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Union Wages and Hours:  
**Local-Transit Operating  
Employees, July 1, 1970**

Bulletin 1706

U.S. DEPARTMENT OF LABOR  
Bureau of Labor Statistics  
1971

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**U.S. DEPARTMENT OF LABOR  
J. D. Hodgson, Secretary**

**BUREAU OF LABOR STATISTICS  
Geoffrey H. Moore, Commissioner  
1971**



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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. These studies present the wage rates in effect on July 1, as reported to the Bureau by the appropriate local labor organizations in each of the cities included in the survey.

Preliminary listings of union wage rates and hours for local-transit operating employees in each city were issued within a few months of the reference date for the current survey (July 1, 1970). Copies of these are available from the Bureau of Labor Statistics, Washington, D.C. 20212, or any of its regional offices listed on the inside back cover of this report.

This study was conducted in the Bureau's Office of Wages and Industrial Relations. This bulletin, which provides a comprehensive account of the current study and includes indexes of wage rates for 1929-70, was prepared by Arthur I. Rose in the Division of Occupational Wage Structures.

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## Local-Transit Operating Employees, July 1, 1970

### Summary

Union wage rates for local-transit operating employees in cities of 100,000 inhabitants or more averaged \$4.03 an hour on July 1, 1970—up 8.8 percent, or 33 cents, over the previous year. Beginning with July 1970, the local-transit operating employees wage-rate index was calculated on a 1967=100 base period; the base previously used was 1957-59=100. On the new base (1967=100), the index for July 1970 is 125.2.<sup>1</sup> (See table 1.)

The annual survey showed that all workers studied received wage-rate increases during the 1969-70 period. (See table 5.) The amount of the increases varied considerably—about one-sixth of the workers received adjustments of less than 6 percent and a similar proportion were granted increases of 11 percent or more. Wage rates rose by 6 to 9 percent for nearly one-half of the workers, including workers in Los Angeles, Milwaukee, St. Louis, and some in New York City, as well as those in smaller cities such as Erie, Fresno, and Providence.

The advance of 33 cents in the average hourly wage rates for the year ending July 1, 1970, was the largest since the local transit surveys began in 1929. The percent gain in wage levels for the 1969-70 period (8.8 percent) exceeded the advance in 1968-69 (7.8 percent) and was the largest annual increase since 1947-48 (10 percent).

Since 1960, union wage rates for local-transit operating employees advanced at an average annual rate of 5.4 percent. The annual rate amounted to 4 percent for the first half of the decade compared with 6.8 percent during the 1965-70 period. The following tabulation shows the pattern of percent increases in average wage rates for surface car and bus operators and for operators of elevated and subway equipment during the decade.

Union wage rates for operators of surface cars and buses, nine-tenths of the workers covered by the survey, averaged \$3.99 an hour compared with \$4.39 for operators of elevated and subway equipment. (See table 2.) Chicago and New York City, two relatively high-wage areas in the survey, accounted for more than four-fifths of the elevated and subway equipment operators, but for only one-fourth of the surface car and bus operators. Among the six cities having both types of transportation systems, wage rates in Chicago and New York City

Year	Local-transit operating employees	Surface car and bus operators	Elevated and subway operators
1960-61 .....	3.8	3.8	3.7
1961-62 .....	4.1	4.0	4.7
1962-63 .....	3.7	3.7	3.8
1963-64 .....	4.0	4.0	4.2
1964-65 .....	4.2	4.0	5.0
1965-66 .....	4.2	4.3	3.5
1966-67 .....	6.8	6.3	10.6
1967-68 .....	6.6	6.7	5.9
1968-69 .....	7.8	7.9	7.1
1969-70 .....	8.8	8.9	8.7

were higher for operators of elevated and subway equipment than for operators of surface cars and buses; whereas the reverse was true in Boston and Cleveland; the rates were the same for operators of the two types of equipment in Newark and Philadelphia. (See table 9.)

Straight-time weekly hours were reported for workers in 56 of the 66 cities surveyed. These weekly hours, applicable to about 96 percent of the workers studied, averaged 40.2 hours on July 1, 1970. (See table 3.) A scheduled straight-time workweek of 40 hours, which was in effect in 44 cities, applied to about 90 percent of the surface car and bus operators and to all operators of elevated and subway equipment.

Health and welfare plans wholly or partly financed by employers, were provided for about 96 percent of the local-transit operating employees covered by the survey. Plans included at least one of the following benefits: Life insurance, hospitalization, medical, surgical, and other similar types of health and welfare benefits. Paid vacation provisions applied to 84 percent of the workers surveyed. Over nine-tenths of the employees studied were provided with retirement pension benefits (other than social security). Pension plans wholly financed by the employer applied to nearly four-fifths of the workers.

<sup>1</sup> The index was 183.5 on the 1957-59 base. The U.S. Office of Management and Budget established the new base period for use by Federal Government statistical agencies in line with a longstanding policy that index bases are to be updated periodically. The change in base period does not affect percent changes in the index over time, except for rounding differences.

## Scope and method of study

Union wage rates in this bulletin were agreed on through collective bargaining between trade unions and employers, and are defined as (1) the basic (minimum) wage rates, 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. Wage rates exceeding 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 wage rates in effect on July 1, 1970, for approximately 55,000 local-transit operating employees in 66 cities. Local-transit operating employees, for purposes of the study, include persons engaged in the operation of moving transit equipment; for example, trolley cars, buses, elevated and subway trains, and those in related occupations, such as guards, conductors, and platform men. (Workers in these related occupations, found only in elevated and subway equipment operations, constitute less than 3 percent of the workers covered by the study. They were combined with elevated and subway equipment operators in tables 2 through 7.) 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 data collectors visited local union officials to obtain the desired information.

The current survey was designed to reflect union wage rates of local-transit operating employees in all cities of 100,000 inhabitants or more, excluding Honolulu, based on the 1960 Census of Population. All cities that had 500,000 inhabitants or more were included, as were most cities in the 250,000–500,000 inhabitant group. The cities that had 100,000 to 250,000 inhabitants and were 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 region was considered separately when city weights were assigned.

In addition to data for the 66 cities surveyed, table 9 contains information on union wage rates and hours in cities which were within the scope of the survey but were not included in the study. This information, obtained from secondary sources, was not used in any of the other tables.

Average wage rates, designed to show current levels, were based on top rates reported in each city on July 1, 1970. Individual wage rates were weighted by the number of union members at the rate in the area. These averages were 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, 1969, to July 1, 1970, however, were based on comparable quotations for the various job classifications in both periods, weighted by the memberships reported for the current (1970) survey. The index series, designed for trend purposes, was constructed similarly.

**Table 1. Wage-rate indexes: United States, 1929-70**

(Indexes of union hourly wage rates of local-transit operating employees: 1967=100)

Date	Index	Date	Index
1929: May 15 -----	22.3	1951: Oct. 1 -----	50.3
1930: May 15 -----	22.5	1952: Oct. 1 -----	54.1
		1953: July 1 -----	55.3
1931: May 15 -----	22.5	1954: July 1 -----	58.0
1932: May 15 -----	22.1	1955: July 1 -----	59.8
1933: May 15 -----	(1)		
1934: May 15 -----	21.5		
1935: May 15 -----	22.2	1956: July 1 -----	62.1
		1957: July 1 -----	64.7
1936: May 15 -----	22.4	1958: July 1 -----	68.6
1937: May 15 -----	23.5	1959: July 1 -----	71.2
1938: June 1 -----	24.2	1960: July 1 -----	73.9
1939: June 1 -----	24.4		
1940: June 1 -----	24.6		
		1961: July 1 -----	76.7
1941: June 1 -----	25.6	1962: July 1 -----	79.9
1942: July 1 -----	27.4	1963: July 1 -----	82.9
1943: July 1 -----	29.2	1964: July 1 -----	86.2
1944: July 1 -----	29.4	1965: July 1 -----	89.8
1945: July 1 -----	29.7		
		1966: July 1 -----	93.7
1946: July 1 -----	34.9	1967: July 1 -----	100.0
1947: Oct. 1 -----	39.4	1968: July 1 -----	106.6
1948: Oct. 1 -----	43.3	1969: July 1 -----	115.0
1949: Oct. 1 -----	45.1	1970: July 1 -----	125.2
1950: Oct. 1 -----	47.2		

<sup>1</sup> Information not available.

