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Union Wages
and Hours:

Local-Transit Operating Employees, July 1, 1972

Bulletin 1782

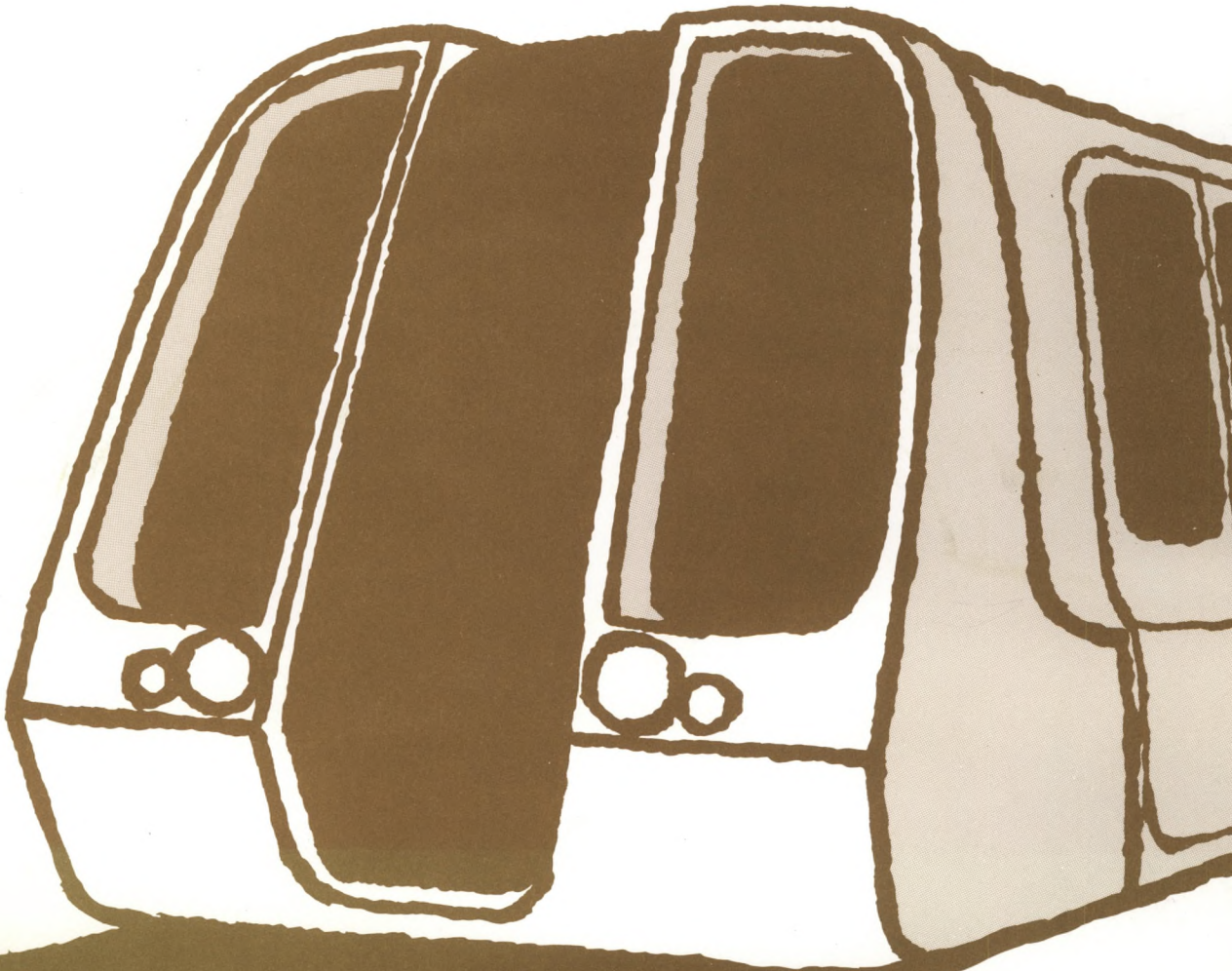
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**U.S. DEPARTMENT OF LABOR
Peter J. Brennan, Secretary**

**BUREAU OF LABOR STATISTICS
Ben Burdetsky, Deputy Commissioner
1973**



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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 the building construction, printing, local transit, and local trucking industries. A biennial survey of grocery stores also is included in this program. 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 earlier. 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 bulletin.

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 1929-72, was prepared by Mary Kay Rieg in the Division of Occupational Wage Structures.

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Local-Transit Operating Employees

Summary

Union wage rates for local-transit operating employees in cities of 100,000 inhabitants or more averaged \$4.68 an hour on July 1, 1972—up 6.7 percent over the July 1, 1971 rate. The gain in wage levels, significantly less than the 8.5 percent advance from 1970 to 1971, raised the wage rate index for local-transit workers to 144.9¹ (table 1). The average cents-per-hour increase for 1971-72 (29 cents) was the lowest since July 1, 1969.

Although the proportion of local-transit employees receiving wage rate increases between July 1, 1971 and July 1, 1972, remained nearly the same as in the previous year—about 95 percent, the size of the increases tended to be smaller in the later period. During the 1971-72 period, most of which was covered by the Economic Stabilization Program, only 2.5 percent of the workers surveyed received increases of 11 percent or more. In the 1970-71 period, about 10 percent of the employees received increases of this size. Also, during the 1971-72 period, wage rates for nearly 50 percent of the workers rose by 5 to 7 percent (table 5), compared with 8 to 11 percent received by a similar proportion the year before.

The average wage rate for operators of surface cars and buses, seven-eighths of the workers covered by the survey, was \$4.62 an hour, compared with \$5.14 an hour for operators of elevated and subway equipment (table 2). Boston, Chicago, and New York City, three relatively high-wage areas, accounted for more than 95 percent of the elevated and subway equipment operators, but for only 38 percent of the surface car and bus operators covered by the survey. In the six cities having both types of transportation systems, the wage rate relationship between the two varied. In New York, wage rates were higher for operators of elevated and subway equipment than for operators of surface cars and buses. The reverse was true in Chicago, Boston, and Cleveland. In Newark and Philadelphia, the rates were the same for operators of the two types of equipment (table 9).

