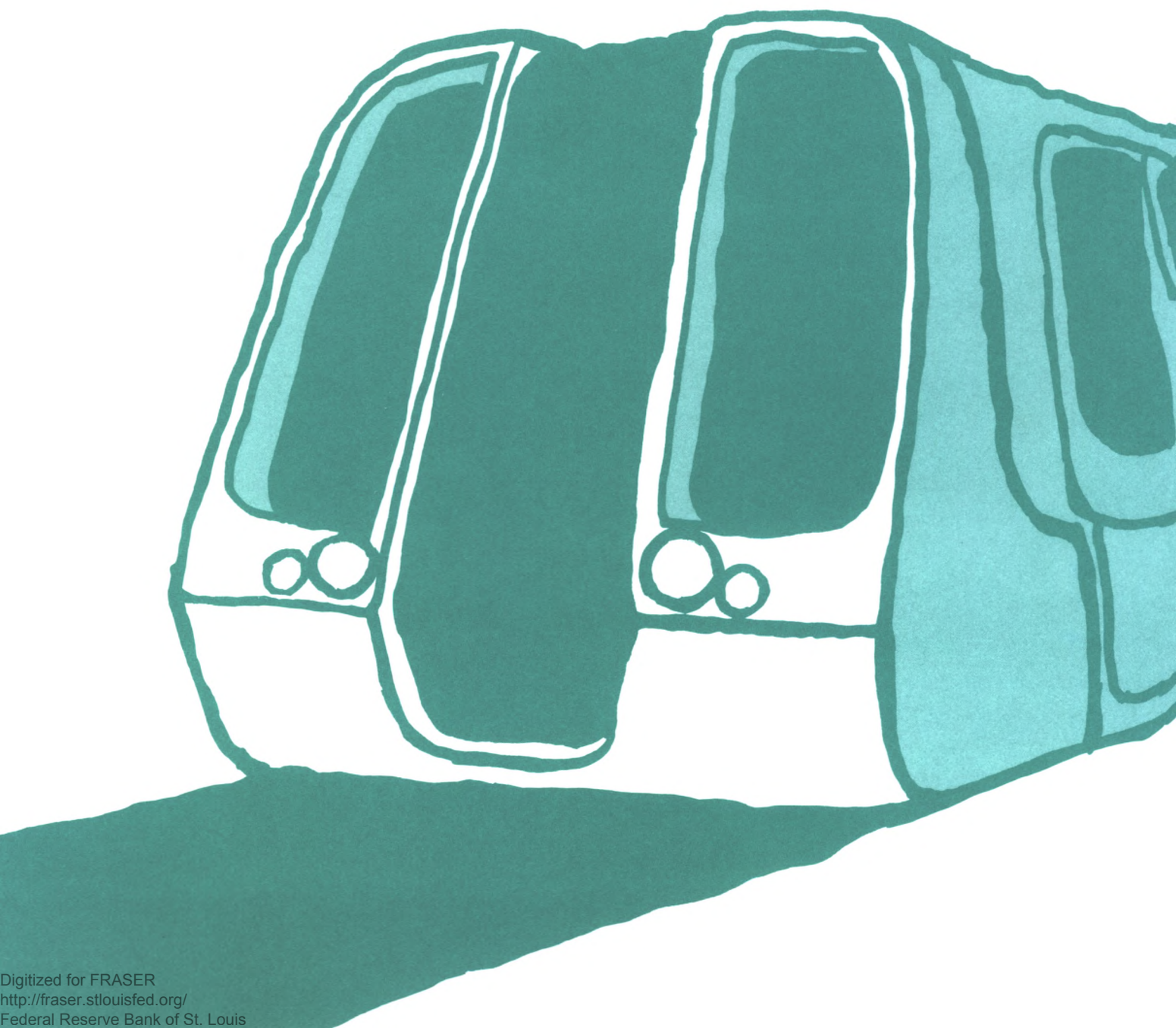


Union Wages and Hours: Local-Transit Operating Employees, July 1, 1977



U.S. Department of Labor
Bureau of Labor Statistics
1978

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Union Wages and Hours: Local-Transit Operating Employees, July 1, 1977

U.S. Department of Labor
Ray Marshall, Secretary
Bureau of Labor Statistics
Julius Shiskin, Commissioner
1978

Bulletin 1995



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 the first workday in July, as reported to the Bureau by 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.

The Bureau has introduced new job titles to eliminate those that denote sex stereotypes. For this bulletin, however, old titles have been retained where they refer specifically to contractual definitions.

This study was conducted in the Bureau's Office of Wages and Industrial Relations. Harry B. Williams of the Division of Occupational Wage Structures prepared this bulletin, which provides a comprehensive account of the current study and includes indexes of wage rates for 1929-77. Field work for the survey was directed by the Bureau's Assistant Regional Commissioners for Operations.

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Local Transit Operating Employees, July 1, 1977

Summary

Average union wage rates for local-transit operating employees in cities of 100,000 inhabitants or more increased 7.4 percent between July 1, 1976, and July 1, 1977. The average increase for operators of surface cars and buses was 7.7 percent, compared with 5.7 percent for elevated and subway equipment operators.

Union wage rates for local-transit operating employees averaged \$7.12 an hour on July 1, 1977. The average for operators of surface cars and buses was \$7.08, compared with \$7.41 for operators of elevated and subway equipment.

Among the nine regions studied separately, the highest-paying four—New England, Pacific, Great Lakes, and Border States—had similar wage levels, each approaching \$7.50 per hour. The lowest paying region—the Southwest—averaged about \$2.00 less per hour. Grouped by city population size, the wage level for the six largest (those with at least 1 million inhabitants) was in line with those for cities of 500,000 to 1 million inhabitants, about 10 percent higher than for cities of 250,000 to 500,000, and 29 percent above that for the smallest cities studied—100,000 to 250,000. Among these regions and size groups, however, considerable overlapping of individual city averages was noted.

Wage trends

Average union wage rates for local-transit operating employees advanced by 7.4 percent, or 49 cents, over the year ended July 1, 1977 (table 2). The July-to-July increase raised the Bureau's wage rate index (table 1) to 220.4 (1967=100). The 1976-77 advance exceeded the gain in the preceding year (6.3 percent), but was well below increases reported in 1974-75 (11.3 percent) and 1973-74 (11.5 percent).

Increases were granted to almost all of the local-transit operating employees during the year ended July 1, 1977. In the array of workers by size of wage increase, the middle 50 percent received increases of 4.7 to 8.8 percent (table 5).

Between July 1976 and July 1977, the average wage gain for operators of surface cars and buses was 7.7 percent, compared with 5.7 percent for operators of elevated and subway equipment. Larger increases for bus operators than for subway operators in each of the past 3 years have narrowed the average wage-rate difference between the two groups from 11 percent in 1974 to 5 percent in 1977. For the 10 years that ended July 1, 1977 (chart 1), annual

increases for bus operators averaged 8.4 percent; those for subway operators averaged 7.6 percent.

Regionally, overall increases in wage rates for the year ending July 1, 1977 averaged about 10 percent or more in the Southwest (15.1), the Pacific States (10.5), and the Mountain States (9.8). The smallest increase was reported in the Middle Atlantic region (5.1 percent). Increases in other regions fell between 6.7 and 8.5 percent during this period (table 7).

Industry averages

Union wage rates for local-transit operating employees averaged \$7.12 an hour on July 1, 1977. The average for operators of surface cars and buses (seven-eighths of the workers covered by the study), was \$7.08 an hour, compared with \$7.41 for operators of elevated and subway equipment. Three relatively high-wage areas—Boston, Chicago, and New York City—accounted for 90 percent of the elevated and subway equipment operators, but for only 26 percent of the surface car and bus operators.

The tabulation below of union contract rates shows that, for the eight cities permitting comparison, average hourly wage rates for surface car and bus operators and for elevated and subway equipment operators on July 1, 1977 were the same in 4 cities, higher for bus operators in 3 cities, and higher for subway operators in only 1 city—San Francisco.

	<i>Surface car and bus operators</i>	<i>Elevated and subway equipment operators</i>
Boston	\$8.25	\$8.16
Chicago	8.28	8.18
Cleveland	7.05	7.05
Newark	7.59	7.59
New York	7.27	7.21
Philadelphia	6.80	6.80
San Francisco	7.51	8.95
Washington	7.78	7.78

Slightly over one-third of the elevated and subway equipment operators studied had hourly wage rates in the \$6.60 to \$6.70 range, another one-third fell between \$7.70 and \$7.80. None had rates below \$6.60 an hour. Surface car and bus operators, in contrast, were more evenly distributed over a broad range of rates, with no more than 15 percent within any 10-cent interval. Table 3 indicates that slightly more than 12 percent of the operating employees had rates of \$8.00 an hour or more on July 1, 1977. (Less than 1 percent of the workers reached that wage

level 1 year earlier, when a similar survey of the industry was conducted.)

Cost-of-living adjustments (COLA)

Increases provided under contract escalator clauses continued to be an important component of local-transit wage increases. Such provisions, commonly tied to changes in either a national or city Consumer Price Index (CPI), were found in 63 of the 74 bargaining units studied and applied to about nine-tenths of the workers in the study.

The average cost-of-living adjustment reported between July 1, 1976 and July 1, 1977 was slightly under 30 cents per hour—about three-fifths of the total increase of 49 cents per hour for transit operating employees over that period. The level of adjustments in local-transit agreements helped average increases for operating employees stay ahead of the 6.7-percent annual rise in the national CPI, and resulted in a 0.7-percent advance in real wage rates (wage rates adjusted for changes in consumer prices). This compares with real wage rate increases of 0.9 percent in 1975-76, 1.5 percent in 1974-75, and no change in 1973-74 (chart 2).

The relative importance of cost-of-living adjustments varied considerably among the bargaining units with such clauses. The COLA constituted all of the 1976-77 wage rate increase, for example, in 17 bargaining units, including some of those in such major cities as Boston, New York, San Francisco, and Washington. In contrast, in six bargaining units with COLA clauses (including those in Houston and Philadelphia, among others), there were general wage increases but no COLA payments were made during the period studied. Of the remaining 40 units that had escalator clauses, 15 had a cost-of-living adjustment that made up at least half of the total wage rate increase between July 1, 1976 and July 1, 1977.