**Table 2. Average wage rates: United States, July 1, 1970**

(Average union hourly wage rates of local-transit operating employees, July 1, 1970, and increases since July 1, 1969)

Classification	July 1, 1970 average hourly rate	Increase over July 1, 1969	
		Percent	Cents per hour
All local-transit operating employees -----	\$ 4.03	8.8	33
Operators of surface cars and buses -----	\$ 3.99	8.9	32
Elevated and subway operators -----	4.39	8.7	35

**Table 3. Weekly hours: United States, July 1, 1970**

(Percent distribution of local-transit operating employees by standard weekly hours, July 1, 1970)

Weekly hours	All workers	Operators of surface cars and buses	Elevated and subway operators
Average weekly hours -----	40.2	40.3	40.0
Total reporting standard hours -----	95.6	95.1	100.0
40 hours -----	91.1	90.1	100.0
Over 40 and under 44 hours -----	1.7	1.9	-
44 and under 48 hours -----	1.8	2.0	-
48 hours and over -----	1.0	1.1	-
Percent reporting no standard hours -----	4.4	4.9	-

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

**Table 4. Percent changes in wage rates: United States, July 1, 1969—70**

(Percent distribution of local-transit operating employees by percent change in union hourly wage rates between July 1, 1969, and July 1, 1970)

Changes in hourly rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
Total .....	100.0	100.0	100.0
Under 5 percent .....	7.1	7.1	7.2
5 and under 6 percent .....	8.4	9.4	-
6 and under 7 percent .....	10.3	11.5	-
7 and under 8 percent .....	23.3	24.0	16.8
8 and under 9 percent .....	13.2	8.4	53.8
9 and under 10 percent .....	8.1	8.2	7.2
10 and under 11 percent .....	15.2	17.0	.3
11 and under 12 percent .....	2.4	2.7	-
12 and under 13 percent .....	4.0	3.8	5.6
13 and under 14 percent .....	1.1	1.2	-
14 and under 15 percent .....	1.8	1.0	8.2
15 percent and over .....	5.3	5.8	1.0

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

**Table 5. Cents-per-hour changes in wage rates: United States, July 1, 1969—70**

(Percent distribution of local-transit operating employees by cents-per-hour changes in union hourly wage rates between July 1, 1969, and July 1, 1970)

Changes in hourly rates	Percent of—		
	All workers	Operators of subway cars and buses	Elevated and subway operators
Total .....	100.0	100.0	100.0
Under 10 cents .....	2.9	2.9	2.9
10 and under 15 cents .....	.7	.7	-
15 and under 20 cents .....	9.9	10.6	4.2
20 and under 25 cents .....	9.7	10.9	-
25 and under 30 cents .....	17.5	18.1	13.1
30 and under 35 cents .....	25.4	24.9	29.5
35 and under 40 cents .....	5.5	2.8	28.0
40 and under 45 cents .....	9.9	10.2	7.4
45 and under 50 cents .....	9.8	11.0	-
50 and under 55 cents .....	2.3	1.9	5.6
55 and under 60 cents .....	1.8	1.1	8.2
60 cents and over .....	4.6	5.0	1.0

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

**Table 6. Wage-rate distribution: United States, July 1, 1970**

(Percent distribution of local-transit operating employees by union hourly wage rates, July 1, 1970)

Hourly wage rates	Percent of—		
	All workers	Operators of surface cars and buses	Elevated and subway operators
Under \$3.00-----	4.3	4.8	-
\$3.00 and under \$3.10-----	1.1	1.2	-
\$3.10 and under \$3.20-----	2.7	3.1	-
\$3.20 and under \$3.30-----	4.4	4.9	-
\$3.30 and under \$3.40-----	2.8	3.2	-
\$3.40 and under \$3.50-----	7.0	7.8	-
\$3.50 and under \$3.60-----	1.6	1.8	-
\$3.60 and under \$3.70-----	1.6	1.4	2.9
\$3.70 and under \$3.80-----	2.5	2.8	-
\$3.80 and under \$3.90-----	6.9	6.7	8.5
\$3.90 and under \$4.00-----	3.5	2.8	8.8
\$4.00 and under \$4.10-----	6.8	7.6	-
\$4.10 and under \$4.20-----	4.6	2.6	21.6
\$4.20 and under \$4.30-----	3.4	3.8	-
\$4.30 and under \$4.40-----	8.6	9.5	1.3
\$4.40 and under \$4.50-----	17.6	19.3	3.7
\$4.50 and under \$4.60-----	10.1	8.5	23.9
\$4.60 and over-----	10.5	8.2	<sup>1</sup> 29.3
Total-----	100.0	100.0	100.0
Average hourly wage rate-----	\$4.03	\$3.99	\$4.39

<sup>1</sup> Workers were distributed as follows: 1.3 percent at \$4.60 to \$4.70 and 28.0 percent at \$4.80 to \$4.90.

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

**Table 7. Average wage rates: Regions, July 1, 1970**

(Average union hourly wage rates of local-transit operating employees by region, <sup>1</sup> July 1, 1970)

Region <sup>1</sup>	Average rate per hour		
	All workers	Operators of surface cars and buses	Elevated and subway operators
United States -----	\$4.03	\$3.99	\$4.39
New England-----	\$4.13	\$4.09	\$4.53
Middle Atlantic-----	4.24	4.20	4.37
Border States-----	3.99	3.99	-
Southeast-----	3.05	3.05	-
Southwest-----	3.17	3.17	-
Great Lakes-----	4.10	4.07	4.40
Middle West-----	3.73	3.73	-
Mountain-----	3.30	3.30	-
Pacific-----	4.23	4.23	-

<sup>1</sup> The regions 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; Southwest—Arkansas, Louisiana, Oklahoma, and Texas; Great Lakes—Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin; Middle West—Iowa, Kansas, Missouri, Nebraska, North Dakota, and South Dakota; Mountain—Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming; and Pacific—Alaska, California, Nevada, Oregon, and Washington. Hawaii was excluded from the survey.

**Table 8. Average wage rates: Selected cities, July 1, 1970**

(Average union hourly wage rates of local-transit operating employees by city and population group, July 1, 1970)

