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STREET RAILWAY EMPLOY-
MENT IN THE UNITED STATES



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WHOLE NO. 204.

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APRIL, 1917.

WAGES, HOURS OF LABOR, AND WORKING CONDITIONS IN STREET RAILWAY OPERATION.

INTRODUCTION.

This report presents the result of a study of the wages, hours of labor, and working conditions of persons engaged in the operation of urban street railways in representative cities of the United States. Elevated and subway lines, as well as surface lines, were covered in the cities selected. Interurban lines were not covered. The data for this report were gathered in the latter half of the year 1914 and the early part of 1915.

While the Bureau of Labor Statistics has for many years compiled similar information for other industries, this is the first extensive study of street-railway wages and working conditions that has been made by this bureau, and so far as known no study of like scope has been made.

According to a report made by the United States census there were 282,461 persons employed by electric and other street railways, urban and interurban, in the United States in the year 1912. The importance of street railways in industrial affairs is greater, however, than indicated by this number alone, as they have become a vital necessity in the development and maintenance of the modern city and are used daily by millions of city dwellers.

It was recognized that the bureau, with its limited resources, could not make an extended study of street-railway employment in all of the cities of the United States, so it was decided to make a comprehensive study in a number of selected cities and to collect a limited amount of data from a larger list of cities. The cities selected in which to make a full and careful study were:

Albany, N. Y.

Altoona, Pa.

Atlanta, Ga.

Augusta, Ga.

Baltimore, Md.

Binghamton, N. Y.

Birmingham, Ala.

Boston, Mass.

Brockton, Mass.

Buffalo, N. Y.

Butte, Mont.

Charleston, S. C.

Charlotte, N. C.

Chattanooga, Tenn.

Chicago, Ill.

Cincinnati, Ohio.

Cleveland, Ohio.

Dallas, Tex.

Davenport, Iowa.

Denver, Colo.

Des Moines, Iowa.

Detroit, Mich.	New Britain, Conn.	Salt Lake City, Utah.
Evansville, Ind.	New Haven, Conn.	San Antonio, Tex.
Grand Rapids, Mich.	New Orleans, La.	San Francisco, Cal.
Houston, Tex.	New York, N. Y.	Savannah, Ga.
Indianapolis, Ind.	Norfolk, Va.	Scranton, Pa.
Jacksonville, Fla.	Oakland, Cal.	Seattle, Wash.
Kansas City, Mo.	Oklahoma City, Okla.	Sioux City, Iowa.
Lincoln, Nebr.	Omaha, Nebr.	South Bend, Ind.
Little Rock, Ark.	Peoria, Ill.	Spokane, Wash.
Los Angeles, Cal.	Philadelphia, Pa.	Springfield, Ill.
Louisville, Ky.	Pittsburgh, Pa.	Springfield, Mass.
Lowell, Mass.	Portland, Me.	Springfield, Ohio.
Manchester, N. H.	Portland, Oreg.	Superior, Wis.
Memphis, Tenn.	Providence, R. I.	Syracuse, N. Y.
Milwaukee, Wis.	Pueblo, Colo.	Tacoma, Wash.
Minneapolis and St. Paul, Minn.	Reading, Pa.	Toledo, Ohio.
Mobile, Ala.	Richmond, Va.	Topeka, Kans.
Nashville, Tenn.	Rochester, N. Y.	Washington, D. C.
Newark, N. J.	Sacramento, Cal.	Wheeling, W. Va.
New Bedford, Mass.	Saginaw, Mich.	Wichita, Kans.
	St. Louis, Mo.	Wilmington, Del.

It will be observed that some of the large cities of the country are omitted from the list and that some cities of smaller size are included. This selection was made in order to get a representation from cities of different sizes rather than to take only the largest cities. An agent was sent to each of the several cities to collect the information desired. Practically all of the data were copied by the bureau agents from the records of the operating companies. The greater part of the information collected was for the month of May, 1914. It was necessary to take data for a later or earlier period from some of the companies because May records were not available, or because conditions, as shown by the records for that month, were not normal. Information was refused by the company in Baltimore and in part by the companies in New Britain, New Haven, and one company in Seattle. The company in Albany declined to furnish agents any information, but the wage scale and figures concerning the maximum, minimum, and prevailing hours of employment asked for on the short form schedule mentioned below was obtained.

In January, 1915, a short form schedule asking only for the number of motormen and conductors working at each wage rate, and the maximum, minimum, and prevailing hours of labor as of May, 1914, was sent out by mail to the companies operating in all cities of the country of any considerable size. Replies were received from 321 companies. For a list of the cities included see pages 38 to 48. A few companies failed to respond to this request.

The largest group of street railway employees peculiarly distinctive of the industry is that one which comprises the men operating the cars, which group includes motormen, conductors, gripmen, and

guards. The greater part of this report is devoted to a study of conditions of employment in these occupations. A limited amount of data concerning wages and hours of labor is given, however, for certain other leading occupations in the street railway industry.

DEFINITIONS OF OCCUPATIONS.

In order that an understanding may be had of the work of street car employees a brief definition is given below of the several occupations for which information is published. First, is stated the occupation term as it appears in this bulletin, followed (in parenthesis) by the occupation terms used by certain companies for the same class of work. Next follows the definition sufficiently comprehensive to cover the major word and the several synonymous or subordinate terms embraced thereby. The occupations are arranged alphabetically under three general classifications, namely, track and line occupations, transportation occupations, and barn and shop occupations.

TRACK AND LINE OCCUPATIONS.

Bonders (bonding men, bondmen).—Bond copper wire to tracks at joints to make a complete circuit for conducting the current. Test rails for defective bonds. Also, in some cities, drill and punch holes in the rails in which bonds are inserted. Light work, but a skilled and experienced employee is required.

Bridgemen (draw tenders)—elevated lines.—Operate drawbridge built over navigable waters. Light work with considerable responsibility.

Cablemen (cable joiners, riggers, splicers, wrappers).—Install and remove underground cables, connect and disconnect lengths of cables, rig cables for installation or removal, wrap cables in manholes. Skilled workmen.

Conductors, other than on passenger cars (freight, mail, sand, sprinkler, etc.).—Have charge of car, signal motorman when to start and stop; also assist in loading and unloading cars.

Drillers (drill runners).—Drill bond holes in web of rail for bond wires; also drill holes in fishplates, tie plates and rails on drill press. The work is fairly skilled and varies from light to heavy manual labor.

Drivers, wagon (emergency drivers, teamsters, tower wagon men, wagon men).—Drive teams hauling tools and supplies to track gangs; drive emergency wagons to place where repairs are necessary and look after tools and material; drive teams of tower wagon used by linemen in repairing overhead trolley; look after teams and harness. Work is light labor.

Fitters, track.—Fit tracks and switches at switches and crossovers, and repair switches. Experienced trackmen.

Flagmen (crossing tenders; crossover men; flagmen, track; flagmen, transportation; signalmen).—Guard crossings at steam railways to protect cars from collisions with railway trains; signal cars when it is safe to cross over from one track to another and use a section of track in both directions temporarily. Easy work, usually performed by employees incapacitated for service in other occupations.

Grade men.—Line up tracks and track bed to the proper grade. Some skill and considerable experience.

Greasers (curve cleaners, curve greasers, curve men, switch cleaners, track greasers, track oilers, track sweepers).—Clean and grease curves and switches. Work very light and unskilled. Considerable time is consumed in travel from point to point, on company's cars.

Interlocking maintainers and repairmen (elevated).—Keep switches, mechanical signals, and mechanical interlocking machines in repair, properly adjusted and greased, and also fill and maintain signal lamps.

Laborers (freight brakemen, bridge tenders (surface lines), concrete mixers, cupola men, draw tenders (surface lines), excavators, grouters, kettle men, track laborers, ladle men, rail men (elevated lines), rail sanders, rammers, sand driers, sawyers, rail cutters, tunnel men).—General unskilled work on and in connection with roadbeds and tracks. Laborers operate brakes on freight cars and assist in loading and unloading cars; operate drawbridges on surface lines over navigable waters; mix and prepare cement for use on track and about rails; have charge of portable cupola for melting iron for use in welding track joints; excavate for roadbeds; lay grouting (mixed cement, crushed stone or gravel, and sand) for paving along tracks; melt pitch in kettles for use in filling between bricks or blocks; carry melted metal from cupola in ladles and pour it into welding molds; do unskilled work involved in the erection and maintenance of contact rail and its fittings and the distribution and laying of cables which supply power to the contact rail; sand rails on heavy grades to prevent cars from slipping; ram paving blocks and assist pavers; work at steam-heated revolving drums which dry sand for sand boxes on cars; operate cold saws used in cutting rails; dig and clean tunnels.

Where companies have a large number of unskilled laborers, they are subdivided and designated by many of the occupations shown above, while in small companies the term "laborers" is applied to all unskilled work.

Line inspectors (patrolmen).—Patrol line, make minor repairs, and notify line department of other repairs that may be necessary. Experienced linemen.

Lineman (emergency linemen, emergency men, insulator repair men, trouble men).—Construct, install, and maintain trolley wires, feeders, and transmission lines; take care of signals, trolley guards, and cables; answer emergency calls and repair trolley wires; put cars on track; erect fire bridges and clear all delays on line due to failure of equipment held for emergency calls; assemble, test, and repair insulators. Linemen sometimes dig holes and mix concrete when poles are set, but usually this work is done by helpers or groundmen. Most of the work is done from the deck of a line car or wagon, although considerable pole climbing is required. Skilled electricians.

Linemen's helpers (groundmen).—General work on construction and repair of trolley line. Dig holes, set poles, carry material, etc. Unskilled work under the direction of a lineman, for which position it is a training.

Motormen, other than passenger cars (freight, mail, sand, sprinkler, etc.).—Operate motor work car carrying supplies for track and line construction and repair. Experienced motormen from passenger service are usually chosen for this work.

Pavers.—Lay brick or block paving between rails and tracks and surface concrete and asphalt work. Manual labor requiring an experienced and skilled employee.

Rail grinders (grinder men, grind men).—Operate grinder machine used for smoothing rails and track joints after repairs and connections have been made. Light manual labor, semiskilled.

Sand-blast men.—Operate a compressed-air machine which cleans rail ends by a sand blast in preparation for welding rail joints.

Shimmers.—Place shims (metal wedges) between rails to fill out space caused by loose joints, etc.

Signal maintainers and repair men.—Inspect signal apparatus, correct or report all trouble, make adjustments on worn and loose parts, keep parts oiled, and act as emergency men when trouble is reported. Experienced linemen.

Switchmen (switch tenders).—Throw hand switches to enable cars to take right track. Light work, unskilled.

Third-rail men (contact men).—Keep the trolley or contact rails in line, look after insulators and bonds, and install new contact rails when necessary.

Towermen.—Operate hand and electric track switches from tower and set electric signals for cars to stop or go ahead over switch. Occupation requires men of good judgment and a knowledge of car routes. Work light.

Trackmen.—Experienced workmen with some skill competent to do the highest grade of work necessary in making roadbeds, and laying and repairing tracks.

Trackwalkers.—Patrol section of track one or more times a day, inspect rails, rail joints, frogs, switches, spikes, bolts, etc.; also sometimes grease curves. Unskilled work.

Welders (cupola welders, cupola trappers, spot welders, electric welders).—Weld rail joints with molten iron to make a smooth and continuous surface. Also repair cupped or low joints, switch joints, and breaks in frogs or crossings. The work is largely supervisory, the casting molds being placed by laborers as directed and removed by them after the casting has cooled.

TRANSPORTATION OCCUPATIONS.

Collectors and agents, elevated.—Sell tickets, see that station is in order and that porters and gatemen perform their duties, and make reports of assignments to station duty and of condition of furniture and stairways.

Conductors, elevated.—Have charge of train, open and close doors or gates in or between first and second cars of train, signal motormen to start train and make announcements. Experienced men are required in this occupation.

Conductors, surface.—Have charge of the cars and signal the motorman when to start and stop the cars; collect fares and assist and safeguard passengers. At the end of each day or trip, make reports of fares collected, transfers issued, delays, accidents, etc. Conductors must be physically strong, courteous, careful, above the ordinary intelligence of an unskilled laborer, and a judge of human nature to avoid quarrels with the public. The occupation is semiclerical in some respects and one of responsibility rather than of skill. In the modern cars the work is comparatively easy, as fares are collected as passengers enter the car, but conductors are required in most cities to remain standing for long periods without opportunity for rest.

Guards or brakemen, elevated.—Have charge of cars, open and close gates or doors, give starting signal to guard or conductor on car immediately ahead, and make announcements. A training for occupation of conductor or motorman.

Gripmen, cable cars.—Operate cable cars by manipulating levers, which control, clamp or grip an underground, moving cable. The work is strenuous, requiring much strength and skill in order to control cars while in motion, etc.

Inspectors.—Stationed on streets to see that cars operate on schedule, look after trouble, start cars after line blockades, reroute cars when necessary to avoid tie ups on line, etc. The occupation requires experienced men familiar with car routes and operating conditions.

Motormen.—Operate the cars, starting only when signalled by the conductors, and open and close the door on pay cars; must have cars under control at all times, and avoid accidents or collisions. Traffic conditions are such that the occupation requires men physically strong, of good nerve, vitality, eyesight, judgment of speed and distance, and courage. The work is easily learned and should be classed as a responsible rather than a skilled occupation, although experience increases efficiency, especially in avoiding accidents. Employees usually reach the average of efficiency within two years. In most cities motormen are allowed to be seated when outside congested districts.

Platform men, elevated.—Have charge of loading and unloading passengers, see that gates or doors are properly closed, and aid the movement of trains.

Porters, elevated.—Clean stations, stairways, platforms, washrooms, etc.

Special officers, elevated.—Have charge of loading and unloading passengers, see that gates or doors are properly closed, aid movement of trains, have a little more authority than platform men, and receive higher pay.

Starters.—See that cars leave terminal points on scheduled time. When blockades occur on the line, reroute cars to straighten schedules and perform duties of inspectors. Semiclerical occupation. Motormen and conductors are sometimes chosen for this work.

Ticket choppers and gatemen, elevated.—Have charge of ticket box at gate and see that no one goes through the gate to the platform without depositing a ticket or pass.

Yard conductors, elevated.—Have charge of trains as they are shifted and switched about yards or terminals while making up for runs or after runs have been made.

Yard guards, elevated.—Couple and uncouple cars of trains as they are shifted about yards or terminals.

Yard motormen, elevated.—Operate trains as they are shifted and switched about yards or terminals while making up for runs or after runs have been made.

BARN AND SHOP OCCUPATIONS.

Armature winders (armature coil winders, repairers and rewinders, coil winders, field coil winders).—Prepare armature cores for rewinding by swaging slots to the proper dimensions and contour. Inspect for mechanical defects and test the commutator for short circuits. Provide insulations; place coils in proper position in slots to connect leads with commutator bars; wind coils for armatures to suitable form; provide for insulation between coils and armature cores and prepare them for armature rewinding; test armatures and repair or rewind if found defective. In large companies the several subdivision occupational classifications are made, while in small companies armature winders and helpers perform all classes of work.

Armature winders' helpers (armature banders; armature strippers; brush-holder men, shop; brushmen, shop; coil dippers; commutator men; mica men).—Place rewound or repaired armature coils in banding lathe, attach and insulate insulating fiber strips for underbands, dust hoods and wind over the insulated fiber strips bands of steel wire; strip bands and defective insulations from armature coils, clean the cores, and prepare the armatures for rewinding; replace burnt-out parts on brush holder and repair insulation; replace and repair brushes which bear down on the commutator on the car; dip coils into insulating varnish and drain and dry them; inspect and adjust commutators, assemble the parts, and make minor repairs, such as short circuits; cut mica insulation out of grooves in commutator so that brushes come in contact with the copper surface of the commutator only. In large companies the several subdivision occupational names above are used, while in small companies the term "armature winders' helpers" only is used.

Bearing men (babbitters, babbitt men, bearing molders, bearing pourers).—Melt babbitt or soft metal linings out of armature or axle bearings of trucks or motors; prepare and reline bearings with new metal, and file rough edges. Semiskilled work, easily learned, involving only light manual labor.

Car cleaners (scrubbers, sweepers, shed men, washers, wipers).—Clean, scrub, sweep, wash, and wipe or dust cars at terminals, barns, or sheds.

Car oilers (car greasers, oilers).—Oil motor and air-compressor bearings, journals, and trolley wheels; inspect and replace worn brushes on motors; inspect speeders and tease up the packing in the bearing house. Unskilled laborers are employed for this position, who gradually acquire experience and become skilled in this particular line of work. In some cities this work is done by car repair men.

Carpenters (car builders, car carpenters, finishers; see also car repairers).—Do the woodwork on cars (framing, floors, roofs, doors, sash) and do the interior finishing (seats, curtains, signs, trimmings, etc.); inspect the car body for defects of the woodwork and

make repairs and renewals. Skilled carpenters familiar with parts of car required. In large companies the work is usually subdivided, and employees specialize in certain operations.

Car placers (car shifters).—Place cars at repair points in shops and barns; place them in proper positions in barn so that crews can readily locate them before time of beginning runs; inspect cars and see that they are properly equipped; shift cars from barn to barn as the service demands. The work is similar to that of motormen.

Car repairers (air-brake men; air-compressor men; air men; brakemen; brake repairers; brush-holder men, barn; brushmen, barn; car inspectors; compressor men; controller inspectors and repairers; controller men; door men; door repairers; dopers; fare-box men; fare-box repairers; fender men; fender repairers; gatesmiths; motor cleaners; motor inspectors; motor repairers; overhaulers; pitmen; pole men; register men; register repairers; seat repairers; sheet-iron workers; stand men; terminal repairers; trolley inspectors; trolley men; trolley repairers; truck inspectors; truckmen; truck repairers; upholsterers. (See also *carpenters*).—Inspect, test, overhaul, adjust, repair, and sometimes clean parts of cars and car equipment, as air brakes, air compressors, governors, brake cylinders and valves, hand brakes and brake shoes, brushes, controllers, doors, fare boxes, fenders, gates, motors, trolley poles, registers, seats and seat backs, curtains, trolleys, trucks, etc. Dopers or pitmen work in a pit underneath cars, repairing lower parts; sheet-iron workers repair steel cars or steel parts of cars, shape and bore all sheet iron used in barns or car shops; stand men make emergency repairs at terminals or at the end of lines. In large companies the occupation of car repairers is subdivided into many of the occupational classes stated above while in small companies all who do repair work are called repairers or overhaulers. Employees who are handy with tools and apt in learning to do the work advance to higher classes as they become skilled and proficient.

Car repairers' helpers (see details under car repairers).—Help car repairers in their work.