Regional and city comparisons

Four regions were closely grouped at the top of the regional array of average hourly wage rates for local transit operating employees (table 7)—New England and Pacific (both \$7.46), Great Lakes (\$7.43), and the Border States (\$7.37). The average pay level in each of these regions is significantly influenced by a large, high-paying city, as shown in the following tabulation:

	<i>City average</i>	<i>Percent of region's membership</i>
Border States:		
Washington	\$7.78	56
Great Lakes:		
Chicago	8.26	45
New England:		
Boston	8.23	67
Pacific:		
Los Angeles	7.57	42

The Middle Atlantic States, numerically the most important region studied, is also dominated by one city—New York—

but relatively small wage rate gains of 3.4 and 4.2 percent in New York City during the past 2 years lowered the Middle Atlantic region's wage level (\$7.10) to slightly below the national average. As in the past, the lowest regional average was found in the Southwest (\$5.53), but its 15.1-percent wage rate rise in 1976-77 (largest of any region) closed the gap between the Southwest and the next lowest region—the Mountain States—to 20 cents, or about 4 percent in 1977.

Among the four city population groups studied separately in the local transit industry, operating employees in population group I (which includes cities with 1,000,000 inhabitants or more) were paid essentially the same, on average, as those in group II (cities with 500,000 to 1,000,000 inhabitants); 10 percent more than those in group III (cities with 250,000 to 500,000 inhabitants); and 29 percent more than those in group IV (cities with 100,000 to 250,000 inhabitants). Population size, however, seems to be less important in explaining some of the wage rate variations than location of city and, perhaps, variations in bargaining power among locals. When comparisons were limited to the same region, for example, cities in the smallest population group sometimes had higher rates than those in larger size groups (table 9). Within the same size group, moreover, rates in some western cities (and others) exceeded by 50 percent or more those of some southern cities (table 8). Such observations are also found in other union wage surveys conducted by the Bureau.

Union contracts in all but three of the cities studied provided for wage rate progressions by length of service, usually from an entrance or starting rate to one or more intermediate rates, and then to a maximum or top rate (table 10). Rates for new workers were typically increased after a period of either 3 or 6 months on the job, with maximum rates usually reached between 1 and 2 years of service. Workers who reached the top of their progression after 1 year accounted for 28 of 90 specified top rates; other common length-of-service requirements for attaining maximum job rates included 18 months (10 progressions) and 24 months (26 progressions).

Hours of work and supplementary benefits

Straight-time weekly hours were reported for workers in all 61 cities studied. These weekly hours averaged 40.0 on July 1, 1977 (table 6). A scheduled straight-time work-week (generally consisting of 5 consecutive 8-hour days) was in effect in 60 cities. Because of wide variations in demand for mass transit during a day, agreements frequently permit "split shifts" of two daily assignments or more, separated by time off. Typically, the intervening time between parts of such a shift is not paid for, although some agreements require that pay be given for short intervals, such as 30 minutes to 1 hour. Workers on split shifts exceeding a certain number of hours (typically 10 to 12) usually earn premium pay for work in addition to those specified hours. Many agreements, however, limit the number of split-shift assignments to an average of less than 50 percent

of all workers scheduled on weekdays and a smaller percentage on Saturdays, Sundays, or holidays.

Contract provisions for employer-financed health, welfare, and pension plans applied to nearly all of the workers

covered by the survey (table 10). In addition, most operating personnel studied were provided with 1 to 4 or 5 weeks of paid vacation, depending on length of service, and 6 to 12 paid holidays a year.

Chart 1. Annual percent increases in wage rates of local-transit operating employees, by classification, July 1967 to July 1977

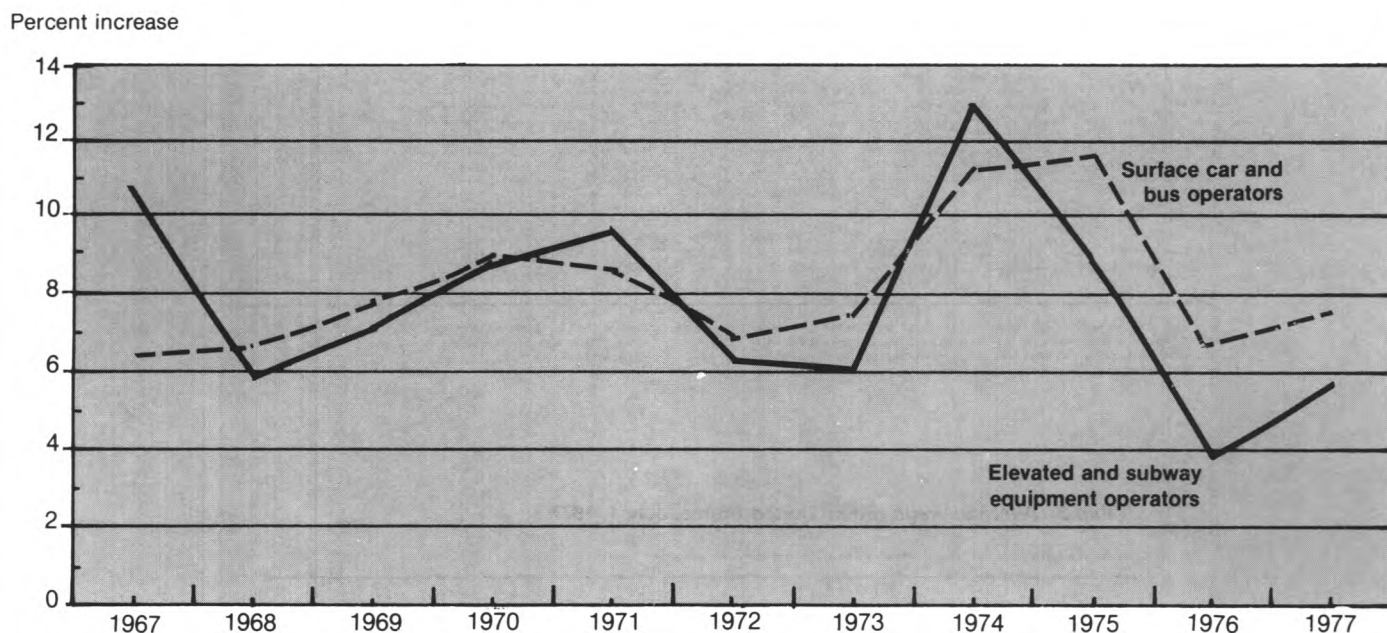


Chart 2. Annual percent increases in current- and constant-dollar wage rates and in the Consumer Price Index, July 1967 to July 1977

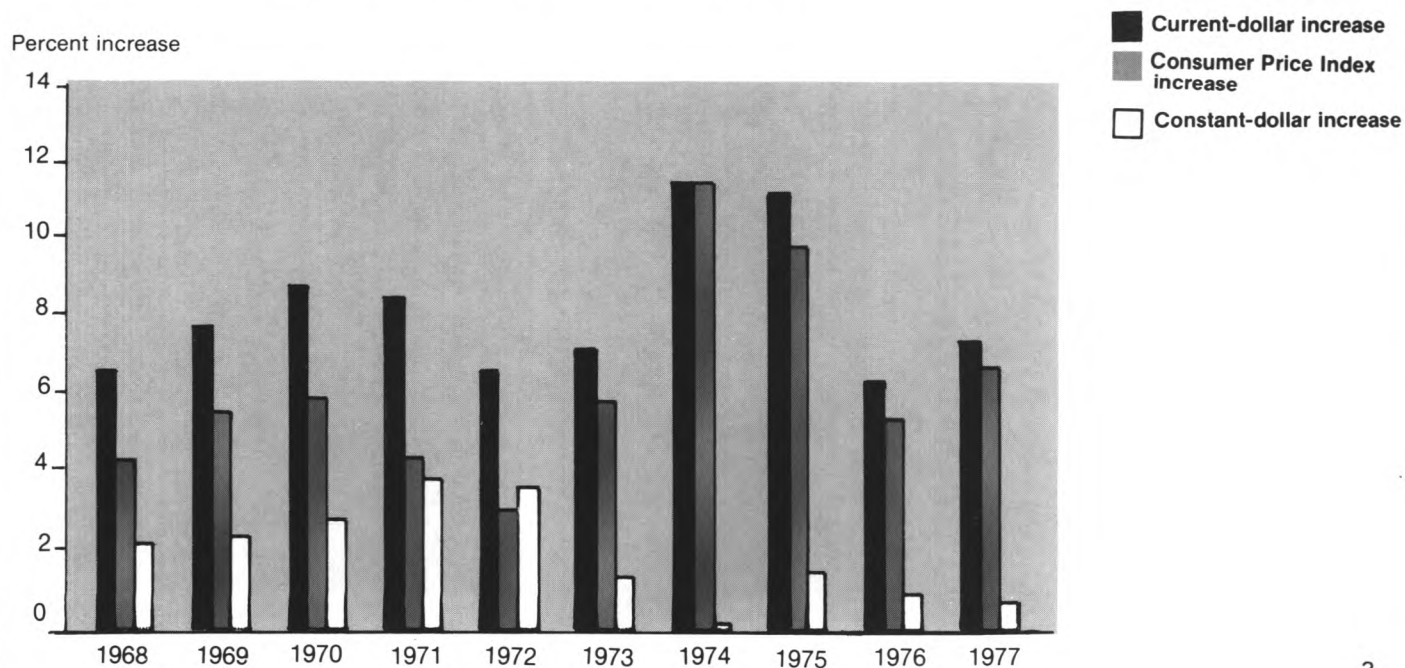


Table 1. Wage rate indexes: United States, 1929-77(Indexes¹ of union hourly wage rates of local-transit operating employees: 1967=100)

Date	Index	Date	Index
1929: May 15	22.3	1954: July 1	58.0
1930: May 15	22.5	1955: July 1	59.8
1931: May 15	22.5	1956: July 1	62.1
1932: May 15	22.1	1957: July 1	64.7
1933: May 15	(²)	1958: July 1	68.6
1934: May 15	21.5	1959: July 1	71.2
1935: May 15	22.2	1960: July 1	73.9
1936: May 15	22.4	1961: July 1	76.7
1937: May 15	23.5	1962: July 1	79.9
1938: June 1	24.2	1963: July 1	82.9
1939: June 1	24.4	1964: July 1	86.2
1940: June 1	24.6	1965: July 1	89.8
1941: June 1	25.6	1966: July 1	93.7
1942: July 1	27.4	1967: July 1	100.0
1943: July 1	29.2	1968: July 1	106.6
1944: July 1	29.4	1969: July 1	115.0
1945: July 1	29.7	1970: July 1	125.2
1946: July 1	34.9	1971: July 1	135.8
1947: Oct. 1	39.4	1972: July 1	144.9
1948: Oct. 1	43.3	1973: July 1	155.4
1949: Oct. 1	45.1	1974: July 1	173.3
1950: Oct. 1	47.2	1975: July 1	192.9
1951: Oct. 1	50.3	1976: July 1	^r 205.2
1952: Oct. 1	54.1	1977: July 1	220.4
1953: July 1	55.3		

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

wage rate in the current survey period.