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 .....	\$ 4.57	Louisville, Ky .....	\$ 3.32
New York, N. Y .....	4.45	Memphis, Tenn .....	3.32
Average for group I .....	4.37	Toledo, Ohio .....	3.22
Detroit, Mich .....	4.30	Omaha, Nebr .....	3.21
Los Angeles, Calif .....	4.00	Norfolk, Va .....	3.10
Philadelphia, Pa .....	3.81	Tampa, Fla .....	3.00
Population group II (500,000 to 1,000,000):		Phoenix, Ariz .....	2.68
Boston, Mass .....	4.60	Tulsa, Okla .....	2.50
San Diego, Calif .....	4.54	Oklahoma City, Okla .....	2.48
San Francisco-Oakland, Calif .....	4.49	Population group IV (100,000 to 250,000):	
Washington, D.C .....	4.37	Sacramento, Calif .....	4.13
Seattle, Wash .....	4.25	Fresno, Calif .....	4.08
Pittsburgh, Pa .....	4.23	Madison, Wis .....	3.78
Baltimore, Md .....	4.16	New Haven, Conn .....	3.60
Average for group II .....	4.06	Des Moines, Iowa .....	3.48
Milwaukee, Wis .....	4.02	Spokane, Wash .....	3.44
St. Louis, Mo .....	3.90	Trenton, N.J. ....	3.43
Cleveland, Ohio .....	3.74	Albuquerque, N. Mex .....	3.42
Buffalo, N.Y. ....	3.52	Syracuse, N.Y. ....	3.30
New Orleans, La .....	3.43	Providence, R.I. ....	3.27
Cincinnati, Ohio .....	3.40	Average for group IV .....	
Houston, Tex .....	3.25	3.26	
San Antonio, Tex .....	2.94	Springfield, Mass .....	
Population group III (250,000 to 500,000):		Peoria, Ill .....	
Newark, N.J. ....	4.33	South Bend, Ind .....	
Portland, Oreg .....	4.00	Jacksonville, Fla .....	
Minneapolis-St. Paul, Minn .....	3.89	Richmond, Va .....	
Kansas City, Mo .....	3.81	Erie, Pa .....	
Average for group III .....	3.77	Grand Rapids, Mich .....	
Denver, Colo .....	3.57	Little Rock, Ark .....	
Rochester, N.Y. ....	3.49	Shreveport, La .....	
Atlanta, Ga .....	3.40	Salt Lake City, Utah .....	
Columbus, Ohio .....	3.40	Evansville, Ind .....	
Indianapolis, Ind .....	3.40	Jackson, Miss .....	
Birmingham, Ala .....	3.33	Charlotte, N.C .....	
Dayton, Ohio .....	3.33	Scranton, Pa .....	
		Knoxville, Tenn .....	
		Topeka, Kans .....	

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70

(Union scales of hourly rates and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970					City and classification	July 1, 1969	July 1, 1970				
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension			Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension	
AKRON, OHIO <sup>4</sup>							BOSTON, MASS.—CONTINUED						
Buses:							P. C. C. surface lines operators:						
First 3 months.....	\$2.760	\$3.000	40	(5)	6.81%		First 3 months.....	\$4.035	\$4.435	40	(5)	11 $\frac{7}{8}$ %	
4-12 months.....	2.790	3.030	40	(5)	6.81%		4-6 months.....	4.157	4.557	40	(5)	11 $\frac{7}{8}$ %	
After 1 year.....	2.810	3.050	40	(5)	6.81%		7-9 months.....	4.190	4.590	40	(5)	11 $\frac{7}{8}$ %	
							10-12 months.....	4.235	4.635	40	(5)	11 $\frac{7}{8}$ %	
							After 1 year.....	4.332	4.732	40	(5)	11 $\frac{7}{8}$ %	
ALBANY, N. Y. <sup>4</sup>							Rapid transit lines:						
Buses:							Guards:						
First 3 months.....	2.730	62.730	40	(7)	(7)		First 3 months.....	3.793	4.192	40	(5)	11 $\frac{7}{8}$ %	
4-6 months.....	2.790	62.790	40	(7)	(7)		4-6 months.....	3.915	4.315	40	(5)	11 $\frac{7}{8}$ %	
7-9 months.....	2.820	62.820	40	(7)	(7)		7-9 months.....	3.952	4.352	40	(5)	11 $\frac{7}{8}$ %	
After 9 months.....	2.850	62.850	40	(7)	(7)		10-12 months.....	3.997	4.397	40	(5)	11 $\frac{7}{8}$ %	
							After 1 year.....	4.097	4.497	40	(5)	11 $\frac{7}{8}$ %	
ALBUQUERQUE, N. MEX.							Motormen:						
Buses:							Road.....	4.157	4.557	40	(5)	11 $\frac{7}{8}$ %	
First year.....	2.710	2.820	-	(5)	5%		Yard.....	4.215	4.615	40	(5)	11 $\frac{7}{8}$ %	
2-3 years.....	2.820	2.980	-	(5)	5%		Platform men:						
3-4 years.....	2.930	3.050	-	(5)	5%		Wardens.....	3.937	4.337	40	(5)	11 $\frac{7}{8}$ %	
4-5 years.....	3.050	3.160	-	(5)	5%		Gatemen.....	3.997	4.397	40	(5)	11 $\frac{7}{8}$ %	
5-6 years.....	3.160	3.290	-	(5)	5%								
After 6 years.....	3.160	3.420	-	(5)	5%								
ALLENTOWN, PA. <sup>4</sup>							BRIDGEPORT, CONN. <sup>4</sup>						
Buses:							Buses:						
First 6 months.....	2.720	2.820	40	(7)	(7)		First 3 months.....	2.800	3.040	40	3.6%	2.3%	
7-12 months.....	2.770	2.870	40	(7)	(7)		4-12 months.....	2.830	3.080	40	3.6%	2.3%	
After 1 year.....	2.820	2.920	40	(7)	(7)		After 1 year.....	2.870	3.120	40	3.6%	2.3%	
ANAHEIM, CALIF. <sup>4</sup>							BUFFALO, N. Y.						
Buses:							Buses:						
First year.....	3.650	3.900	40	9 $\frac{7}{8}$ ¢	(5)		First 3 months.....	3.070	3.470	40	(5)	(5)	
After 1 year.....	3.750	4.000	40	9 $\frac{7}{8}$ ¢	(5)		4-9 months.....	3.120	3.500	40	(5)	(5)	
							After 1 year.....	3.120	3.520	40	(5)	(5)	
ATLANTA, GA.							CAMBRIDGE, MASS. <sup>4</sup>						
Buses:							1-man cars and buses:						
First 6 months.....	3.060	3.300	-	(5)	6 $\frac{1}{2}$ %		First 3 months.....	3.915	4.315	40	(5)	11 $\frac{7}{8}$ %	
7-12 months.....	3.120	3.360	-	(5)	6 $\frac{1}{2}$ %		4-6 months.....	4.035	4.350	40	(5)	11 $\frac{7}{8}$ %	
After 1 year.....	3.160	3.400	-	(5)	6 $\frac{1}{2}$ %		7-9 months.....	4.070	4.470	40	(5)	11 $\frac{7}{8}$ %	
							10-12 months.....	4.117	4.517	40	(5)	11 $\frac{7}{8}$ %	
AUSTIN, TEX. <sup>4</sup>							After 1 year.....	4.215	4.615	40	(5)	11 $\frac{7}{8}$ %	
Buses:							P. C. C. surface lines operators						
Beginning <sup>8</sup> .....	2.230	2.280	43 $\frac{1}{2}$	(7)	(7)		First 3 months.....	4.035	4.435	40	(5)	11 $\frac{7}{8}$ %	
Experienced.....	2.300	2.350	43 $\frac{1}{2}$	(7)	(7)		4-6 months.....	4.157	4.557	40	(5)	11 $\frac{7}{8}$ %	
							7-9 months.....	4.190	4.590	40	(5)	11 $\frac{7}{8}$ %	
BALTIMORE, MD.							10-12 months.....	4.235	4.635	40	(5)	11 $\frac{7}{8}$ %	
1-man cars and buses:							After 1 year.....	4.332	4.732	40	(5)	11 $\frac{7}{8}$ %	
First 6 months.....	3.675	4.055	40	(5)	(5)		Rapid transit lines:						
7-12 months.....	3.725	4.105	40	(5)	(5)		Guards:						
After 1 year.....	3.775	4.155	40	(5)	(5)		First 3 months.....	3.892	4.192	40	(5)	11 $\frac{7}{8}$ %	
BATON ROUGE, LA. <sup>4</sup>							4-6 months.....	3.915	4.315	40	(5)	11 $\frac{7}{8}$ %	
Buses:							7-9 months.....	3.952	4.352	40	(5)	11 $\frac{7}{8}$ %	
Beginning <sup>8</sup> .....	2.300	2.300	-	(7)	(7)		10-12 months.....	3.997	4.397	40	(5)	11 $\frac{7}{8}$ %	
Experienced.....	2.400	2.400	-	(7)	(7)		After 1 year.....	4.097	4.497	40	(5)	11 $\frac{7}{8}$ %	
							Motormen:						
BEAUMONT, TEX. <sup>4</sup>							Road.....	4.157	4.557	40	(5)	11 $\frac{7}{8}$ %	
Buses:							Yard.....	4.215	4.615	40	(5)	11 $\frac{7}{8}$ %	
Beginning <sup>8</sup> .....	1.970	2.050	-	(7)	(7)		Platform men:						
Experienced.....	2.020	2.100	-	(7)	(7)		Wardens.....	3.937	4.337	40	(5)	11 $\frac{7}{8}$ %	
							Gatemen.....	3.997	4.397	40	(5)	11 $\frac{7}{8}$ %	
BERKELEY, CALIF. <sup>4</sup>							CAMDEN, N. J. <sup>4</sup>						
Buses:							Buses:						
First 6 months.....	3.925	4.300	40	10 $\frac{7}{8}$ ¢	5%		First 6 months.....	3.150	3.630	40	(5)	(5)	
After 6 months.....	3.985	4.500	40	10 $\frac{7}{8}$ ¢	5%		7-12 months.....	3.310	3.740	40	(5)	(5)	
							13-18 months.....	3.400	3.850	40	(5)	(5)	
BIRMINGHAM, ALA.							After 18 months.....	3.560	4.000	40	(5)	(5)	
Buses:							CANTON, OHIO <sup>4</sup>						
First 6 months.....	3.000	3.280	40	(5)	6 $\frac{1}{2}$ %		Buses:						
7-12 months.....	3.020	3.300	40	(5)	6 $\frac{1}{2}$ %		Beginning <sup>8</sup> .....	2.540	2.540	48	(7)	(7)	
After 1 year.....	3.050	3.330	40	(5)	6 $\frac{1}{2}$ %		Experienced.....	2.590	2.590	48	(7)	(7)	
BOSTON, MASS.							CHARLOTTE, N. C.						
1-man cars and buses:							Buses:						
First 3 months.....	3.915	4.315	40	(5)	11 $\frac{7}{8}$ %		First 2 months.....	2.350	2.530	-	(5)	-	
4-6 months.....	4.035	4.350	40	(5)	11 $\frac{7}{8}$ %		3-6 months.....	2.400	2.580	-	(5)	-	
7-9 months.....	4.070	4.470	40	(5)	11 $\frac{7}{8}$ %		After 6 months.....	2.450	2.630	-	(5)	-	
10-12 months.....	4.117	4.517	40	(5)	11 $\frac{7}{8}$ %								
After 1 year.....	4.215	4.615	40	(5)	11 $\frac{7}{8}$ %		CHATTANOOGA, TENN. <sup>4</sup>						
							Buses:						
							Beginning <sup>8</sup> .....	2.480	2.590	-	(7)	(7)	
							Experienced.....	2.600	2.710	-	(7)	(7)	