As in the past surveys, the average wage rate for all operating employees was highest (\$4.92) in the Middle

Atlantic region (table 7). Above average increases (ranging from 7 to 12 percent) in cities such as Chicago, Detroit, Milwaukee, Cleveland, Cincinnati, Minneapolis-St. Paul, and Toledo helped to make the Great Lakes States (traditionally ranked third to sixth among the regions) the second highest paying region in the 1972 survey. The lowest averages were found in the Southeast (\$3.55) and the Southwest (\$3.58), despite wage advances of 8 to 12 percent in a number of Southern cities. The average in the highest paying region exceeded that in the lowest by 38.6 percent in July 1972, compared with a gap of 42.3 percent in July 1971.

Larger cities tended to have higher wage levels for local-transit workers, as 9 of the 10 highest paying cities had 500,000 inhabitants or more. The highest averages were found in the largest population centers (\$5.08); the lowest averages were found in the smallest (\$3.69), but considerable overlapping of individual city averages among population groupings were noted (table 8). For example, averages for 19 of the 26 cities shown in the 100,000 to 250,000 population category equaled or exceeded averages for a number of cities having 500,000 to 1,000,000 inhabitants.

Straight-time weekly hours were reported for workers in 57 of the 65 cities surveyed. These weekly hours, applicable to about 95 percent of the workers studied, averaged 40.3 on July 1, 1972 (table 6). A scheduled straight-time workweek of 40 hours, which was in effect in 46 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 to virtually all local-transit operating employees covered by the survey. Plans included one or more of the following benefits: Life insurance, hospitalization, medical, surgical and other similar types of health and welfare benefits. Paid vacation provisions applied to all of the workers surveyed. Over nine-tenths of the employees studied were provided retirement pension benefits (other than social security).

Scope and method of study

Union wage rates and hours reported in this bulletin were agreed on through collective bargaining between

¹1967=100.

trade unions and employers, and are defined as (1) the basic (minimum) wage rates (excluding holiday, vacation, and other benefit payments made regularly 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 excluded.

The information presented was based on union wage rates in effect on July 1, 1972, for approximately 58,000 local-transit operating employees in 65 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 workers 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 7 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 economists visited local union officials to obtain the desired information.

The current survey was designed to reflect the union wage rates of local-transit operating employees in all cities of 100,000 inhabitants or more, excluding Honolulu, based on the 1970 Census of Population. All cities that had 500,000 inhabitants or more were included, as were most cities of 250,000 to 500,000 inhabitants. Data for the cities studied were weighted to compensate for cities not surveyed. In order to provide appropriate regional representation, each region was considered separately when city weights were assigned.

Average wage rates, designed to show current levels, were based on top rates reported in each city on July 1, 1972. The top wage rates were weighted by the number of union members at that rate in the areas. 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, 1971, to July 1, 1972, however, were based on comparable quotations for the various job classifications in both periods, weighted by the memberships reported for the current (1972) survey. The index series, designed for trend purposes, was constructed similarly.

Table 1. Wage rate indexes: United States, 1929-72

[Indexes¹ 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.....	(2)		
1934: May 15.....	21.5	1956: July 1.....	62.1
1935: May 15.....	22.2	1957: July 1.....	64.7
		1958: July 1.....	68.6
1936: May 15.....	22.4	1959: July 1.....	71.2
1937: May 15.....	23.5	1960: July 1.....	73.9
1938: June 1.....	24.2		
1939: June 1.....	24.4	1961: July 1.....	76.7
1940: June 1.....	24.6	1962: July 1.....	79.9
		1963: July 1.....	82.9
1941: June 1.....	25.6	1964: July 1.....	86.2
1942: July 1.....	27.4	1965: July 1.....	89.8
1943: July 1.....	29.2		
1944: July 1.....	29.4	1966: July 1.....	93.7
1945: July 1.....	29.7	1967: July 1.....	100.0
		1968: July 1.....	106.6
1946: July 1.....	34.9	1969: July 1.....	115.0
1947: Oct. 1.....	39.4	1970: July 1.....	125.2
1948: Oct. 1.....	43.3		
1949: Oct. 1.....	45.1	1971: July 1.....	135.8
1950: Oct. 1.....	47.2	1972: July 1.....	144.9

¹Index series designed for trend purposes; periodic changes in union wage rates are based on comparable quotations for the various occupations in consecutive periods, weighted by number

of union members reported at each quotation in the current survey period.

²Information not available.

Table 2. Average wage rates: United States, July 1, 1972

[Average union hourly wage rates of local-transit operating employees]

Classification	Hourly average ¹	Increase from July 1, 1971	
		Cents per hour	Percent
All local-transit operating employees.....	\$4.68	29	6.7
Operators of surface cars and buses.....	\$4.62	29	6.7
Elevated and subway operators.....	5.14	30	6.3

¹Includes increases which did not require Pay Board approval prior to becoming effective, or which had received such approval prior to July 1, 1972.

Thus, these averages may include wage rates which were subsequently challenged before the Pay Board.

Table 3. Wage rate distribution: United States, July 1, 1972

[Percent distribution of local-transit operating employees by union hourly wage rate]

Hourly rate	All workers	Operators of surface cars and buses	Elevated and subway operators
Total	100.0	100.0	100.0
Under \$3.20	3.9	4.4	—
\$3.20 and under \$3.30 .....	.7	.8	—
\$3.30 and under \$3.40 .....	.5	.6	—
\$3.40 and under \$3.50 .....	.2	.2	—
\$3.50 and under \$3.60 .....	.4	.4	—
\$3.60 and under \$3.70	2.4	2.7	—
\$3.70 and under \$3.80 .....	.4	.5	—
\$3.80 and under \$3.90	4.3	4.9	—
\$3.90 and under \$4.00	7.7	8.7	—
\$4.00 and under \$4.10	1.5	1.7	—
\$4.10 and under \$4.20	—	—	—
\$4.20 and under \$4.30	1.8	2.1	—
\$4.30 and under \$4.40 .....	.1	.1	—
\$4.40 and under \$4.50	8.0	8.3	5.9
\$4.50 and under \$4.60	6.9	7.9	—
\$4.60 and under \$4.70	5.7	6.5	—
\$4.70 and under \$4.80	6.4	1.8	40.8
\$4.80 and under \$4.90	5.9	6.7	—
\$4.90 and under \$5.00	8.1	9.2	—
\$5.00 and under \$5.10	—	—	—
\$5.10 and under \$5.20 .....	.1	.1	—
\$5.20 and under \$5.30	23.4	25.0	11.8
\$5.30 and under \$5.40	3.5	2.8	9.0
\$5.40 and under \$5.50	3.4	3.7	.7
\$5.50 and under \$5.60 .....	.7	.8	—
\$5.60 and under \$5.70	3.8	—	31.8
Average hourly rate	\$4.68	\$4.62	\$5.14