² Information not available.

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Table 2. Average wage rates: United States, July 1, 1977

(Average union hourly wage rates of local-transit operating employees)

Classification	Average hourly rate ¹	Change from July 1, 1976	
		Cents per hour	Percent
All local-transit operating employees.....	\$7.12	49	7.4
Operators of surface cars and buses.....	7.08	51	7.7
Elevated and subway equipment operators.....	7.41	40	5.7

¹ Wage rates used to calculate these averages represent those available and payable on July 1, 1977, and do not include increases made later that are retroactive to July 1 or before. Averages were developed by weight-

ing the top rate of the length of service progression for each occupation in each contract by the number of union members at that rate on the survey date.

Table 3. Wage rate distribution: United States, July 1, 1977

(Percent distribution of local-transit operating employees by union hourly wage rates)

Hourly rate	All members	Operators of surface cars and buses	Elevated and subway equipment operators
Total.....	100.0	100.0	100.0
Under \$5.50.....	4.6	5.2	-
\$5.50 and under \$5.60.....	.9	1.1	-
\$5.60 and under \$5.70.....	.5	.6	-
\$5.70 and under \$5.80.....	1.1	1.2	-
\$5.80 and under \$5.90.....	1.9	2.2	-
\$5.90 and under \$6.00.....	.8	.9	-
\$6.00 and under \$6.10.....	.5	.6	-
\$6.10 and under \$6.20.....	1.0	1.1	-
\$6.20 and under \$6.30.....	.4	.4	-
\$6.30 and under \$6.40.....	3.5	4.1	-
\$6.40 and under \$6.50.....	2.1	2.4	-
\$6.50 and under \$6.60.....	-	-	-
\$6.60 and under \$6.70.....	5.8	1.1	37.7
\$6.70 and under \$6.80.....	2.7	3.1	-
\$6.80 and under \$6.90.....	10.8	12.0	3.1
\$6.90 and under \$7.00.....	-	-	-
\$7.00 and under \$7.10.....	1.7	1.6	1.8
\$7.10 and under \$7.20.....	5.6	6.5	-
\$7.20 and under \$7.30.....	13.4	15.4	-
\$7.30 and under \$7.40.....	5.0	5.7	-
\$7.40 and under \$7.50.....	2.2	2.2	1.9
\$7.50 and under \$7.60.....	12.5	14.2	1.1
\$7.60 and under \$7.70.....	1.2	1.4	-
\$7.70 and under \$7.80.....	9.0	5.2	35.1
\$7.80 and under \$7.90.....	-	-	-
\$7.90 and under \$8.00.....	.5	.5	-
\$8.00 and under \$8.10.....	(1)	-	.3
\$8.10 and under \$8.20.....	1.4	-	10.9
\$8.20 and under \$8.30.....	10.4	11.1	5.8
\$8.30 and over.....	.4	.1	2.3
Average hourly rate.....	\$7.12	\$7.08	\$7.41

¹ Less than 0.05 percent.

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, 1976-July 1, 1977

(Percent distribution of local-transit operating employees by cents-per-hour change in union hourly wage rates)

Change in hourly rate	All members	Operators of surface cars and buses	Elevated and subway equipment operators
Total.....	100.0	100.0	100.0
No change.....	1.2	1.4	-
Under 25 cents.....	2.6	3.0	-
25 and under 30 cents.....	5.3	6.1	-
30 and under 35 cents.....	27.5	20.5	74.7
35 and under 40 cents.....	2.3	2.7	-
40 and under 45 cents.....	14.2	15.8	3.1
45 and under 50 cents.....	6.2	8.6	5.1
50 and under 55 cents.....	11.1	12.8	-
55 and under 60 cents.....	3.8	4.1	2.3
60 and under 65 cents.....	4.4	4.9	1.1
65 and under 70 cents.....	9.2	9.5	7.0
70 and under 75 cents.....	-	-	-
75 and under 80 cents.....	-	-	-
80 and under 90 cents.....	.6	.7	-
90 cents and under \$1.00.....	-	-	-
\$1.00 and under \$1.10.....	1.2	.3	6.7
\$1.10 and over.....	8.4	9.7	-

NOTE: Because of rounding, sums of individual items may not equal 100. Variations in the size of annual increases from survey to survey may reflect, in part, timing of negotiations in relation to the July 1 survey reference

date, and do not include increases made later that are retroactive to July 1 or before. Such retroactive increases are included in the wage rates reported in the following year's survey.

Table 5. Percent changes in wage rates: United States, July 1, 1976-July 1, 1977

(Percent distribution of local-transit operating employees by percent change in union hourly wage rates)

Change in hourly rate	All members	Operators of surface cars and buses	Elevated and subway equipment operators
Total.....	100.0	100.0	100.0
No change.....	1.2	1.4	-
Under 3 percent.....	1.3	1.5	-
3 and under 4 percent.....	3.4	3.9	-
4 and under 5 percent.....	29.3	22.6	74.7
5 and under 6 percent.....	2.3	2.7	-
6 and under 7 percent.....	16.0	16.8	10.5
7 and under 8 percent.....	13.8	15.8	-
8 and under 9 percent.....	11.3	12.2	5.2
9 and under 10 percent.....	6.0	6.8	1.1
10 and under 11 percent.....	2.4	2.5	1.8
11 and under 12 percent.....	2.1	2.4	-
12 and under 13 percent.....	1.4	1.6	-
13 and under 14 percent.....	-	-	-
14 and under 15 percent.....	.9	-	6.7
15 and under 16 percent.....	-	-	-
16 and under 17 percent.....	-	-	-
17 percent and over.....	8.7	10.0	-

NOTE: Because of rounding, sums of individual items may not equal 100. Variations in the size of annual increases from survey to survey may reflect, in part, variations in the timing of negotiations. Data do not include in-

creases made later than July 1, 1977, that are retroactive to July 1 or before. Such retroactive increases are included in the wage rates reported in the following year's survey.

Table 6. Weekly hours: United States, July 1, 1977

(Percent distribution of local-transit operating employees by straight-time weekly hours)

Weekly hours	All members	Operators of surface cars and buses	Elevated and subway equipment operators
Total.....	100.0	100.0	100.0
Reporting straight-time hours.....	100.0	100.0	100.0
40 hours.....	99.1	99.0	100.0
Over 40 and under 44 hours.....	-	-	-
44 and under 48 hours.....	.9	1.0	-
Average weekly hours reported.....	40.0	40.1	40.0

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

Table 7. Average wage rates and changes: Regions, July 1, 1977

(Average union hourly wage rates of local-transit operating employees and changes, July 1, 1976-July 1, 1977)

Region ^{1/}	All members			Operators of surface cars and buses			Elevated and subway equipment operators		
	Average hourly rate ^{2/}	Change from July 1, 1976		Average hourly rate ^{2/}	Change from July 1, 1976		Average hourly rate ^{2/}	Change from July 1, 1976	
		Cents per hour	Percent		Cents per hour	Percent		Cents per hour	Percent
United States.....	\$7.12	49	7.4	\$7.08	51	7.7	\$7.41	40	5.7
New England.....	7.46	50	7.2	7.35	51	7.4	8.16	47	6.1
Middle Atlantic.....	7.10	35	5.1	7.07	36	5.3	7.20	31	4.5
Border States.....	7.37	50	7.3	7.36	50	7.3	7.78	-	-
Southeast.....	6.19	45	7.8	6.19	45	7.8	-	-	-
Southwest.....	5.53	72	15.1	5.53	72	15.1	-	-	-
Great Lakes.....	7.43	58	8.5	7.36	55	8.1	8.03	86	11.9
Middle West.....	6.55	41	6.7	6.55	41	6.7	-	-	-
Mountain.....	5.73	51	9.8	5.73	51	9.8	-	-	-
Pacific.....	7.46	71	10.5	7.43	71	10.6	8.95	55	6.5

^{1/} The regions used in this study include: New England-Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont; Middle Atlantic-New Jersey, New York, and Pennsylvania; Border States-Delaware, District of Columbia, Kentucky, Maryland, Virginia, and West Virginia; Southeast-Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee; 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, Mon-

tana, New Mexico, Utah, and Wyoming; Pacific-Alaska, California, Hawaii, Nevada, Oregon, and Washington.

^{2/} Wage rates used to calculate these averages represent those available and payable on July 1, 1977, and do not include increases made later than July 1 or before. Averages were developed by weighting the top rate of the length-of-service progression for each occupation in each contract by the number of union members at that rate on the survey date.

