 months.....	2.480	2.520	40	Conductors:			
7-12 months.....	2.570	2.610	40	First position:			
After 1 year.....	2.670	2.710	40	After 1 year.....	2.528	2.615	
Platform men.....	2.670	2.710	40	After 1 year.....	2.593	2.683	
NEW YORK, N. Y.				Second position.....	2.478	2.565	
Buses:				Motormen:			
First 6 months.....	2.300	2.410	40	Road:			
7-12 months.....	2.380	2.490	40	First year.....	2.965	3.070	
13-24 months.....	2.450	2.685	40	After 1 year.....	3.033	3.140	
After 2 years.....	2.585	2.685	40	Yard:			
Brooklyn Bus Division; Brooklyn				First year.....	2.830	2.930	
Division No. 2; Manhattan Bus				After 1 year.....	2.895	2.998	
Division:				Platform men:			
First 6 months.....	2.530	2.625	40	First year.....	2.383	2.465	
7-12 months.....	2.670	2.765	40	After 1 year.....	2.423	2.508	
After 1 year.....	2.810	2.910	40				
Queens Bus Division:							
First 6 months.....	2.500	2.625	40				
7-12 months.....	2.630	2.765	40				
After 1 year.....	2.730	2.910	40				
Green Lines:							
First 6 months.....	2.520	2.720	40				
7-12 months.....	2.570	2.770	40				
13-18 months.....	2.640	2.840	40				
After 18 months.....	2.800	3.000	40				
Jamaica Buses, Inc.:							
First 6 months.....	2.365	2.465	40				
7-12 months.....	2.445	2.545	40				
13-18 months.....	2.515	2.615	40				
After 18 months.....	2.650	2.750	40				
Manhattan-Bronx Surface Authority:							
First 6 months.....	2.175	2.550	40				
7-12 months.....	2.350	2.670	40				
13-18 months.....	2.450	2.730	40				
After 18 months.....	2.625	2.850	40				
Queens Transit Corp.:							
First 6 months.....	2.335	2.435	40				
7-12 months.....	2.415	2.515	40				
13-18 months.....	2.485	2.585	40				
19-24 months.....	2.555	2.655	40				
After 2 years.....	2.625	2.720	40				
Schenck Transport Co.:							
First 9 months.....	2.210	2.330	40				
10-18 months.....	2.270	2.390	40				
After 18 months.....	2.480	2.600	40				
Steinway Transit Corp.:							
First 6 months.....	2.335	2.435	40				
7-12 months.....	2.415	2.515	40				
13-18 months.....	2.485	2.585	40				
19-24 months.....	2.555	2.655	40				
After 2 years.....	2.625	2.720	40				
Tri-Boro Coach Corp.:							
First 12 months.....	2.350	2.450	40				
13-18 months.....	2.540	2.640	40				
After 18 months.....	2.650	2.750	40				
Subway:							
Conductors:							
First position:							
After 1 year.....	2.528	2.615	40				
After 1 year.....	2.593	2.683	40				
Second position.....	2.478	2.565	40				
Motormen:							
Road:							
First year.....	2.965	3.070	40				
After 1 year.....	3.033	3.140	40				
Yard:							
First year.....	2.830	2.930	40				
After 1 year.....	2.895	2.998	40				
Platform men:							
First year.....	2.383	2.465	40				
After 1 year.....	2.423	2.508	40				

See footnote at end of table.

Table 8. Union Scales of Wages and Hours for Local-Transit Operating Employees, July 1, 1962, and July 1, 1963—Continued