See footnotes at the end of table.

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70—Continued

(Union scales of hourly rates and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970				City and classification	July 1, 1969	July 1, 1970			
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension		Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension
CHICAGO, ILL.						DULUTH, MINN. <sup>4</sup>					
Buses:						Buses:					
First 3 months	\$4.050	\$4.500	40	(5)	10 7/8%	First 90 days	\$2.770	\$2.770	40	(7)	(7)
4-12 months	4.080	4.530	40	(5)	10 7/8%	91-180 days	2.840	2.840	40	(7)	(7)
After 1 year:						After 180 days	2.910	2.910	40	(7)	(7)
Days	4.100	4.550	40	(5)	10 7/8%						
Nights-before 2 a.m.	4.150	4.600	40	(5)	10 7/8%	ELIZABETH, N.J. <sup>4</sup>					
Nights-after 2 a.m.	4.170	4.620	40	(5)	10 7/8%	Buses:					
Elevated and subway railways:						First 6 months	3.150	3.630	40	(5)	(5)
Motormen (regular)	4.066	4.591	40	7¢	10 7/8%	7-12 months	3.310	3.740	40	(5)	(5)
Motormen (extra):						13-18 months	3.400	3.850	40	(5)	(5)
First 3 months	4.012	4.537	40	7¢	10 7/8%	After 18 months	3.560	4.000	40	(5)	(5)
4-12 months	4.021	4.546	40	7¢	10 7/8%						
After 1 year	4.066	4.591	40	7¢	10 7/8%	EL PASO, TEX. <sup>4</sup>					
Conductors (regular)	3.966	4.541	40	7¢	10 7/8%	Buses:					
Conductors (extra):						Beginning <sup>8</sup>	2.420	2.530	-	(7)	(7)
First year	3.948	4.473	40	7¢	10 7/8%	Experienced	2.570	2.680	-	(7)	(7)
After 1 year	3.966	4.541	40	7¢	10 7/8%						
CINCINNATI, OHIO						ERIE, PA.					
Buses:						Buses:					
First 6 months	2.940	3.200	40	(5)	17¢	First 6 months	2.750	2.950	40	(5)	(5)
7-12 months	2.950	3.250	40	(5)	17¢	7-12 months	2.820	3.020	40	(5)	(5)
13-18 months	3.040	3.300	40	(5)	17¢	After 1 year	2.850	3.050	40	(5)	(5)
19-24 months	3.090	3.350	40	(5)	17¢						
After 2 years	3.140	3.400	40	(5)	17¢	EVANSVILLE, IND.					
CLEVELAND, OHIO						Buses:					
Buses:						First 6 months	2.400	2.550	42	(5)	-
First 3 months	3.470	3.550	40	(5)	7 7/10%	7-12 months	2.470	2.620	42	(5)	-
4-12 months	3.570	3.650	40	(5)	7 7/10%	After 1 year	2.550	2.700	42	(5)	-
After 1 year	3.670	3.750	40	(5)	7 7/10%						
Rapid transit—Trainmen:						FLINT, MICH. <sup>4</sup>					
First 3 months	3.370	3.450	40	(5)	7 7/10%	Buses:					
4-12 months	3.470	3.550	40	(5)	7 7/10%	First 6 months	2.690	2.840	40	(7)	(7)
After 1 year	3.570	3.650	40	(5)	7 7/10%	After 6 months	2.720	2.870	40	(7)	(7)
COLUMBUS, GA. <sup>4</sup>											
Buses:						FORT WAYNE, IND. <sup>4</sup>					
Beginning <sup>8</sup>	1.540	1.540	-	(7)	(7)	Buses:					
Experienced	1.600	1.600	-	(7)	(7)	First 6 months	2.590	2.590	40	(7)	(7)
COLUMBUS, OHIO						7-12 months	2.640	2.640	40	(7)	(7)
Buses:						After 1 year	2.740	2.740	40	(7)	(7)
First 26 weeks	3.000	3.300	40	11¢	(5)	FRESNO, CALIF.					
27-52 weeks	3.050	3.350	40	11¢	(5)	Buses:					
After 1 year	3.100	3.400	40	11¢	(5)	First 6 months	3.120	3.350	40	11 7/8¢	(5)
DAYTON, OHIO						7-12 months	3.270	3.520	40	11 7/8¢	(5)
Buses:						1-2 years	3.430	3.700	40	11 7/8¢	(5)
First 6 months	3.050	3.230	40	(5)	(5)	2-3 years	3.610	3.880	40	11 7/8¢	(5)
7-12 months	3.100	3.280	40	(5)	(5)	After 3 years	3.790	4.080	40	11 7/8¢	(5)
After 1 year	3.150	3.330	40	(5)	(5)						
DEARBORN, MICH. <sup>4</sup>						GARY, IND. <sup>4</sup>					
Buses:						Buses:					
First 4 months	2.400	2.400	40	(7)	(7)	Beginning <sup>8</sup>	3.050	3.370	40	(7)	(7)
5-8 months	2.450	2.450	40	(7)	(7)	Experienced	3.150	3.470	40	(7)	(7)
9-12 months	2.500	2.500	40	(7)	(7)						
After 1 year	2.550	2.550	40	(7)	(7)	GLENDALE, CALIF. <sup>4</sup>					
DENVER, COLO.						Buses:					
Buses:						First year	3.650	3.900	40	9 3/5¢	(5)
First 3 months	3.190	3.530	40	11 1/4¢	1 1/4%	After 1 year	3.750	4.000	40	9 3/5¢	(5)
4-12 months	3.200	3.540	40	11 1/4¢	1 1/4%						
13-18 months	3.210	3.550	40	11 1/4¢	1 1/4%	GRAND RAPIDS, MICH.					
19-24 months	3.560	3.560	40	11 1/4¢	1 1/4%	Buses:					
After 2 year	3.230	3.570	40	11 1/4¢	1 1/4%	First 3 months	2.610	2.900	44	(5)	3 7/10¢
DES MOINES, IOWA						4-12 months	2.660	2.950	44	(5)	3 7/10¢
Buses:						After 1 year	2.710	3.000	44	(5)	3 7/10¢
First 3 months	2.970	3.400	40	(5)	3%	GREENSBORO, N.C. <sup>4</sup>					
4-12 months	3.000	3.430	40	(5)	3%	Buses:					
After 1 year	3.050	3.480	40	(5)	3%	Beginning <sup>8</sup>	2.220	2.460	-	(7)	(7)
DETROIT, MICH.						Experienced	2.400	2.640	-	(7)	(7)
Buses:											
First 6 months	3.790	4.200	40	25¢	(5)	HAMMOND, IND. <sup>4</sup>					
7-12 months	3.840	4.250	40	25¢	(5)	Buses:					
After 1 year	3.890	4.300	40	25¢	(5)	Beginning <sup>8</sup>	2.980	3.300	40	(7)	(7)
Night	3.990	4.500	40	25¢	(5)	Experienced	3.110	3.430	40	(7)	(7)