**Table 8. Average wage rates by population group:
Selected cities, July 1, 1977**

(Average union hourly wage rates of local-transit operating employees)

City and population group	Average hourly rate ¹	Change from July 1, 1976	
		Cents per hour	Percent
All cities.....	\$7.12	49	7.4
Population group I (1,000,000 and over).....	7.37	50	7.3
Chicago, Ill.....	8.26	72	9.6
Detroit, Mich.....	7.17	26	3.8
Houston, Tex.....	5.88	28	5.0
Los Angeles, Calif.....	7.57	111	17.2
New York, N.Y.....	7.24	29	4.2
Philadelphia, Pa.....	6.80	42	6.6
Population group II (500,000 to 1,000,000)...	7.36	50	7.3
Baltimore, Md.....	7.48	54	7.8
Boston, Mass.....	8.23	47	6.1
Cleveland, Ohio.....	7.05	67	10.5
Columbus, Ohio.....	6.10	60	10.9
Denver, Colo.....	6.85	50	7.9
Indianapolis, Ind.....	6.30	56	9.8
Jacksonville, Fla.....	6.20	38	6.5
Kansas City, Mo.....	7.22	81	12.6
Memphis, Tenn.....	6.65	36	5.7
Milwaukee, Wis.....	6.85	42	6.5
New Orleans, La.....	5.70	130	29.4
Phoenix, Ariz.....	5.86	50	9.3
Pittsburgh, Pa.....	7.33	32	4.6
St. Louis, Mo.....	7.16	34	5.0
San Antonio, Tex.....	5.38	28	5.6
San Diego, Calif.....	8.23	32	4.0
San Francisco, Calif.....	7.64	43	6.0
Seattle, Wash.....	7.36	61	9.0
Washington, D.C.....	7.78	51	7.0
Population group III (250,000 to 500,000)...	6.73	46	7.4
Akron, Ohio.....	5.58	27	5.1
Atlanta, Ga.....	6.82	58	9.3
Buffalo, N.Y.....	6.37	45	7.6
Cincinnati, Ohio.....	6.49	49	8.2
Fort Worth, Tex.....	4.80	40	9.1
Honolulu, Hi.....	6.78	-	-
Long Beach, Calif.....	7.28	109	17.6
Louisville, Ky.....	6.41	46	7.7
Miami, Fla.....	6.46	50	8.4
Minneapolis-St. Paul, Minn.....	7.30	56	8.3
Nashville-Davidson, Tenn.....	6.38	51	8.7
Newark, N.J.....	7.59	63	9.1
Norfolk, Va.....	6.34	44	7.5
Omaha, Nebr.....	5.56	25	4.7
Portland, Oreg.....	7.51	54	7.6
Rochester, N.Y.....	6.72	22	3.4
Sacramento, Calif.....	7.18	36	5.3
Toledo, Ohio.....	6.38	49	8.3
Wichita, Kans.....	3.95	36	10.0
Population group IV (100,000 to 250,000)....	5.70	46	8.7
Albany, N.Y.....	5.87	48	8.8
Chattanooga, Tenn.....	6.09	45	8.0
Flint, Mich.....	5.66	35	6.6
Fresno, Calif.....	6.61	26	4.1
Grand Rapids, Mich.....	5.40	40	8.0
New Bedford, Mass.....	5.41	28	5.5
New Haven, Conn.....	5.98	68	12.8
Providence, R.I.....	6.10	62	11.3
Riverside, Calif.....	7.57	111	17.2
Rockford, Ill.....	7.01	47	7.2
St. Petersburg, Fla.....	4.27	21	5.2
Salt Lake City, Utah.....	5.10	52	11.4
Santa Ana, Calif.....	6.75	45	7.1
Scranton, Pa.....	5.40	40	8.0
Spokane, Wash.....	6.43	43	7.2
Stamford, Conn.....	5.98	68	12.8

¹ Wage rates used to calculate these averages represent those available and payable on July 1, 1977, and do not include increases made later that are retroactive to July 1 or before. Averages were developed by weighting the top rate of the length-of-service progression for each occupation in each contract by the number of union members at that rate on the survey date.

NOTE: Because of rounding, sums of individual items may not equal 100. Variations in the size of annual increases from survey to survey may reflect, in part, timing of negotiations. Data do not include increases made later than July 1, 1977, that are retroactive to July 1 or before. Such retroactive increases are included in the wage rates reported in the following year's survey.

**Table 9. Average wage rates by region:
Selected cities, July 1, 1977**

(Average union hourly wage rates of local-transit operating employees)

City and region ^{1/}	Average hourly rate ^{2/}	Change from July 1, 1976	
		Cents per hour	Percent
All cities.....	\$7.12	49	7.4
New England.....	7.46	50	7.2
Boston, Mass. (II).....	8.23	47	6.1
New Bedford, Mass. (IV).....	5.41	28	5.5
New Haven, Conn. (IV).....	5.98	68	12.8
Providence, R.I. (IV).....	6.10	62	11.3
Stamford, Conn. (IV).....	5.98	68	12.8
Middle Atlantic.....	7.10	35	5.1
Albany, N.Y. (IV).....	5.87	48	8.8
Buffalo, N.Y. (III).....	6.37	45	7.6
New York, N.Y. (I).....	7.24	29	4.2
Newark, N.J. (III).....	7.59	63	9.1
Philadelphia, Pa. (I).....	6.80	42	6.6
Pittsburgh, Pa. (II).....	7.33	32	4.6
Rochester, N.Y. (III).....	6.72	22	3.4
Scranton, Pa. (IV).....	5.40	40	8.0
Border States.....	7.37	50	7.3
Baltimore, Md. (II).....	7.48	54	7.8
Louisville, Ky. (III).....	6.41	46	7.7
Norfolk, Va. (III).....	6.34	44	7.5
Washington, D.C. (II).....	7.78	51	7.0
Southeast.....	6.19	45	7.8
Atlanta, Ga. (III).....	6.82	58	9.3
Chattanooga, Tenn. (IV).....	6.09	45	8.0
Jacksonville, Fla. (II).....	6.20	38	6.5
Memphis, Tenn. (II).....	6.65	36	5.7
Miami, Fla. (III).....	6.46	50	8.4
Nashville-Davidson, Tenn. (III).....	6.38	51	8.7
St. Petersburg, Fla. (IV).....	4.27	21	5.2
Southwest.....	5.53	72	15.1
Fort Worth, Tex. (III).....	4.80	40	9.1
Houston, Tex. (I).....	5.88	28	5.0
New Orleans, La. (II).....	5.70	130	29.4
San Antonio, Tex. (II).....	5.38	28	5.6
Great Lakes.....	7.43	58	8.5
Akron, Ohio (III).....	5.58	27	5.1
Chicago, Ill. (I).....	8.26	72	9.6
Cincinnati, Ohio (II).....	6.49	49	8.2
Cleveland, Ohio (II).....	7.05	67	10.5
Columbus, Ohio (II).....	6.10	60	10.9
Detroit, Mich. (I).....	7.17	26	3.8
Flint, Mich. (IV).....	5.66	35	6.6
Grand Rapids, Mich. (IV).....	5.40	40	8.0
Indianapolis, Ind. (II).....	6.30	56	9.8
Milwaukee, Wis. (II).....	6.85	42	6.5
Minneapolis-St. Paul, Minn. (III).....	7.30	56	8.3
Rockford, Ill. (IV).....	7.01	47	7.2
Toledo, Ohio (III).....	6.38	49	8.3
Middle West.....	6.55	41	6.7
Kansas City, Mo. (II).....	7.22	81	12.6
Omaha, Nebr. (III).....	5.56	25	4.7
St. Louis, Mo. (II).....	7.16	34	5.0
Wichita, Kans. (II).....	3.95	36	10.0
Mountain.....	5.73	51	9.8
Denver, Colo. (II).....	6.85	50	7.9
Phoenix, Ariz. (II).....	5.86	50	9.3
Salt Lake City, Utah (IV).....	5.10	52	11.4
Pacific.....	7.46	71	10.5
Fresno, Calif. (IV).....	6.61	26	4.1
Honolulu, Hi. (VII).....	6.78	-	-
Long Beach, Calif. (III).....	7.28	109	17.6
Los Angeles, Calif. (I).....	7.57	111	17.2
Portland, Oreg. (III).....	7.51	54	7.6
Riverside, Calif. (IV).....	7.57	111	17.2
Sacramento, Calif. (III).....	7.18	36	5.3
San Diego, Calif. (II).....	8.23	32	4.0
San Francisco, Calif. (II).....	7.64	43	6.0
Santa Ana, Calif. (IV).....	6.75	45	7.1
Seattle, Wash. (II).....	7.36	61	9.0
Spokane, Wash. (IV).....	6.43	43	7.2

¹ The regions used in this study include: New England-Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont; Middle Atlantic-New Jersey, New York, and Pennsylvania; Border States-Delaware, District of Columbia, Kentucky, Maryland, Virginia, and West Virginia; Southeast-Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee; Southwest-Arkansas, Louisiana, Oklahoma, and Texas; Great Lakes-Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin; Middle West-Iowa, Kansas, Missouri, Nebraska, North Dakota, South Dakota; Mountain-Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming; Pacific-Alaska, California, Hawaii, Nevada, Oregon, and Washington. Population size of city is shown in parentheses as follows: Group I-1,000,000 or more; Group II-500,000 to 1,000,000;

Group III-250,000 to 500,000; and Group IV-100,000 to 250,000.

² Wage rates used to calculate these averages represent those available and payable on July 1, 1977, and do not include later increases retroactive to July 1 or before. Averages were developed by weighting the top rate of the length of service progression for each occupation in each contract by the number of union members at that rate on the survey date.