City and classification	July 1, 1962			July 1, 1963		
	Rate per hour	Rate per hour	Hours per week ¹	Rate per hour	Rate per hour	Hours per week ¹
NORFOLK, VA.				PROVIDENCE, R. I.		
Buses:				Buses:		
First 3 months.....	\$1.980	\$2.040	44	First 3 months.....	\$2.210	\$2.350 40
4-12 months.....	2.030	2.090	44	4-12 months.....	2.240	2.380 40
After 1 year.....	2.080	2.140	44	After 1 year.....	2.260	2.400 40
OAKLAND, CALIF.				RICHMOND, VA.		
(Scales listed under San Francisco-Oakland, Calif.)				Buses:		
OKLAHOMA CITY, OKLA.				First 3 months.....	1.980	2.040 44
1-man cars and buses:				4-12 months.....	2.030	2.090 44
First 6 months.....	1.800	1.860	43	After 1 year.....	2.080	2.140 44
7-12 months.....	1.850	1.910	43	ROCHESTER, N. Y.		
After 1 year.....	1.930	1.990	43	Buses:		
OMAHA, NEBR.				First 3 months.....	2.230	2.300 40
Buses:				4-12 months.....	2.290	2.360 40
First 6 months.....	2.210	2.250	45	After 1 year.....	2.390	2.460 40
7-12 months.....	2.240	2.280	45	ST. LOUIS, MO.		
After 1 year.....	2.280	2.320	45	1-man cars and buses:		
PEORIA, ILL.				First 6 months.....	2.320	2.400 40
Buses:				7-12 months.....	2.470	2.550 40
First 9 months.....	2.190	2.230	44	After 1 year.....	2.570	2.650 40
10-18 months.....	2.210	2.250	44	ST. PAUL, MINN.		
After 18 months.....	2.230	2.270	44	(Scales listed under Minneapolis-St. Paul, Minn.)		
PHILADELPHIA, PA.				SALT LAKE CITY, UTAH		
1-man cars:				Buses:		
First 6 months.....	2.400	2.400	40	First 6 months.....	1.960	2.060 44
7-12 months.....	2.450	2.450	40	After 6 months.....	2.040	2.140 44
13-18 months.....	2.500	2.500	40	SAN ANTONIO, TEX.		
After 18 months.....	2.550	2.550	40	Buses:		
2-man cars:				First 6 months.....	1.880	1.930 40
First 6 months.....	2.300	2.500	40	7-12 months.....	1.960	2.010 40
7-12 months.....	2.300	2.500	40	13-18 months.....	2.020	2.070 40
13-18 months.....	2.400	2.500	40	After 18 months.....	2.100	2.150 40
After 18 months (motormen only).....	2.550	2.550	40	SAN DIEGO, CALIF.		
After 18 months (conductors).....	2.500	2.500	40	Buses:		
Elevated, high speed, and subway lines:				First 3 months.....	2.510	2.600 40
Conductors:				4-6 months.....	2.560	2.650 40
First 6 months.....	2.300	2.400	40	After 6 months.....	2.610	2.700 40
7-18 months.....	2.400	2.500	40	SAN FRANCISCO-OAKLAND, CALIF.		
After 18 months.....	2.450	2.550	40	San Francisco:		
Operators:				Buses and trackless trolleys, and cable gripmen and conductors.....	2.797	2.908 40
First 6 months.....	2.400	2.500	40	Oakland:		
7-18 months.....	2.500	2.600	40	Buses:		
After 18 months.....	2.550	2.650	40	First 6 months.....	2.640	2.760 40
PHOENIX, ARIZ.				After 6 months.....	2.690	2.810 40
Buses:				SCRANTON, PA.		
First 6 months.....	1.980	2.060	-	Buses:		
6-12 months.....	2.030	2.110	-	Operators and extra men.....	1.950	2.000 40
After 1 year.....	2.080	2.160	-	SEATTLE, WASH.		
PITTSBURGH, PA.				Buses:		
1-man cars and buses:				First 6 months.....	2.615	2.705 -
First 3 months.....	2.555	2.735	40	After 6 months.....	2.680	2.770 -
4-12 months.....	2.645	2.825	40	SPOKANE, WASH.		
After 1 year.....	2.700	2.880	40	Buses:		
Buses:				First 6 months.....	2.120	2.160 -
Brentwood Motor Coach:				7-12 months.....	2.170	2.210 -
First 6 months.....	2.300	2.410	43	After 1 year.....	2.220	2.260 -
7-12 months.....	2.400	2.510	43			
After 1 year.....	2.520	2.630	43			
PORTLAND, OREG.						
Buses and trolley coaches:						
First 3 months.....	2.420	2.490	40			
4-6 months.....	2.445	2.515	40			
7-12 months.....	2.470	2.540	40			
After 1 year.....	2.500	2.570	40			

See footnote at end of table.

Table 8. Union Scales of Wages and Hours for Local-Transit Operating Employees, July 1, 1962, and July 1, 1963—Continued

City and classification	July 1, 1962	July 1, 1963		City and classification	July 1, 1962	July 1, 1963	
	Rate per hour	Rate per hour	Hours per week ¹		Rate per hour	Rate per hour	Hours per week ¹
SPRINGFIELD, MASS.				TOPEKA, KANS.			
Buses:				Buses:			
First 3 months.....	\$2.150	\$2.240	40	First 6 months.....	\$1.683	\$1.723	
4-12 months.....	2.205	2.295	40	After 6 months.....	1.760	1.800	
After 1 year.....	2.250	2.340	40				
SYRACUSE, N. Y.				TRENTON, N. J.			
1-man cars and buses:				Buses:			
First 6 months.....	2.190	2.260	41 $\frac{1}{4}$	First 3 months.....	2.430	2.500	40
7-12 months.....	2.230	2.300	41 $\frac{1}{4}$	4-12 months.....	2.470	2.540	40
After 1 year.....	2.390	2.460	41 $\frac{1}{4}$	After 1 year.....	2.500	2.570	40
TAMPA, FLA.				TULSA, OKLA.			
Buses:				Buses:			
Drivers.....	2.080	2.150	44	First 6 months.....	1.900	1.900	
				After 6 months.....	2.000	2.000	
TOLEDO, OHIO				WASHINGTON, D. C.			
Buses:				Buses:			
First 6 months.....	2.340	2.420	40	First 3 months.....	2.565	2.695	40
7-12 months.....	2.360	2.440	40	4-12 months.....	2.605	2.735	40
After 1 year.....	2.390	2.470	40	After 1 year.....	2.645	2.775	40

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

² 42-hour workweek on July 1, 1962.

BUREAU OF LABOR STATISTICS REGIONAL OFFICES