See footnotes at end of table.

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70—Continued

(Union scales of hourly rated and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970				City and classification	July 1, 1969	July 1, 1970			
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup>	Pension		Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup>	Pension
HAMPTON-NEWPORT NEWS, VA. <sup>4</sup>						LOS ANGELES, CALIF.					
Buses:						Buses:					
First 90 days-----	\$ 2.670	\$ 3.000	-	( <sup>5</sup> )	3%	First year-----	\$ 3.650	\$ 3.900	40	9 <sup>7</sup> / <sub>5</sub> %	( <sup>5</sup> )
91 days-1 year-----	2.720	3.050	-	( <sup>5</sup> )	3%	After 1 year-----	3.750	4.000	40	9 <sup>7</sup> / <sub>5</sub> %	( <sup>5</sup> )
After 1 year-----	2.770	3.100	-	( <sup>5</sup> )	3%						
HARTFORD, CONN. <sup>4</sup>						LOUISVILLE, KY.					
Buses:						Buses:					
First 6 months-----	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	First 3 months-----	2.970	3.170	40	( <sup>5</sup> )	11¢
After 6 months-----	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	( <sup>7</sup> )	4-6 months-----	3.050	3.250	40	( <sup>5</sup> )	11¢
						7-12 months-----	3.100	3.300	40	( <sup>5</sup> )	11¢
						After 1 year-----	3.120	3.320	40	( <sup>5</sup> )	11¢
HOUSTON, TEX.						MADISON, WIS.					
Buses:						Buses:					
First 3 months-----	2.960	3.160	42 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>8</sub> %	( <sup>5</sup> )	Day-----	3.010	3.755	40	15¢	( <sup>5</sup> )
4-9 months-----	2.990	3.190	42 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>8</sub> %	( <sup>5</sup> )	Night-----	3.110	3.875	40	15¢	( <sup>5</sup> )
10-15 months-----	3.020	3.220	42 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>8</sub> %	( <sup>5</sup> )						
After 15 months-----	3.050	3.250	42 <sup>1</sup> / <sub>2</sub>	6 <sup>3</sup> / <sub>8</sub> %	( <sup>5</sup> )	MEMPHIS, TENN.					
INDIANAPOLIS, IND.						Buses-----	3.120	3.320	40	( <sup>5</sup> )	6%
Buses-----	3.100	3.400	40	6 <sup>3</sup> / <sub>5</sub> %	( <sup>5</sup> )	MILWAUKEE, WIS.					
JACKSON, MISS.						Buses:					
Buses:						First year-----	3.650	3.980	40	9 <sup>7</sup> / <sub>10</sub> %	18¢
First year-----	2.500	2.650	-	( <sup>9</sup> )	3%	After 1 year-----	3.690	4.020	40	9 <sup>7</sup> / <sub>10</sub> %	18¢
After 1 year-----	2.530	2.700	-	( <sup>9</sup> )	3%	MINNEAPOLIS-ST. PAUL, MINN.					
JACKSONVILLE, FLA.						Buses:					
Buses:						First 12 months-----	3.410	3.810	40	( <sup>5</sup> )	9 <sup>4</sup> / <sub>5</sub> %
First 3 months-----	2.700	3.000	40	7¢	7¢	After 1 year-----	3.490	3.890	40	( <sup>5</sup> )	9 <sup>4</sup> / <sub>5</sub> %
4-6 months-----	2.750	3.050	40	7¢	7¢						
After 6 months-----	2.800	3.100	40	7¢	7¢	MOBILE, ALA. <sup>4</sup>					
JERSEY CITY, N.J. <sup>4</sup>						Buses:					
Buses:						First year-----	2.650	2.650	-	( <sup>7</sup> )	( <sup>7</sup> )
First 6 months-----	3.150	3.630	40	( <sup>5</sup> )	( <sup>5</sup> )	After 1 year-----	2.700	2.700	-	( <sup>7</sup> )	( <sup>7</sup> )
7-12 months-----	3.310	3.740	40	( <sup>5</sup> )	( <sup>5</sup> )	MONTGOMERY, ALA. <sup>4</sup>					
13-18 months-----	3.400	3.850	40	( <sup>5</sup> )	( <sup>5</sup> )	Buses:					
After 18 months-----	3.560	4.000	40	( <sup>5</sup> )	( <sup>5</sup> )	First year-----	2.420	2.630	-	( <sup>7</sup> )	( <sup>7</sup> )
KANSAS CITY, KANS. <sup>4</sup>						After 1 year-----	2.570	2.700	-	( <sup>7</sup> )	( <sup>7</sup> )
Buses:						NASHVILLE, TENN. <sup>4</sup>					
First 4 months-----	3.305	3.755	40	( <sup>5</sup> )	( <sup>5</sup> )	Buses:					
5-8 months-----	3.325	3.775	40	( <sup>5</sup> )	( <sup>5</sup> )	First 6 months-----	2.640	2.840	-	( <sup>7</sup> )	( <sup>7</sup> )
9-12 months-----	3.345	3.795	40	( <sup>5</sup> )	( <sup>5</sup> )	7-12 months-----	2.670	2.870	-	( <sup>7</sup> )	( <sup>7</sup> )
After 1 year-----	3.360	3.810	40	( <sup>5</sup> )	( <sup>5</sup> )	13-18 months-----	2.700	2.900	-	( <sup>7</sup> )	( <sup>7</sup> )
KANSAS CITY, MO.						After 18 months-----	2.730	2.930	-	( <sup>7</sup> )	( <sup>7</sup> )
Buses:						NEW BEDFORD, MASS. <sup>4</sup>					
First 4 months-----	3.305	3.755	40	( <sup>5</sup> )	( <sup>5</sup> )	Buses:					
5-8 months-----	3.325	3.775	40	( <sup>5</sup> )	( <sup>5</sup> )	Experienced <sup>8</sup> -----	2.650	2.850	40	( <sup>7</sup> )	( <sup>7</sup> )
9-12 months-----	3.345	3.795	40	( <sup>5</sup> )	( <sup>5</sup> )	NEWARK, N.J.					
After 1 year-----	3.360	3.810	40	( <sup>5</sup> )	( <sup>5</sup> )	Buses:					
KNOXVILLE, TENN.						First 4 months-----	3.080	4.000	40	( <sup>5</sup> )	( <sup>5</sup> )
Buses:						5-8 months-----	3.250	4.100	40	( <sup>5</sup> )	( <sup>5</sup> )
First year-----	2.190	2.330	49	( <sup>5</sup> )	5¢	9-12 months-----	3.420	4.200	40	( <sup>5</sup> )	( <sup>5</sup> )
After 1 year-----	2.290	2.430	49	( <sup>5</sup> )	5¢	After 1 year-----	3.660	4.330	40	( <sup>5</sup> )	( <sup>5</sup> )
LANSING, MICH. <sup>4</sup>						Subway:					
Buses-----	2.720	2.870	-	( <sup>7</sup> )	( <sup>7</sup> )	Motormen:					
LINCOLN, NEBR. <sup>4</sup>						First 4 months-----	3.080	4.000	40	( <sup>5</sup> )	( <sup>5</sup> )
Buses:						5-8 months-----	3.250	4.100	40	( <sup>5</sup> )	( <sup>5</sup> )
Beginning <sup>8</sup> -----	2.050	2.050	-	( <sup>7</sup> )	( <sup>7</sup> )	9-12 months-----	3.420	4.200	40	( <sup>5</sup> )	( <sup>5</sup> )
Experienced-----	2.100	2.100	-	( <sup>7</sup> )	( <sup>7</sup> )	After 1 year-----	3.660	4.330	40	( <sup>5</sup> )	( <sup>5</sup> )
LITTLE ROCK, ARK.						Platform men-----	3.660	4.330	40	( <sup>5</sup> )	( <sup>5</sup> )
Buses:						NEW HAVEN, CONN.					
First 6 months-----	2.530	2.720	44	( <sup>5</sup> )	-	Buses:					
7-12 months-----	2.580	2.770	44	( <sup>5</sup> )	-	First 3 months-----	3.210	3.530	40	( <sup>5</sup> )	( <sup>5</sup> )
After 1 year-----	2.630	2.820	44	( <sup>5</sup> )	-	4-12 months-----	3.240	3.560	40	( <sup>5</sup> )	( <sup>5</sup> )
LONG BEACH, CALIF. <sup>4</sup>						After 1 year-----	3.300	3.600	40	( <sup>5</sup> )	( <sup>5</sup> )
Buses:						NEW ORLEANS, LA.					
Beginning <sup>8</sup> -----	3.400	4.060	40	( <sup>7</sup> )	( <sup>7</sup> )	1-man cars and buses:					
Experienced-----	3.490	4.150	40	( <sup>7</sup> )	( <sup>7</sup> )	First 6 months-----	3.195	3.382	40	-	-
						7-12 months-----	3.225	3.412	40	-	-
						After 1 year-----	3.255	3.442	40	-	-