NOTE: Because of rounding, sums of individual items may not equal 100. Variations in the size of annual increases from survey to survey may reflect, in part, timing of negotiations. Data do not include increases made later than July 1, 1977, that are retroactive to July 1 or before. Such retroactive increases are included in the wage rates reported in following year's survey. Dashes indicate no change in rate.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOE CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ / ₁	RATE PER HOUR ¹ / ₁	HOURS PER WEEK ² / ₂	EMPLOYER CONTRIBUTIONS TO FUNDS ³ / ₃			
				INSURANCE ⁴ / ₄		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
AKRON, OHIO							
BUSES.....	\$5.310	\$5.580	40.00	(5)	(5)	-	13.50%
ALBANY, N. Y.							
BUSES:							
FIRST 6 MONTHS.....	4.915	5.365	40.00	(5)	(5)	0.225	-
7-12 MONTHS.....	5.015	5.470	40.00	(5)	(5)	.225	-
13-18 MONTHS.....	5.110	5.570	40.00	(5)	(5)	.225	-
AFTER 18 MONTHS.....	5.395	5.870	40.00	(5)	(5)	.225	-
ATLANTA, GA.							
BUSES:							
FIRST 6 MONTHS.....	4.992	5.456	40.00	(5)	(5)	-	7.13
7-12 MONTHS.....	5.304	5.797	40.00	(5)	(5)	-	7.13
13-18 MONTHS.....	5.616	6.138	40.00	(5)	(5)	-	7.13
19-24 MONTHS.....	5.928	6.479	40.00	(5)	(5)	-	7.13
THEREAFTER.....	6.240	6.820	40.00	(5)	(5)	-	7.13
BALTIMORE, MD.							
BUSES:							
FIRST 6 MONTHS.....	5.905	6.365	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	6.250	6.740	40.00	(5)	(5)	(5)	(5)
13-18 MONTHS.....	6.596	7.100	40.00	(5)	(5)	(5)	(5)
THEREAFTER.....	6.945	7.485	40.00	(5)	(5)	(5)	(5)
BIRMINGHAM, ALA.							
BUSES AND TRUCK COACHES:							
FIRST 6 MONTHS.....	5.970	6.510	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	5.990	6.530	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	6.020	6.560	40.00	(5)	(5)	(5)	(5)
BOSTON, MASS.							
BUSES:							
FIRST 3 MONTHS.....	6.933	7.403	40.00	(5)	(5)	-	11.63
4-6 MONTHS.....	7.158	7.628	40.00	(5)	(5)	-	11.63
7-9 MONTHS.....	7.383	7.853	40.00	(5)	(5)	-	11.63
10-12 MONTHS.....	7.550	8.020	40.00	(5)	(5)	-	11.63
AFTER 1 YEAR.....	7.778	8.248	40.00	(5)	(5)	-	11.63
F.C.C. SURFACE LINES OPERATORS:							
FIRST 3 MONTHS.....	7.038	7.508	40.00	(5)	(5)	-	11.63
4-6 MONTHS.....	7.268	7.738	40.00	(5)	(5)	-	11.63
7-9 MONTHS.....	7.495	7.965	40.00	(5)	(5)	-	11.63
10-12 MONTHS.....	7.670	8.140	40.00	(5)	(5)	-	11.63
AFTER 1 YEAR.....	7.900	8.370	40.00	(5)	(5)	-	11.63
RAPID TRANSIT LINES: GUARDS:							
FIRST 3 MONTHS.....	6.828	7.298	40.00	(5)	(5)	-	11.63
4-6 MONTHS.....	7.048	7.518	40.00	(5)	(5)	-	11.63
7-9 MONTHS.....	7.268	7.738	40.00	(5)	(5)	-	11.63
10-12 MONTHS.....	7.433	7.903	40.00	(5)	(5)	-	11.63
AFTER 1 YEAR.....	7.653	8.123	40.00	(5)	(5)	-	11.63
MOTORMEN:							
ROAD.....	7.715	8.185	40.00	(5)	(5)	-	11.63
YARD.....	7.778	8.248	40.00	(5)	(5)	-	11.63
PLATFORM MEN: GATEMEN.....	7.548	8.018	40.00	(5)	(5)	-	11.63
BUFFALO, N. Y.							
BUSES:							
HIRED PRIOR TO 6/1/76:							
FIRST 3 MONTHS.....	5.870	6.320	40.00	(5)	(5)	(5)	(5)
4-12 MONTHS.....	5.900	6.350	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.920	6.370	40.00	(5)	(5)	(5)	(5)
HIRED AFTER 6/1/76:							
FIRST 3 MONTHS.....	-	5.415	40.00	(5)	(5)	(5)	(5)
3-6 MONTHS.....	-	5.733	40.00	(5)	(5)	(5)	(5)
6-12 MONTHS.....	-	6.052	40.00	(5)	(5)	(5)	(5)
CHATTANOOGA, TENN.							
BUSES:							
HIRED BEFORE 7/1/77:							
FIRST 3 MONTHS.....	5.520	5.970	40.00	(5)	(5)	-	4.00
4-12 MONTHS.....	5.560	6.010	40.00	(5)	(5)	-	4.00
13-18 MONTHS.....	5.580	6.030	40.00	(5)	(5)	-	4.00
19-24 MONTHS.....	5.610	6.060	40.00	(5)	(5)	-	4.00
THEREAFTER.....	5.640	6.090	40.00	(5)	(5)	-	4.00

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOB CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
CHATTANOOGA, TENN.— CONTINUED							
HIRED AFTER 7/1/77:							
FIRST 6 MONTHS.....	-	\$4.872	40.00	(5)	(5)	-	4.001
7-12 MONTHS.....	-	5.176	40.00	(5)	(5)	-	4.00
13-18 MONTHS.....	-	5.481	40.00	(5)	(5)	-	4.00
19-24 MONTHS.....	-	5.785	40.00	(5)	(5)	-	4.00
AFTER 24 MONTHS.....	-	6.090	40.00	(5)	(5)	-	4.00
CHICAGO, ILL.							
BUSES:							
FIRST 6 MONTHS.....	\$6.084	6.628	40.00	0.209	-	-	13.00
7-12 MONTHS.....	6.464	7.042	40.00	.209	-	-	13.00
13-18 MONTHS.....	6.845	7.457	40.00	.209	-	-	13.00
19-24 MONTHS.....	7.225	7.871	40.00	.209	-	-	13.00
AFTER 2 YEARS.....	7.605	8.285	40.00	.209	-	-	13.00
ELEVATED AND SUEWAY RAILWAYS:							
MOTORMEN:							
FIRST 6 MONTHS....	6.053	6.597	40.00	(5)	(5)	-	13.00
7-12 MONTHS.....	6.431	7.009	40.00	(5)	(5)	-	13.00
13-18 MONTHS.....	6.809	7.421	40.00	(5)	(5)	-	13.00
19-24 MONTHS.....	7.188	7.834	40.00	(5)	(5)	-	13.00
AFTER 2 YEARS.....	7.566	8.246	40.00	(5)	(5)	-	13.00
OPERATORS:							
FIRST 6 MONTHS....	6.084	6.628	40.00	(5)	(5)	-	13.00
7-12 MONTHS.....	6.464	7.042	40.00	(5)	(5)	-	13.00
13-18 MONTHS.....	6.845	7.457	40.00	(5)	(5)	-	13.00
19-24 MONTHS.....	7.225	7.871	40.00	(5)	(5)	-	13.00
AFTER 24 MONTHS...	7.605	8.285	40.00	(5)	(5)	-	13.00
CONDUCTORS:							
FIRST 6 MONTHS....	5.969	6.505	40.00	(5)	(5)	-	13.00
SECOND 6 MONTHS...	6.342	6.911	40.00	(5)	(5)	-	13.00
THIRD 6 MONTHS....	6.715	7.318	40.00	(5)	(5)	-	13.00
FOURTH 6 MONTHS...	6.715	7.724	40.00	(5)	(5)	-	13.00
AFTER 2 YEARS.....	7.088	8.131	40.00	(5)	(5)	-	13.00
CINCINNATI, OHIO							
BUSES:							
FIRST 8 MONTHS.....	5.100	6.100	40.00	(5)	(5)	-	13.95
9-16 MONTHS.....	5.400	6.100	40.00	(5)	(5)	-	13.95
17-24 MONTHS.....	5.700	6.290	40.00	(5)	(5)	-	13.95
AFTER 2 YEARS.....	6.000	6.490	40.00	(5)	(5)	-	13.95
CLEVELAND, OHIO							
BUSES:							
HIRED BEFORE 8/1/76:...	5.880	6.550	40.00	(5)	(5)	-	9.00
1-2 YEARS.....	6.130	6.800	40.00	(5)	(5)	-	9.00
FIRST YEAR.....	6.380	7.050	40.00	(5)	(5)	-	9.00
AFTER 2 YEARS.....	6.380	7.050	40.00	(5)	(5)	-	9.00
RAPID TRANSIT--TRAINMEN:							
HIRED BEFORE 8/1/76:							
FIRST YEAR.....	5.880	6.550	40.00	(5)	(5)	-	9.00
1-2 YEARS.....	6.130	6.800	40.00	(5)	(5)	-	9.00
AFTER 2 YEARS.....	6.380	7.050	40.00	(5)	(5)	-	9.00
BUSES:							
HIRED AFTER 8/1/76:							
FIRST YEAR.....	-	5.640	40.00	(5)	(5)	-	9.00
SECOND YEAR.....	-	5.990	40.00	(5)	(5)	-	9.00
THIRD YEAR.....	-	6.350	40.00	(5)	(5)	-	9.00
THEREAFTER.....	-	7.050	40.00	(5)	(5)	-	9.00
RAPID TRANSIT--TRAINMEN:							
HIRED AFTER 8/1/76:							
FIRST YEAR.....	-	5.640	40.00	(5)	(5)	-	9.00
SECOND YEAR.....	-	5.990	40.00	(5)	(5)	-	9.00
THIRD YEAR.....	-	6.350	40.00	(5)	(5)	-	9.00
THEREAFTER.....	-	7.050	40.00	(5)	(5)	-	9.00
COLUMBUS, OHIO							
BUSES:							
FIRST 33 WEEKS.....	-	5.900	40.00	(5)	(5)	-	13.95
34-52 WEEKS.....	-	6.050	40.00	(5)	(5)	-	13.95
AFTER 1 YEAR.....	5.500	6.100	40.00	(5)	(5)	-	13.95
DENVER, COLO.							
BUSES:							
FIRST 3 MONTHS.....	5.850	6.350	40.00	.403	-	-	6.50
4-12 MONTHS.....	6.000	6.500	40.00	.403	-	-	6.50
13-18 MONTHS.....	6.150	6.650	40.00	.403	-	-	6.50
19-24 MONTHS.....	6.250	6.750	40.00	.403	-	-	6.50
AFTER 2 YEARS.....	6.350	6.850	40.00	.403	-	-	6.50