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

Table 4. Cents-per-hour changes in wage rates: United States, July 1, 1971-July 1, 1972

[Percent distribution of local-transit operating employees by cents-per-hour change in union wage rate]

Change in hourly rate	All workers	Operators of surface cars and buses	Elevated and subway operators
Total	100.0	100.0	100.0
No change	4.8	5.5	—
Under 15 cents	2.0	2.2	0.4
15 and under 20 cents	6.9	7.4	3.4
20 and under 25 cents	7.9	8.9	—
25 and under 30 cents	26.1	24.1	40.4
30 and under 35 cents	29.7	27.2	48.0
35 and under 40 cents	8.8	10.0	—
40 and under 45 cents	12.6	13.2	7.8
45 cents and over	1.3	1.5	—

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

Table 5. Percent changes in wage rates: United States, July 1, 1971-July 1, 1972

[Percent distribution of local-transit operating employees by percent change in union hourly wage rate]

Change in hourly rate	All workers	Operators of surface cars and buses	Elevated and subway operators
Total	100.0	100.0	100.0
No change	4.8	5.5	—
Under 3 percent	2.0	2.2	0.4
3 and under 4 percent	5.5	5.8	3.4
4 and under 5 percent .....	.1	.2	—
5 and under 6 percent	26.3	23.8	44.7
6 and under 7 percent	21.1	19.6	32.3
7 and under 8 percent	9.3	9.1	11.3
8 and under 9 percent	13.0	14.1	5.3
9 and under 10 percent	6.0	6.9	—
10 and under 11 percent	9.2	10.1	2.5
11 percent and over	2.5	2.9	—

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

Table 6. Weekly hours: United States, July 1, 1972

[Percent distribution of local-transit operating employees by straight-time weekly hours]

Weekly hours	All workers	Operators of surface cars and buses	Elevated and subway operators
Total	100.0	100.0	100.0
Reporting straight-time hours	95.1	94.5	100.0
40 hours	90.0	88.6	100.0
Over 40 and under 44 hours	2.5	2.8	—
44 and under 48 hours	1.5	1.7	—
48 hours and over	1.2	1.4	—
Reporting no straight-time hours	4.9	5.5	—
Average weekly hours reported	40.3	40.3	40.0

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

Table 7. Average wage rates: Regions, July 1, 1972

[Average union hourly wage rates of local-transit operating employees]

Region ¹	All workers	Operators of surface cars and buses	Elevated and subway operators
United States	\$4.68	\$4.62	\$5.14
New England	\$4.76	4.70	5.36
Middle Atlantic	4.92	4.84	5.13
Border States	4.48	4.48	—
Southeast	3.55	3.55	—
Southwest	3.58	3.58	—
Great Lakes	4.82	4.80	5.09
Middle West	4.35	4.35	—
Mountain	3.99	3.99	—
Pacific	4.78	4.78	—

¹The 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, 1972

[Average union hourly wage rates of local-transit operating employees]

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)—Cont.	
Chicago, Ill.	\$5.29	Toledo, Ohio	\$3.93
New York, N.Y.	5.19	Louisville, Ky.	3.90
Average for group I	5.08	Columbus, Ohio	3.89
Detroit, Mich.	4.95	Omaha, Nebr.	3.86
Los Angeles, Calif.	4.58	Dayton, Ohio	3.85
Philadelphia, Pa.	4.43	Birmingham, Ala.	3.62
		Norfolk, Va.	3.58
		Phoenix, Ariz.	3.17
		Tulsa, Okla.	3.05
		Oklahoma City, Okla.	2.72
Population group II (500,000 to 1,000,000):		Population group IV (100,000 to 250,000):	
Boston, Mass.	5.44	Sacramento, Calif.	4.66
San Diego, Calif.	5.28	Fresno, Calif.	4.49
San Francisco-Oakland, Calif.	5.03	Madison, Wis.	4.23
Washington, D.C.	4.99	Peoria, Ill.	4.20
Pittsburgh, Pa.	4.88	Spokane, Wash.	4.01
Baltimore, Md.	4.82	Albuquerque, N. Mex.	3.99
Average for group II	4.78	Trenton, N.J.	3.99
Milwaukee, Wis.	4.67	New Haven, Conn.	3.95
Seattle, Wash.	4.66	South Bend, Ind.	3.91
St. Louis, Mo.	4.62	Providence, R.I.	3.86
Cleveland, Ohio	4.56	Syracuse, N.Y.	3.84
Buffalo, N.Y.	4.20	Springfield, Mass.	3.83
Houston, Tex.	4.00	Des Moines, Iowa	3.79
Cincinnati, Ohio	3.92	Average for group IV	3.69
New Orleans, La.	3.91	Jacksonville, Fla.	3.62
San Antonio, Tex.	3.21	Richmond, Va.	3.61
		Erie, Pa.	3.42
Population group III (250,000 to 500,000):		Grand Rapids, Mich.	3.38
Portland, Oreg.	4.85	Little Rock, Ark.	3.33
Newark, N.J.	4.75	Salt Lake City, Utah.	3.22
Kansas City, Mo.	4.60	Shreveport, La.	3.18
Minneapolis-St. Paul, Minn.	4.49	Knoxville, Tenn.	3.14
Rochester, N.Y.	4.44	Evansville, Ind.	3.13
Denver, Colo.	4.43	Jackson, Miss.	3.12
Average for group III	4.23	Charlotte, N.C.	3.03
Atlanta, Ga.	3.97	Scranton, Pa.	2.64
Memphis, Tenn.	3.97	Topeka, Kan.	2.50
Indianapolis, Ind.	3.93		