See footnotes at end of table.

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70—Continued

(Union scales of hourly rates and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970				City and classification	July 1, 1969	July 1, 1970			
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contribution to fund <sup>2</sup> Insurance Pension	Rate per hour		Rate per hour	Hours per week <sup>1</sup>	Employer contribution to fund <sup>2</sup> Insurance Pension		
NEW ORLEANS, LA.— Continued						OAKLAND, CALIF. (Scales listed under San Francisco—Oakland, Calif.)					
2-man cars:						OKLAHOMA CITY, OKLA.					
First 6 months	\$ 3.125	\$ 3.312	40	-	-	1-man cars and buses:					
7-12 months	3.155	3.342	40	-	-	First 6 months	\$2.320	\$2.350	43	4¢	3%
After 1 year	3.185	3.372	40	-	-	7-12 months	2.390	2.400	43	4¢	3%
						After 1 year	2.450	2.480	43	4¢	3%
NEW YORK, N. Y.						OMAHA, NEBR.					
Buses:						Buses:					
Avenue B and East						First 6 months	2.940	3.040	45	9¢	(5)
Broadway Transit Co.:						7-12 months	2.970	3.070	45	9¢	(5)
First 6 months	3.870	4.180	40	(5)	27½¢	After 1 year	3.010	3.210	45	9¢	(5)
7-12 months	3.950	4.260	40	(5)	27½¢						
13-24 months	4.020	4.340	40	(5)	27½¢	PASADENA, CALIF.					
After 2 years	4.160	4.485	40	(5)	27½¢	Buses:					
Brooklyn Bus Division;						Beginning <sup>8</sup>	2.950	2.950	40	(7)	(7)
Brooklyn Division No. 2;						Experienced	3.050	3.050	40	(7)	(7)
Manhattan Bus Division:						PATERSON, N. J. <sup>4</sup>					
First 6 months	3.745	4.045	40	(5)	(5)	Buses:					
7-12 months	3.940	4.255	40	(5)	(5)	First 6 months	3.150	3.630	40	(5)	(5)
After 1 year	4.153	4.485	40	(5)	(5)	7-12 months	3.310	3.740	40	(5)	(5)
Queens Bus Division:						13-18 months	3.400	3.850	40	(5)	(5)
First 6 months	3.745	4.050	40	14⅞¢	(5)	After 18 months	3.560	4.000	40	(5)	(5)
7-12 months	3.940	4.255	40	14⅞¢	(5)						
After 1 year	4.153	4.485	40	14⅞¢	(5)	PEORIA, ILL.					
Green Lines:						Buses:					
First 6 months	3.970	4.220	40	(5)	25¢	First 9 months	2.650	3.100	40	(5)	8¢
7-12 months	4.020	4.270	40	(5)	25¢	10-18 months	2.700	3.150	40	(5)	8¢
13-18 months	4.090	4.340	40	(5)	25¢	After 18 months	2.750	3.200	40	(5)	8¢
After 18 months	4.250	4.500	40	(5)	25¢	PHILADELPHIA, PA.					
Jamaica Buses, Inc.:						1-man cars and buses:					
First 6 months	3.875	4.190	40	(5)	27½¢	First 6 months	3.510	3.660	40	(5)	(5)
7-12 months	3.955	4.270	40	(5)	27½¢	7-12 months	3.560	3.710	40	(5)	(5)
13-18 months	4.025	4.338	40	(5)	27½¢	13-18 months	3.610	3.760	40	(5)	(5)
19-24 months	4.095	4.413	40	(5)	27½¢	After 18 months	3.660	3.810	40	(5)	(5)
After 2 years	4.160	4.485	40	(5)	27½¢	Elevated, high speed and subway lines:					
Schenck Transport Co.:						Operators:					
First 9 months	3.288	3.740	40	18¢	10¢	First 6 months	3.510	3.660	40	(5)	(5)
10-18 months	3.369	3.890	40	18¢	10¢	7-12 months	3.560	3.710	40	(5)	(5)
After 18 months	3.420	4.000	40	18¢	10¢	13-18 months	3.610	3.760	40	(5)	(5)
Steinway Transit Corp.:						After 18 months	3.660	3.810	40	(5)	(5)
First 6 months	3.875	4.176	40	(5)	27½¢	PHOENIX, ARIZ.					
7-12 months	3.955	4.262	40	(5)	27½¢	Buses:					
13-18 months	4.025	4.338	40	(5)	27½¢	First year	2.510	2.580	-	(5)	-
19-24 months	4.095	4.413	40	(5)	27½¢	After 1 year	2.610	2.680	-	(5)	-
After 2 years	4.160	4.485	40	(5)	27½¢	PITTSBURGH, PA.					
Tri-Boro Coach Corp.:						1-man cars and buses:					
First 12 months	3.860	4.170	40	(5)	27½¢	First 3 months	3.825	4.080	40	(5)	3.22%
13-18 months	4.050	4.370	40	(5)	27½¢	4-12 months	3.915	4.130	40	(5)	3.22%
After 18 months	4.160	4.485	40	(5)	27½¢	After 1 year	3.970	4.230	40	(5)	3.22%
Subway:						PORTLAND, OREG.					
Conductors:						Buses:					
First position:						First 6 months	3.250	3.700	40	(5)	(5)
First year	3.710	4.008	40	(5)	(5)	7-12 months	3.300	3.750	40	(5)	(5)
After 1 year	3.803	4.108	40	(5)	(5)	13-18 months	3.350	3.800	40	(5)	(5)
Second position	3.640	3.930	40	(5)	(5)	19-24 months	3.400	3.850	40	(5)	(5)
Motormen:						25-30 months	3.450	3.900	40	(5)	(5)
Road:						31-36 months	3.500	3.950	40	(5)	(5)
First year	4.358	4.705	40	(5)	(5)	After 3 years	3.550	4.000	40	(5)	(5)
After 1 year	4.460	4.818	40	(5)	(5)	PROVIDENCE, R. I.					
Yard:						Buses:					
First year	4.163	4.495	40	(5)	(5)	First 3 months	2.880	3.170	40	(5)	(5)
After 1st year						4-12 months	2.930	3.220	40	(5)	(5)
Platform men:						After 1 year	3.030	3.270	40	(5)	(5)
First year	3.498	3.778	40	(5)	(5)	RICHMOND, VA.					
After 1 year	3.560	3.845	40	(5)	(5)	Buses:					
NIAGARA FALLS, N. Y. <sup>4</sup>						First 3 months	2.670	3.000	-	(5)	3%
Buses:						4-12 months	2.720	3.050	-	(5)	3%
Beginning <sup>8</sup>	3.070	3.470	40	(7)	(7)	After 1 year	2.770	3.100	-	(5)	3%
Experienced	3.120	3.520	40	(7)	(7)						
NORFOLK, VA.											
Buses:											
First 3 months	2.670	3.000	-	(5)	3%						
4-12 months	2.720	3.050	-	(5)	3%						
After 1 year	2.770	3.100	-	(5)	3%						