Electrical workers (battery men, battery repairers, circuit breakers, commutator builders, commutator men, electrical inspectors and repairers, electricians, resistance men, wiremen, wireworkers).—Inspect and repair lighting circuits, heating circuits, resistance boxes, and other auxiliary electrical apparatus on cars; inspect, replace, and charge storage batteries; inspect and replace worn or broken parts of circuit breakers; wire cars for lights, bells, and motors. Light manual labor requiring skilled electricians.

Laborers (arc-light cleaners and lighters, beam scrapers, car coalers, car sanders, car shifters' helpers, jackers-up, light stand tenders, sand-car men, sanders, sand-house men, shel men, shop hands, stove men).—Unskilled work around barns and shops; care of the oil house; saturate and drain packing waste; fill oil tanks; sweep floors; collect and dispose of rubbish; sort scrap materials; trim and clean arc lights used in and around barns and shops; scrape and clean dirt from brake beams and brake rigging; make fires in cars; keep coal in heaters; keep emergency supply of coal on cars and remove ashes; put sand in sand boxes on cars; assist car shifters by looking after the trolley and throwing switches; jack up car bodies and remove trucks and motors. Both heavy and light manual labor.

Lamp men (lamp cleaners and lamp tenders).—Clean and fill oil signal lamps; trim wicks, and keep lamps in condition for use. Light unskilled work, done by car repairmen in some places.

Machinists (axle grinders, lathe men, machine hands, mechanics, punch men, wheel grinders, wheel pressmen, vise hands).—Operate lathes, planers, etc., in metal working shops, in connection with the repairs and renewals of truck, motor, car body and other parts of rolling stock; do bench work in fitting bearings to armatures and fitting parts made on machines. Occupation requires men of skill, accuracy and training. Work is both light and heavy manual labor.

Plow repairers (contact shoe men).—Assemble, rebuild, and repair plows for underground connection between electric motor car and electric third rail; adjust and change parts which make connection with the third rail. Semiskilled work requiring a knowledge of plow construction to enable men to assemble parts. Found only in cities where electric current is transmitted to cars from an underground circuit.

CHAPTER I.—WAGES OF CAR CREWS.

The detailed figures pertaining to wage rates of motormen, conductors, guards, and gripmen are presented in Table A, pages 393 to 485. The unit of wage payment is almost invariably by the hour. Nearly all companies pay a wage scale that is increased automatically from time to time, according to the length of service, only a few companies paying a flat rate. The increase in wage scale indicates the evident desire of the company to retain the services of experienced employees. In Brooklyn there was a merit and demerit system which modified the seniority system, and in Washington one company paid a flat rate, which, however, was supplemented by a bonus of different amounts based on length of satisfactory service.

In each car-crew occupation there are two distinct groups, the regular men and the extra men. The regular man has a regular run for five, six, or seven days of the week. The extra man works more or less intermittently, substituting for regular men in handling regular runs, or operating regular or extra short runs, commonly called tripper runs, or making additional runs which are scheduled for one or two days a week. The policy of the company is to have a sufficient number of extra men available to meet any contingency.

The extra man accepts such work as may be available until the change in personnel permits his getting a regular run. Some companies carry an excessive number of extra men who get but little work perhaps for a period of several months and who consequently are anxious for work. With plenty of extra men available to fill every job there is a strong incentive for the regular man to be attentive to his duties.

In companies having an increasing wage rate the advance for each year of service usually is about 1 cent per hour. The rate advances year by year up to a maximum flat rate. The advance in the rate frequently continues up to the fifth year of service and in some companies for a longer period, even as much as 10 years or longer.

A few companies make advances in rates in three or six month intervals in the early part of service. Several companies make advances at longer intervals than a year, after the first year of service.

While motormen and conductors usually receive the same wages for the same length of service, the figures show that the average

wage of motormen generally is greater than that of conductors, due to a greater average length of service.

In considering the wage rate per hour of motormen, conductors, etc., it should be borne in mind that although as an extra man the work afforded is more or less irregular, when once a man becomes a regular man he has the opportunity to work full time. Street railway operation is not so materially affected by seasonal conditions, industrial depression, or bad weather as are many other industries.

CLASSIFIED RATES OF WAGES.

For ready comparison of the rates of wages in the several cities, a table (Table 1) is here given, showing for each occupation the number of persons employed at each classified rate. The classification of rates is made in 1-cent groups, which is sufficiently close to indicate the rates, as well as the range of rates, for each city. Like General Table A (p. 393), there are two sections of this table. The first section presents figures for companies from which data were collected by special agents, wage rates of regular and extra men being shown separately. The second section gives the data for companies from which data were collected by correspondence. In this section, the data for regular and extra men have not been segregated. Two totals are given in Table 1 for each occupation. One total is for the surface lines and the other for the elevated and subway lines. Immediately below the figures of each total cumulative percentages are entered, which indicate the per cent of men falling in or below the class specified.

Reading the first line of Table 1, it is seen that in Altoona, Pa., of the regular motormen 5 were paid 20 and under 21 cents per hour, 7 were paid 21 and under 22 cents per hour, etc., the highest group being 3 night-car men paid 27 and under 28 cents per hour. The total figures for regular motormen for the surface lines show 4 men paid 15 and under 16 cents per hour, 2 paid 16 and under 17 cents per hour, 53 paid 17 and under 18 cents per hour, etc. Immediately below the total are cumulative percentages computed in round numbers without extended decimals. Out of the total 30,363 regular motormen on surface lines, the numbers 4, 2, and 53, are insignificant. The 4, 2, 53, and 120, or 179 regular motormen, constituting approximately 1 per cent of the total, were paid under 19 cents per hour. The number 179 plus 193, making 372 men earning under 20 cents per hour, still constitutes approximately but 1 per cent of the total. The sum of 374 and the several preceding numbers is 746, constituting approximately 2 per cent of the whole number, 30,363, that were paid under 21 cents per hour. Following the percentages

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it is seen that 56 per cent, or more than half the men, were paid under 29 cents per hour, 98 per cent under 34 cents per hour, etc.

On the elevated and subway lines the lowest rate paid is in the group 30 and under 31 cents per hour paid to 19 regular motormen, the highest rate, 37 and under 38 cents per hour, paid to 568 men. With these illustrations the table can readily be understood.

No average has been computed of the rates for all companies combined. The median or middle classified rate for each occupation, however, is here shown for group I and group II. The median rate is the rate of the man having as many men of lower rates below him as of higher rates above him. It is the rate at which 50 per cent of the men are shown in the cumulative percentages.

The median or middle rate for each occupation was—

GROUP I.

Motormen, regular, surface, 28 and under 29 cents per hour.

Motormen, extra, surface, 25 and under 26 cents per hour.

Motormen, regular, elevated and subway, 35 and under 36 cents per hour.

Motormen, extra, elevated and subway, 30 and under 31 cents per hour.

Conductors, regular, surface, 27 and under 28 cents per hour.

Conductors, extra, surface, 24 and under 25 cents per hour.

Conductors, regular, elevated and subway, 26 and under 27 cents per hour.

Conductors, extra, elevated and subway, 25 and under 26 cents per hour.

Gripmen, regular, surface, 31 and under 32 cents per hour.

Gripmen, extra, surface, 25 and under 26 cents per hour.

Guards, regular, elevated and subway, 23 and under 24 cents per hour.

Guards, extra, elevated and subway, 21 and under 22 cents per hour.

GROUP II.

Motormen, regular and extra, surface, 25 and under 26 cents per hour.

Conductors, regular and extra, surface, 25 and under 26 cents per hour.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were
MOTORMEN: REGULAR.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26
1	Altoona, Pa.....						5	7		3	7	42
2	Atlanta, Ga.....			1	5	25		60		40	37	149
3	Augusta, Ga.....				3	3	3		14			
4	Binghamton, N. Y.....						20	21	2	4	14	
5	Birmingham, Ala.....				35		31	18	19	19	10	19
	Boston, Mass.:											
	Boston Elevated Ry. Co.—											
6	Surface lines.....											
7	Elevated lines.....											
8	Brockton, Mass.....										1	2
9	Buffalo, N. Y.....									33	127	60
10	Butte, Mont.....											
11	Charleston, S. C.....					7	13	25				
12	Charlotte, N. C.....	4	2	11	6		15	14				
13	Chattanooga, Tenn.....							19	14	51		
	Chicago, Ill.:											
14	Chicago Elevated Railways.....											
15	Chicago Surface Lines.....											
16	Cincinnati, Ohio.....							3		70	80	73
17	Cleveland, Ohio.....											
	Dallas, Tex.:											
18	Dallas Electric Corporation.....						1	22	28	19	13	39
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....							2	3	8		10
20	Davenport, Iowa.....										2	
21	Denver, Colo.....											
22	Des Moines, Iowa.....											
23	Detroit, Mich.....											10
24	Evansville, Ind.....						3	13	11	9	19	
25	Grand Rapids, Mich.....										1	21
26	Houston, Tex.....						2	4	25	27	27	40
27	Indianapolis, Ind.....							17		32	23	25
28	Jacksonville, Fla.....					32	31	18		3		
29	Kansas City, Mo.....							3		24	164	39
30	Lincoln, Neb.....						3	4	2	13	11	12
31	Little Rock, Ark.....				1	9	6	7	14			20
32	Los Angeles, Cal.....											52
33	Louisville, Ky.....								26	61	254	
34	Lowell, Mass.....											
35	Manchester, N. H.....											
36	Memphis, Tenn.....			24		27	36	36	22	12	5	48
37	Milwaukee, Wis.....									2	89	42
38	Minneapolis and St. Paul, Minn.....									8	51	
39	Mobile, Ala.....					10	15	10		8	4	20
40	Nashville, Tenn.....				15	28	52		63			
41	Newark, N. J.....									3	4	52
42	New Bedford, Mass.....											1
43	New Britain, Conn.....									4	5	
44	New Haven, Conn.....									33	30	
45	New Orleans, La.....										592	
	New York, N. Y.:											
46	Brooklyn Rapid Transit Co.....										305	262
47	New York & Queens County Ry. Co.....								46	52	66	
	New York Rys. Co.—											
48	Horse-car lines.....							13	30			
49	Storage-battery car lines.....											64
50	All lines except horse and storage-battery car lines.....											220
	Third Avenue Ry. Co.—											
51	The Bronx.....										26	
52	Manhattan.....											168
	Interborough Rapid Transit Co.—											
53	Elevated lines.....											
54	Subway lines.....											
55	Brooklyn Rapid Transit Co. (elevated lines).....											

1 Hill-car men.

2 Night-car men.

3 Motormen and conductors; worked interchangeably.

4 Drivers. Rate computed from daily rate on a 10-hour-day basis; runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10 were credited to the nearest 6 minutes.

EACH CLASSIFIED RATE OF WAGES PER HOUR.

obtained by special agents.

MOTORMEN: REGULAR.

Number of employees who received each classified rate of wages (cents) per hour.																	Total.	Line No.
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43	45 and under 46		
16	23																73	1
																	317	2
																	26	3
																	61	4
																	188	5
	16	102	243		1117												1478	6
				13			45										58	7
	13	6	57														79	8
		36	17	94	189												556	9
															36	364	100	10
																	45	11
																	52	12
																	84	13
					5			346									351	14
	39	48	27	175	192	314	2611										3367	15
		340			796												605	16
		13															809	17
																	122	18
																	23	19
	8		62														72	20
			52		194												246	21
				154													154	22
					102		861										973	23
																	55	24
	32	77															133	25
																	131	26
	25	137															259	27
																	86	28
	37	175	177														616	29
		20															65	30
																	57	31
	143	124	110	68	350												847	32
																	341	33
	12	11	74														97	34
	25	10	5														40	35
																	210	36
	11	42	294														480	37
	118	108	108	54	268												715	38
																	67	39
																	158	40
	96	103	55	38	143												494	41
	3	10	9	5	42												70	42
	3	12															24	43
	14	132															209	44
																	592	45
	329	515	502														1913	46
																	164	47
																	43	48
																	64	49
	165	211	787														1333	50
																	420	51
	55	394	254														594	52
									107		250						357	53
									78		120						198	54
				1		12			19		198						230	55

5 Drivers.

6 Rate computed from daily rate on 10-hour-day basis; runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10 were credited to the nearest 6 minutes.

7 Rate computed from daily rate on a 10-hour-day basis.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

MOTORMEN, REGULAR—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.												
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26		
1	Norfolk, Va.....				6	14	10	7	39					
2	Oakland, Cal.....													
3	Oklahoma City, Okla.....							2		4			7	21
4	Omaha, Nebr.....												5	27
5	Peoria, Ill.....													4
	Philadelphia, Pa.: Philadelphia Rapid Transit Co.—													
6	Elevated lines.....													
7	Surface lines.....													
8	Pittsburgh, Pa.....										1			1
9	Portland, Me.....							11	19	19	72			
10	Portland, Oreg.....													1
11	Providence, R. I.....											2	6	
12	Pueblo, Colo.....													
13	Reading, Pa.....											55		
14	Richmond, Va.....				30	17	46	26	80					
15	Rochester, N. Y.....													
16	Sacramento, Cal.....													
17	Saginaw, Mich.....							5	12	3	5	11		
18	St. Louis, Mo.....										35	132	122	
19	Salt Lake City, Utah.....													
20	San Antonio, Tex.....							5	34	28	12	10	10	
	San Francisco, Cal.: Municipal Railways of San Francisco..													
21	United Railroads of San Francisco..													3
22	Savannah, Ga.....			17	19	10	5	2	9					
23	Scranton, Pa.....												3	
24	Seattle, Wash.: Puget Sound Traction, Light & Power Co.													80
25	Seattle Municipal Street Ry.....													
26	Seattle, Renton & Southern Ry. Co..													
27	Sioux City, Iowa.....								18	7	11	7	9	
28	South Bend, Ind.....						6	9	10	5	13			
29	Spokane, Wash.: Spokane & Inland Empire R. R. Co..													
30	The Washington Water Power Co.....													
31	Springfield, Ill.....							5	13	12	4	5	25	
32	Springfield, Mass.....													24
33	Springfield, Ohio.....										9	15	5	1
34	Superior, Wis.....										3	2	10	
35	Syracuse, N. Y.....													
36	Tacoma, Wash.....											3	4	42
37	Toledo, Ohio.....											16	23	19
38	Topeka, Kans.....								2	16	11	11		1
39	Washington, D. C.: Capital Traction Co.....										90	19	51	97
40	Washington Railway & Electric Co.....									6	127	77		91
41	Wheeling, W. Va.....										12	3	4	3
42	Wichita, Kans.....								6	5	15	25		
43	Wilmington, Del.: People's Ry. Co.....								30					
44	Wilmington & Philadelphia Traction Co.												67	
45	Total, surface lines.....	4	2	53	120	193	374	471	779	1047	2214	2012		
46	Per cent (cumulative).....	(6)	(6)	(6)	1	1	2	4	7	10	17	17		24
47	Total, elevated and surface lines.....													
48	Per cent (cumulative).....													
49														

1 Including extra men; not reported separately.

2 Rate computed from daily rate on 9-hour-day basis.

3 Not including 13 drivers on horse cars.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

MOTORMEN, REGULAR—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
				22	33	44	40	34	16	26	46	17	9	65			76	1
																	352	2
16	9	3															62	3
27	34	71	73														237	4
		104															108	5
						5	32										37	6
																	2330	7
																	1045	8
																	121	9
																	371	10
																	389	11
11	82	51	63	28	135												41	12
50	41	230	28														55	13
																	199	14
		267															267	15
			2	11	4	68											85	16
																	36	17
101	811																1201	18
																	154	19
51		5					149										150	20
																	95	21
50		147	91	66	76	62	180	6	41			95					722	22
																	62	23
119																	122	24
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	25
47	56	35	25	64	68	59											8	26
3	5	2	4	2	3	10						8					29	27
																	58	28
																	43	29
																	76	30
																	97	31
																	64	32
																	170	33
27	12	11		22	121												57	34
2																	24	35
																	147	36
25	13																101	37
22	164																244	38
																	41	39
																	257	40
																	301	41
																	67	42
7																	54	43
3																	30	44
																	67	45
1752	3905	3944	1546	5520	1875	3715	374	40	57	26	149	17	9	65	36	64	30363	46
30	43	56	61	79	85	97	98	99	99	99	99	99	99	100	100	100	1231	47
																		48
																		49

⁴ Not including 30 drivers on horse cars.

⁵ Not including 43 drivers on horse cars.

⁶ Less than one-half of 1 per cent.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

MOTORMEN: EXTRA.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.									
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26
1	Altoona, Pa.					12	6		1		4
2	Atlanta, Ga.			17	29	12	11		9	6	12
3	Augusta, Ga.			11	4						
4	Binghamton, N. Y.						21				
5	Birmingham, Ala.				35	3	1		1	1	
	Boston, Mass.:										
	Boston Elevated Ry. Co.—										
6	Surface lines										
7	Elevated lines										
8	Brockton, Mass.									26	12
9	Buffalo, N. Y.								95	10	
10	Butte, Mont.						1				
11	Charleston, S. C.			18		2		1			
12	Charlotte, N. C.	3		1				1			
13	Chattanooga, Tenn.				9	4		10		1	
	Chicago, Ill.:										
14	Chicago Elevated Railways										
15	Chicago Surface Lines								78		114
16	Cincinnati, Ohio					61	47		72	5	4
17	Cleveland, Ohio										
	Dallas, Tex.:										
18	Dallas Electric Corporation					50	5		2		
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.					15	7	3			1
20	Davenport, Iowa								12	3	
21	Denver, Colo.									26	
22	Des Moines, Iowa									9	2
23	Detroit, Mich.										123
24	Evansville, Ind.					12	4	1	1		
25	Grand Rapids, Mich.							3	22	6	1
26	Houston, Tex.						17	26	8	3	3
27	Indianapolis, Ind.							119		6	1
28	Jacksonville, Fla.					36			6	1	
29	Kansas City, Mo.								161	20	1
30	Lincoln, Nebr.						17		1		
31	Little Rock, Ark.				13	2	3		1		2
32	Los Angeles, Cal.										177
33	Louisville, Ky.							4	104	9	6
34	Lowell, Mass.									22	12
35	Manchester, N. H.								14	7	
36	Memphis, Tenn.			46		3					1
37	Milwaukee, Wis.									85	23
38	Minneapolis and St. Paul, Minn.								214	91	
39	Mobile, Ala.					16		3			
40	Nashville, Tenn.				37	7	8		1		
41	Newark, N. J.								50	47	17
42	New Bedford, Mass.										20
43	New Britain, Conn.								9	2	3
44	New Haven, Conn.								91	10	1
45	New Orleans, La.									136	
	New York, N. Y.:										
46	Brooklyn Rapid Transit Co.									301	33
47	New York & Queens County Ry. Co.								73	5	2
	New York Rys. Co.—										
48	Horse-car lines						3	3	1		
49	Storage-battery car lines										⁵ 16
50	All lines except horse and storage-battery car lines.										⁵ 256
	Third Avenue Ry. Co.—										
51	The Bronx									102	
52	Manhattan										108
	Interborough Rapid Transit Co.—										
53	Elevated lines										
54	Subway lines										
55	Brooklyn Rapid Transit Co. (elevated lines).										