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
ALBUQUERQUE, N. MEX.					
Buses:					
First year.....	\$2.820	\$3.210	(6)	(7)	(7)
2-3 years.....	2.980	3.500	(6)	(7)	(7)
3-4 years.....	3.050	3.620	(6)	(7)	(7)
4-5 years.....	3.160	3.760	(6)	(7)	(7)
5-6 years.....	3.290	3.890	(6)	(7)	(7)
After 6 years.....	3.420	3.990	(6)	(7)	(7)
ATLANTA, GA.					
Buses:					
First 6 months.....	3.560	3.870	840	(7)	6 1/6%
7-12 months.....	3.620	3.930	840	(7)	6 1/6%
After 1 year.....	3.660	3.970	840	(7)	6 1/6%
BALTIMORE, MD.					
Buses:					
First 6 months.....	4.485	4.715	40	(7)	(7)
7-12 months.....	4.535	4.765	40	(7)	(7)
After 1 year.....	4.585	4.815	40	(7)	(7)
BIRMINGHAM, ALA.					
Buses:					
First 6 months.....	3.370	3.570	40	16 3/5¢	6 1/2%
7-12 months.....	3.390	3.590	40	16 3/5¢	6 1/2%
After 1 year.....	3.420	3.620	40	16 3/5¢	6 1/2%
BOSTON, MASS.					
1-man cars and buses:					
First 3 months.....	4.720	5.145	40	(7)	11 5/8%
4-6 months.....	4.840	5.265	40	(7)	11 5/8%
7-9 months.....	4.875	5.300	40	(7)	11 5/8%
10-12 months.....	4.923	5.347	40	(7)	11 5/8%
After 1 year.....	5.020	5.445	40	(7)	11 5/8%
P.C.C. surface lines operators:					
First 3 months.....	4.720	5.265	40	(7)	11 5/8%
4-6 months.....	4.840	5.387	40	(7)	11 5/8%
7-9 months.....	4.875	5.420	40	(7)	11 5/8%
10-12 months.....	4.923	5.465	40	(7)	11 5/8%
After 1 year.....	5.020	5.562	40	(7)	11 5/8%
Rapid transit lines:					
Guards:					
First 3 months.....	4.597	5.022	40	(7)	11 5/8%
4-6 months.....	4.720	5.145	40	(7)	11 5/8%
7-9 months.....	4.757	5.182	40	(7)	11 5/8%
10-12 months.....	4.802	5.227	40	(7)	11 5/8%
After 1 year.....	4.902	5.327	40	(7)	11 5/8%
Motormen:					
Road.....	4.962	5.387	40	(7)	11 5/8%
Yard.....	5.020	5.445	40	(7)	11 5/8%
Platform men:					
Gatemen.....	4.902	5.227	40	(7)	11 5/8%

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
BUFFALO, N.Y.					
Buses:					
First 3 months	\$3.670	\$4.150	40	(7)	16 9/10¢
4-12 months	3.700	4.180	40	(7)	16 9/10¢
After 1 year	3.720	4.200	40	(7)	16 9/10¢
CHARLOTTE, N.C.					
Buses:					
First 2 months	2.750	2.930	(6)	—	—
3-6 months	2.800	2.980	(6)	—	—
After 6 months	2.850	3.030	(6)	—	—
CHICAGO, ILL.					
Buses:					
First 3 months	4.895	5.240	40	31¢	13%
4-12 months	4.925	5.270	40	31¢	13%
After 1 year:					
Days	4.945	5.290	40	31¢	13%
Nights—before 2 a.m.	4.995	5.340	40	31¢	13%
Nights—after 2 a.m.	5.015	5.360	40	31¢	13%
Elevated and subway railroads:					
Motormen (regular)	4.911	5.256	40	(7)	13%
Motormen (extra):					
First 3 months	4.857	5.202	40	(7)	13%
4-12 months	4.866	5.211	40	(7)	13%
After 1 year	4.911	5.256	40	(7)	13%
Conductors (regular)	4.861	5.206	40	(7)	13%
Conductors (extra):					
First year	4.843	5.188	40	(7)	13%
After 1 year	4.861	5.206	40	(7)	13%
Operator one-man car	4.945	5.290	40	(7)	13%
Student conductor	4.693	5.038	40	(7)	13%
CINCINNATI, OHIO					
Buses:					
First 6 months	3.400	3.720	40	29¢	17¢
7-12 months	3.450	3.770	40	29¢	17¢
13-18 months	3.500	3.820	40	29¢	17¢
19-24 months	3.550	3.870	40	29¢	17¢
After 2 years	3.600	3.920	40	29¢	17¢
CLEVELAND, OHIO					
Buses:					
First year	3.950	4.370	40	21¢	(9)
1-2 years	4.050	4.470	40	21¢	(9)
After 2 years	4.150	4.570	40	21¢	(9)
Rapid transit—Trainmen:					
First year	3.850	4.270	40	21¢	(9)
1-2 years	3.950	4.370	40	21¢	(9)
After 2 years	4.050	4.470	40	21¢	(9)
COLUMBUS, OHIO					
Buses:					
First 26 weeks	3.550	3.790	40	(7)	12¢
27-52 weeks	3.600	3.840	40	(7)	12¢
After 1 year	3.650	3.890	40	(7)	12¢