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOE CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
DETROIT, MICH.							
BUSES, DAY:							
FIRST 6 MONTHS.....	\$6.810	\$7.070	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	6.860	7.120	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	6.910	7.170	40.00	(5)	(5)	(5)	(5)
FLINT, MICH.							
BUSES:							
FIRST 6 MONTHS.....	5.050	5.400	40.00	(5)	(5)	(5)	(5)
SECOND 6 MONTHS.....	5.180	5.530	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.310	5.660	40.00	(5)	(5)	(5)	(5)
FORT WORTH, TEXAS							
BUSES:							
FIRST 6 MONTHS.....	4.200	4.600	40.00	(5)	(5)	(5)	(5)
SECOND 6 MONTHS.....	4.250	4.650	40.00	(5)	(5)	(5)	(5)
THIRD 6 MONTHS.....	4.300	4.700	40.00	(5)	(5)	(5)	(5)
FOURTH 6 MONTHS.....	4.350	4.750	40.00	(5)	(5)	(5)	(5)
THEREAFTER.....	4.400	4.800	40.00	(5)	(5)	(5)	(5)
FRESNO, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	5.230	5.430	40.00	0.333	-	-	-
7-12 MONTHS.....	5.490	5.710	40.00	.333	-	-	-
1-2 YEARS.....	5.760	5.990	40.00	.333	-	-	-
2-3 YEARS.....	6.050	6.290	40.00	.333	-	-	-
AFTER 3 YEARS.....	6.350	6.610	40.00	.333	-	-	-
GRAND RAPIDS, MICH.							
BUSES:							
FIRST 3 MONTHS.....	4.900	5.300	40.00	.028	-	0.043	-
4-12 MONTHS.....	4.950	5.350	40.00	.028	-	.043	-
AFTER 1 YEAR.....	5.000	5.400	40.00	.028	-	.043	-
HONOLULU, HAWAII							
BUSES:							
FIRST 6 MONTHS.....	6.650	6.650	40.00	.390	-	.550	-
7-12 MONTHS.....	6.700	6.700	40.00	.390	-	.550	-
13-24 MONTHS.....	6.760	6.760	40.00	.390	-	.550	-
THEREAFTER.....	6.780	6.780	40.00	.390	-	.550	-
HOUSTON, TEXAS							
BUSES:							
STARTING RATE.....	4.850	5.130	40.00	.246	-	(5)	(5)
AFTER 4 MONTHS.....	4.900	5.180	40.00	.246	-	(5)	(5)
AFTER 8 MONTHS.....	4.950	5.230	40.00	.246	-	(5)	(5)
AFTER 12 MONTHS.....	5.100	5.380	40.00	.246	-	(5)	(5)
AFTER 18 MONTHS.....	5.600	5.880	40.00	.246	-	(5)	(5)
INDIANAPOLIS, IND.							
BUSES:							
FIRST 6 MONTHS.....	-	4.725	40.00	(5)	(5)	-	6.50%
7-12 MONTHS.....	-	5.040	40.00	(5)	(5)	-	6.50
13-18 MONTHS.....	-	5.355	40.00	(5)	(5)	-	6.50
19-24 MONTHS.....	-	5.670	40.00	(5)	(5)	-	6.50
25-30 MONTHS.....	-	5.985	40.00	(5)	(5)	-	6.50
AFTER 30 MONTHS.....	5.740	6.300	40.00	(5)	(5)	-	6.50
JACKSONVILLE, FLA.							
BUSES:							
FIRST 3 MONTHS.....	5.720	6.100	40.00	.255	-	.200	-
4-6 MONTHS.....	5.770	6.150	40.00	.255	-	.200	-
AFTER 6 MONTHS.....	5.820	6.200	40.00	.255	-	.200	-
KANSAS CITY, MO.							
BUSES:							
FIRST 4 MONTHS.....	6.355	7.165	40.00	(5)	(5)	.550	-
5-8 MONTHS.....	6.375	7.185	40.00	(5)	(5)	.550	-
9-12 MONTHS.....	6.395	7.205	40.00	(5)	(5)	.550	-
AFTER 1 YEAR.....	6.410	7.220	40.00	(5)	(5)	.550	-

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOE CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
LONG BEACH, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	-	\$6.060	40.00	0.565	-	-	10.03
7-12 MONTHS.....	-	6.430	40.00	.565	-	-	10.03
12-18 MONTHS.....	-	6.810	40.00	.565	-	-	10.03
18-24 MONTHS.....	-	7.190	40.00	.565	-	-	10.03
THEREAFTER.....	\$6.460	7.570	40.00	.565	-	-	10.03
BUSES:							
FIRST 6 MONTHS.....	6.010	7.090	40.00	.287	-	(5)	(5)
AFTER 6 MONTHS.....	6.100	7.180	40.00	.287	-	(5)	(5)
LOS ANGELES, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	-	6.060	40.00	.530	-	-	10.03
SECOND 6 MONTHS.....	-	6.430	40.00	.530	-	-	10.03
THIRD 6 MONTHS.....	-	6.810	40.00	.530	-	-	10.03
FOURTH 6 MONTHS.....	-	7.190	40.00	.530	-	-	10.03
AFTER 2 YEARS.....	6.460	7.570	40.00	.530	-	-	10.03
LOUISVILLE, KY.							
BUSES:							
FIRST 3 MONTHS.....	5.800	6.260	40.00	(5)	(5)	(5)	(5)
4-6 MONTHS.....	5.880	6.340	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	5.930	6.390	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.950	6.410	40.00	(5)	(5)	(5)	(5)
MEMPHIS, TENN.							
BUSES:							
FIRST 6 MONTHS.....	6.090	6.450	40.00	(5)	(5)	-	7.50
7-12 MONTHS.....	6.190	6.550	40.00	(5)	(5)	-	7.50
AFTER 12 MONTHS.....	6.290	6.650	40.00	(5)	(5)	-	7.50
MIAMI, FLA.							
BUSES:							
FIRST 6 MONTHS.....	5.290	5.790	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	5.430	5.930	40.00	(5)	(5)	(5)	(5)
1-5 YEARS.....	5.610	6.110	40.00	(5)	(5)	(5)	(5)
6-11 1/2 YEARS.....	5.780	6.280	40.00	(5)	(5)	(5)	(5)
THEREAFTER.....	5.960	6.460	40.00	(5)	(5)	(5)	(5)
MILWAUKEE, WISC.							
BUSES:							
FIRST YEAR.....	6.180	6.600	40.00	(5)	(5)	-	7.52
1-2 YEARS.....	6.330	6.750	40.00	(5)	(5)	-	7.52
AFTER 2 YEARS.....	6.430	6.850	40.00	(5)	(5)	-	7.52
MINNEAPOLIS-ST. PAUL, MINN.							
BUSES:							
FIRST 6 MONTHS.....	5.390	5.840	40.00	(5)	(5)	-	9.80
7-12 MONTHS.....	5.730	6.210	40.00	(5)	(5)	-	9.80
13-18 MONTHS.....	6.070	6.570	40.00	(5)	(5)	-	9.80
19-24 MONTHS.....	6.400	6.940	40.00	(5)	(5)	-	9.80
THEREAFTER.....	6.740	7.300	40.00	(5)	(5)	-	9.80
NASHVILLE-DAVIDSON, TENN.							
BUSES:							
FIRST 6 MONTHS.....	4.702	5.104	40.00	(5)	(5)	-	4.00
7-12 MONTHS.....	4.994	5.423	40.00	(5)	(5)	-	4.00
13-24 MONTHS.....	5.286	5.742	40.00	(5)	(5)	-	4.00
AFTER 24 MONTHS.....	5.870	6.380	40.00	(5)	(5)	-	4.00
NEWARK, N. J.							
BUSES:							
FIRST 6 MONTHS.....	5.960	6.590	40.00	(5)	(5)	-	10.40
7-12 MONTHS.....	6.460	7.090	40.00	(5)	(5)	-	10.40
13-18 MONTHS.....	6.710	7.380	40.00	(5)	(5)	-	10.40
AFTER 18 MONTHS.....	6.960	7.590	40.00	(5)	(5)	-	10.40
SUBWAY:							
MOTORMEN:							
FIRST 6 MONTHS.....	5.960	6.590	40.00	(5)	(5)	-	10.40
7-12 MONTHS.....	6.460	7.090	40.00	(5)	(5)	-	10.40
13-18 MONTHS.....	6.710	7.380	40.00	(5)	(5)	-	10.40
AFTER 18 MONTHS.....	6.960	7.590	40.00	(5)	(5)	-	10.40
PLATFORM MEN.....	6.960	7.590	40.00	(5)	(5)	-	10.40

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JCF CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
NEW BEDFORD, MASS.							
BUSES:							
FIRST 9 MONTHS.....	\$5.040	\$5.320	40.00	(5)	(5)	(5)	(5)
10-18 MONTHS.....	5.090	5.370	40.00	(5)	(5)	(5)	(5)
AFTER 18 MONTHS.....	5.130	5.410	40.00	(5)	(5)	(5)	(5)
NEW HAVEN, CONN.							
BUSES:							
FIRST 3 MONTHS.....	5.230	5.910	40.00	(5)	(5)	(5)	(5)
4-12 MONTHS.....	5.260	5.940	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.300	5.980	40.00	(5)	(5)	(5)	(5)
NEW ORLEANS, LA.							
1-MAN CABS AND BUSES:							
FIRST 12 MONTHS.....	-	5.455	40.00	(5)	(5)	(5)	(5)
13-24 MONTHS.....	-	5.555	40.00	(5)	(5)	(5)	(5)
AFTER 2 YEARS.....	4.410	5.705	40.00	(5)	(5)	(5)	(5)
NEW YORK, N. Y.							
BUSES:							
AVENUE B AND EAST BROADWAY TRANSIT COMPANY:							
FIRST 12 MONTHS.....	6.485	6.645	40.00	0.380	-	0.735	-
AFTER 12 MONTHS.....	6.953	7.113	40.00	.380	-	.735	-
BROOKLYN DIVISION; BROOKLYN DIVISION NO. 2; MANHATTAN DIVI- SION:							
FIRST 6 MONTHS.....	6.295	6.595	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	6.610	6.910	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	6.953	7.253	40.00	(5)	(5)	(5)	(5)
QUEENS DIVISION:							
FIRST 6 MONTHS.....	6.295	6.595	40.00	.346	-	(5)	(5)
7-12 MONTHS.....	6.610	6.910	40.00	.346	-	(5)	(5)
AFTER 1 YEAR.....	6.953	7.253	40.00	.346	-	(5)	(5)
GREEN LINES:							
FIRST 6 MONTHS.....	7.423	7.710	40.00	(5)	(5)	.850	-
7-12 MONTHS.....	7.473	7.760	40.00	(5)	(5)	.850	-
13-18 MONTHS.....	7.543	7.830	40.00	(5)	(5)	.850	-
AFTER 18 MONTHS.....	7.703	7.990	40.00	(5)	(5)	.850	-
JAMAICA, INC.:							
FIRST 12 MONTHS.....	6.485	6.645	40.00	.380	-	.735	-
AFTER 12 MONTHS.....	6.953	7.113	40.00	.380	-	.735	-
MANHATTAN-BRONX SUR- FACE AUTHORITY:							
FIRST 6 MONTHS.....	6.295	6.595	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	6.610	6.910	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	6.953	7.253	40.00	(5)	(5)	(5)	(5)
QUEENS TRANSIT CORP.:							
FIRST 12 MONTHS.....	6.485	6.645	40.00	.380	-	.735	-
AFTER 12 MONTHS.....	6.953	7.113	40.00	.380	-	.735	-
STATEN ISLAND:							
FIRST 6 MONTHS.....	6.295	6.595	40.00	.432	-	(5)	(5)
7-12 MONTHS.....	6.610	6.910	40.00	.432	-	(5)	(5)
AFTER 1 YEAR.....	6.953	7.253	40.00	.432	-	(5)	(5)
STEINWAY TRANSIT CORP.:							
FIRST 12 MONTHS.....	6.485	6.645	40.00	.380	-	.735	-
AFTER 12 MONTHS.....	6.953	7.113	40.00	.380	-	.735	-
TRI-BORO COACH CORP.:							
FIRST 12 MONTHS.....	6.485	6.645	40.00	.380	-	.735	-
AFTER 12 MONTHS.....	6.953	7.113	40.00	.380	-	.735	-
SUBWAY:							
CONDUCTORS:							
FIRST YEAR.....	5.895	6.195	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	6.385	6.685	40.00	(5)	(5)	(5)	(5)
MOTORMEN:							
ROAD:							
FIRST 231 DAYS....	7.288	7.588	40.00	(5)	(5)	(5)	(5)
AFTER 231 DAYS....	7.458	7.758	40.00	(5)	(5)	(5)	(5)
YARD:							
FIRST YEAR.....	6.973	7.273	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	7.128	7.428	40.00	(5)	(5)	(5)	(5)
NORFOLK, VA.							
BUSES:							
FIRST 6 MONTHS.....	-	5.070	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	-	5.390	40.00	(5)	(5)	(5)	(5)
13-18 MONTHS.....	-	5.710	40.00	(5)	(5)	(5)	(5)
19-24 MONTHS.....	-	6.020	40.00	(5)	(5)	(5)	(5)
AFTER 2 YEARS.....	5.900	6.340	40.00	(5)	(5)	(5)	(5)