¹ Motormen and conductors; worked interchangeably.² Conductors and guards acting as motormen.³ Drivers. Rate computed from daily rate on a 10-hour-day basis; runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, were credited to the nearest 6 minutes.⁴ Drivers.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

MOTORMEN: EXTRA.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
																	23	1
																	96	2
																	15	3
																	21	4
1																	42	5
266	307	129	29	34	5	1	1										736	6
			10		7												53	7
	3	2		1													56	8
			2														108	9
												18					132	10
																	21	11
																	5	12
																	24	13
		27	21	7		8		17									80	14
159	287	86	100	9	3	9											845	15
2	2																193	16
	236			84													320	17
																	57	18
																	26	19
1		3															19	20
38		20		3													87	21
			25														36	22
				72		33											228	23
																	18	24
																	32	25
																	59	26
	1																127	27
																	36	28
	4	3															189	29
																	18	30
																	20	31
				1													193	32
11	2	2															123	33
21																	55	34
4																	25	35
																	50	36
		1															109	37
21	3	1		22													352	38
																	19	39
																	53	40
11	5	2		1													133	41
10	1		1														32	42
	1																15	43
2	20																124	44
																	136	45
12	19	4															369	46
																	80	47
																	44	48
																	16	49
54	59	10															279	50
	30																132	51
1	3	6															118	52
					39				16		3						58	53
					11				4								15	54
					17						2						50	55

5 Rate computed from daily rate on 10-hour-day basis; runs of under 8 hours on duty were paid for as 9 hours; over 8 to 9, paid for as 9 hours; over 9 to 10, paid for as 10; over 10, were credited to the nearest 6 minutes.

6 Rate computed from daily rate on a 10-hour-day basis.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

MOTORMEN: EXTRA—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.												
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26		
1	Norfolk, Va.....				25	1	3							
2	Oakland, Cal.....													
3	Oklahoma City, Okla.....						6		2					
4	Omaha, Nebr.....											1	4	
5	Peoria, Ill.....									1	49	1	13	5
	Philadelphia, Pa.: Philadelphia Rapid Transit Co.—													
6	Elevated lines.....													
7	Surface lines.....													61
8	Pittsburgh, Pa.....													41
9	Portland, Me.....							3	1	4		39	21	
10	Portland, Oreg.....													44
11	Providence, R. I.....												40	77
12	Pueblo, Colo.....													3
13	Reading, Pa.....												55	
14	Richmond, Va.....				37					1				
15	Rochester, N. Y.....													23
16	Sacramento, Cal.....													
17	Saginaw, Mich.....							10	3	1				
18	St. Louis, Mo.....											197	30	6
19	Salt Lake City, Utah.....													
20	San Antonio, Tex.....							16	10	3	1			
21	San Francisco, Cal.: Municipal Railways of San Francisco.....													
22	United Railroads of San Francisco.....													111
23	Savannah, Ga.....			13	1		1							
24	Seranton, Pa.....									17				13
25	Seattle, Wash.: Puget Sound Traction, Light & Power Co. ²													
26	Seattle Municipal Street Ry.....													
27	Seattle, Renton & Southern Ry. Co.....													5
28	Sioux City, Iowa.....								9					
29	South Bend, Ind.....							14					1	
30	Spokane, Wash.: Spokane & Inland Empire R. R. Co.....													
31	The Washington Water Power Co.....													
32	Springfield, Ill.....						19							
33	Springfield, Mass.....													
34	Springfield, Ohio.....									12				1
35	Superior, Wis.....									7	3			1
36	Syracuse, N. Y.....													11
37	Tacoma, Wash.....											13	15	3
38	Toledo, Ohio.....											97	6	1
39	Topeka, Kans.....							13	1	2	1			
	Washington, D. C.: Capital Traction Co.....											57	1	3
40	Washington Railway & Electric Co.....											10	1	1
41	Wheeling, W. Va.....									97				
42	Wichita, Kans.....								8	4	2	2		
43	Wilmington, Del.: People's Ry. Co.....				14		2							
44	Wilmington & Philadelphia Traction Co.....									15	3	5	1	
46	Total, surface lines.....	3	106	204	128	261	4394	589	1238	1102	1205			
47	Per cent (cumulative).....	(?)	1	3	5	8	12	19	32	44	58			
48	Total, elevated and subway lines.....													
49	Per cent (cumulative).....													

¹ Motormen and conductors; worked interchangeably.² Extra men are included with regular men; not reported separately.³ Rate computed from daily rate on 9-hour-day basis.⁴ Not including 3 drivers on horse-car lines.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

MOTORMEN: EXTRA—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
				54	12	5	6	3		2	9	1	1	5			29	1
																	98	2
																	9	3
1																	72	4
																	67	5
																	8	6
			1	2	4	1											626	7
128	147	207	70	13													302	8
115		57	19	31													29	9
			4	2	3												100	10
24	23																100	11
55	24	60															256	12
3		1															9	13
																	55	14
15		124															38	15
			15														162	16
																	15	17
1	1																15	18
		31															235	19
4																	31	20
																	34	21
			4	2	1		3		2		20						20	22
72		10															205	23
																	15	24
2																	32	25
																	(²)	26
						2					1						8	27
																	8	28
																	9	29
																	15	30
			1	4													19	31
12	2			1													31	32
25	4			1													19	33
	11	4		8	41												64	34
1																	14	35
																	11	36
31		68															110	37
																	31	38
2	3																109	39
																	17	40
																	64	41
																	109	42
																	14	43
																	16	44
																	24	45
																	16	46
1070	1148	831	270	308	67	47	9	3	2	2	30	19	1	5	13	1	69057	47
70	82	91	94	98	99	99	99	99	99	99	100	100	100	100	100	100	264	48
		27	32	110	11	41	1	17	20		5							49
		10	22	64	68	84	84	91	98		100							

⁵ Not including 1 driver on horse-car lines.
⁶ Not including 4 drivers on horse-car lines.
⁷ Less than one-half of 1 per cent.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

CONDUCTORS: REGULAR.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26
1	Altoona, Pa.						4	10		6	12	25
2	Atlanta, Ga.				10	31		61			30	130
3	Augusta, Ga.				11	4	1	4	7			
4	Binghamton, N. Y.						31	23	2	3	3	
5	Birmingham, Ala.				52		36	12	15	13	12	8
	Boston, Mass.:											
	Boston Elevated Ry. Co.—											
6	Surface lines.											3
7	Elevated lines.											6
8	Brockton, Mass.										4	
9	Buffalo, N. Y.									101	100	78
10	Butte, Mont. ²											
11	Charleston, S. C.					22	13	13				
12	Charlotte, N. C.	4	6	13	10		9	12				
13	Chattanooga, Tenn.							10	15	56		
	Chicago, Ill.:											
14	Chicago Elevated Railways.											51
15	Chicago Surface Lines.											
16	Cincinnati, Ohio.						12	27		166	97	59
17	Cleveland, Ohio.											
	Dallas, Tex.:											
18	Dallas Electric Corporation.						7	33	35	19	4	20
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.								10	4	1	6
20	Davenport, Iowa.									3	12	
21	Denver, Colo.										1	
22	Des Moines, Iowa.										2	15
23	Detroit, Mich.											26
24	Evansville, Ind.						16	14	12	2	10	
25	Grand Rapids, Mich.									4	27	16
26	Houston, Tex.						4	22	32	18	16	27
27	Indianapolis, Ind.							48		44	37	30
28	Jacksonville, Fla.				25	41	16	2				
29	Kansas City, Mo.								106	175		65
30	Lincoln, Nebr.						6	10	6	6	9	13
31	Little Rock, Ark.				7	15	8	9	4			16
32	Los Angeles, Cal.											114
33	Louisville, Ky.								27	67	245	
34	Lowell, Mass.											
35	Manchester, N. H.											
36	Memphis, Tenn.			27		40	47	27	27	18	6	16
37	Milwaukee, Wis.										90	80
38	Minneapolis and St. Paul, Minn.									6	102	
39	Mobile, Ala.					24	14	9	8		10	
40	Nashville, Tenn.				9	40	53		47			
41	Newark, N. J.									20	53	97
42	New Bedford, Mass.										5	3
43	New Britain, Conn.									5		
44	New Haven, Conn.									48	29	
45	New Orleans, La.										591	
	New York, N. Y.:											
46	Brooklyn Rapid Transit Co.										368	435
47	New York & Queens County Ry. Co.								63	56	34	
	New York Rys. Co.—											
48	Horse-car lines.							4	20	4	19	
49	Storage-battery car lines.									4	63	
50	All lines except horse and storage-battery car lines.										4	635
	Third Avenue Ry. Co.—											
51	The Bronx.										191	
52	Manhattan.								108		127	92
	Interborough Rapid Transit Co.—											
53	Elevated lines.									5	30	5
54	Subway lines.									5	30	5
55	Brooklyn Rapid Transit Co. (elevated lines).									35	13	183

¹ Hill-car men.² Night-car men.³ See Motormen: Regular.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

CONDUCTORS: REGULAR.

Number of employees who received each classified rate of wages (cents) per hour.															Total.	Line No.		
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41			42 and under 43	45 and under 46
17	2																66	1
																	312	2
																	27	3
																	62	4
																	183	5
35																		
																	1469	6
14	4	307	391		650												52	7
20	8	31															81	8
	57	43	54	78													553	9
		30															(³)	10
																	48	11
																	54	12
																	81	13
																	333	14
59	282	150	319	187	310	2152											3353	15
28	176																600	16
	211				796												818	17
	22																	
																	118	18
																	21	19
7		52															74	20
3		78		166													248	21
			140														157	22
				183		737											946	23
																	54	24
22	53																122	25
																	119	26
21	83																263	27
																	84	28
38	107	119															610	29
	14																64	30
																	59	31
233	95	82	54	252													830	32
																	339	33
26	3	66															95	34
22	10	5															37	35
																	208	36
20	80	209															479	37
146	115	80	49	206													704	38
																	71	39
																	149	40
160	70	15	13	60													488	41
1	11	16	6	31													68	42
4	8																22	43
16	113																206	44
																	591	45
381	395	340															1919	46
																	153	47
																	39	48
																	63	49
113	362																1312	50
																	413	51
130	219																573	52
	116																	
																	333	53
257																	177	54
115																	231	55

⁴ Rate computed from daily rate on a 10-hour-day basis; runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, were credited to the nearest 6 minutes.

⁶ Rate computed from daily rate on a 10-hour-day basis.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

CONDUCTORS: REGULAR—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.												
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26		
1	Norfolk, Va.....				1	10	18	11	28					
2	Oakland, Cal.....													
3	Oklahoma City, Okla.....						12		11				8	
4	Omaha, Nebr.....											11	47	
5	Peoria, Ill.....										2		14	
	Philadelphia, Pa.: Philadelphia Rapid Transit Co—													
6	Elevated lines.....													
7	Surface lines.....													
8	Pittsburgh, Pa.....													
9	Portland, Me.....						8	28	20	63				
10	Portland, Oreg.....												3	
11	Providence, R. I.....									2		16		
12	Pueblo, Colo.....											3		2
13	Reading, Pa.....										57			
14	Richmond, Va.....				51	33	53	17	46					
15	Rochester, N. Y.....													
16	Sacramento, Cal.....													
17	Saginaw, Mich.....						12	6	1	2	13			
18	St. Louis, Mo.....									94	303			220
19	Salt Lake City, Utah.....													
20	San Antonio, Tex.....						7	37	20	18	11	12		
	San Francisco, Cal.: California Street Cable R. R. Co.....													4
22	Municipal Railways of San Francisco.....													
23	United Railroads of San Francisco.....													2
24	Savannah, Ga.....		40	13	4	1	1	2						
25	Scranton, Pa.....								4					120
	Seattle, Wash.: Puget Sound Traction Light & Power Co.....													198
27	Seattle Municipal Street Ry.....													
28	Seattle, Renton & Southern Ry. Co.....													
29	Sioux City, Iowa.....							19	15	7	5	2		
30	South Bend, Ind.....				4	16	5	6	11					
	Spokane, Wash.: Spokane & Inland Empire R. R. Co.....													
32	The Washington Water Power Co.....													
33	Springfield, Ill.....					16	8	13	10	3	14			
34	Springfield, Mass.....													
35	Springfield, Ohio.....								14	14	5	4		
36	Superior, Wis.....								3	10	9	1		
37	Syracuse, N. Y.....													
38	Tacoma, Wash.....										1	31	50	
39	Toledo, Ohio.....										31	32	28	
40	Topeka, Kans.....						14	15	5	7				
	Washington, D. C.: Capital Traction Co.....									136	35	39	45	
42	Washington Railway & Electric Co.....								31	154	74		40	
43	Wheeling, W. Va.....								1	10	9	8		
44	Wichita, Kans.....						4	20	7	5	6			
	Wilmington, Del.: People's Ry. Co.....				4	27								
46	Wilmington & Philadelphia Traction Co.....								1	8	55			
47	Total, surface lines.....	4	6	80	168	295	455	583	1092	1350	3521	2287		
48	Per cent (cumulative).....	(²)	(³)	(³)	1	2	3	5	9	13	25	33		
49	Total, elevated and subway lines.....									95	57	271		
50	Per cent (cumulative).....									8	13	36		

1 Including extra men; not reported separately.

2 Rate computed from daily rate on 9-hour-day basis.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

CONDUCTORS: REGULAR—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
				24	68	53	41	32	20	27	30	13	7	41			68	1
																	356	2
																	55	3
																	234	4
																	106	5
						6	31										37	6
																	2346	7
																	1020	8
																	119	9
																	413	10
																	381	11
																	42	12
																	57	13
																	200	14
																	269	15
																	82	16
																	34	17
																	1191	18
																	149	19
																	142	20
																		21
																	53	21
																	95	22
																	715	23
																	61	24
																	124	25
																		26
																	1474	26
																		8
																		27
																		28
																		48
																		29
																		42
																		30
																		75
																		31
																		99
																		32
																		64
																		33
																		172
																		34
																		55
																		35
																		28
																		36
																		146
																		37
																		106
																		38
																		238
																		39
																		41
																		40
																		255
																		41
																		299
																		42
																		68
																		43
																		42
																		31
																		44
																		64
																		45
																		46
																		30105
																		47
																		48
																		1,163
																		49
																		50

³ Less than one-half of 1 per cent.

32 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

CONDUCTORS: EXTRA.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26
1	Altoona, Pa.						120					
2	Atlanta, Ga.											
3	Augusta, Ga.			21	33	14		24		7	3	8
4	Binghamton, N. Y.			9	4							
5	Birmingham, Ala.							24				
6	Boston, Mass.: Boston Elevated Ry. Co.— Surface lines											
7	Elevated lines											7
8	Brockton, Mass.										31	13
9	Buffalo, N. Y.									125	1	
10	Butte, Mont. ²											
11	Charleston, S. C.			21		2						
12	Charlotte, N. C.	7			1			2				
13	Chattanooga, Tenn.				20	4		6				
14	Chicago, Ill.: Chicago Elevated Railways											5
15	Chicago Surface Lines									138		160
16	Cincinnati, Ohio						128	63		11	3	1
17	Cleveland, Ohio											
18	Dallas, Tex.: Dallas Electric Corporation							45		1		
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.						10	8	2			
20	Davenport, Iowa									13	1	
21	Denver, Colo.										91	
22	Des Moines, Iowa										36	4
23	Detroit, Mich.											139
24	Evansville, Ind.					17	1	1				
25	Grand Rapids, Mich.									38	6	
26	Houston, Tex.						38	26	5	2		3
27	Indianapolis, Ind.							113		2		
28	Jacksonville, Fla.				40							
29	Kansas City, Mo.								195	10		3
30	Lincoln, Nebr.						18					
31	Little Rock, Ark.				19		2		2			
32	Los Angeles, Cal.											219
33	Louisville, Ky.							2	116	10	6	
34	Lowell, Mass.										26	16
35	Manchester, N. H.									20	8	
36	Memphis, Tenn.			65		5					1	1
37	Milwaukee, Wis.									111	45	
38	Minneapolis and St. Paul, Minn.									232	98	
39	Mobile, Ala.						14					
40	Nashville, Tenn.				60	13	5		2			
41	Newark, N. J.									86	32	15
42	New Bedford, Mass.											21
43	New Britain, Conn.								11	1		
44	New Haven, Conn.								82	30		
45	New Orleans, La.										164	
46	New York, N. Y.: Brooklyn Rapid Transit Co.										356	46
47	New York & Queens County Ry. Co. New York Rys. Co.— Horse-car lines								71	2	1	
48	Storage-battery car lines							3 12	3 3			
49	All lines except horse and storage- battery car lines.							3 13			294	7
50	Third Avenue Ry. Co.— The Bronx										155	
51	Manhattan								19		150	2
52	Brooklyn Rapid Transit Co. (elevated lines.)									5	4	8
53	Norfolk, Va.				35							
54	Oakland, Cal.											
55	Oaklahoma City, Okla.						9		1			
56	Omaha, Nebr.										79	
57	Peoria, Ill. ²											

¹ Hill-car men.

² See Motormen: Extra.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Continued.