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
DAYTON, OHIO					
Buses:					
First 6 months	\$3.500	\$3.750	40	(7)	43¢
7-12 months	3.550	3.800	40	(7)	43¢
After 1 year	3.600	3.850	40	(7)	43¢
DENVER, COLO.					
Buses:					
First 3 months	4.090	4.390	40	17¢	3%
4-12 months	4.100	4.400	40	17¢	3%
13-18 months	4.110	4.410	40	17¢	3%
19-24 months	4.120	4.420	40	17¢	3%
After 2 years	4.130	4.430	40	17¢	3%
DES MOINES, IOWA					
Buses:					
First 3 months	3.510	3.710	40	(7)	6¢
4-12 months	3.540	3.740	40	(7)	6¢
After 1 year	3.590	3.790	40	(7)	6¢
DETROIT, MICH.					
Buses:					
First 6 months	4.550	4.840	40	33¢	(7)
7-12 months	4.600	4.890	40	33¢	(7)
After 1 year	4.600	4.940	40	33¢	(7)
Night	4.800	5.100	40	33¢	(7)
ERIE, PA.					
Buses:					
First 6 months	3.110	3.320	40	(7)	(7)
7-12 months	3.180	3.390	40	(7)	(7)
After 1 year	3.210	3.420	40	(7)	(7)
EVANSVILLE, IND.					
Buses:					
First 6 months	2.760	2.980	40	14 2/5¢	(7)
7-12 months	2.830	3.050	40	14 2/5¢	(7)
After 1 year	2.910	3.130	40	14 2/5¢	(7)
FRESNO, CALIF.					
Buses:					
First 6 months	3.700	3.700	40	14 3/8¢	(7)
7-12 months	3.880	3.880	40	14 3/8¢	(7)
1-2 years	4.080	4.080	40	14 3/8¢	(7)
2-3 years	4.280	4.280	40	14 3/8¢	(7)
After 3 years	4.490	4.490	40	14 3/8¢	(7)
GRAND RAPIDS, MICH.					
Buses:					
First 3 months	2.950	3.280	44	9 3/8¢	39/10¢
4-12 months	3.000	3.330	44	9 3/8¢	39/10¢
After 1 year	3.100	3.380	44	9 3/8¢	39/10¢

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and Classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
HOUSTON, TEX.					
Buses:					
First 3 months	\$3.610	\$103.250	42½	8¢	(7)
4-8 months	3.640	103.300	42½	8¢	(7)
8-12 months	3.670	103.350	42½	8¢	(7)
12-24 months	3.700	103.500	42½	8¢	(7)
Over 24 months	—	4.000	42½	8¢	(7)
INDIANAPOLIS, IND.					
Buses:					
Experienced ¹¹	3.720	3.930	40	7¢	(7)
JACKSON, MISS.					
Buses:					
First year	2.780	3.070	(6)	(12)	
After 1 year	2.830	3.120	(6)	(12)	
JACKSONVILLE, FLA.					
Buses:					
First 3 months	3.270	3.520	40	8 3/5¢	14¢
4-6 months	3.320	3.570	40	8 3/5¢	14¢
After 6 months	3.370	3.620	40	8 3/5¢	14¢
KANSAS CITY, MO.					
Buses:					
First 4 months	4.165	4.545	40	(7)	20¢
5-8 months	4.185	4.565	40	(7)	20¢
9-12 months	4.205	4.585	40	(7)	20¢
After 1 year	4.220	4.600	40	(7)	20¢
KNOXVILLE, TENN.					
Buses:					
First year	2.750	3.040	1348	(7)	6 3/5¢
After 1 year	2.850	3.140	1348	(7)	6 3/5¢
LITTLE ROCK, ARK.					
Buses:					
First 6 months	2.970	3.230	1442½	(7)	—
7-12 months	3.020	3.280	1442½	(7)	—
After 1 year	3.070	3.330	1442½	(7)	—
LOS ANGELES, CALIF.					
Buses:					
First year	4.100	4.480	40	20 3/4¢	12.6%
After 1 year	4.200	4.580	40	20 3/4¢	12.6%
LOUISVILLE, KY.					
Buses:					
First 3 months	3.520	3.750	40	(7)	13¢
4-6 months	3.600	3.830	40	(7)	13¢
7-12 months	3.650	3.880	40	(7)	13¢
After 1 year	3.680	3.900	40	(7)	13¢

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
MADISON, WIS.					
Buses:					
Day	\$4.005	\$4.210	40	27 2/5¢	7 1/2%
Night	4.125	4.330	40	27 2/5¢	7 1/2%
MEMPHIS, TENN.					
Buses:					
Experienced ¹¹	3.420	3.970	40	(7)	6 1/2%
MILWAUKEE, WIS.					
Buses:					
First year	4.290	4.630	40	14 43/50¢	27 2/3¢
After 1 year	4.330	4.670	40	14 43/50¢	27 2/3¢
MINNEAPOLIS-ST. PAUL, MINN.					
Buses:					
First 12 months	4.120	4.410	40	(7)	9 4/5%
After 1 year	4.200	4.490	40	(7)	9 4/5%
NEWARK, N.J.					
Buses:					
First 4 months	4.070	4.170	40	(7)	(7)
5-8 months	4.180	4.280	40	(7)	(7)
9-12 months	4.290	4.390	40	(7)	(7)
After 1 year	4.650	4.750	40	(7)	(7)
Subway:					
Motormen:					
First 4 months	4.070	4.170	40	(7)	(7)
5-8 months	4.180	4.280	40	(7)	(7)
9-12 months	4.290	4.390	40	(7)	(7)
After 1 year	4.650	4.750	40	(7)	(7)
Platform men	4.650	4.750	40	(7)	(7)
NEW HAVEN, CONN.					
Buses:					
First 3 months	3.630	3.860	40	(7)	(7)
4-12 months	3.670	3.900	40	(7)	(7)
After 1 year	3.720	3.950	40	(7)	(7)
NEW ORLEANS, LA. ¹⁵					
1-man cars and buses:					
First 6 months	3.642	3.845	40	21 2/5¢	20¢
7-12 months	3.672	3.875	40	21 2/5¢	20¢
After 1 year	3.702	3.905	40	21 2/5¢	20¢
NEW YORK, N.Y.					
Buses:					
Avenue B and East Broadway Transit Co.:					
First 6 months	4.600	164.600	40	31 1/5¢	36 1/2¢
7-12 months	4.680	164.680	40	31 1/5¢	36 1/2¢
13-24 months	4.770	164.770	40	31 1/5¢	36 1/2¢
After 2 years	4.933	164.933	40	31 1/5¢	36 1/2¢