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOE CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
OMAHA, NEBR.							
BUSES:							
FIRST 6 MONTHS.....	\$5.240	\$5.490	45.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	5.270	5.520	45.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.310	5.560	45.00	(5)	(5)	(5)	(5)
PHILADELPHIA, PA.							
BUSES.....	6.380	6.800	40.00	(5)	(5)	(5)	(5)
ELEVATED, HIGH-SPEED, AND SUBWAY LINES.....	6.380	6.800	40.00	(5)	(5)	(5)	(5)
PHOENIX, ARIZ.							
BUSES:							
FIRST YEAR.....	5.340	5.360	40.00	0.248	-	-	2.00%
AFTER 1 YEAR.....	5.360	5.860	40.00	.248	-	-	2.00
PITTSBURGH, PA.							
BUSES:							
FIRST 6 MONTHS.....	5.960	6.230	40.00	(5)	(5)	-	13.50
7-12 MONTHS.....	6.310	6.600	40.00	(5)	(5)	-	13.50
13-18 MONTHS.....	6.480	6.780	40.00	(5)	(5)	-	13.50
AFTER 18 MONTHS.....	7.010	7.330	40.00	(5)	(5)	-	13.50
PORTLAND, ORE.							
BUSES:							
FIRST 6 MONTHS.....	6.350	6.860	40.00	(5)	(5)	(5)	(5)
SECOND 6 MONTHS.....	6.750	7.260	40.00	(5)	(5)	(5)	(5)
THIRD 6 MONTHS.....	6.800	7.310	40.00	(5)	(5)	(5)	(5)
FOURTH 6 MONTHS.....	6.850	7.360	40.00	(5)	(5)	(5)	(5)
THEREAFTER.....	7.000	7.510	40.00	(5)	(5)	(5)	(5)
PROVIDENCE, R. I.							
BUSES:							
FIRST 3 MONTHS.....	5.380	6.000	40.00	(5)	(5)	(5)	(5)
4-12 MONTHS.....	5.430	6.050	40.00	(5)	(5)	(5)	(5)
AFTER 1 YEAR.....	5.480	6.100	40.00	(5)	(5)	(5)	(5)
RIVERSIDE, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	-	6.060	40.00	.530	-	-	10.03
SECOND 6 MONTHS.....	-	6.430	40.00	.530	-	-	10.03
THIRD 6 MONTHS.....	-	6.810	40.00	.530	-	-	10.03
FOURTH 6 MONTHS.....	-	7.190	40.00	.530	-	-	10.03
AFTER 2 YEARS.....	6.460	7.570	40.00	.530	-	-	10.03
ROCHESTER, N. Y.							
BUSES:							
FIRST 6 MONTHS.....	5.220	5.440	40.00	(5)	(5)	(5)	(5)
7-12 MONTHS.....	5.470	5.690	40.00	(5)	(5)	(5)	(5)
13-18 MONTHS.....	5.710	5.930	40.00	(5)	(5)	(5)	(5)
19-24 MONTHS.....	5.960	6.180	40.00	(5)	(5)	(5)	(5)
AFTER 24 MONTHS.....	6.500	6.720	40.00	(5)	(5)	(5)	(5)
ROCKFORD, ILL.							
BUSES:							
FIRST 6 MONTHS.....	6.240	6.710	40.00	(5)	(5)	(5)	(5)
SECOND 6 MONTHS.....	6.340	6.810	40.00	(5)	(5)	(5)	(5)
THIRD 6 MONTHS.....	6.440	6.910	40.00	(5)	(5)	(5)	(5)
THEREAFTER.....	6.540	7.010	40.00	(5)	(5)	(5)	(5)
ST. LOUIS, MO.							
BUSES:							
FIRST 3 MONTHS.....	5.800	6.090	40.00	(5)	(5)	0.436	-
SECOND 3 MONTHS.....	6.200	6.270	40.00	(5)	(5)	.436	-
THIRD 3 MONTHS.....	6.370	6.440	40.00	(5)	(5)	.436	-
FOURTH 3 MONTHS.....	6.520	6.620	40.00	(5)	(5)	.436	-
FIFTH 3 MONTHS.....	6.670	6.980	40.00	(5)	(5)	.436	-
AFTER 15 MONTHS.....	6.820	7.160	40.00	(5)	(5)	.436	-

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOB CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
ST. PETERSBURG, FLA.							
BUSES:							
FIRST YEAR.....	\$3.360	\$3.365	40.00	(5)	(5)	-	-
1-2 YEARS.....	3.480	3.645	40.00	(5)	(5)	-	-
2-3 YEARS.....	3.610	3.765	40.00	(5)	(5)	-	-
3-4 YEARS.....	3.740	3.895	40.00	(5)	(5)	-	-
4-5 YEARS.....	3.880	4.025	40.00	(5)	(5)	-	-
5-6 YEARS.....	4.020	4.165	40.00	(5)	(5)	-	-
6-7 YEARS.....	4.170	4.305	40.00	(5)	(5)	-	-
7-8 YEARS.....	4.370	4.455	40.00	(5)	(5)	-	-
THEREAFTER.....	4.370	4.655	40.00	(5)	(5)	-	-
SACRAMENTO, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	5.456	5.740	40.00	0.492	-	-	9.50%
SECOND 6 MONTHS.....	5.797	6.100	40.00	.492	-	-	9.50
THIRD 6 MONTHS.....	6.138	6.460	40.00	.492	-	-	9.50
FOURTH 6 MONTHS.....	6.479	6.820	40.00	.492	-	-	9.50
THEREAFTER.....	6.820	7.180	40.00	.492	-	-	9.50
SAN ANTONIO, TEXAS							
BUSES:							
FIRST 6 MONTHS.....	4.460	4.500	44.00	.183	-	0.524	-
7-12 MONTHS.....	4.600	4.700	44.00	.183	-	.524	-
13-18 MONTHS.....	4.690	4.900	44.00	.183	-	.524	-
19 TO 24 MONTHS.....	4.830	5.100	44.00	.183	-	.524	-
10-15 YEARS.....	5.070	5.360	44.00	.183	-	.524	-
15-20 YEARS.....	5.320	5.630	44.00	.183	-	.524	-
AFTER 20 YEARS.....	-	5.910	44.00	.183	-	.524	-
SAN DIEGO, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	6.328	6.584	40.00	.560	-	(5)	(5)
SECOND 6 MONTHS.....	6.723	7.000	40.00	.560	-	(5)	(5)
THIRD 6 MONTHS.....	7.119	7.407	40.00	.560	-	(5)	(5)
FOURTH 6 MONTHS.....	7.514	7.819	40.00	.560	-	(5)	(5)
THEREAFTER.....	7.910	8.230	40.00	.560	-	(5)	(5)
STUDENT DRIVERS.....	-	4.520	40.00	.560	-	(5)	(5)
SAN FRANCISCO, CALIF.							
BAY AREA RAPID TRANSIT: TRANSPORTATION MAN II.	8.400	8.950	40.00	.513	-	-	14.00
SAN FRANCISCO: BUSES, TRACKLESS TROL- LEYS, CABLE CARS, AND CONDUCTORS.....	7.130	7.570	40.00	.361	-	(5)	(5)
SAN FRANCISCO-BAY AREA: GOLDEN GATE TRANSIT...	6.890	7.200	40.00	.861	-	-	14.17
SANTA ANA, CALIF.							
BUSES:							
FIRST 6 MONTHS.....	5.355	5.738	40.00	.346	-	(5)	(5)
7-12 MONTHS.....	5.670	6.075	40.00	.346	-	(5)	(5)
13-18 MONTHS.....	5.985	6.413	40.00	.346	-	(5)	(5)
AFTER 18 MONTHS.....	6.300	6.750	40.00	.346	-	(5)	(5)
SALT LAKE CITY, UTAH							
BUSES:							
FIRST 6 MONTHS.....	4.465	4.700	40.00	(5)	(5)	.097	-
6-12 MONTHS.....	4.580	4.900	40.00	(5)	(5)	.097	-
AFTER 1 YEAR.....	4.580	5.100	40.00	(5)	(5)	.097	-
SCRANTON, PA.							
BUSES:							
REGULAR.....	5.000	5.400	40.00	(5)	(5)	.115	-
EXTRA MEN.....	5.000	5.400	40.00	(5)	(5)	.115	-
SEATTLE, WASH.							
BUSES:							
FIRST 12 MONTHS.....	6.100	6.690	40.00	.599	-	-	6.74
13-18 MONTHS.....	6.260	6.850	40.00	.599	-	-	6.74
19-24 MONTHS.....	6.420	7.020	40.00	.599	-	-	6.74
25-30 MONTHS.....	6.559	7.190	40.00	.599	-	-	6.74
THEREAFTER.....	6.750	7.360	40.00	.599	-	-	6.74

See footnotes at end of table.