CONDUCTORS: EXTRA.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
1																	27	1
																	110	2
																	13	3
																	24	4
																	82	5
456	270	39	7		7												779	6
17																	24	7
12	2																58	8
		1			1												128	9
																	(²)	10
																	23	11
																	10	12
																	30	13
																	5	14
289	271	48	13	2	2	4											927	15
	1																207	16
	292				67												359	17
																	46	18
																	20	19
																	15	20
		1															171	21
		21															40	22
																	251	23
																	19	24
																	44	25
																	74	26
																	115	27
																	40	28
																	211	29
																	18	30
																	23	31
																	233	32
																	134	33
																	51	34
																	35	35
																	72	36
																	157	37
																	352	38
																	14	39
																	80	40
																	155	41
																	36	42
																	13	43
																	123	44
																	164	45
																	439	46
																	74	47
																	15	48
																	13	49
																	305	50
																	172	51
																	173	52
																	17	53
																	35	54
																	95	55
																	10	56
																	80	57
																	(²)	58

³ Rate computed from daily rate on a 10-hour-day basis; runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, were credited to the nearest 6 minutes.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

CONDUCTORS, EXTRA—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26
1	Philadelphia, Pa.: Philadelphia Rapid Transit Co.— Elevated lines.....											
2	Surface lines.....											111
3	Pittsburgh, Pa.....								71			70
4	Portland, Me.....					7		4	4	12		
5	Portland, Oreg.....											77
6	Providence, R. I.....									44	67	
7	Pueblo, Colo.....									1	4	1
8	Reading, Pa.....									50		
9	Richmond, Va.....				42	1		1	1			
10	Rochester, N. Y.....										54	
11	Sacramento, Cal.....											
12	Saginaw, Mich.....						15			1	1	
13	St. Louis, Mo.....									287	14	
14	Salt Lake City, Utah.....											
15	San Antonio, Tex.....						29	12		2	1	
	San Francisco, Cal.: California Street Cable R. R. Co.....											12
17	Municipal Railways of San Francisco.....											
18	United Railroads of San Francisco.....											136
19	Savannah, Ga.....			7								
20	Scranton, Pa.....								24		10	
21	Seattle, Wash.: Puget Sound Traction, Light, & Power Co.....											
22	Seattle Municipal Street Ry.....											
23	Seattle, Renton & Southern Ry. Co.....											4
24	Sioux City, Iowa.....						11	16				
25	South Bend, Ind.....											
26	Spokane, Wash.: Spokane & Inland Empire R. R. Co.....											
27	The Washington Water Power Co.....											
28	Springfield, Ill.....					17						
29	Springfield, Mass.....											8
30	Springfield, Ohio.....								15		1	
31	Superior, Wis.....								7	1	2	
32	Syracuse, N. Y.....										21	
33	Tacoma, Wash.....									28	6	
34	Toledo, Ohio.....									101	4	
35	Topeka, Kans.....						12					
36	Washington, D. C.: Capital Traction Co.....								55	4	4	2
37	Washington Railway & Electric Co.....								104	4	1	
38	Wheeling, W. Va.....									12		
39	Wichita, Kans.....						14	1	1			
40	Wilmington, Del.: People's Ry. Co.....											
41	Wilmington & Philadelphia Traction Co.....				16			16	11		2	1
42	Total, surface lines.....	7		123	307	138	404	395	657	1443	1777	1080
43	Per cent (cumulative).....	(*)		1	4	6	10	14	20	35	53	64
44	Total, elevated and subway lines.....									5	9	15
45	Per cent (cumulative).....									11	30	63

* Extra men are included with regular men; not reported separately.

* Rate computed from daily rate on 9-hour-day basis.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Concluded.

CONDUCTORS, EXTRA—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
161	203	83	13	3													574	1
133		26	3	17													320	2
																	27	3
31	6		2	1	1												118	4
81	26	43															261	5
1		1															8	6
																	50	7
																	45	8
38		100															192	9
			15														15	10
																	17	11
1	1																303	12
		32						2									34	13
1																	45	14
																		16
											21						21	17
63		4	4	5	2	5	5										224	18
																	8	19
4																	38	20
																	(1)	21
																		2
	2	1									2						9	22
																	16	23
																	11	24
																		11
																		2
16		1	3	2													22	26
19	8																17	27
																	67	28
	14	2		2	8	3											10	29
																	16	30
																	10	31
36		56															113	32
																	34	33
1																	106	34
																	12	35
																	65	36
																	109	37
																	12	38
																	16	39
																		16
																	30	40
																		30
1492	1144	471	64	292	52	27	11	5		1	23		1	2			9916	42
79	90	95	96	99	99	100	100	100		100	100		100	100				43
17																		46
100																		

³ Less than one-half of 1 per cent.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

I.—Cities from which data were

GRIPMEN: REGULAR.

Line No.	Cities.	Number of employees who received each classified rate of wages (cents) per hour.											
		15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23	23 and under 24	24 and under 25	25 and under 26	
1	San Francisco, Cal.: California Street Cable R. R. Co.												4
2	Seattle, Wash.: Puget Sound Traction, Light & Power Co.												
3	Tacoma, Wash.										2	1	
4	Total.....										2	5	
5	Per cent (cumulative).....										2	73	

GRIPMEN: EXTRA.

6	San Francisco, Cal.: California Street Cable R. R. Co.												12
7	Seattle, Wash.: Puget Sound Traction, Light & Power Co. ²												
8	Tacoma, Wash.										1		
9	Total.....										1	12	
10	Per cent (cumulative).....										7	87	

GUARDS: REGULAR.

11	Boston, Mass.: Boston Elevated Ry. Co. (elevated lines).								4	57	14		
12	Chicago, Ill.: Chicago Elevated Railways.											206	
	New York, N. Y.: Interborough Rapid Transit Co.—												
13	Elevated lines.....						328	3154	3152	3768			
14	Subway lines.....						270	3213	3122	3336			
15	Brooklyn Rapid Transit Co. (elevated lines).						142	57	198	189			
16	Total.....						440	424	476	1350	220		
17	Per cent (cumulative).....						15	30	46	92	100		

GUARDS: EXTRA.

18	Boston, Mass.: Boston Elevated Ry. Co. (elevated lines).							87	108	12			
19	Chicago, Ill.: Chicago Elevated Railways.							622	146	44	18		
	New York, N. Y.: Interborough Rapid Transit Co.—												
20	Elevated lines.....						3273	323	31	38			
21	Subway lines.....						3265	312	33	315			
22	Brooklyn Rapid Transit Co. (elevated lines).						146	9	28	6			
23	Total.....						684	753	286	85	18		
24	Per cent (cumulative).....						37	79	94	99	100		

¹ Including extra men; not reported separately.

² Extra men are included with regular men; not reported separately.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by special agents—Concluded.

GRIPMEN: REGULAR.

Number of employees who received each classified rate of wages (cents) per hour.																Total.	Line No.	
26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	39 and under 40	40 and under 41	42 and under 43			45 and under 46
				25			27										56	1
8	6	4	1	1	8	9	6										143	2
3		1															7	3
11	6	5	1	26	8	9	33										106	4
17	23	27	28	53	60	69	100											5

GRIPMEN: EXTRA.

				2													14	6
																	(²)	7
																	1	8
				2													15	9
				100														10

GUARDS: REGULAR.

																	75	11
																	206	12
																	1102	13
																	941	14
																	586	15
																	2910	16
																		17

GUARDS: EXTRA.

																	207	18
																	830	19
																	305	20
																	295	21
																	189	22
																	1826	23
																		24

² Rate computed from daily rate on a 10-hour-day basis.

TABLE I.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data

MOTORMEN.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Aberdeen, Wash.											
2	Adrian, Mich.						3	3				
3	Akron, Ohio											
4	Albany, Cohoes, and Troy, N. Y.											
5	Allentown, Pa.											
6	Alliance, Ohio						9					
7	Alton, Ill.											
8	Amsterdam, N. Y. (see Gloversville, N. Y.).											
9	Anderson, Ind.								1	2	8	3
10	Ann Arbor, Mich.											2
11	Anniston, Ala.						19		14		17	
12	Appleton, Wis.								2	1		
13	Asbury Park, N. J.							40				
14	Ashland, N. C.								6		5	
15	Ashland, Wis.						1	6				
16	Ashland, Ohio							2		4		2
17	Atchison, Kans. ²									16		
18	Athens, Ga.			12	11		15	17	13	16		
19	Attleboro and North Attleboro, Mass.											
20	Auburn, N. Y.											
21	Augusta, Me. (see Lewiston, Me.).											
22	Aurora, Ill.											
23	Austin, Tex.					15	15	13	18	14		
24	Bakersfield, Cal.											
25	Bangor, Me.									18	3	3
26	Barre and Montpelier, Vt.								4		5	
27	Batavia, N. Y. ²							5				
28	Battle Creek, Mich.											
29	Bay City, Mich.									14	5	4
30	Beaumont, Tex.									11	4	13
31	Beaver Falls, Pa.											5
32	Bellingham, Wash.											10
33	Bergen division, Public Service Ry. Co., New Jersey.											
34	Biddeford, Me.				5		4	3		10		
35	Bloomington, Ill.										8	
36	Boise, Idaho											
37	Boone, Iowa									1		
38	Bridgeport, Conn. (Bridgeport division, Connecticut Co.).											29
39	Bridgeton, N. J.								21			
40	Bristol, Conn.											3
41	Broad Ripple, Ind.									4	6	1
42	Burlington, Iowa									8	6	5
43	Burlington, Vt.						21	10				
44	Cambridge, Ohio						3			16		
45	Canton, Ohio								1	1	3	3
46	Canton, Pa.				7							
47	Cedar Falls, Iowa (see Waterloo, Iowa).											
48	Cedar Rapids, Iowa										1	1
49	Central division, Public Service Ry. Co., New Jersey.											
50	Charleston, W. Va.									6	7	2
51	Charlottesville, Va. ²			2	15							
52	Chelsea, Mass.											
53	Cheyenne, Wyo. ²											1
54	Clinton, Fitchburg, and Leominster, Mass.											
55	Cohoes, N. Y. (see Albany, N. Y.).											
56	Colorado Springs, Colo.											
57	Columbia, S. C.				16					8	7	76
58	Columbus, Ga.					15	6	3	3	3		
59	Columbus, Ohio									14		
60	Corning, N. Y.								1	3	4	
61	Cortland, N. Y.								6		1	6
62	Council Bluffs, Iowa										1	5
63	Danbury, Conn.											1
64	Danville, Ill.											15
65	Danville, Va.						5	2	8			

¹ Motormen and conductors; worked interchangeably.² One-man cars.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

were obtained by correspondence.

MOTORMEN.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.					
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44	
		13	11	14	13	13	15											129	1	
																		6	2	
		49	21	12	5	35												122	3	
					474													474	4	
19	15	12	8	54														108	5	
																		9	6	
			25															25	7	
2																		16	8	
			2					10										14	9	
2																		30	10	
																		5	11	
1		36																40	12	
																		48	13	
	13																	7	14	
																		20	15	
																		18	16	
1			7	7														34	17	
9	4	11	25		22													41	18	
	3				2													50	19	
8	4			26														38	20	
138																		83	21	
					3	3	10											16	22	
																		24	23	
			7															16	24	
																		5	25	
6		12	19															37	26	
12	18																	42	27	
15	1	2		3	8	21												33	28	
9	3	1	2	6	4													52	29	
4		5	9	10	6	4	7											35	30	
																		45	31	
11	4	18		1	5	9	5	15										20	32	
	1																	41	33	
	5																	36	34	
	15	12	22			63												6	35	
30																		171	36	
																		21	37	
3	3		3	7														19	38	
1	1																	13	39	
11																		61	40	
																		19	41	
																		18	42	
	12	13		6	8	2	31											67	43	
		20																7	44	
7																		9	45	
13	25	21	46	24	22	13	45											209	46	
																		30	47	
																		17	48	
	63	16	30	8	94													211	49	
		4																		
	1		4	1	24													5	50	
																		30	51	
			11	8	3		42											64	52	
																		107	53	
																		30	54	
24		92	112	87														329	55	
2																		16	56	
																		13	57	
	13	4	6	3	15	17												58	58	
			24															25	59	
10	15	15																55	60	
																		15	61	

3 For runs of 9 to 10 hours men are paid for 10 hours.

4 Motormen and conductors; not reported separately.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

MOTORMEN—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Dayton, Ohio: Company No. 1											31
2	Company No. 2											8
3	Decatur, Ill.											13
4	Derby, Conn. (Derby division, Connecticut Co.)											11
5	Dover, N. H.										7	4
6	Dubuque, Iowa						17			18		17
7	Duluth, Minn.											43
8	Dunkirk, N. Y.											
9	Durham, N. C.				11	1	10					
10	East Liverpool, Ohio											
11	Easton, Pa., and Phillipsburg, N. J.											
12	Eau Claire, Wis.							3	5	5	10	7
13	Elgin, Ill.											
14	Elkhart, Ind.								3	3	2	4
15	Elmira, N. Y.								26	5	13	
16	El Paso, Tex.									24	13	21
17	Elwood, Ind.								1			
18	Enid, Okla. ²									2	8	2
19	Erie, Pa.											
20	Escanaba, Mich.							1		1	1	
21	Eureka, Cal.											
22	Everett, Wash.											6
23	Fargo, N. Dak.									8		1
24	Findlay, Ohio ²						4		3		1	
	Fitchburg, Mass. (see Clinton, Mass.)											
25	Flint, Mich.											
26	Fond du Lac, Wis.								3	3	1	1
27	Fort Dodge, Iowa											3
28	Fort Smith, Ark.								2		4	6
29	Fort Wayne, Ind.									14	18	16
30	Fort Worth, Tex.									9	13	25
31	Framingham, Mass. (Framingham division, Boston & Worcester Street Ry. Co.)											
32	Frankfort, Ky. ²							3	3	1	3	
	Franklin, Mass. (see Milford, Mass.)											
33	Freeport, Ill. ²										6	3
34	Fresno, Cal.											2
35	Gadsden, Ala.			3		2	4	2				
36	Galesburg, Ill.										9	2
37	Galveston, Tex.										21	10
38	Gardner, Mass.										5	5
39	Gary, Ind.										3	
40	Geneva, N. Y.											
41	Glens Falls and Saratoga, N. Y.											
42	Gloucester, Mass.											
43	Gloucester, Johnstown, and Amsterdam, N. Y.											
44	Grand Forks, N. Dak.								7	1		1
45	Grand Junction, Colo. ²										2	1
46	Great Falls, Mont. ²											
47	Green Bay, Wis.								4	3	1	3
48	Greenfield, Mass.										3	5
49	Greensboro, N. C.			7		8			8			5
50	Greenville, S. C.				3	2	1	8			7	3
51	Hammond, Ind.											
	Hampton, Va. (see Newport News, Va.)											
52	Hannibal, Mo.						1	6				
53	Harrisburg, Pa.											13
54	Hartford, Conn. (Hartford division, Connecticut Co.)											32
55	Hazleton, Pa.											
56	Helena, Mont.											
57	Henderson, Ky. ²					2	2	1	1	2	4	
58	Holyoke, Mass.											
59	Homestead, Pa.											
60	Hornell, N. Y.										11	
61	Hot Springs, Ark. ²										9	8

¹ Motormen and conductors; worked interchangeably.

² One-man cars.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

MOTORMEN—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.			
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44
			52	52													135	1
			13	13													34	2
9	3	16															41	3
6	2	2	2		14												35	4
2	4	5	8														30	5
	¹ 14	¹ 73															¹ 109	6
17	41	24	9	7	21												162	7
			1		2	1											4	8
																	22	9
9	8		6		4			22									40	10
	3	5	7	46													70	11
																	30	12
5	2		25														32	13
3																	15	14
23			9														67	15
10																	77	16
2																	3	17
																	12	18
20		11	10		6	37											84	19
																	³ 9	20
3	3			24													24	21
1	8	2	4	1	1												20	22
			3														20	23
																	11	24
		4						5	35								44	25
1																	9	26
1																	8	27
5	1	15															41	28
7	33																93	29
16	15	50															128	30
9	9	10	6	7	20												61	31
																	10	32
																	12	33
1		10	7	6	6	5	13										47	34
																	11	35
	21																35	36
	1	25															68	37
3																	50	38
6	28																29	39
2	2		2		4			16									3	40
	3																41	41
						41											50	42
						27											37	43
4	6	5	7	5													16	44
5		3		30													4	45
																	22	46
											1					7	17	47
4														2			30	48
2	3	12															23	49
																	24	50
1		2	4	4	2	3		1	15								32	51
																	7	52
22																	115	53
26	23	57	12		152												263	54
	19	22															18	55
																	¹ 37	56
										13		12			16	16	12	57
																	80	58
9	7		2	6	56												5	59
								5									11	60
4	6																35	61

¹ Including 6, rates not reported. Rates of these 6 men were increased 1 cent per hour each year after 30 months' service, but not to exceed 25 cents per hour.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

MOTORMEN—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Hudson division, Public Service Ry. Co., New Jersey.											
2	Huntington, W. Va.								14	1	4	
3	Hutchinson, Kans.						2	5	5			
4	Hyde Park, Mass.											
5	Iowa City, Iowa								4	2	1	2
6	Ironton, Ohio.									2	2	
7	Ishpeming, Mich.										3	
8	Jackson, Mich.											
9	Jackson, Miss.			1		8		3				18
10	Jackson, Tenn. ¹				11	3	2	1	2			
11	Jamestown, N. Y.								54	3		9
12	Janesville, Wis. ¹					5	2	1				
	Jeffersonville, Ind. (see New Albany, Ind.).											
	Johnstown, N. Y. (see Gloversville, N. Y.).											
13	Johnstown, Pa.											6
14	Joliet, Ill.										20	
	Joplin, Mo. (see Pittsburg, Kans.).											
15	Kalamazoo, Mich.											
16	Kankakee, Ill.								3			18
17	Keene, N. H.											4
18	Kenosha, Wis.										5	4
19	Keokuk, Iowa.							15	4	3		
20	Kingston, N. Y.								3	3	3	4
21	Knoxville, Tenn.						15		28	15	2	
22	Kokomo, Ind.								8	2	2	
23	Laconia, N. H.									(³)		
24	La Crosse, Wis.										3	1
25	La Fayette, Ind.								7	4	6	4
26	Lake Charles, La.									2	1	
27	Lancaster, Ohio. ⁴						6	6				
28	Lancaster, Pa.							35	3			
29	Lansing, Mich.											
30	Laporte, Ind.									1		
31	La Salle, Ill.									8		
32	Lawrence, Kans. ¹								9	15		
33	Lawrence, Mass.											
34	Leavenworth, Kans.											
35	Lebanon, Pa.							1		1		
	Leominster, Mass. (see Clinton, Mass.).											
36	Lewiston and Augusta, Me.								24	7	17	
37	Lexington, Ky.					2	7	7	4	13		
38	Lockport, N. Y. ¹											
39	Logansport, Ind.							8	4	5		2
40	Lynchburg, Va.									9		
41	Lynn, Mass.											
42	McAlester, Okla.											
43	Macon, Ga.				11	7	18	11	15	26		
44	Madison, Wis.										10	
45	Mankato, Minn.				1			1	1	1		2
46	Manistee, Mich. ¹									10		
47	Mansfield, Ohio.										1	
48	Marietta, Ohio.											12
	Marinette, Wis. (see Menominee, Mich.).											
49	Marion, Ind.									2	5	4
50	Marion, Ohio.							6	1	12		
	Marlboro, Mass. (see Worcester, Mass.).											
51	Marquette, Mich.											4
52	Marshalltown, Iowa. ¹											
53	Mason City, Iowa.									4		5
54	Meadville, Pa.											8
55	Menominee, Mich., and Marinette, Wis.						4	7	2		9	8
56	Meriden, Conn. (Meriden division, Connecticut Co.).											12
57	Meridian, Miss.				4	6	3	5	2	1	1	6
58	Michigan City, Ind.											
59	Middletown, Conn. (Middletown division, Connecticut Co.).											

¹ One-man cars.

² Motormen and conductors; worked interchangeably.