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1972		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
NEW YORK, N.Y.—Continued					
Buses:—Continued					
Brooklyn Bus Division;					
Brooklyn Division No. 2;					
Manhattan Bus Division:					
First 6 months	\$4.450	\$4.718	40	(7)	(7)
7-12 months	4.680	4.960	40	(7)	(7)
After 1 year	4.933	5.228	40	(7)	(7)
Queens Bus Division:					
First 6 months	4.450	4.717	40	23 1/2¢	(7)
7-12 months	4.680	4.961	40	23 1/2¢	(7)
After 1 year	4.933	5.228	40	23 1/2¢	(7)
Green Lines:					
First 6 months	4.920	5.220	40	41 2/5¢	35¢
7-12 months	4.970	5.270	40	41 2/5¢	35¢
13-18 months	5.040	5.340	40	41 2/5¢	35¢
After 18 months	5.200	5.500	40	41 2/5¢	35¢
Jamaica Buses, Inc.:					
First 6 months	4.610	164.610	40	31 1/5¢	36 1/2¢
7-12 months	4.700	164.700	40	31 1/5¢	36 1/2¢
13-18 months	4.785	164.785	40	31 1/5¢	36 1/2¢
After 18 months	4.933	164.933	40	31 1/5¢	36 1/2¢
Manhattan-Bronx Surface Authority:					
First 6 months	4.450	4.718	40	(7)	(7)
7-12 months	4.680	4.960	40	(7)	(7)
After 1 year	4.933	5.228	40	(7)	(7)
Queens Transit Corp.:					
First 6 months	4.595	164.595	40	31 1/5¢	36 1/2¢
7-12 months	4.690	164.690	40	31 1/5¢	36 1/2¢
13-18 months	4.770	164.770	40	31 1/5¢	36 1/2¢
19-24 months	4.855	164.855	40	31 1/5¢	36 1/2¢
After 2 years	4.933	164.933	40	31 1/5¢	36 1/2¢
Schenck Transport Co.:					
First 9 months	3.830	4.250	40	(7)	12 1/2¢
10-18 months	3.890	4.290	40	(7)	12 1/2¢
After 18 months	4.200	4.500	40	(7)	12 1/2¢
Staten Island:					
First 6 months	4.450	4.718	40	29 7/10¢	(7)
7-12 months	4.680	4.960	40	29 7/10¢	(7)
After 1 year	4.933	5.220	40	29 7/10¢	(7)
Steinway Transit Corp.:					
First 6 months	4.595	164.595	40	31 1/5¢	36 1/2¢
7-12 months	4.690	164.690	40	31 1/5¢	36 1/2¢
13-18 months	4.770	164.770	40	31 1/5¢	36 1/2¢
19-24 months	4.855	164.855	40	31 1/5¢	36 1/2¢
After 2 years	4.933	164.933	40	31 1/5¢	36 1/2¢
Tri-Boro Coach Corp.:					
First 12 months	4.580	164.580	40	31 1/5¢	36 1/2¢
13-18 months	4.800	164.800	40	31 1/5¢	36 1/2¢
After 18 months	4.933	164.933	40	31 1/5¢	36 1/2¢
Subway: 17					
Conductors:					
First year	4.155	4.405	40	(7)	(7)
After 1 year	4.518	4.788	40	(7)	(7)

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contributions to funds ⁴	
				Insur- ance ⁵	Pension
NEW YORK, N.Y.—Continued					
Subway:—Continued					
Motormen:					
Road:					
First year	\$5.175	\$5.485	40	(7)	(7)
After 1 year	5.300	5.618	40	(7)	(7)
Yard:					
First year	4.945	5.243	40	(7)	(7)
After 1 year	5.058	5.360	40	(7)	(7)
NORFOLK, VA.					
Buses:					
First 3 months	3.230	3.480	(6)	(7)	3 3/4%
4-12 months	3.270	3.530	(6)	(7)	3 3/4%
After 1 year	3.330	3.580	(6)	(7)	3 3/4%
OAKLAND, CALIF.					
(Scales listed under San Francisco-Oakland, Calif.)					
OKLAHOMA CITY, OKLA.					
1-man cars and buses:					
First 6 months	2.530	102.420	43	5¢	3%
7-12 months	2.580	2.590	43	5¢	3%
After 1 year	2.660	2.720	43	5¢	3%
OMAHA, NEBR.					
Buses:					
First 6 months	3.460	3.760	45	13 4/5¢	(7)
7-12 months	3.490	3.790	45	13 4/5¢	(7)
After 1 year	3.560	3.860	45	13 4/5¢	(7)
PEORIA, ILLINOIS					
Buses:					
First 9 months	3.580	4.100	40	(7)	15 1/4¢
10-18 months	3.630	4.150	40	(7)	15 1/4¢
After 18 months	3.680	4.200	40	(7)	15 1/4¢
PHILADELPHIA, PA.					
1-man cars and buses:					
First 6 months	4.130	4.280	40	(7)	(7)
7-12 months	4.180	4.330	40	(7)	(7)
After 12 months	4.280	4.430	40	(7)	(7)
Elevated, high speed and subway lines:					
Operators:					
First 6 months	4.130	4.280	40	(7)	(7)
7-12 months	4.180	4.330	40	(7)	(7)
After 12 months	4.280	4.430	40	(7)	(7)
PHOENIX, ARIZ.					
Buses:					
First year	2.940	3.070	(6)	(7)	—
After 1 year	3.080	3.170	(6)	(7)	—