**Table 10. Wage rates, hours, and employer contributions to funds:
Selected cities—Continued**

(Union hourly wage rates and straight-time weekly hours and employer insurance and pension payments for local-transit operating employees, July 1, 1976 and July 1, 1977)

CITY AND JOE CLASSIFICATION	JULY 1, 1976	JULY 1, 1977					
	RATE PER HOUR ¹ /	RATE PER HOUR ¹ /	HOURS PER WEEK ² /	EMPLOYER CONTRIBUTIONS TO FUNDS ³ /			
				INSURANCE ⁴ /		PENSION	
				DOLLARS	PERCENT	DOLLARS	PERCENT
SPOKANE, WASH.							
BUSES:							
FIRST 6 MONTHS.....	\$5.900	\$5.930	40.00	0.070	-	-	6.00%
7-12 MONTHS.....	5.950	6.030	40.00	.070	-	-	6.00
12-18 MONTHS.....	6.000	6.130	40.00	.070	-	-	6.00
18-24 MONTHS.....	6.000	6.230	40.00	.070	-	-	6.00
AFTER 2 YEARS.....	6.000	6.430	40.00	.070	-	-	6.00
STAMFORD, CONN.							
BUSES:							
FIRST 6 MONTHS.....	5.230	5.910	40.00	(5)	(5)	(5)	(5)
7-9 MONTHS.....	5.260	5.940	40.00	(5)	(5)	(5)	(5)
AFTER 9 MONTHS.....	5.300	5.980	40.00	(5)	(5)	(5)	(5)
TOLEDO, OHIO							
BUSES:							
FIRST 12 MONTHS.....	5.011	5.423	40.00	(5)	(5)	-	11.90
12-24 MONTHS.....	5.304	5.742	40.00	(5)	(5)	-	11.90
24-36 MONTHS.....	-	6.061	40.00	(5)	(5)	-	11.90
AFTER 36 MONTHS.....	5.890	6.380	40.00	(5)	(5)	-	11.90
WASHINGTON, D. C.							
BUSES:							
FIRST 6 MONTHS.....	5.700	6.085	40.00	(5)	(5)	-	21.00
7-12 MONTHS.....	6.016	6.424	40.00	(5)	(5)	-	21.00
13-18 MONTHS.....	6.330	6.763	40.00	(5)	(5)	-	21.00
19-24 MONTHS.....	6.643	7.102	40.00	(5)	(5)	-	21.00
25-30 MONTHS.....	6.957	7.441	40.00	(5)	(5)	-	21.00
AFTER 30 MONTHS.....	7.270	7.780	40.00	(5)	(5)	-	21.00
SUBWAY OPERATORS.....	-	7.780	40.00	(5)	(5)	-	21.00
WICHITA, KANS.							
BUSES:							
FIRST 60 DAYS.....	2.690	2.960	40.00	.475	-	0.488	-
AFTER 60 DAYS.....	3.590	3.950	40.00	.475	-	.488	-

¹ Basic (minimum) rates, excluding holiday, vacation, or other benefit payments made or regularly credited to the employee. Wage rates shown represent rates available and payable on July 1 of the survey year and do not include increases made later that are retroactive to July 1 or before.

² Hours are the same for both years unless otherwise indicated.

³ Shown in terms of cents per hour or as a 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.

⁴ 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.

⁵ Agreement provides for employer-financed plan; amount of employer payment not available.

NOTE: Dash (-) indicates no data reported. When referring to a rate per hour for a previous year, "-" indicates either a change in progression, or a new job or union not previously reported.

Appendix: Scope and Method of Survey

Union wage rates and hours reported in the 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, and other benefit payments made or credited regularly to the employees) and (2) the maximum weekly 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, 1977, for local-transit operating employees in 61 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, and elevated and subway trains) and workers in related occupations, such as guards, conductors, and platform workers. (Workers in these related occupations, found only in elevated and subway equipment operations, constitute less than 6 percent of the workers covered by the study. They were combined with elevated and subway equipment operators in tables 2 through 7.) Track 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 based on the 1970 Census of Population. All cities that had 500,000 inhabitants or more were included, as were most cities having 250,000 to 500,000 inhabitants.

Beginning in 1976, a new sample was selected from cities with a population of 100,000 to 500,000; the probability

selection process resulted in the deletion of 24 cities previously studied in that size-range and the addition of 20 "new" cities. This shift, coupled with the retention of 46 cities previously studied, yielded a new sample group of 66 cities. A total of 61 of these cities had local-transit union contracts in effect on July 1, 1977.

Trends since 1975 were linked to the existing index using the new city sample. The 1977 averages also reflect the new sample. Data for the cities surveyed were weighted to compensate for cities that were not surveyed. To provide appropriate regional representation, each region was considered separately when city weights were assigned.

Average wage rates were based on the top rate of the length-of-service structure reported in each labor-management agreement. The top rates were weighted by the number of union members at these rates (about 62,000 total for the 61 cities). These averages were not designed for year-to-year comparisons because of fluctuations in membership and in job classifications studied. Average cents-per-hour and percent changes from July 1, 1976 to July 1, 1977, however, were based on comparable rate quotations for the various job classifications in both periods, weighted by the membership reported for the current (1977) survey. The index series, designed for trend purposes, was constructed similarly. Year-to-year wage changes, as well as distributions of current wage rates, also relate only to workers at the top wage rates in the contracts studied.

Most of the contracts covering local-transit operating employees are negotiated by locals of the Amalgamated Transit Union or the Transport Workers Union of America. Other major unions representing local-transit workers include the United Transportation Union and the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America.

Erratum for Union Wages and Hours: Local-Transit Operating Employees, July 1, 1976 (Bulletin 1974)

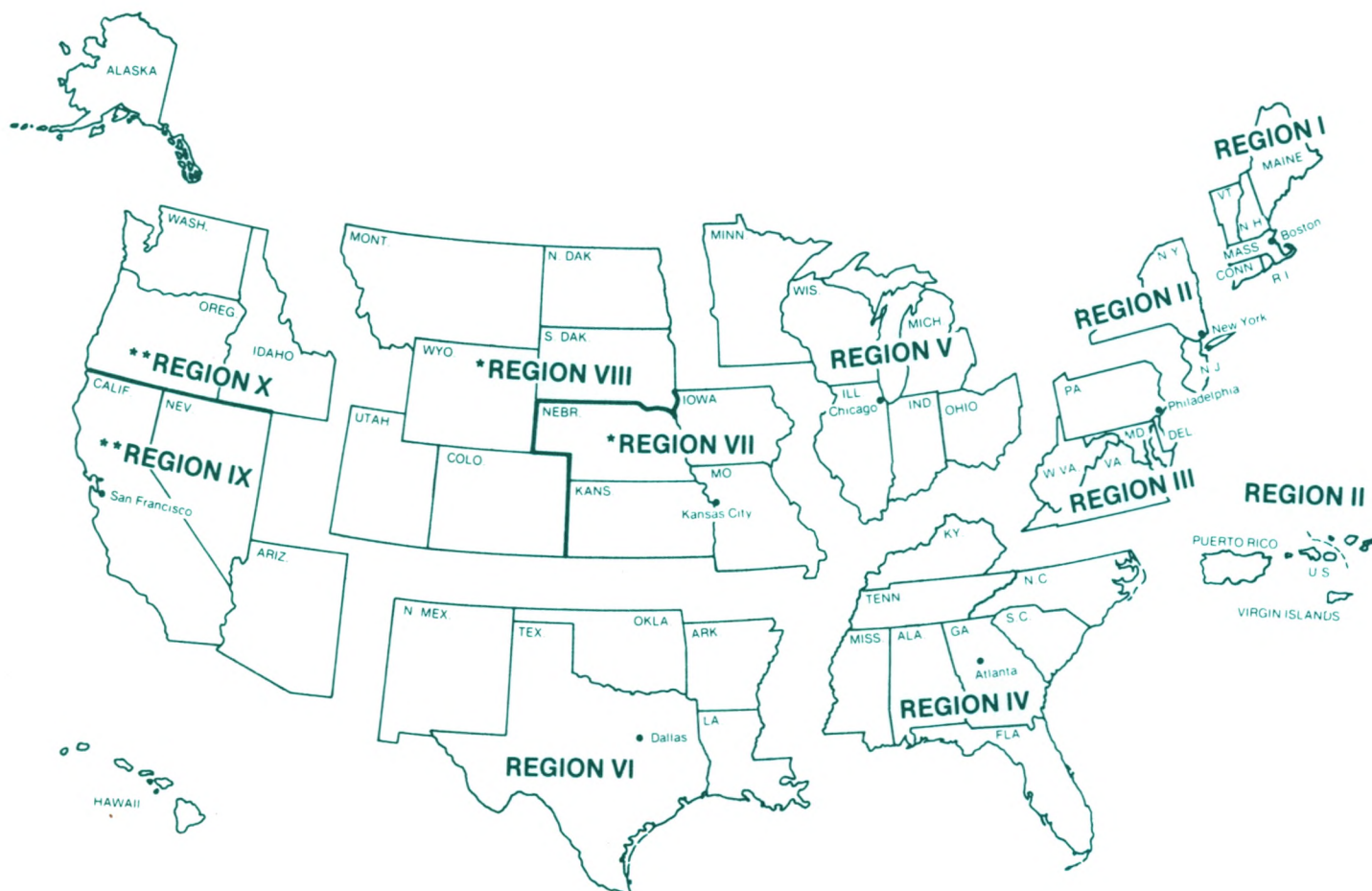
The cost-of-living additives were erroneously excluded from the July 1, 1975 and 1976 wage rates reported for Washington, D.C. in the 1976 bulletin. The top operators' rate (after 2 years) for July 1, 1975, including the additive, should have been reported as \$6.90, and for July 1, 1976, \$7.27. Upon recalculation, the 1976 wage index for local-transit operating employees (table 1) is raised by 0.1 percentage point to 205.2. The table below corrects the various items affected by this error.

**Revised average union wage rates for local-transit
operating employees, July 1, 1976 and changes
in rates, July 1, 1975-76**

Item	July 1, 1976 average hourly rate	Change from July 1, 1975	
		Cents per hour	Percent
All cities:			
All workers	\$6.63	40	6.4
Operators of surface cars and buses	6.59	42	6.8
Border States:			
All workers	6.83	40	6.3
Operators of surface cars and buses	6.83	40	6.3
Population group II	6.84	44	7.0
Washington, D.C.	7.27	37	5.4

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