³ Flat rate of 20 cents; number not reported.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

MOTORMEN—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.							
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44			
30	35	79	97	69	64	31	131											536	1			
2	4	16																41	2			
	8	12	10	2	25													12	3			
3	2	6																57	4			
4	2	12	27															12	5			
4		7																12	6			
																		3	7			
																		45	8			
																		30	9			
																		19	10			
																		77	11			
																		8	12			
4	8		18	43														79	13			
			34	10														64	14			
6	2	7	37																52	15		
																			21	16		
																			4	17		
		3	5	4															21	18		
																			22	19		
7	12																		32	20		
18	4																		88	21		
																			14	22		
																			(3)	23		
			29																33	24		
13																			34	25		
6																			9	26		
																			12	27		
																			38	28		
6	1	1	27																35	29		
2																			3	30		
																			8	31		
																			24	32		
	12	9	18	9	38														86	33		
																			5	34		
6																			8	35		
																				48	36	
																				33	37	
4		1		1	3		8												17	38		
3																				22	39	
8	2	32																		51	40	
	36	19	21	17	76															169	41	
	2		8																	10	42	
																				73	43	
3	10																			38	44	
1																				6	45	
																				10	46	
	18																			20	47	
																				13	48	
																					17	49
2	4																			19	50	
																					4	51
				2	10															12	52	
																				9	53	
																				29	54	
2	6	13																		30	55	
																				54	56	
9	5	2	2		24																28	57
																					6	58
					6																25	59
5	3	2	2		13																	

⁴ One-man cars, except on special days when school boys were employed as conductors at 15 cents per hour.

⁵ Paid from \$50 to \$63 per month; number at each rate not reported.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

MOTORMEN—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Middletown, N. Y.								1	1		10
2	Milford, Franklin, and Plainville, Mass.											
3	Milford, Mass.											
4	Millville, N. Y.						13	27				
5	Missoula, Mont. ²											
6	Moline, Ill.											
7	Montgomery, Ala.				23	8	14	19				
	Montpelier, Vt. (see Barre, Vt.)											
8	Mount Vernon and New Rochelle, N. Y.											
9	Muncie, Ind.								2	4	9	3
10	Muskegon, Mich.											10
11	Nanticoke, Pa.											
12	Nashua, N. H.											
13	New Albany and Jeffersonville, Ind. ³							18	4	10	10	6
14	Newburgh, N. Y.											
	Newcastle, Pa. (see Youngstown, Ohio).											
	New London, Conn. (see Norwich, Conn.)											
15	Newport, R. I.											
16	Newport News and Hampton, Va.							13	5		22	
	New Rochelle, N. Y. (see Mount Vernon, N. Y.)											
17	Newton, Waltham, and near-by towns, Mass.											
18	Niagara Falls, N. Y.											
19	Norristown, Pa.											
	North Adams, Mass. (see Pittsfield, Mass.)											
20	Northampton, Mass.											
21	North Yakima, Wash.											
22	Norton and Taunton, Mass.									4	2	1
23	Norwalk, Conn. (Norwalk division, Connecticut Co.)											5
24	Norwich, Willimantic, and New London, Conn.											14
25	Ogden, Utah.											
26	Ogdensburg, N. Y.						8	12	4			
27	Oil City, Pa.									7		6
28	Olean, N. Y.							1		1		3
29	Oshkosh, Wis.								10	6	4	3
30	Oswego, N. Y.											
31	Ottumwa, Iowa.										1	2
32	Owensboro, Ky. ³				6	4	1	2	1	2	6	
33	Paducah, Ky.				11	7	4	2		7		
34	Parkersburg, W. Va.						1	1	1	1	4	19
35	Parsons, Kans. ²							8				
36	Pasadena, Cal.											
37	Passaic, N. J. (Passaic division, Public Service Ry. Co.)											
38	Pawtucket, R. I.							2	2	1		
39	Peekskill, N. Y.								7	7	4	12
40	Pensacola, Fla.					4		11				
41	Peru, Ind.								1			1
	Phillipsburg, N. J. (see Easton, Pa.)											
42	Phoenix, Ariz.											12
43	Phoenixville, Pa.									6		
44	Pine Bluff, Ark.							2	4	5	4	2
45	Piqua, Ohio.								9			
46	Pittsburg, Kans., and Joplin, Mo.											
47	Pittsfield and North Adams, Mass.											
	Plainville, Mass. (see Milford, Mass.)											
48	Plattsburg, N. Y.									3		
49	Plymouth, Mass.											
50	Pomona, Cal.										8	
51	Pontiac, Mich.											
52	Portsmouth, N. H.									7	1	1
53	Portsmouth, Ohio.											
54	Pottstown, Pa.									2	10	
55	Pottsville, Pa.											
56	Poughkeepsie, N. Y.										8	4
57	Punxsutawney, Pa.											2
58	Quincy, Ill.					3	2	3	4	5	1	4

¹ Motormen and conductors; worked interchangeably.² One-man cars.³ One-man cars on some of the runs.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

MOTORMEN—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.				
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44
2	1			3	12													12	1
	1	2	1		2	19												18	2
																		25	3
																		140	4
7	4		1		6							6	3	1	8			18	5
																		18	6
																		64	7
	10			91														101	8
3																		21	9
1	23																	34	10
	6																	6	11
	2	2	5	1	9													19	12
																		48	13
27																		27	14
				2	5													7	15
																		40	16
	60		16		9	13	61											159	17
4	9	6		4		4	14											41	18
62																		62	19
	8	8	3	1	2	3	10											27	20
	1	1	3	2	4	2	1											21	21
2	3	3			20													10	22
1																		34	23
18	6	11	11	3	73		14											136	24
		21		4														39	25
4	4	14																14	26
1																		35	27
7																		6	28
	2	4	10		6													32	29
	4			27														22	30
																		34	31
																		22	32
																		31	33
																		27	34
																		8	35
		7	14	7	4	3	33											68	36
19	12	17	35	24	16	13	30											166	37
		14		11	53													78	38
																		17	39
																		26	40
1																		3	41
	3			3														18	42
																		6	43
																		21	44
																		9	45
			6															6	46
1	1		22	7	64													95	47
																		3	48
2	2	1		2	8													23	49
			2	4		1												7	50
									4									4	51
5																		14	52
2	6	21																30	53
																		12	54
		2		6														8	55
14																		27	56
																		2	57
7																		29	58

⁴ One cent less from Oct. 1 to Apr. 1.
⁵ One-man cars except in summer months.

46 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

MOTORMEN—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Quincy, Mass. (Quincy division, Bay State Street Ry. Co.).											
2	Raleigh, N. C.						10	5	3	3		
3	Reading, Mass. (Reading division, Bay State Street Ry. Co.).											
4	Redlands, Cal.											
5	Richmond, Ind.								5	3	5	1
6	Riverside, Cal.											
7	Roanoke, Va.									8		
8	Rockford, Ill.									11	21	5
9	Rock Island, Ill.											
10	Rome, Ga.			5	3	4	6	1	4			
	Rome, N. Y. (see Utica, N. Y.).											
11	Rutland, Vt.											21
12	St. Cloud, Minn.				2	2		6				
13	St. Joseph, Mo.										31	12
14	Salem, Mass. (Salem division, Bay State Street Ry. Co.).											
15	Salem, Oregon.											2
16	San Bernardino, Cal.											
17	San Diego, Cal.											
	San Jose, Cal.:											
18	Company No. 1.											
19	Company No. 2.											
20	Santa Cruz, Cal.											
	Saratoga, N. Y. (see Glens Falls, N. Y.).											
21	Sault Ste. Marie, Mich.									2		
22	Schenectady, N. Y.											
23	Sedalia, Mo.						2		4		5	
24	Selma, Ala.									11		
25	Shamokin, Pa.									9		10
	Sharon, Pa. (see Youngstown, Ohio).											
26	Shawnee, Okla.				2	2	1		3			
27	Sheboygan, Wis.							9	2	6		4
28	Shreveport, La.						6	2	1			6
29	Sioux Falls, S. Dak.									3		
30	South Bethlehem, Pa.									2		
	Southbridge, Mass. (see Webster, Mass.).											
31	Southern division, Public Service Ry. Co., New Jersey.											
32	Spartanburg, S. C.				2	5	6	2	2	5		
	Spencer, Mass. (see Worcester, Mass.).											
33	Stamford, Conn. (Stamford division, Connecticut Co.).											8
34	Stockton, Cal.											
35	Sunbury, Pa.						2 ⁶	2 ⁹	2 ²	2 ¹¹		
36	Tampa, Fla.							28		15	11	12
	Taunton, Mass. (see Norton, Mass.).											
37	Temple, Tex. ¹				2				2	1		
38	Terre Haute, Ind.											35
39	Tiffin, Ohio ¹							1	2	1		
40	Torrington, Conn. (Torrington division, Connecticut Co.).											3
41	Trenton, N. J.											
42	Trinidad, Colo.									2		2
	Troy, N. Y. (see Albany, N. Y.).											
43	Tucson, Ariz.									2 ⁵		3 ¹
44	Tulsa, Okla.									5	19	6
45	Utica and Rome, N. Y.											
46	Vicksburg, Miss.							3			10	
47	Vincennes, Ind.			7	3	1	1					
48	Waco, Tex.									10	11	9
49	Walla Walla, Wash.											6
	Waltham, Mass. (see Newton, Mass.).											
50	Warren, Pa.								5	1	7	
51	Waterbury, Conn. (Waterbury division, Connecticut Co.).											21

¹ One-man cars.

² Work half day as motormen and half day as conductors.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

MOTORMEN—Continued.

Number of employees who received each classified rate of wages (cents) per hour.															Total.	Line No.				
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38			38 and under 39	40 and under 41	43 and under 44	
52	13	27	9	43														144	1	
																		21	2	
	9	7	11	15	26													68	3	
		1		1	2		2											6	4	
9		2	1	2	3	1	3											23	5	
																		12	6	
19	1	12																40	7	
4	1	19																61	8	
13	9		4		47													73	9	
																		23	10	
																		21	11	
																		10	12	
14	17	51																125	13	
	14	20	21	12	60													127	14	
		5	4	9	3	1	3											27	15	
		8	1	3	2	3	3											20	16	
				55	30	14	18			30								147	17	
																		30	18	
		1	6	4	13	2	2	25	40									77	19	
		1		13														14	20	
6																		8	21	
	3		15		150													168	22	
																		11	23	
																		11	24	
																		19	25	
																		8	26	
4	8	8	8	13														21	27	
																		47	28	
																		12	29	
																		2	30	
14	22	24	47	27	15	8	43											200	31	
																		22	32	
7	1	1	3		11													31	33	
		28	4	12	6	4	18											72	34	
																		28	35	
13																		79	36	
																		5	37	
18	8	4	3	18														86	38	
																		4	39	
2	1	1	1		2													10	40	
			146															146	41	
			2															8	42	
	2																		8	43
4																		25	44	
	8		20		137													165	45	
																		15	46	
																		12	47	
5	4			1														45	48	
3	1	6				3	2											16	49	
																			13	50
29	12	8	10		42													122	51	

³ Motormen and conductors; worked interchangeably.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

MOTORMEN—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Waterloo and Cedar Falls, Iowa.....									17	9	10
2	Watertown, N. Y.....									4		5
3	Waterville, Me.....				4	3		9		1		
4	Waukegan, Ill.....									5	2	
5	Wausau, Wis.....									3	3	3
6	Webb City, Mo.....											4
7	Westfield, Mass. ¹											
8	Webster and Southbridge, Mass.....											
9	White Plains, N. Y.....											13
10	Wilkes-Barre and near-by towns, Pa. ²											
11	Williamsport, Pa.....								14	72		
12	Williamantic, Conn. (see Norwich, Conn.).....											
13	Wilmington, N. C.....						7	7	6	2	2	2
14	Winona, Minn. ³							7	1	2	2	3
15	Winston-Salem, N. C.....				3	3	5	8		3	10	
16	Woburn, Mass.....											
17	Woonsocket, R. I.....											
18	Worcester, Spencer, and Marlboro, Mass.....											
19	Yonkers, N. Y.....											
20	York, Pa.....							3	6	4	4	41
20	Youngstown, Ohio, Sharon and Newcastle, Pa.....											
21	Total.....		2 (8)	28 (8)	141	136	253	511	424	732	662	899
22	Per cent (cumulative).....				1	2	4	8	11	16	21	28

CONDUCTORS.

23	Aberdeen, Wash. ⁷											
24	Adrian, Mich.....						3	3				
25	Akron, Ohio.....											
26	Albany, Cohoes, and Troy, N. Y.....											
27	Allentown, Pa.....											
28	Alliance, Ohio.....						10					
29	Alton, Ill.....											
	Amsterdam, N. Y. (see Gloversville, N. Y.).....											
30	Anderson, Ind.....								2	2	11	
31	Ann Arbor, Mich.....											
32	Anniston, Ala. ⁷											
33	Appleton, Wis. ⁸											
34	Asbury Park, N. J.....							40				
35	Asheville, N. C.....								6		2	
36	Ashland, Wis.....						6	1				
37	Ashtabula, Ohio.....							6		5		2
38	Athens, Kans. ⁹											
39	Athens, Ga. ⁷											
40	Attleboro and North Attleboro, Mass.....											
41	Auburn, N. Y.....											
42	Augusta, Me. (see Lewiston, Me.).....											
43	Aurora, Ill.....											
44	Austin, Tex. ⁷											
45	Bakersfield, Cal.....											
46	Bangor, Me.....									20	2	7
47	Barre and Montpelier, Vt.....								5			
48	Batavia, N. Y. ⁹											
49	Battle Creek, Mich.....											
50	Bay City, Mich.....									18	11	3
51	Beaumont, Tex.....									9	9	12
52	Beaver Falls, Pa.....											8
	Bellingham, Wash.....											19

¹ Paid daily rate of \$2.30 to \$2.85. Number at each rate not reported.

² Number of men not reported.

³ One-man cars.

⁴ Not including 6 men whose rate was increased 1 cent per hour each year after 30 months' service, rate not to exceed 25 cents per hour, but number at each rate not reported.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

MOTORMEN—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.				
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44
2		1																39	1
	7																	16	2
		1																17	3
	1																	8	4
4	6	5	31															11	5
																		50	6
3	1																	132	7
4	2	1	3	3	36													44	8
					24													47	9
																		86	10
																		24	11
3																		24	12
																		18	13
	5	5	4	2	18													32	14
3	2		3	6	23													34	15
21	29		31	22	169													37	16
	15			102														272	17
																		117	18
																		58	19
					16	11		242										269	20
1038	1065	1358	1427	1163	2531	293	664	243	54	33	1	8	3	3	24	23	12	13731	21
35	43	53	63	72	90	92	97	99	99	99	99	99	100	100	100	100	100		22

CONDUCTORS.

																			(?)	23
																			6	24
			62	12	12	6	17												109	25
						519													519	26
28	9	11	12	42															102	27
			24																10	28
																			24	29
1								3											16	30
																			3	31
																			(?)	32
																			40	33
4		34																	46	34
																			7	35
		5																	18	36
																			18	37
																			(?)	38
																			(?)	39
1	9		7	3	16														36	40
6	2	16	25	6	1														50	41
8	12		16																36	42
																			(?)	43
					1	1	3	11											16	44
																			29	45
			5																12	46
																			(?)	47
5	4	11	21																41	48
1	12																		45	49
2																			32	50
19			5	8	12														52	51
4	2	3	2	2	3														35	52

* Not including 21 who were paid \$50 to \$60 per month, 32 who were paid \$2.30 to \$2.85 per day, and 6 whose rate was not reported, but was increased 1 cent per hour each year after 30 months' service, rate not to exceed 25 cents per hour.

* Less than one-half of 1 per cent.

* See Motormen.

* No conductors employed except during summer months.

* One-man cars. See Motormen.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

CONDUCTORS—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Bergen division, Public Service Ry. Co., New Jersey.											
2	Biddeford, Me.				19	12	12			18		
3	Bloomington, Ill.										12	
4	Boise, Idaho.											
5	Boone, Iowa.									2		
6	Bridgeport, Conn. (Bridgeport division, Connecticut Co.).											32
7	Bridgeton, N. J.								20			
8	Bristol, Conn.											3
9	Broad Ripple, Ind.									6	5	1
10	Burlington, Iowa ² .											
11	Burlington, Vt.						3			16		
12	Cambridge, Ohio ³ .											
13	Canton, Ohio.											
14	Carlisle, Pa.			7								
	Cedar Falls, Iowa (see Waterloo, Iowa).											
15	Cedar Rapids, Iowa.										1	2
16	Central division, Public Service Ry. Co., New Jersey.											
17	Charleston, W. Va.									9	6	3
18	Charlottesville, Va. ³ .											
19	Chelsea, Mass.											
20	Cheyenne, Wyo. ² .											
21	Clinton, Fitchburg, and Leominster, Mass.											
	Cohoes, N. Y. (see Albany, N. Y.).											
22	Colorado Springs, Colo.											
23	Columbia, S. C.				16					8	7	76
24	Columbus, Ga.					12	10	5	1	4		
25	Columbus, Ohio.									17		
26	Corning, N. Y.							1	1	2	1	4
27	Cortland, N. Y.							13	3		3	2
28	Council Bluffs, Iowa.											
29	Danbury, Conn.											
30	Danville, Ill.											10
31	Danville, Va.						5	2	6			
	Dayton, Ohio:											
32	Company No. 1.											34
33	Company No. 2.											6
34	Decatur, Ill.											21
35	Derby, Conn. (Derby division, Connecticut Co.)											6
36	Dover, N. H.											1
37	Dubuque, Iowa ² .											
38	Duluth, Minn.											55
39	Dunkirk, N. Y.											
40	Durham, N. C.				12	4	6					
41	East Liverpool, Ohio.											
42	Easton, Pa., and Phillipsburg, N. J.											
43	Eau Claire, Wis.							1	5	4	6	4
44	Elgin, Ill.											
45	Elkhart, Ind.								4	4	4	3
46	Elmira, N. Y.								36	6	11	
47	El Paso, Tex.									24	13	24
48	Elwood, Ind.										1	2
49	Enid, Okla. ² .											
50	Erie, Pa.											
51	Escanaba, Mich.					1	1		1	1		
52	Eureka, Cal.											
53	Everett, Wash.											8
54	Fargo, N. Dak.								8		1	2
55	Findlay, Ohio ² .											
	Fitchburg, Mass. (see Clinton, Mass.).											
56	Flint, Mich.											
57	Fond du Lac, Wis.							1	4		1	1
58	Fort Dodge, Iowa.										4	3
59	Fort Smith, Ark.							3		7	10	7
60	Fort Wayne, Ind.									29	12	15
61	Fort Worth, Tex.									15	13	44

¹ For runs of 9 to 10 hours men were paid for 10 hours.² See Motormen.³ One-man cars. See Motormen.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