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
PITTSBURGH, PA.					
1-man cars and buses:					
First 3 months	\$4.175	\$4.505	40	(7)	8%
4-12 months	4.300	4.630	40	(7)	8%
After 1 year	4.550	4.880	40	(7)	8%
PORTLAND, OREG.					
Buses:					
First 6 months	4.000	4.200	40	23 4/5¢	(7)
7-12 months	4.200	4.600	40	23 4/5¢	(7)
13-18 months	4.250	4.650	40	23 4/5¢	(7)
19-24 months	4.300	4.700	40	23 4/5¢	(7)
After 2 years	4.450	4.850	40	23 4/5¢	(7)
PROVIDENCE, R.I.					
Buses:					
First 3 months	3.370	3.760	40	(7)	(7)
4-12 months	3.420	3.810	40	(7)	(7)
After 1 year	3.470	3.860	40	(7)	(7)
RICHMOND, VA.					
Buses:					
First 3 months	3.230	3.510	(6)	(7)	3 3/4%
4-12 months	3.280	3.560	(6)	(7)	3 3/4%
After 1 year	3.330	3.610	(6)	(7)	3 3/4%
ROCHESTER, N.Y.					
Buses:					
First 6 months	3.300	3.400	40	(7)	(7)
7-12 months	3.500	3.600	40	(7)	(7)
13-18 months	3.700	3.800	40	(7)	(7)
19-24 months	3.900	4.000	40	(7)	(7)
After 2 years	4.090	4.440	40	(7)	(7)
SACRAMENTO, CALIF.					
Buses:					
First 6 months	4.170	4.420	40	15 1/5¢	9 1/5%
7-12 months	4.290	4.540	40	15 1/5¢	9 1/5%
After 1 year	4.410	4.660	40	15 1/5¢	9 1/5%
ST. LOUIS, MO.					
Buses:					
First 6 months	3.950	4.370	40	(7)	(7)
After 6 months	4.200	4.620	40	(7)	(7)
ST. PAUL, MINN.					
(Scales listed under Minneapolis-St. Paul, Minn.)					
SALT LAKE CITY, UTAH					
Buses:					
First 6 months	2.970	3.140	(6)	(7)	(18)
After 6 months	3.050	3.220	(6)	(7)	(18)

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
SAN ANTONIO, TEX.					
Buses:					
First 6 months	\$2.709	\$2.963	43%	(7)	(7)
7-12 months	2.793	3.053	43%	(7)	(7)
13-18 months	2.856	3.120	43%	(7)	(7)
After 18 months	2.940	3.210	43%	(7)	(7)
SAN DIEGO, CALIF.					
Buses:					
First 3 months	4.780	5.180	40	30¢	(7)
4-12 months	4.830	5.230	40	30¢	(7)
After 1 year	4.880	5.280	40	30¢	(7)
SAN FRANCISCO-OAKLAND, CALIF.					
San Francisco:					
Buses and trackless trolleys, and cable gripmen and conductors	⁸ 4.934	4.934	40	(7)	(7)
Oakland:					
Buses:					
First 3 months	4.730	5.000	40	21 3/4¢	5%
Second 3 months	4.830	5.100	40	21 3/4¢	5%
After 6 months	4.930	5.200	40	21 3/4¢	5%
SCRANTON, PA.					
Buses:					
Experienced ¹¹	2.640	2.640	42½	13¢	
SEATTLE, WASH.					
Buses:					
First 6 months	4.435	4.592	40	11 2/5¢	(7)
After 6 months	4.500	4.658	40	11 2/5¢	(7)
SHREVEPORT, LA.					
Buses:					
First 6 months	2.870	3.070	50	(7)	4 1/2%
7-12 months	2.920	3.120	50	(7)	4 1/2%
After 1 year	2.980	3.180	50	(7)	4 1/2%
SOUTH BEND, IND.					
Buses:					
First 6 months	3.440	3.860	40	(7)	16 3/5¢
7-12 months	3.490	3.885	40	(7)	16 3/5¢
After 1 year	3.540	3.910	40	(7)	16 3/5¢
SPOKANE, WASH.					
Buses:					
First 6 months	3.640	3.910	44	(7)	(7)
7-12 months	3.690	3.960	44	(7)	(7)
After 1 year	3.740	4.010	44	(7)	(7)

See footnotes at end of table.

**Table 9. Wage rates, hours, and employer contributions to funds:
Selected cities, July 1, 1972—Continued**

[Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees]

City ¹ and classification	July 1, 1971		July 1, 1972		
	Hourly rate ²	Hourly rate ²	Weekly hours ³	Employer contribution to funds ⁴	
				Insurance ⁵	Pension
SPRINGFIELD, MASS.					
Buses:					
First 3 months	\$3.360	\$3.730	40	(7)	15¢
4-12 months	3.415	3.785	40	(7)	15¢
After 1 year	3.460	3.830	40	(7)	15¢
SYRACUSE, N.Y.					
Buses:					
Agreement A:					
First 6 months.....	3.280	3.610	40	20 2/5¢	(7)
7-12 months.....	3.320	3.650	40	20 2/5¢	(7)
After 1 year	3.550	3.880	40	20 2/5¢	(7)
Agreement B:					
First 3 months.....	2.800	3.030	40	17 2/5¢	5 1/2%
3-12 months.....	2.890	3.120	40	17 2/5¢	5 1/2%
12-18 months.....	3.030	3.260	40	17 2/5¢	5 1/2%
18-24 months.....	3.150	3.380	40	17 2/5¢	5 1/2%
After 24 months	3.270	3.500	40	17 2/5¢	5 1/2%
TAMPA, FLA.¹⁹					
TOLEDO, OHIO					
Buses:					
First 6 months	3.580	3.880	40	(7)	9%
7-12 months	⁸ 3.600	3.900	40	(7)	9%
After 1 year	3.630	3.930	40	(7)	9%
TOPEKA, KANS.					
Buses:					
First 6 months	2.273	2.423	(6)	(7)	
After 6 months.....	2.350	2.500	(6)	(7)	
TRENTON, N.J.					
Buses:					
First 3 months	3.650	3.910	40	(7)	7 1/5¢
4-12 months	3.690	3.950	40	(7)	7 1/5¢
After 1 year	3.730	3.990	40	(7)	7 1/5¢
TULSA, OKLA.					
Buses:					
First 6 months	2.650	2.950	43 1/3	7 1/2¢	3%
After 6 months.....	2.750	3.050	43 1/3	7 1/2¢	3%
WASHINGTON, D.C.					
Buses:					
First 3 months	4.515	4.765	40	(7)	10%
4-12 months	4.565	4.915	40	(7)	10%
After 1 year	4.665	4.985	40	(7)	10%

¹Limited to cities actually studied by the Bureau of Labor Statistics. Similar tables appearing in recent bulletins contained information from secondary sources for about 50 additional cities having at least 100,000 inhabitants (1970 Census), but not actually surveyed by the Bureau. This information, no longer available, was not included in any average wage rate or index developed for these surveys.