See footnotes at end of table.

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70—Continued

(Union scales of hourly rates and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970				City and classification	July 1, 1969	July 1, 1970			
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension		Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup> Insur <sup>3</sup>	Pension
ROCHESTER, N. Y.						SHREVEPORT, LA.					
Buses:						Buses:					
First 3 months	\$ 3.070	\$ 3.330	40	(5)	(5)	First 6 months	\$ 2.470	\$ 2.690	50	(5)	4 1/2%
4-12 months	3.110	3.390	40	(5)	(5)	7-12 months	2.520	2.740	50	(5)	4 1/2%
After 1 year	3.230	3.490	40	(5)	(5)	After 1 year	2.580	2.800	50	(5)	4 1/2%
ROCKFORD, ILL. <sup>4</sup>						SOUTH BEND, IND.					
Buses:						Buses:					
First 6 months	2.710	2.710	44	(7)	(7)	First 6 months	2.950	3.000	40	11¢	11¢
7-12 months	2.730	2.730	44	(7)	(7)	7-12 months	2.970	3.120	40	11¢	11¢
13-18 months	2.750	2.750	44	(7)	(7)	After 1 year	3.000	3.150	40	11¢	11¢
After 18 months	2.770	2.770	44	(7)	(7)	SPOKANE, WASH.					
SACRAMENTO, CALIF.						Buses:					
Buses:						First 6 months	2.990	3.340	12 44	(5)	(5)
First 6 months	3.530	3.890	40	11¢	8 1/2¢	7-12 months	3.040	3.390	12 44	(5)	(5)
7-12 months	3.640	4.010	40	11¢	8 1/2¢	After 1 year	3.090	4.440	12 44	(5)	(5)
After 1 year	3.760	4.130	40	11¢	8 1/2¢	SPRINGFIELD, MASS.					
ST. PAUL, MINN. (Scales listed under Minneapolis-St. Paul, Minn.)						Buses:					
ST. LOUIS, MO.						First 3 months	2.900	3.160	40	(5)	15¢
Buses:						4-12 months	2.950	3.215	40	(5)	15¢
First 6 months	3.360	3.650	40	(5)	(5)	After 1 year	3.000	3.260	40	(5)	15¢
After 6 months	3.610	3.900	40	(5)	(5)	SYRACUSE, N. Y.					
SALT LAKE CITY, UTAH						Buses:					
Buses:						First 6 months	2.740	3.040	40	21 1/3¢	(5)
First 6 months	2.490	2.630	-	(5)	(10)	7-12 months	2.780	3.080	40	21 1/3¢	(5)
After 6 months	2.570	2.710	-	(5)	(10)	After 1 year	3.000	3.300	40	21 1/3¢	(5)
SAN ANTONIO, TEX.						TACOMA, WASH. <sup>4</sup>					
Buses:						Buses:					
First 6 months	2.550	2.709	-	(5)	(5)	Beginning <sup>8</sup>	3.570	3.840	39 1/2	2.23%	8.27%
7-12 months	2.630	2.793	-	(5)	(5)	Experienced	3.730	4.010	39 1/2	2.23%	8.27%
13-18 months	2.700	2.856	-	(5)	(5)	TAMPA, FLA.					
After 18 months	2.780	2.940	-	(5)	(5)	Buses:					
SAN DIEGO, CALIF.						First 6 months	2.720	2.920	-	(5)	3%
Buses:						After 6 months	2.800	3.000	-	(5)	3%
First 3 months	3.870	4.440	40	20¢	(5)	TOLEDO, OHIO					
4-12 months	3.920	4.490	40	20¢	(5)	Buses:					
After 1 year	3.970	4.540	40	20¢	(5)	First 6 months	2.970	3.170	40	(5)	(5)
SAN FRANCISCO-OAKLAND, CALIF.						7-12 months	2.990	3.190	40	(5)	(5)
San Francisco:						After 1 year	3.020	3.220	40	(5)	(5)
Buses and trackless trolleys, and cable gripmen and conductors	4.188	4.485	40	(5)	11%	TOPEKA, KANS.					
Oakland:						Buses:					
Buses:						First 6 months	2.083	2.183	48	-	-
First 6 months	3.925	4.300	40	10 7/8¢	5%	After 6 months	2.160	2.260	48	-	-
After 6 months	3.985	4.500	40	10 7/8¢	5%	TORRANCE, CALIF. <sup>4</sup>					
SAN JOSE, CALIF. <sup>4</sup>						Buses:					
Buses:						First year	3.650	3.900	40	9 3/5¢	(5)
Beginning <sup>8</sup>	3.120	3.120	-	(7)	(7)	After 1 year	3.750	4.000	40	9 3/5¢	(5)
Experienced	3.210	3.210	-	(7)	(7)	TRENTON, N. J.					
SANTA ANA, CALIF. <sup>4</sup>						Buses:					
Buses:						First 3 months	3.080	3.350	40	(5)	(5)
First year	3.650	3.900	40	9 3/5¢	(5)	4-12 months	3.120	3.390	40	(5)	(5)
After 1 year	3.750	4.000	40	9 3/5¢	(5)	After 1 year	3.160	3.430	40	(5)	(5)
SAVANNAH, GA. <sup>4</sup>						TUCSON, ARIZ. <sup>4</sup>					
Buses:						Buses:					
Beginning <sup>8</sup>	2.150	2.300	51	(7)	1.5%	First 3 months	(7)	(7)	(7)	(7)	(7)
Experienced	2.250	2.400	51	(7)	1.5%	4-9 months	(7)	(7)	(7)	(7)	(7)
SCRANTON, PA.						10-15 months	(7)	(7)	(7)	(7)	(7)
Buses	2.340	2.490	11 42 1/2	13¢	6%	After 15 months	(7)	(7)	(7)	(7)	(7)
SEATTLE, WASH.						TULSA, OKLA.					
Buses:						Buses:					
First 6 months	3.965	4.185	40	(5)	(5)	First 6 months	2.320	2.400	43 1/3	(5)	(5)
After 6 months	4.030	4.250	40	(5)	(5)	After 6 months	2.420	2.500	43 1/3	(5)	(5)
						UTICA, N. Y. <sup>4</sup>					
						Buses:					
						Beginning <sup>8</sup>	2.860	3.240	-	(7)	(7)
						Experienced	2.950	3.330	-	(7)	(7)

See footnotes at end of table.