CONDUCTORS—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.						
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44		
4	6	10	8	7	1	2	3											41	1		
11	9	10																21	2		
		2	2	7	7	6	13											42	3		
	5																	37	4		
44	15	13	11		47													7	5		
																		162	6		
1	5		5	4														20	7		
	1	1																18	8		
																		14	9		
																		(²) 19	10		
																		(³) 19	11		
		39	11	5	6	15												(³) 67	12		
																		7	13		
																			7	14	
6																		9	15		
51	24	37	44	12	10	9	21											208	16		
1	3	6																		28	
	88	21	39	10	73													(³) 19	17		
																		(³) 231	18		
																		(²) 31	19		
4	3		5	3	16															20	
																					21
		12		10	2		35														22
																					59
																					197
																					23
																					32
30		106	105	53																	311
2																					11
																					21
																					27
		22	11	4	6	11	9														63
																					24
5	15	15	24																		29
																					45
																					30
																					13
																					138
				52	52																32
				11	11																28
9	3	7																			40
6	6	4	2		9																34
3	5	5	7																		33
																					35
																					21
																					(²) 37
27	35	19	11	6	6	2	2														159
																					4
																					22
																					40
																					40
																					70
																					20
																					43
																					32
																					44
																					16
																					65
																					46
																					80
																					47
																					4
																					48
																					49
																					87
																					50
																					49
																					51
																					24
																					21
																					53
																					54
																					19
																					55
																					46
																					56
																					8
																					57
																					8
																					58
																					41
																					59
																					60
																					93
																					60
																					134
																					61

⁴Including 5, rates not reported. Rates of these 5 men were increased 1 per cent per hour each year after 30 months' service, but rate not to exceed 25 cents per hour.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

CONDUCTORS—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Frammingham, Mass. (Frammingham division, Boston & Worcester Street Ry. Co.).											
2	Frankfort, Ky. ¹											
3	Franklin, Mass. (see Milford, Mass.).											
4	Freeport, Ill. ¹											
5	Fresno, Cal.											
6	Gadsden, Ala.			3		4	1	1				
7	Galesburg, Ill.								9	4	6	
8	Galveston, Tex.								24	13	14	
9	Gardner, Mass.								11	6	2	
10	Gary, Ind.								1			
11	Geneva, N. Y.									1		
12	Glens Falls and Saratoga, N. Y.											
13	Gloucester, Mass.											
14	Gloversville, Johnstown, and Amsterdam, N. Y.							6				
15	Grand Forks, N. Dak.								3		2	
16	Grand Junction, Colo. ¹											
17	Great Falls, Mont. ¹											
18	Green Bay, Wis.							4	1	5	3	
19	Greenfield, Mass.								7	5	7	
20	Greensboro, N. C.			7		9		8				
21	Greenville, S. C.				6	5	2	6		3	2	
22	Hammond, Ind.											
23	Hampton, Va. (see Newport News, Va.).											
24	Hannibal, Mo.							14				
25	Harrisburg, Pa.										20	
26	Hartford, Conn. (Hartford division, Connecticut Co.).											69
27	Hazleton, Pa.											
28	Helena, Mont. ¹											
29	Henderson, Ky. ¹											
30	Holyoke, Mass.											
31	Homestead, Pa.											
32	Hornell, Pa.									13		
33	Hot Springs, Ark. ¹											
34	Hudson division, Public Service Ry. Co., New Jersey.											
35	Huntington, W. Va.								13	4	4	
36	Hutchinson, Kans.						8		4			
37	Hyde Park, Mass.											
38	Iowa City, Iowa									1		5
39	Ironton, Ohio.									3	1	
40	Ishpeming, Mich.										3	
41	Jackson, Mich.											
42	Jackson, Miss.			1		6		1		1		18
43	Jackson, Tenn. ¹											
44	Jamestown, N. Y.								55	1	5	7
45	Janesville, Wis. ¹											
46	Jeffersonville, Ind. (see New Albany, Ind.).											
47	Johnstown N. Y. (see Gloversville, N. Y.).											
48	Johnstown, Pa.											6
49	Joliet, Ill.										20	
50	Joplin, Mo. (see Pittsburg, Kans.).											
51	Kalamazoo, Mich.											
52	Kankakee, Ill.								3			18
53	Keene, N. H.											4
54	Kenosha, Wis.										8	6
55	Keokuk, Iowa ¹											
56	Kingston, N. Y.								5	5	5	2
57	Knoxville, Tenn.						4		26	15	10	
58	Kokomo, Ind.								9	3	2	
59	Laconia, N. H.									(²)		
60	La Crosse, Wis.										3	1
61	La Fayette, Ind.											4
62	Lake Charles, La.							5	5	6	4	3
63	Lancaster, Ohio ³									1	2	
64	Lancaster, Pa.											
								35	10			

¹ See Motormen.² Number not reported.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

CONDUCTORS—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.								
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44				
12	10	9	7	8	17													63	1				
																			(1)	2			
																			(1)	3			
		10	14	13	2	2	6											47	4				
																		9	5				
2	14																	35	6				
3	6	8																68	7				
4	20																	43	8				
4	2		3		5		16											31	9				
4	2																	3	10				
						43												43	11				
		3	9	6	30													53	12				
5	6			28														39	13				
3																		14	14				
																		(1)	15				
																		(1)	16				
4																		17	17				
4	3	7																33	18				
																		24	19				
																		24	20				
		2	5	5	3		4	3	10									32	21				
																				22			
31	23	49																14	22				
32	28	19	14		98													123	23				
																		260	24				
18																			18	25			
																		(1)	26				
																		(1)	27				
																		76	28				
13	5		3	9	46			5										5	29				
																		13	30				
																		(1)	31				
118	85	88	84	54	34	22	65											550	32				
																				45	33		
7	1	16																	12	34			
																					34		
																					58	35	
2	14	8	12	4	20														8	36			
1	1	8																	14	37			
																			3	38			
8	5	9	21																43	39			
																			27	40			
																		(1)	74	41			
		6																(1)	74	42			
																		(1)	74	43			
																					79	44	
4	11		18	40															60	45			
			30	10																		45	
																						51	46
																						21	47
																						4	48
																						19	49
																			(1)	31	50		
																						31	51
																						82	52
																						15	53
																			(2)	15	54		
			29																			33	55
																						33	56
9																						9	57
3																						9	58
																			(3)	45	59		

³ One-man cars, except on special days, when schoolboys are employed as conductors, at 15 cents per hour.

TABLE I.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

CONDUCTORS—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Lansing, Mich.											
2	Laporte, Ind.											
3	La Salle, Ill.									8		
4	Lawrence, Kans. ¹											
5	Lawrence, Mass.											
6	Leavenworth, Kans.											
7	Lebanon, Pa.							2		1		
8	Leominster, Mass. (see Clinton, Mass.).											
9	Lewiston and Augusta, Me.											
10	Lexington, Ky.					8	8	11	25	5	21	
11	Lockport, N. Y. ¹								3	6		
12	Logansport, Ind.							6	3	3	3	1
13	Lynchburg, Va.									9		
14	Lynn, Mass.											
15	McAlester, Okla.											1
16	Macon, Ga.					7	5	14	11	31		
17	Madison, Wis.								15		10	
18	Mankato, Minn.			1						2		2
19	Manistee, Mich. ¹											
20	Mansfield, Ohio.							3	1	2	4	1
21	Marietta, Ohio.							7			2	
22	Marion, Ind.											
23	Marion, Ohio.							10	2	8	7	
24	Marlboro, Mass. (see Worcester, Mass.).											
25	Marquette, Mich.		*									4
26	Marshalltown, Iowa ¹											
27	Mason City, Iowa.							5		2		3
28	Meadville, Pa.											11
29	Menominee, Mich., and Marinette, Wis.							12	1	3	7	
30	Meriden, Conn. (Meriden division, Connecticut Co.).											15
31	Meridian, Miss.				6	4	4		4	2		8
32	Michigan City, Ind.											
33	Middletown, Conn. (Middletown division, Connecticut Co.).											2
34	Middletown, N. Y.								1	2		10
35	Millford, Franklin, and Plainville, Mass.											
36	Millford, Mass.											
37	Millville, N. J. ¹											
38	Missoula, Mont. ¹											
39	Moline, Ill.											
40	Montgomery, Ala.				13	10	15	26				
41	Montpelier, Vt. (see Barre, Vt.).											
42	Mount Vernon and New Rochelle, N. Y.											
43	Muncie, Ind.								3	6	14	
44	Muskegon, Mich.											7
45	Nanticoke, Pa.											
46	Nashua, N. H.											
47	New Albany and Jeffersonville, Ind. ¹		8	7	4	1						
48	Newburgh, N. Y.											
49	Newcastle, Pa. (see Youngstown, Ohio).											
50	New London, Conn. (see Norwich, Conn.).											
51	Newport, R. I.											
52	Newport News and Hampton, Va.								24	9	2	15
53	New Rochelle, N. Y. (see Mount Vernon, N. Y.).											
54	Newton, Waltham, and near-by towns, Mass.											
55	Niagara Falls, N. Y.											
56	Norristown, Pa.											
57	North Adams, Mass. (see Pittsfield, Mass.).											
58	Northampton, Mass.											
59	North Yakima, Wash.											
60	Norton and Taunton, Mass.									7	1	1
61	Norwalk, Conn. (Norwalk division, Connecticut Co.).											3
62	Norwich, Willimantic, and New London, Conn.											14
63	Ogden, Utah.											

¹ See Motormen.² Conductors are paid from \$50 to \$60 per month.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

CONDUCTORS—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.				
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44
6	3	5	20															34	1
2																		2	2
																		8	3
																		(1)	4
	10	13	27	7	30													87	5
																		23	6
13																		16	7
																		51	8
																		36	9
																		(1)	10
2																		18	11
6	7	30																52	12
	45	28	39	7	47													166	13
1																		9	14
3	10																	68	15
																		38	16
																		6	17
																		(1)	18
2	12																	21	19
																		14	20
6	1																		21
																		20	22
																		4	23
																		(1)	24
9	4	4																10	25
																		9	26
9	3	2	4			22												23	27
																		55	28
																			28
4	4	2	2		6													6	29
																		25	30
																			13
1	1		3	2	8													15	32
	1	4	2		1	19												27	33
																		(1)	27
																		(1)	35
7	1					10												18	36
																		64	37
																			18
	18			84															102
																		23	39
4	26																	37	40
	6																	6	41
	2	1	2	2	13													20	42
																		20	43
26																		20	44
																		26	45
			1	2	4													7	46
																		50	47
	25		18		11	11	83											148	48
6	9	9		2	2	4	8											40	49
59																		59	50
		4	5	1		2	13											25	51
		1	6	3	5	2												25	52
	8																	10	53
	2	3	6		13													30	54
3																			
20	13	14	11	5	63													140	55
		22	7	7			12											41	56

³ Some conductors work one-half time as motormen.

⁴ One-man cars on some of the runs.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

CONDUCTORS—Continued.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Ogdensburg, N. Y.						17	13	12			
2	Oil City, Pa.									6		9
3	Olean, N. Y.						1	1			1	1
4	Oshkosh, Wis.							11	6	6		3
5	Oswego, N. Y.											
6	Ottumwa, Iowa										1	2
7	Owensboro, Ky. ²											
8	Paducah, Ky.				16	5	1	2		2		
9	Parkersburg, W. Va.						15	4	10	7	3	4
10	Parsons, Kans. ²											
11	Pasadena, Cal.											
12	Passaic, N. J. (Passaic division, Public Service Ry. Co.)											
13	Pawtucket, R. I.											
14	Peekskill, N. Y.							1	1	3		
15	Pensacola, Fla.							15	6	7	13	
16	Peru, Ind.									1		
	Phillipsburg, N. J. (see Easton, Pa.)											
17	Phoenix, Ariz.											16
18	Phoenixville, Pa.									6		
19	Pine Bluff, Ark.					1	3	7	2	2	2	2
20	Piqua, Ohio							9				
21	Pittsburg, Kans. and Joplin, Mo.											
22	Pittsfield and North Adams, Mass.											
	Plainville, Mass. (see Milford, Mass.)											
23	Plattsburg, N. Y.							3				
24	Plymouth, Mass.										11	
25	Pomona, Cal.											
26	Pontiac, Mich.											
27	Portsmouth, N. H.								4	1		
28	Portsmouth, Ohio									2		
29	Pottstown, Pa.								2	2		
30	Pottsville, Pa.											
31	Poughkeepsie, N. Y.									6	7	2
32	Punxsutawney, Pa.						1				3	
33	Quincy, Ill.					3	4	8	8	5	2	1
34	Quincy, Mass. (Quincy division, Bay State Street Ry. Co.)											
35	Raleigh, N. C.						6	6	1	6		
36	Reading, Mass. (Reading division, Bay State Street Ry. Co.)											
37	Redlands, Cal.											
38	Richmond, Ind.								1	6	4	1
39	Riverside, Cal.											
40	Roanoke, Va.									16		
41	Rockford, Ill.									18	26	6
42	Rock Island, Ill.											
43	Rome, Ga.				3	5	4	4	1	6		
	Rome, N. Y. (see Utica, N. Y.)											
44	Rutland, Vt.							2				20
45	St. Cloud, Minn.	9										
46	St. Joseph, Mo.										53	22
47	Salem, Mass. (Salem division, Bay State Street Ry. Co.)											
48	Salem, Oreg.											2
49	San Bernardino, Cal.											
50	San Diego, Cal.											
	San Jose, Cal.											
51	Company No. 1.											
52	Company No. 2.											
53	Santa Cruz, Cal.											
	Saratoga, N. Y. (see Glens Falls, N. Y.)											
54	Sault Ste. Marie, Mich.									2		1
55	Schenectady, N. Y.											
56	Sedalia, Mo.							2	2	4	1	4
57	Selma, Ala.											
58	Shamokin, Pa.										8	10
	Sharon, Pa. (see Youngstown, Ohio)											
59	Shawnee, Okla.				1	3	1	1	1			

¹ One cent less from Oct. 1 to Apr. 1.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

CONDUCTORS—Continued.

Number of employees who received each classified rate of wages (cents) per hour.														Total.	Line No.					
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37			37 and under 38	38 and under 39	40 and under 41	43 and under 44	
																		12	1	
4	1	13																33	2	
1																		6	3	
6																		34	4	
1	2	2	9		9													23	5	
	3			28														34	6	
																		26	7	
																		(²)	8	
																		43	9	
																		(²)	10	
		21	14	4	5	3	25											72	11	
40	15	31	34	14	8	7	22											171	12	
	3	16		11	53													83	13	
																		18	14	
																		28	15	
2																		4	16	
	1	2																19	17	
																		6	18	
																		19	19	
			6															9	20	
			23	14	53													6	21	
5	11																	106	22	
1	1	1	3	1	4													3	23	
			2	3	1													7	24	
							1		2									4	25	
																		14	26	
9	6	19																30	27	
3																		4	28	
		2		6														4	29	
																		8	30	
12																		27	31	
																		4	32	
7																		38	33	
	46	30	28	4	33													141	34	
	11	14	13	7	23													19	35	
																		68	36	
			1		1	2	3											7	37	
5																		17	38	
		2	1	2	4	1	4											14	39	
10		13																39	40	
6		11																67	41	
22	8		7		37													74	42	
																		23	43	
																		22	44	
																		9	45	
9	20	38																142	46	
	27	23	35	12	43													140	47	
		5	2	5	4	4	5											27	48	
		7	6		2	2	2											19	49	
				37	36	13	14			37								137	50	
		2		5			25											32	51	
		20	17	4	5	4	24											74	52	
			1	13														14	53	
6																		9	54	
	10		15		152													177	55	
																		13	56	
																		(²)	57	
																		18	58	
																		7	59	

² See Motormen.

TABLE 1.—NUMBER OF CAR CREW MEN RECEIVING

II.—Cities from which data were

CONDUCTORS—Concluded.

Line No.	City.	Number of employees who received each classified rate of wages (cents) per hour.										
		10 and under 11	13 and under 14	14 and under 15	15 and under 16	16 and under 17	17 and under 18	18 and under 19	19 and under 20	20 and under 21	21 and under 22	22 and under 23
1	Sheboygan, Wis.							9	2	6		4
2	Shreveport, La.											8
3	Sioux Falls, S. Dak.					3	2		1	6		
4	South Bethlehem, Pa.								2			
5	Southbridge, Mass. (see Webster, Mass.). Southern division, Public Service Ry. Co., New Jersey.											
6	Spartanburg, S. C.				5	4	6	3		4		
7	Spencer, Mass. (see Worcester, Mass.). Stamford, Conn. (Stamford division, Connecticut Co.).											8
8	Stockton, Cal.											
9	Sunbury, Pa. ¹											
10	Tampa, Fla.								45	17	11	6
11	Taunton, Mass. (see Norton, Mass.). Temple, Tex. ¹											
12	Terre Haute, Ind.										28	
13	Tiffin, Ohio ²											
14	Torrington, Conn. (Torrington division, Connecticut Co.).											6
15	Trenton, N. J.											
16	Trinidad, Colo.									2		2
17	Troy, N. Y. (see Albany, N. Y.). Tucson, Ariz. ¹											
18	Tulsa, Okla.										5	14
19	Utica and Rome, N. Y.											3
20	Vicksburg, Miss.				9	1		3				13
21	Vincennes, Ind.							2				
22	Waco, Tex.								10	14	9	6
23	Walla Walla, Wash. Waltham, Mass. (see Newton, Mass.).											
24	Warren, Pa.								9	4	2	
25	Waterbury, Conn. (Waterbury division, Connecticut Co.).											35
26	Waterloo and Cedar Falls, Iowa.									25	11	6
27	Watertown, N. Y.									4		6
28	Waterville, Me.				5	2				2		
29	Waukegan, Ill.							7		4		
30	Wausau, Wis.							2		2	3	1
31	Webb City, Mo.									1		8
32	Westfield, Mass. ¹											
33	Webster and Southbridge, Mass.											
34	White Plains, N. Y.											15
35	Wilkes-Barre and near-by towns, Pa. ³											
36	Williamsport, Pa. Williamantic, Conn. (see Norwich, Conn.).									14	72	
37	Wilmington, N. C.							7	7	6	5	2
38	Winona, Minn. ¹											4
39	Winston-Salem, N. C.				6	3	5	9		4	12	
40	Woburn, Mass.											
41	Woonsocket, R. I.											
42	Worcester, Spencer, and Marlboro, Mass.											
43	Yonkers, N. Y.											
44	York, Pa.								2	16	7	6
45	Youngstown, Ohio, Sharon and Newcastle, Pa.											28
46	Total	9	8	28	114	102	179	387	474	661	869	923
47	Per cent (cumulative)	(5)	(6)	(6)	1	2	3	6	10	15	20	27

¹ See Motormen.² Number of men not reported.³ Not including 5 whose rate was not reported but was increased 1 cent per hour each year after 30 months' service, rate not to exceed 25 cents per hour.