²Basic (minimum) rates (excluding holiday, vacation, or other benefit payments made regularly or credited to the worker each pay period).

³Weekly hours are the same for both years unless otherwise indicated. Hours are shown only for those unions which reported a regular workweek after which premium overtime rates were paid.

⁴Shown in terms of cents-per-hour or as percent of hourly wage 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.

⁵Includes 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.

⁶Information not available.

⁷Agreement provides for employer-financed plan — amount of employer payment not available.

⁸Revision of data previously reported.

⁹Public employees' retirement system financed through the state. Amount of employer contribution not available.

¹⁰Since July 1, 1971, the pay structure for these workers has been altered so that employees now enter at a lower hourly rate but receive a higher rate when they have reached the journeyman level.

¹¹Information on increments, if any, between beginning and experienced rates was not available.

¹²Employer contributes \$15 per month to a plan.

¹³Since July 1, 1971, weekly hours before overtime have been reduced from 49 to 48.

¹⁴Since July 1, 1971, weekly hours before overtime have been reduced from 44 to 42½.

¹⁵The 2-man car operator category, which was presented in the July 1, 1971 bulletin, no longer exists.

¹⁶This rate in effect prior to July 1, 1972; on that date a new rate was pending Pay Board approval.

¹⁷Since July 1, 1971, second position conductors and platform men have been eliminated from the survey.

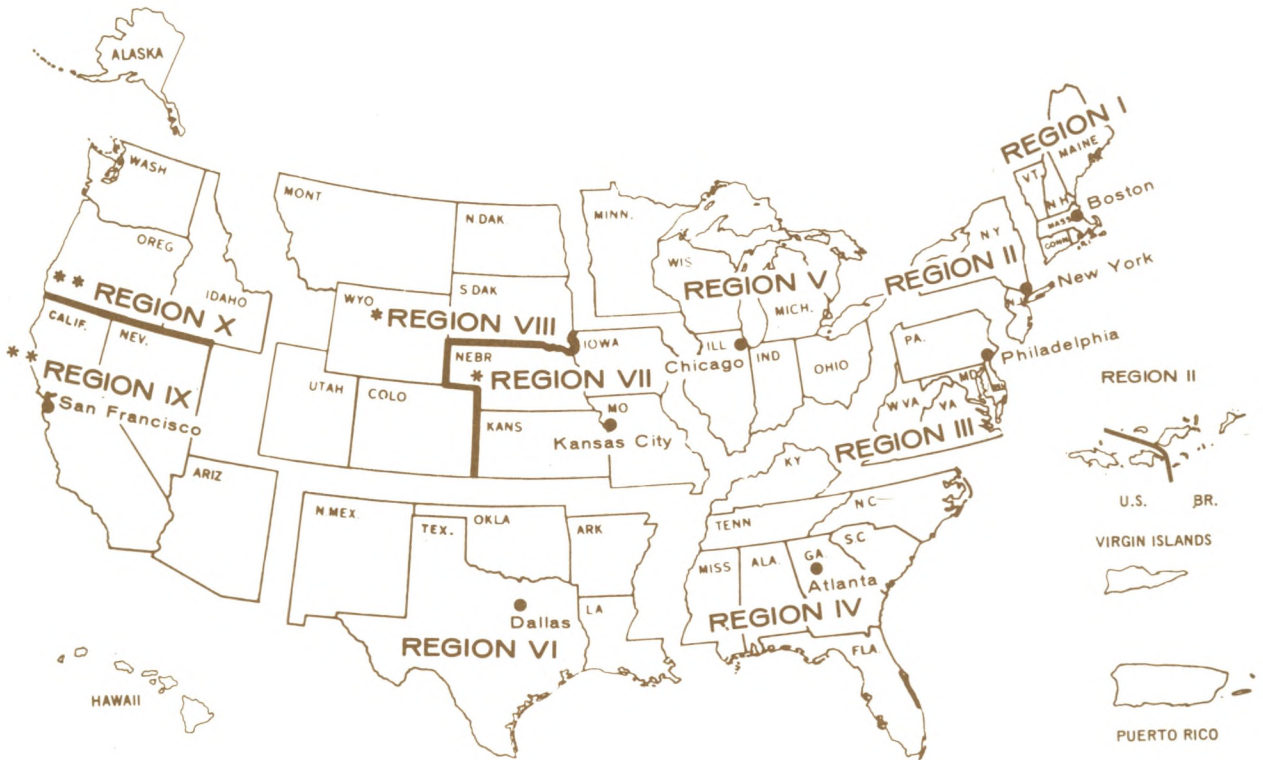
¹⁸Employer contributes \$9 per month to a plan.

¹⁹Since July 1, 1971, the Tampa local transit system has been taken over by the city, and workers are now civil service employees.

NOTE: Dashes indicate no plan.

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**BUREAU OF LABOR STATISTICS
REGIONAL OFFICES**



Region I
1603 JFK Federal Building
Government Center
Boston, Mass. 02203
Phone: 223-6762 (Area Code 617)

Region II
1515 Broadway
New York, N.Y. 10036
Phone: 971-5405 (Area Code 212)

Region III
P. O. Box 13309
Philadelphia, Pa. 19101
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Chicago, Ill. 60606
Phone: 353-1880 (Area Code 312)

Region VI
1100 Commerce St., Rm. 6B7
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Phone: 749-3516 (Area Code 214)

Regions VII and VIII *
Federal Office Building
911 Walnut St., 15th Floor
Kansas City, Mo. 64106
Phone: 374-2481 (Area Code 816)

Regions IX and X **
450 Golden Gate Ave.
Box 36017
San Francisco, Calif. 94102
Phone: 556-4678 (Area Code 415)

* Regions VII and VIII are serviced by Kansas City.
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