Table 9. Wage rates and hours: Selected cities, July 1, 1969-70—Continued

(Union scales of hourly rates and weekly hours of local-transit operating employees in 66 selected cities, July 1, 1969-70)

City and classification	July 1, 1969	July 1, 1970				City and classification	July 1, 1969	July 1, 1970			
	Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup>			Rate per hour	Rate per hour	Hours per week <sup>1</sup>	Employer contri- bution to fund <sup>2</sup>	
				Insur- ance <sup>3</sup>	Pension					Insur- ance <sup>3</sup>	Pension
WASHINGTON, D. C.						WINSTON-SALEM, N. C. <sup>4</sup>					
Buses:						Buses:					
First 3 months-----	\$4.080	\$4.220	40	(5)	10%	Beginning <sup>8</sup> -----	\$1.820	\$1.820	-	(7)	(7)
4-12 months-----	4.120	4.270	40	(5)	10%	Experienced-----	1.920	1.920	-	(7)	(7)
After 1 year-----	4.160	4.370	40	(5)	10%						
WATERBURY, CONN. <sup>4</sup>						WORCESTER, MASS. <sup>4</sup>					
Buses:						Buses:					
First 3 months-----	2.800	2.800	40	(7)	(7)	Beginning <sup>8</sup> -----	2.960	3.230	-	(7)	(7)
4-12 months-----	2.830	2.830	40	(7)	(7)	Experienced-----	3.060	3.330	-	(7)	(7)
After 1 year-----	2.870	2.870	40	(7)	(7)						
WICHITA, KANS. <sup>4</sup>						YONKERS, N. Y. <sup>4</sup>					
Buses:						Buses:					
First 6 months-----	1.820	2.200	-	(7)	(7)	First 6 months-----	2.810	3.150	40½	(5)	117/10¢
7-12 months-----	1.920	2.300	-	(7)	(7)	7-12 months-----	2.890	3.230	40½	(5)	117/10¢
13-18 months-----	2.020	2.400	-	(7)	(7)	After 1 year-----	3.230	3.570	40½	(5)	117/10¢
After 18 months-----	2.120	2.500	-	(7)	(7)						
WICHITA FALLS, TEX. <sup>4</sup>						YOUNGSTOWN, OHIO <sup>4</sup>					
Buses:						Buses:					
Beginning <sup>8</sup> -----	1.650	1.730	-	5.93%	(5)	First year-----	2.950	2.950	40	(7)	(7)
Experienced-----	1.770	1.850	-	5.93%	(5)	After 1 year-----	3.000	3.000	40	(7)	(7)

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

<sup>2</sup> Shown in terms of cents per hour or as percent of rate; in actual practice, however, some employer payments are calculated on the basis of total hours or gross payroll. These variations in method of computation are not indicated in the above tabulation.

<sup>3</sup> Includes life insurance, hospitalization and other types of health and welfare benefits; excludes payments into holiday, vacation, and unemployment funds when such programs have been negotiated.

<sup>4</sup> This city is not covered in the Bureau's survey. Data were obtained from sources other than local officials.

<sup>5</sup> Agreement provides for employer financed plan—amount of employer payment not available.

<sup>6</sup> This rate in effect prior to July 1, 1970; new rate in negotiation at time of survey.

<sup>7</sup> Data not available.

<sup>8</sup> Information on increments, if any, between beginning and experienced rates was not available.

<sup>9</sup> Employer contributes \$16 per month.

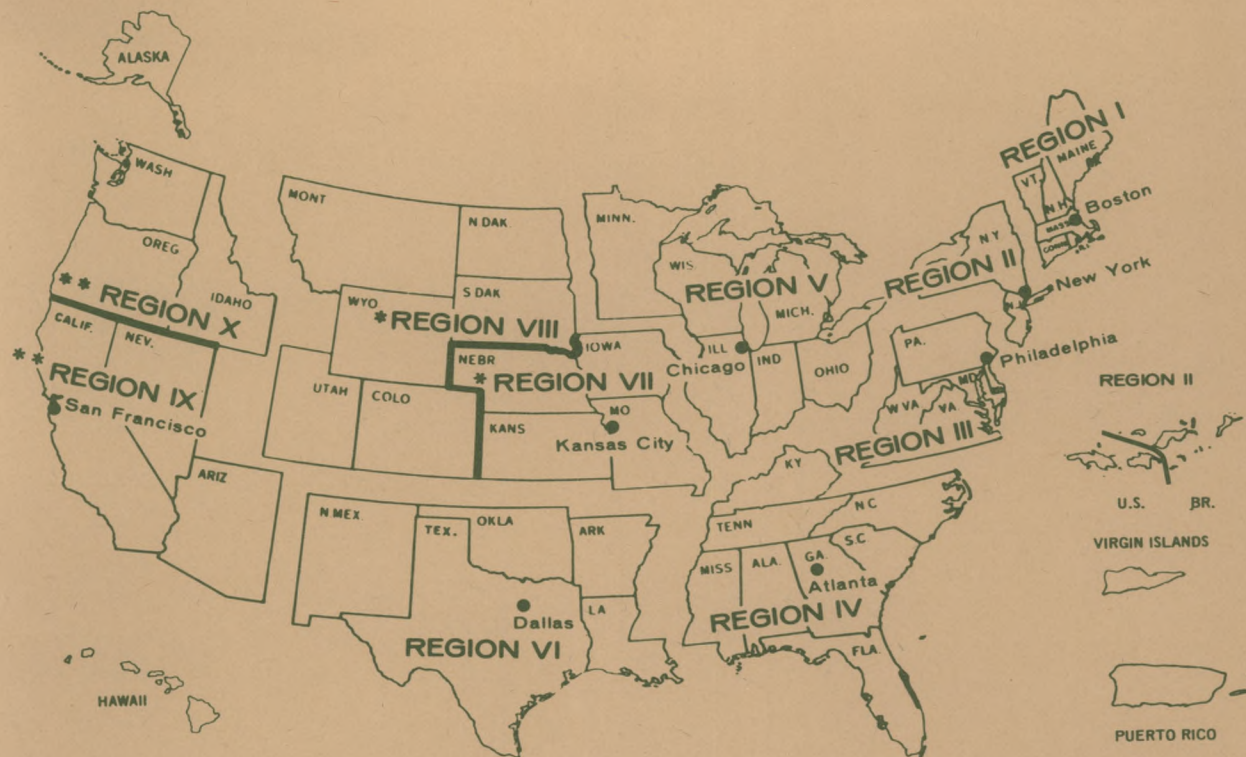
<sup>10</sup> Employer contributes \$9 per month.

<sup>11</sup> 40-hour workweek on July 1, 1969.

<sup>12</sup> Hours were not reported for July 1, 1969.

# BUREAU OF LABOR STATISTICS

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- \* Regions VII and VIII will be serviced by Kansas City.
- \*\* Regions IX and X will be serviced by San Francisco.

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