EACH CLASSIFIED RATE OF WAGES PER HOUR—Continued.

obtained by correspondence—Continued.

CONDUCTORS—Concluded.

Number of employees who received each classified rate of wages (cents) per hour.																				Total.	Line No.
23 and under 24	24 and under 25	25 and under 26	26 and under 27	27 and under 28	28 and under 29	29 and under 30	30 and under 31	31 and under 32	32 and under 33	33 and under 34	34 and under 35	35 and under 36	36 and under 37	37 and under 38	38 and under 39	40 and under 41	43 and under 44				
																				21	1
5	6	6	4	10																39	2
																				12	3
																				2	4
18	14	33	57	32	17	4	24													199	5
																				22	6
3	5	3	4		7															30	7
		26	8	14		2	20													70	8
6																				(1)	9
																				85	10
																				(1)	11
16	3	8	7	27																89	12
2		2			3															(2)	13
																				13	14
			154																	154	15
	1		3																	8	16
																					17
3																				25	18
	9		23		142															174	19
																				16	20
																				12	21
5	4																			48	22
2	1	1	2	4																10	23
																					24
25	15	12	12		14															15	24
																				113	25
																					26
	7																			47	26
																				17	27
																				16	28
	2	2																		8	29
3																				11	30
9	5	3	24																	50	31
																					32
	5		4	5	24															38	33
8	3	4	3		8															41	34
																					35
																				86	36
																					37
																				31	37
																					38
																				39	38
																				36	39
	6	10	8	2	10															33	40
			7	7	18															36	41
1			49	26	156															295	42
30	34			90																125	43
	35																			59	44
																				284	45
					20	18		246													46
1168	1162	1335	1516	1010	2189	218	498	249	42	37										12978	46
36	45	56	67	75	92	94	97	99	100	100											47

⁴ Not including 23, who were paid from \$50 to \$60 per month, and 5 whose rate was not reported but was increased 1 cent per hour each year after 30 months' service, rate not to exceed 25 cents per hour.

⁵ Less than one-half of 1 per cent.

PAYMENT BY APPROXIMATE UNITS.

About one-half of the companies visited credited time worked each day to the minute, the others using various aliquot parts of an hour. Under the latter system two methods were in vogue: (a) Payment to the nearest aliquot part; (b) payment to the next aliquot part.

The method of paying to the nearest aliquot part of an hour is a give-and-take proposition, which is practically equalizing in the long run; 14 companies paid to the nearest one-twelfth hour, 7 to the nearest one-tenth, 1 to the nearest one-sixth, 18 to the nearest one-fourth, 1 to the nearest one-third, and 1 to the nearest hour.

The second method has no equalizing feature, as it always inures to the benefit of the employee. Three companies (Cleveland, New Bedford, and South Bend) paid to the next one-twelfth hour, and 2 (Boston and Charleston) paid to the next one-fourth hour; that is, the unit of payment was one-fourth hour and any fraction of an hour less than one-fourth was counted as a full fourth.

Another variation in the method of crediting time was in crediting the total time for the pay period in aliquot parts of an hour, regardless of the crediting day by day. Davenport and Oakland credited to the nearest one-fourth hour, while Norfolk and Richmond credited to the nearest one-half hour.

An even-money payment for the pay period to the nearest 5 cents was made in the following cities:

Dallas (N. T. T. Co.), Davenport, Denver, Houston, Los Angeles, St. Louis, San Antonio, San Francisco (C. S. C. R. R. Co.), Spokane (S. & I. E. R. R. Co. and W. W. P. Co.), and Wheeling. All of these conditions are brought out by notes in Table A.

TIME ALLOWED BUT NOT WORKED.

The notes appended to Tables A and B show that in many instances under certain conditions time not on duty was allowed and paid for in addition to time actually worked. This provision applies mainly to short runs and tripper runs and runs the duties of which were not continuous but spread over a number of hours, to provide therefor a sufficient compensation. The effect is to increase the earnings per hour worked above the regular rate per hour and thus to make the runs acceptable to the men. Such payment should be considered in studying both the rates of wages and the hours of labor.

The provisions reported for the several companies are here compiled:

Altoona.—Tripper runs of $1\frac{1}{2}$ to $1\frac{1}{4}$ hours were paid for as 2 hours.

Boston (elevated and surface lines).—Runs of 8 to $8\frac{1}{2}$ hours were paid for as $8\frac{1}{2}$ hours; runs over $8\frac{1}{2}$ hours were paid for to the next quarter hour. For runs taking more than

12 hours to complete, 25 per cent above the regular rate was paid for the first hour or fraction of hour over 12, and 50 per cent for each hour or fraction of hour over 13. There were no regular runs under 8 hours.

Buffalo.—Runs of 7 and under 9 hours, all-night (or owl) cars excepted, were paid for as 9 hours. All-night car runs did not exceed 8 hours, but were paid for as 10 hours. There were no regular runs under 7 hours on duty. Regular men taken from regular runs to do special work of less hours were paid for time of regular runs.

Chicago (Chicago Surface Lines).—Monday to Saturday runs under 9 hours were paid for as 9 hours.

Chicago (Chicago Elevated Railways).—Runs under 10 hours were paid for as 10 hours, over 10 were paid for to the next quarter hour. Train work, other than regular runs, under 2 hours, was paid for as 2 hours, over 2 and under 7 was paid for to the next hour over 7 and under 9 was paid to the next quarter hour.

Cleveland.—Time worked each day was paid for to the next 5 minutes.

Lowell, Mass.—Time worked each day was paid for to the next quarter hour.

Manchester.—Sunday runs of regular men with hours less than on week days were paid for same as week days. There were about 20 such Sunday runs.

Milwaukee.—All Monday to Friday, and approximately 60 per cent of all Saturday runs under 9 hours were paid for as 9 hours.

Minneapolis and St. Paul.—Monday to Saturday runs of 2 swings (parts) under 10 hours were paid for as 10 hours. On runs of 3 swings the time not on duty between the second and third swings was paid for. All runs had 2 or 3 swings.

Newark.—About 225 Monday to Friday and 125 Saturday runs under 10 hours had allowances, that is, time not on duty was paid for. The allowances ranged from 1 to 43 minutes.

New Bedford.—Tripper runs under 2 hours were paid for as 2 hours.

New Orleans.—Runs under 8 hours were paid for as 8 hours. Other scheduled time (tripper runs) under 5 hours and 20 minutes was paid for at $1\frac{1}{2}$ times the regular rate.

New York (Brooklyn Rapid Transit Co.—surface).—Monday to Friday runs under 10 hours, except 2 of $7\frac{1}{2}$ and under 8 and 1 of $8\frac{1}{2}$ and under 9, were paid for as 10 hours. Saturday and Sunday runs over 7 and under 8 hours were paid for as 8 hours, over 8 and under 9 were paid for as 9, and over 9 and under 10 were paid for as 10.

New York (New York Railways Co.).—Runs under 8 hours were paid for as 8 hours, over 8 and under 9 were paid for as 9, and over 9 and under 10 were paid for as 10.

New York (Interborough Rapid Transit Co.—elevated and subway).—A daily rate by years of service was paid for each run regardless of the number of hours worked. Runs ranged from 6 to 10 hours.

New York (Brooklyn Rapid Transit Co.—elevated).—Motormen with runs under 10 hours were paid for 10 hours. Approximately all conductors and guards with runs under 6 hours were paid for 7 or 8 hours, over 6 and under 7 were paid for 8, over 7 and under 8 were paid for 9, over 8 and under 9 were paid for 9, $9\frac{1}{2}$, or $9\frac{1}{2}$, and those with runs over 9 were paid for $9\frac{3}{4}$ or 10 hours.

Philadelphia (surface and elevated).—Monday to Saturday runs under 9 hours were paid for as 9 hours. To meet traffic conditions each Sunday run had several scheduled hours on duty, but each employee was paid for his longest scheduled Sunday hours. Employees who did court duty (attended court) were paid for the time of their runs for each day of court attendance.

Pittsburgh.—Eight hours' pay was guaranteed for 85 per cent of all runs under 8 hours. Many employees had Sunday runs of less hours than on Monday to Saturday, but were paid for same time for each day. Employees who did extra tripper work before time of beginning or after completing runs, or at noon between swings (parts of runs), were paid for the tripper work and were also paid 25 cents for the time not on duty between the tripper work and the regular time on duty, provided such time was

over 50 minutes. Regular men who were requested to take emergency runs of less hours were paid for their regular hours.

Portland, Me.—Runs under 10 hours were paid for as 10 hours.

Providence.—Runs under 8 hours were paid for as 8 hours, and runs over 8 hours were paid for to the next quarter hour. Employees had 1 or more tripper runs which were paid for as follows: Fifty cents for those under 2 hours; \$1 for those approximately 2 and under 4 hours; 5½ hours' pay for those 4 and under 5 hours, and 7 hours' pay for those 5 and under 7 hours.

Rochester.—Monday to Saturday runs under 9 hours were paid for as 9 hours.

San Antonio.—On 20 runs known as regular tripper runs which ranged from 2 to 9 hours Monday to Friday and 3 to 9 Saturday, 9 hours' pay was guaranteed.

San Francisco (California Street Cable R. R. Co.)—Each run had an allowance. The allowances ranged from 2 to 31 minutes per day.

Seattle (Seattle, Renton & Southern Ry. Co.)—Six Monday to Friday and 5 Saturday runs of 9 and under 10 hours were paid for as 10 hours; 7 Monday to Friday and 1 Saturday runs of 8 and under 9 hours were paid for as 9 hours, and 1 Saturday run of 7½ and under 8 hours was paid for as 9 hours.

Spokane (Spokane & Inland Empire R. R. Co.)—Tripper runs under 3 hours were paid for as 3 hours.

Springfield, Mass.—A daily rate by years of service was paid for each run of 9 hours and under; runs over 9 hours were paid for as a day and one-half hour additional for time over 9 if time did not exceed 15 minutes, or 1 hour additional if time did exceed 15 minutes but did not exceed one-half hour.

Washington (Capital Traction Co.)—Practically all Monday to Saturday runs of 9 and under 10 hours were paid for as 10 hours. Many Sunday runs of 8 and under 10 hours were paid for as 10 hours.

PAY FOR REPORTING TIME.

In Table 32 on pages 213 to 215 the reporting time of each company is stated and in the text below are enumerated the companies that paid for such time.

ALLOWANCE FOR MAKING DAILY WORK REPORTS AND ACCIDENT REPORTS.

Seven companies reported a time allowance given to the car crew for making daily work reports. These cities, with allowances given, were:

Boston (surface lines)—Motormen 5 minutes, conductors 10 minutes.

Charlotte.—Motormen and conductors 10 minutes.

Chicago (C. S. L.)—Motormen and conductors 5 minutes.

Davenport.—Conductors 15 minutes.

Kansas City.—Motormen and conductors 12 minutes.

Los Angeles.—Motormen and conductors 5 minutes.

San Francisco (M. Rys. Co.)—Conductors 10 minutes.

Springfield, Ill.—Motormen and conductors 5 minutes.

In a number of cities the men were given an extra time allowance or pay for making accident reports. This allowance was limited to the actual time consumed in making reports in Augusta, Chicago (C. S. L.), Manchester, New York (Third Ave. Ry. Co.), and Superior (if not the fault of employee), while 10 minutes was allowed in San

Francisco (M. Rys. Co.), 12 minutes in Kansas City, one hour in Minneapolis and St. Paul, and one and one-half hours in Atlanta. In Buffalo, Rochester, and Syracuse an allowance of 18 minutes and in Pittsburgh an allowance of 15 minutes was made for personal injury reports only. In Boston and New York (N. Y. Rys. Co.) a money allowance was made for each report, the amount being not to exceed 10 cents in the former city and 20 cents in the latter. Chattanooga made an allowance for reports of serious accidents only, but the allowance was not reported.

MEALS OR CASH ALLOWANCE WHEN HELD FOR ORDERS.

When the car crew were held at barns for further orders after finishing a regular day's work, they were furnished with meals by the companies in the following cities:

Atlanta.	Lowell.	Scranton.
Binghamton.	Memphis.	South Bend.
Birmingham.	Mobile.	Spokane (S. & I. E. R. R. Co.).
Boston.	New Orleans.	Springfield, Mass.
Brockton.	Oklahoma City.	Tacoma.
Buffalo.	Omaha.	Brooklyn (elevated lines).
Indianapolis.	Portland, Me.	
Little Rock.	St. Louis.	

In Cincinnati a cash allowance of 30 cents was made if a man was held over six hours, in Manchester and Spokane (W. W. P. Co.) the men were given 25 cents and in New Bedford 50 cents when held for orders, and in New Britain and New Haven either a meal or 25 cents was furnished, at the option of the men. In Chicago (elevated lines), when men were held for 15 minutes or more, they were paid for two hours, while in Rochester they were paid time and one-half for all time they were held.

FREE TRANSPORTATION.

Motormen and conductors were allowed free transportation to and from work in all cities from which information was obtained. Free transportation was allowed also when employees were off duty, except in Cleveland, Indianapolis, and Washington (C. T. Co.). Employees off duty, however, were required to be in uniform to entitle them to transportation in Boston, Milwaukee, Minneapolis and St. Paul, Mobile, Newark, New Orleans, New York (Third Ave. Ry. Co.), Philadelphia, Pittsburgh, Scranton, and Washington (W. R. & E. Co.). In Cincinnati free transportation while off duty was given only after three years' service, while in Binghamton and Springfield, Ohio, carmen were given 124 and 62 tickets per month, respectively, to be used for such transportation.

Free transportation was given to the families of carmen by a few companies. In Binghamton members of the family might use the tickets given to carmen if the latter did not do so. In Denver wives of carmen were allowed 30 trips each month and in Sacramento and Scranton 62 and 50 tickets per month, respectively, were furnished for members of a carman's family. In New York (N. Y. Ry. Co.) wives and dependent mothers were given free transportation, and on the elevated and subway lines, wives, mothers, or sisters when in charge of the household. In Seattle (S. R. & S. Ry. Co.) and Portland, Me., free transportation was given to the wives of carmen, but in the latter city only when a wife was on the car operated by her husband. In Oklahoma City and Seattle (P. S. T. L. & P. Co.) the privilege was granted to all members of the family.

GUARANTEED WAGE TO EXTRA MEN.

The extra motorman or conductor in most of the companies has no definite assurance of the amount of work that will be assigned him. He must take his chances when he enters on employment. A few companies, however, guaranteed a certain amount of wage to these extra men so that they might have an assured minimum income. The guaranty was in two different forms, in effect the same, a guaranty in time or in amount of earnings.

A list is given showing the different guaranties and the companies giving them:

Cities.	Guaranteed hours or rate.
San Antonio.....	5 hours per day.
Boston.....	6 $\frac{3}{8}$ hours per day.
Superior.....	7 hours, first 3 months; 8 hours, second 3 months; 9 hours, after 6 months.
Birmingham.....	9 hours per day.
Portland, Me.....	10 hours per day.
Pittsburgh.....	\$1.40 per day for any time on duty less than 5 hours.
New York (Brooklyn, surface lines), Charleston, S. C., Grand Rapids.	\$1.50 per day.
Minneapolis and St. Paul.....	\$2 per day.
Philadelphia ("last run men").....	\$2.25 per day.
Springfield, Mass.....	Full day's pay.
Milwaukee, Newark, Philadelphia.....	\$12 per week.
Detroit.....	\$19 semimonthly.
Seattle (S. R. & S. Ry. Co.).....	\$20 per half month.
Cincinnati, Indianapolis, Kansas City.....	\$45 per month.
Des Moines.....	\$50 per month.
Seattle (P. S. T. L. & P. Co.).....	\$55 per month.

In 34 other companies extra men, who were marked up on the schedule or otherwise notified to report and make certain specified runs or trips, were paid for reporting, even though they were not

given the runs or trips that had been assigned to them. They were paid as follows:

- 7 companies paid for 1 hour.
- 1 company paid for 1 to 2 hours.
- 2 companies paid for 2 hours.
- 1 company paid for 2 hours to half-day.
- 1 company paid for 5 hours.
- 13 companies paid for time held.
- 1 company paid for one-half time held.
- 1 company paid for 5 minutes only, as reporting time.
- 3 companies paid for time of run or trip assigned.
- 1 company paid \$1, or for actual time held if would amount to over \$1.
- 1 company paid \$1.25.
- 1 company paid 15 cents per hour for time held.
- 1 company paid for 1 hour for second report and 2 hours for the third.

ADDITIONAL COMPENSATION.

Both companies in Washington, D. C., gave compensation to their men in addition to the regular wage. One company gave a bonus annually, based on length of satisfactory service, and the other company had a profit-sharing plan. Boston added a percentage to the rate of wages for runs taking more than 12 hours to complete. These methods are explained in the notes to Table A.

RATES OF PAY FOR SPECIFIED CLASSES OF WORK.

OVERTIME.

In nearly all cities where the car crew worked overtime, either at their own request or at the request of the company, they were paid only at the regular rate. A few exceptions, however, were reported as follows:

Cities.	Rates for overtime.
Des Moines, New Britain, New Haven, Providence.....	Regular rate plus 5 cents per hour.
Davenport.....	Regular rate plus 7 cents per hour.
Buffalo, Sacramento.....	Regular rate plus 10 cents per hour.
Scranton.....	Regular rate plus one-fourth.
Birmingham, Cincinnati.....	Regular rate plus one-third.
Rochester, Spokane (W. W. P. Co. and S. & I. E. Co.), Syracuse.....	Regular rate plus one-half.
Mobile.....	25 cents per hour for time over 11 hours.
New Orleans.....	36 cents per hour or 1½ times regular rate.
Newark.....	37½ cents per hour.
Springfield, Mass.....	At least 2 hours' pay for any overtime or excess time due to delays under 2 hours, and regular rate for 2 hours and over.
Boston (elevated lines).....	Time and one-half for first hour or fraction; then regular rate.

OWL-CAR RUNS AND WORK AFTER MIDNIGHT.

Five companies made allowances for all-night (owl-car) service, or for work after midnight. Buffalo allowed 10 hours' pay for owl-car runs of about 8 hours; New Orleans, 10 hours' pay for runs that did not consume quite that much time; and Washington (Capital Traction Co.) paid an average of 25 cents per hour for owl-car runs. Altoona paid 27 and Peoria 50 cents per hour for work after midnight.

OPERATING SNOWPLOW AND SWEEPER.

