

SCHEDULING OF TRIPPERS ON C.T.A. BOULEVARD SYSTEM

WEEKDAY SCHEDULES, MAY 1, 1953

NEED FOR TRIPPERS:-

The peak requirements of 572 buses in the A.M. Rush and 560 buses in the P.M. Rush compared with 235 buses at noon, and 193 buses in the evening, makes it impossible to schedule all work for bus operators into 8-hour runs.

After straight 8-hour runs have been made from the buses remaining in service after the A.M. Rush, and after straight 8-hour runs have been made from the buses remaining in service after the P.M. Rush, there are 409 pieces of A.M. work, and 366 pieces of P.M. work that have to be scheduled.

The longer pieces of work are coupled into swing runs that usually work somewhat less than 8-hours but are paid 8-hours plus a premium if the spread exceeds $10\frac{1}{2}$ hours.

The short pieces of work are left as trippers -- 109 in the A.M. Rush and 101 in the P.M. Rush. The trippers vary in size from 1-hour 42-minutes to 3-hours and 2-minutes, including allowances for report, turn-in and travel time. The trippers are paid a minimum of 2-hours at time-and-a-half (or 3-hours at straight time) and a maximum of 3-hours at time-and-a-half (or $4\frac{1}{2}$ hours straight time).

An example of the value of and necessity for trippers is the La Salle St. line. Starting at Ravenswood & Wilson Aves., and operating over Wilson Ave., Clarendon Ave., Sheridan Road, Stockton Drive, and La Salle St. to Jackson Blvd., it is a business day line (6:30 AM to 6:30 PM) -- almost exclusively a rush hour line, and does not operate on Sundays. On weekdays, the service requirements at the peak period are 57 buses on a 1-minute interval, while the service requirements in the midday period are only 11 buses on an 8-minute interval -- a ratio of over 5 to 1. Only 30 runs can be made out of this schedule -- 10 straight runs and 20 swing runs, leaving 31 AM trippers and 35 PM trippers. Some of these trippers are operated by men with straight runs in Ravenswood Garage, and others are operated by men with straight runs in Keeler garage where fewer trippers are available.

Running time of an express bus is only 39-mins. on this line, and of a local bus only 50-mins. in the rush hours. With time added to operate to the Grand-Orleans Parking Lot, and with allowances for report, travel, and turn-in time, less than 2-hours are spent by the men for 3-hours pay.

If 2 of these trippers were to be coupled into a run, it would pay more than 8-hours, including spread premium instead of 6-hours for 2 trippers and require more operators who cannot be obtained because of man-power shortage.

POPULARITY OF TRIPPERS:-

Trippers are very popular with bus operators. They make it possible for them to earn approximately \$6.00 per day or \$30.00 per week over their normal earnings for an 8-hour day during their regular 5-day work week.

Proof of their popularity is the fact that only 9 of the 109 A.M. Trippers and only 17 of the 101 P.M. Trippers were not selected by regular bus operators with straight runs at the last Pick of Runs. These 9 A.M. and 17 P.M. Trippers are in two garages -- Rosemont and Ravenswood, where the trippers exceed the straight runs. These remaining trippers are operated by drivers of swing runs on their days off.

The Ravenswood Garage has 7 of the unselected A.M. Trippers and 9 of the unselected P.M. Trippers. This garage has the sharpest rush hour peaks. In the A.M. Rush 3-1/3 times as many buses are needed as at noon and in the P.M. Rush 4-2/5 times as many buses are needed as in the evening.

Almost all of the Trippers could be considered as Half Trippers. They operate in the prevailing direction of travel, to the Loop in the A.M. Rush -- and from the Loop in the P.M. Rush. They are parked in a downtown lot between the rush hours but bus operators are allowed travel time from Loop to garage after the A.M. Rush and from garage to Loop before the P.M. Rush. A substantial saving in operating and maintenance cost is made by parking near the Loop instead of returning to garage.

The fact that Trippers usually work in only one direction make them desirable to many men because they are paid to travel from Parking Lot back to garage instead of having to operate a bus.

It is rumored that because of decrease in take-home pay if Trippers were not available many Bus Operators would resign because their 5-day weekly pay would be cut about \$30.00.

SELECTION OF TRIPPERS:-

Selection of trippers takes place at the general pick. Bus Operators pick their regular run and indicate their preference of an unselected tripper, which the Dispatcher assigns to them. Since it is voluntary, some of the older men and a few of the other men, do not select a tripper as they are not interested in the additional pay.

In accordance with seniority rights, the senior man usually selects the A.M. straight runs and the P.M. trippers. For example:- The run may work from 6:00 A.M. to 2:00 P.M. and the tripper may work from 4:00 P.M. to 6:00 P.M.

The middle group in the seniority list usually select the P.M. straight runs and the A.M. trippers. For example:- the Tripper may work from 7:00 A.M. to 9:00 A.M. and the run may work from 1:00 P.M. to 9:00 P.M.

The junior men usually select the Swing Runs. Since they cannot work a tripper on their regular days they often notify the Dispatcher that they would like to work one or two trippers on their day off or work an open run.

Some men pick straight runs but do not want a tripper every day so they some times team up and two men will divide the 5-days work on trippers between themselves.

Since selection of trippers is voluntary, the men are not obligated to work them every day until the next pick, like regular runs. By notifying the Dispatcher in advance, they can give up a tripper for a day or two, or permanently. Likewise, the men who do not select a tripper at the pick of runs can at any time notify the Dispatcher that they would now like to work a tripper.

Trippers have been on Motor Coach schedules for many years; have always been popular; and are still as advantageous as ever. They were picked just like runs until about five years ago, when, because the Union objected to men being charged with a miss on a tripper when they failed to work it, selection was put on a voluntary basis by transferring the assignment of trippers to the Dispatcher. This has not changed the popularity of the trippers as they are very much in demand by the men.

In picking their work, Surface System men with high seniority usually pick the longest straight run (some times with 9½ hours pay) while men with lesser seniority pick the largest paying swing runs (with spread premium). In contrast, Boulevard System men with either high or average seniority pick a straight 8-hour run and a tripper and enjoy a higher take-home pay.

The exception in both surface and Boulevard systems are the few older men who pick straight 8-hour runs with the least amount of work and the greatest bonus (unworked time).

ECONOMY OF TRIPPERS:-

From a standpoint of cost, if trippers were combined into swing runs, 2 trippers would work about 4-hours, be paid about 8-¾ hours including spread premium, and since there are no extra bus operators available they would have to be worked by a different man each day on their days off at time-and-a-half, or 13-½ hours pay. This compares with the present cost of 6-hours for 2 trippers.

If 100 new bus operators could be hired to operate 200 trippers coupled into swing runs, it would cost 275 more pay hours per weekday than at present, which is about \$522.00 more per day, or \$133,000.00 additional per year. It would also cost about \$300.00 per man annually for vacations, insurance, etc., or about \$30,000.00. This totals \$163,000.00 additional per year than with trippers.

Since at the present time it is impossible to hire 100 more men because of the man-power shortage, these runs would have to be worked by present bus operators on their days off at time-and-a-half, increasing annual cost by \$218,000.00 -- making total increase of \$351,000.00 per year.

FLEXIBILITY WITH TRIPPERS:-

Trippers can be cancelled by giving 24-hours notice to the men. Unexpected changes in routing, school holidays, etc. occasionally reduce service requirements and some trippers are eliminated and the headways (intervals between buses) are adjusted to even out the service and avoid any gaps. This tailoring of service to the demand could not be done economically if trippers were coupled into runs, as the men would have to be paid whether the run was operated or not.

A bus operator who loses a tripper by cancellation could select another tripper according to his seniority, and the Dispatcher will assign it to him even tho a man with junior seniority had been working it.