The cities in which the car crew were given extra allowance when operating snowplows and sweepers, with amounts paid, is presented below:

Cities.	Rates paid.
Altoona.....	Usually allowed 9½ hours' pay, with meals.
Binghamton, Cincinnati, Cleveland, Denver, Rochester, Syracuse.....	Regular rate plus one-half.
Boston (surface lines).....	45 cents per hour.
Boston (elevated lines).....	Motormen 45 cents per hour; others 35 cents, for operating trains to keep third rail free of snow or ice.
Brockton, Lowell.....	Motormen, 35 cents per hour; conductors, 30 cents.
Buffalo.....	5 a. m. to 10 p. m., 35 cents per hour; 10 p. m. to 5 a. m., 40 cents per hour.
Chicago (surface lines), Newark, New Bedford.....	35 cents per hour.
Des Moines.....	Regular rate plus 5 cents per hour.
Indianapolis, St. Louis.....	27 cents per hour.
Kansas City.....	32 cents per hour.
New York (N. Y. & Q. Co. Ry. Co.), Saginaw.....	Regular rate and meals.
Manchester.....	30 cents per hour.
Milwaukee.....	29 cents per hour.
New Britain, New Haven.....	Regular rate plus (a) 5 cents per hour during regular hours, and (b) 15 cents per hour for overtime.
New York (N. Y. Ry. Co.).....	40 cents per hour for motormen. Others, regular rate plus one-half.
New York (Third Ave. Ry. Co.).....	40 cents per hour.
Pittsburgh; Providence; Springfield, Mass.....	Regular rate plus 10 cents per hour.
Pueblo.....	Straight time plus one-half for time over 3 hours; straight time under 3 hours.
Scranton.....	Regular rate plus one-fourth.
Washington (C. T. Co.).....	Regular rate plus 2½ cents per hour.
Washington (W. Ry. & E. Co.).....	30 cents per hour.
Wilmington, Del. (W. & P. T. Co.)....	Full day's pay regardless of hours worked.

INSTRUCTING NEW MEN.

A number of companies reported additional compensation given for instructing new men.

Below are shown the cities and the rates of pay:

Cities.	Rates of pay.
Buffalo, Chicago (surface lines), Kansas City, Los Angeles, San Antonio, San Francisco (U. R. R.).	Regular rate plus 25 cents per day.
Grand Rapids	50 cents per hour.
Sioux City	Regular rate plus \$2 per month.
Seattle (P. S. T. L. & P. Co.)	Regular rate plus 1 cent per hour.
New Bedford, Syracuse	Regular rate plus 2 cents per hour.
Boston	Regular rate plus 2½ cents per hour.
New York (N. Y. & Q. Co. Ry. Co.)	Regular rate plus 30 minutes' pay per day.
Springfield, Mass.	Regular rate plus 1 hour's pay per day.
Tacoma	Not specified.

TIME IN EXCESS OF REGULAR RUNS CAUSED BY DELAYS.

Obstructions to traffic or breakdowns on the line occasionally necessitate trainmen remaining out on their runs longer than their regular time. This excess of time on duty usually was paid for at the regular rate. A few variations from the general rule, however, were reported as follows:

Cities.	Rates paid.
Philadelphia	Regular rate for material delays, but nothing for minor delays.
Cleveland	Regular rate when not fault of crew.
New York (N. Y. Rys. Co.)	Regular rate if time worked exceeds time paid for by 15 minutes. (See note, ² p. 411.)
New York (N. Y. & Q. Co. Ry. Co.)	Regular rate when over 10 minutes.
New Orleans	Regular rate for delays over 30 minutes.
New Britain, New Haven	Regular rate plus 5 cents per hour.
Des Moines	Regular rate plus 5 cents per hour if not fault of crew.
Davenport	Regular rate plus 7 cents per hour.
Buffalo, Sacramento	Regular rate plus 10 cents per hour.
Mobile	Regular rate, but 25 cents per hour for time in excess of 11 hours on duty.
Peoria	Regular rate except between midnight and early morning cars; then 50 cents per hour.
Birmingham, Cincinnati	Regular rate plus one-third.
Scranton	Regular rate plus one-fourth.
Spokane (W. W. P. Co. and S. & I. E. R. R. Co.)	Regular rate plus one-half.
Chicago (elevated lines)	Paid for 2 hours if delayed 15 minutes or more.
Springfield, Mass.	Paid for 2 hours.
Providence	Regular rate except on runs of over 10 hours, which pay 5 cents per hour additional.

ONE-MAN CARS.

Three companies reported additional compensation for the operation of one-man cars.

Sioux City paid 4 cents per hour in addition to regular rate, and Topeka and Wichita paid 2 cents per hour additional.

PAY FOR MEAL PERIODS.

In four cities it was reported that meal periods of substantial duration were paid for on certain runs. Chicago (surface lines) paid for meal periods ranging from 15 to 50 minutes in 61 per cent of the runs; Indianapolis for periods of from 20 to 30 minutes on 40 per cent of the runs; South Bend for 30 minutes on 20 per cent of the runs; and Brooklyn (elevated lines) for from 30 to 40 minutes on straight runs; Denver reported meal periods paid for on owl-car runs ranging from 24 to 56 minutes.

PREMIUMS FOR PREVENTION OF ACCIDENTS.

Only 12 companies are reported as giving premiums to car crews for the prevention of accidents. In Jacksonville a safety button was given each carman after three months' service without accident and one day off with pay each month thereafter in which no accident occurred. An accident fund was maintained in Louisville, and the balance not expended for damages was distributed among employees as a bonus. In Memphis employees were given a bonus of 1 cent per hour for each hour in which they had no accident, 100 hours being deducted for each accident that occurred. Payments were made every six months. A bonus, based on hours worked, also was paid in Nashville, with a deduction of 200 hours for each accident. The system in New Haven provided for the payment of a bonus to men who had no accident during the year. In Norfolk and Richmond each carman was given a uniform for each six months of service in which he had no accident costing the company more than \$10, while in San Francisco (U. R. R.) the decrease in damage claims paid in 1914 from the amount paid in 1913 was distributed among employees. Both companies in Washington paid bonuses for the prevention of accidents under their merit and profit-sharing plans. In Wichita a month without accidents entitled men to pay for the days allowed off (1 in 15), while in Wilmington, Del. (P. R. Co.), a bonus of 1 cent an hour was paid for each month in which the employee had no accident.

RATES AT STATED PERIODS OF SERVICE.

Table 2, next given, shows the rate paid at the beginning of the first and second six months of service, and at the beginning of each year of service thereafter. It is an abridged table, in that it does not give the rate as advanced by a few companies at midyear intervals after the first year. It affords, however, a ready comparison of the rates paid by the several companies at stated periods of service and brings out clearly the range of rates paid by each company. The highest rate shown in the table for each city is the rate paid during all the succeeding years of service. The same grouping is made in this summary table as in Table A—cities from which data were obtained by agents of the bureau and cities from which data were obtained by correspondence.

On the first line of Table 2 it is seen that in Altoona, Pa., the new man on entering service was paid 20 cents per hour. The company made no advance during the first year of service. Hence, at the beginning of the second six months of service the employee received 20 cents per hour. As the employee entered on his second year of service he received 21 cents per hour. On entering the third year of service he received 23 cents per hour. At the beginning of the fourth year he received 24 cents, and at the beginning of the fifth year 25 cents. For all service thereafter the employee received 25 cents per hour. A note shows that in addition to this regular rate, which applied to the employees generally, there was a special hill-car rate of 26 cents per hour and a night-car rate of 27 cents per hour.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE.

[The same rate is paid in all occupations unless otherwise specified. The highest rate shown in this table for each company is the rate paid during all succeeding years of service.]

I.—Cities from which data were obtained by special agents.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Altoona, Pa.	\$0.20	\$0.20	\$0.21	\$0.23	\$0.24	\$0.25						
Atlanta, Ga. ....	.17	.17	.18	.19	.21	.23	\$0.24	\$0.25				
Augusta, Ga. ....	.17	.17	.18	.19	.20	.21	.22					
Binghamton, N. Y. .	.20	.20	.21	.22	.22	.23	.23	.23	\$0.23	\$0.23	\$0.24	
Birmingham, Ala. .	.18	.18	.20	.21	.22	.23	.24	.25	.26			
Boston, Mass.:												
Boston Elevated Ry. Co. (surface lines).....	.26½	.26½	.27½	.28½	.29½	.29½	.31½					
Boston Elevated Ry. Co. (elevated lines)—												
Motormen.....	.29½	.29½	.30	.30½	.31½	.32½	.33					
Conductors ².....	.25	.25	.26	.26½	.27	.27½	.28					
Guards ³.....	.21½	.21½	.22½	.23	.23½	.24	.24½					

¹ Hill-car rate, 26 cents; night-car (12 midnight to 6 a. m.) rate, 27 cents.

² Called guards in Boston.

³ Called brakemen in Boston.

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TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

I.—Cities from which data were obtained by special agents—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Brockton, Mass.....	\$0.24	\$0.24	\$0.25	\$0.26	\$0.27	\$0.28						
Buffalo, N. Y.....	.23	.23	.24	.25	.27	.28	\$0.29	\$0.29	\$0.29	\$0.29	\$0.30	.....
Butte, Mont.....	.38½	.38½	.42½	.42½	.42½	.45						
Charleston, S. C.....	.17	.17	.19	.20	.21							
Charlotte, N. C.....	.15	.15	.16	.17	.18	.20	.21					
Chattanooga, Tenn.....	.18	.19½	.21	.22	.23	.23½						
Chicago, Ill.:												
Chicago Elevated Railways:												
Motormen on Northwestern division only.....	.32	.32	.34									
Motormen on all except the Northwestern division.....	.30½	.30½	.34									
Motormen, acting (conductors and guards).....	.28	.28	.28½	.29½								
Conductors—												
Regular.....	.25½	.25½	.27									
Extra.....	1.24											
Guards—												
Regular.....	1.24											
Extra.....	.21	.21	.22	.23	.24							
Chicago Surface Lines.....	.23	.26	.27	.29	.30	.31	.32					
Cincinnati, Ohio.....	.20	.21	.23	.23	.24	.24	.25	.26	.27			
Cleveland, Ohio.....	.27	.27	.30									
Dallas, Tex.:												
Dallas Electric Corporation.....	.20	.21	.22	.23	.24	.25						
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....	.20	.21	.22	.23	.24	.25						
Davenport, Iowa.....	.23	.23	.24	.26	.28							
Denver, Colo.....	.24	.24	.26½	.28	.28	.28	.30					
Des Moines, Iowa.....	.24	.24	.25	.29								
Detroit, Mich.....	.25	.30	.32									
Evansville, Ind.....	.19	.20	.21	.22	.23	.24						
Grand Rapids, Mich.....	.23	.24	.25	.26	.26½	.27						
Houston, Tex.....	.20	.21	.22	.23	.24	.25						
Indianapolis, Ind.....	.21	.21	.23	.24	.25	.26	.27					
Jacksonville, Fla.....	.19	.19	.20	.21	.22	.23						
Kansas City, Mo.....	.22	.22½	.23	.23½	.25	.26	.27	.27	.27	.27	.28	
Lincoln, Nebr.....	.20	.20	.21½	.22½	.23½	.24½	.25½	.25½				
Little Rock, Ark.....	.18	.18	.19	.20	.21	.22	.22	.25				
Los Angeles, Cal.....	.25	.25	.26	.27	.28	.29	.30					
Louisville, Ky.....	.21	.21	.22	.23	.24							
Lowell, Mass.....	.24	.24	.25	.26	.27	.28						
Manchester, N. H.:												
Regular men.....	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
Extra men.....	.23	.23	.24	.25	.26							
Memphis, Tenn.....	.17	.19	.20	.21	.22	.23	.24	.25				
Milwaukee, Wis.....	.23	.23	.24	.25	.26	.27	.28					
Minneapolis and St. Paul, Minn.....	.23	.24	.26	.27	.28	.29	.30					
Mobile, Ala.....	.19	.19	.20	.21	.22	.23	.24					
Nashville, Tenn.....	.18	.18	.19	.20	.20	.22						
Newark, N. J.....	.23	.24	.25	.26	.27	.27	.28	.28	.29	.29	.30	
New Bedford, Mass.....	.25	.25	.26	.27	.28	.29	.30					
New Britain, Conn.....	.22	.22	.23	.23½	.24½	.26½	.27½					
New Haven, Conn.....	.22	.22	.23	.23½	.24½	.26½	.27½					
New Orleans, La.....	3.24											

¹ Flat rate.

² Paid according to hours of run, regardless of years of service—9-hour run or longer, paid 26 cents per hour; 8½, paid 26½ cents; 8¼, paid 27¼ cents; 8½, paid 28¼ cents; and 8-hour run, paid 29½ cents per hour.

³ Flat rate, regardless of years of service, paid during first, second, and third years of a 5-year contract; 2½ cents paid in fourth year, and 2¼ cents, in fifth year.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

I.—Cities from which data were obtained by special agents—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
New York, N. Y.:												
Brooklyn Rapid Transit Co.	\$0.24	\$0.24	\$0.24	\$0.25	\$0.26	\$0.26	\$0.27	\$0.27	\$0.27	\$0.27	\$0.28	.....
New York and Queens County Ry. Co. ....	.22	.22	.22	.23	.23	.23	.24	.....	.....	.....	.....	.....
New York Rys. Co.—												
Horse-car lines..	12.10	12.10	12.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Storage-battery car lines—												
Motormen.....	22.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Conductors.....	22.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All lines except horse and storage-battery car lines—												
Motormen.....	12.50	12.50	12.60	12.70	12.70	12.85	.....	.....	.....	.....	.....	.....
Conductors.....	12.40	12.40	12.50	12.60	12.60	12.70	.....	.....	.....	.....	.....	.....
Third Avenue Ry. Co.—												
The Bronx.....	.24	.24	.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manhattan—												
Motormen on—												
Storage-battery cars..	3.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other cars..	.25	.25	.26	.27	.27	.28½	.....	.....	.....	.....	.....	.....
Conductors on—												
Storage-battery cars..	3.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other cars..	.24	.24	.25	.26	.26	.27	.....	.....	.....	.....	.....	.....
Interborough Rapid Transit Co. (elevated lines)—												
Motormen.....	43.00	43.00	43.50	43.50	43.50	43.50	43.75	.....	.....	.....	.....	.....
Conductors.....	42.35	42.35	42.35	42.45	42.55	42.60	.....	.....	.....	.....	.....	.....
Guards.....	42.00	42.00	42.00	42.10	42.20	42.30	.....	.....	.....	.....	.....	.....
Interborough Rapid Transit Co. (subway lines)—												
Motormen.....	43.00	43.00	43.50	43.50	43.50	43.50	43.75	.....	.....	.....	.....	.....
Conductors.....	42.35	42.35	42.35	42.45	42.55	42.60	.....	.....	.....	.....	.....	.....
Guards.....	42.00	42.00	42.00	42.10	42.20	42.30	.....	.....	.....	.....	.....	.....
Brooklyn Rapid Transit Co. (elevated lines)—												
Motormen.....	.30	.30	.32½	.32½	.32½	.32½	.35	.35	.37½	.....	.....	.....
Conductors.....	.23	.23	.23	.24	.25	.....	.....	.....	.....	.....	.....	.....
Guards.....	.20	.20	.21	.22	.22½	.22½	.23	.....	.....	.....	.....	.....
Norfolk, Va.....	.18	.19	.20	.21	.22	.....	.....	.....	.....	.....	.....	.....
Oakland, Cal.....	.30	.30	.31	.32	.33	.34	.35	.36	.37	.38	.39	\$0.40
Oklahoma City, Okla	.20	.20	.22	.24	.24	.25	.26	.27	.28	.....	.....	.....
Omaha, Neb.....	.24	.24	.25	.26	.27	.28	.28	.28	.28	.28	.29	.....
Peoria, Ill.....	.23	.23	.25	.28	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia, Pa.:												
Philadelphia Rapid Transit Co. (elevated lines)—												
Motormen.....	.28	.28	.29	.30	.31	.32	.33	.....	.....	.....	.....	.....
Conductors.....	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Guards.....	.25	.25	.26	.27	.28	.....	.....	.....	.....	.....	.....	.....

¹ Rate per day of 10 hours. Runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, excess over 10 paid for at regular rate.

² Flat rate per day of 10 hours, regardless of years of service. Runs of under 8 hours on duty were paid for as 8 hours; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, excess over 10 paid for at regular rate.

³ Flat rate.

⁴ Rate per day, regardless of scheduled time of run.

72 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

I.—Cities from which data were obtained by special agents—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Philadelphia, Pa.— Concluded.												
Philadelphia Rapid Transit Co. (surface lines).....	\$0.25	\$0.25	\$0.26	\$0.27	\$0.28	\$0.29	\$0.30					
Pittsburgh, Pa.....	.23½	.25	.26½	.28	.29	.30						
Portland, Me.....	.20	.20	.21	.22	.23							
Portland, Oreg.....	.25	.26	.27	.28	.29	.30	.31					
Providence, R. I.....	.23	.24½	.26	.27	.28½							
Pueblo, Colo.....	.23	.24	.25	.26	.27	.28	.29					
Reading, Pa.....	1.23											
Richmond, Va.....	.18	.19	.20	.21	.22							
Rochester, N. Y.....	.24	.26	.28									
Sacramento, Cal.....	.29	.29	.30	.31	.32							
Saginaw, Mich.....	.20	.20	.21	.22	.23	.24						
St. Louis, Mo.....	.23	.23	.24	.25	.26	.27						
Salt Lake City, Utah.....	.28	.28	.33									
San Antonio, Tex.....	.20	.21	.21	.22	.23	.24	.25	\$0.26				
San Francisco, Cal.: California Street Cable R. R. Co.....	.25	.25	.30	.30	.30	.33						
Municipal Railways of San Francisco.....	1.37½											
United Railroads of San Francisco.....	.25	.26	.28	.29	.30	.31	.32	.33	\$0.34	\$0.35		
Savannah, Ga.....	.17	.17	.18	.19	.20	.21	.22					
Scranton, Pa.....	.22	.22	.24	.26½								
Seattle, Wash.: Puget Sound Traction, Light & Power Co.— Motormen and conductors.....	.25	.26	.27	.28	.29	.30	.30	.31	.31	.31	\$0.32	
Gripmen.....	.26	.27	.28	.29	.30	.31	.31	.32	.32	.32	.33	
Seattle Municipal Street Ry.....	1.37½											
Seattle, Renton & Southern Ry. Co.....	.25	.26	.27	.28	.29	.30	.31	.32				
St. Louis, Mo.: Motormen, regular, on one-man cars.....	.25	.25	.26	.27	.27½	.27½	.28½	.28½	.28½	.28½	.28½	\$0.29
Motormen and conductors, regular, on other cars.....	.21	.21	.22	.23	.23½	.23½	.24½	.24½	.24½	.24½	.24½	.25
Motormen and conductors, extra.....	1.20											
South Bend, Ind.....	.19	.20	.21	.22	.23							
Spokane, Wash.: Spokane & Inland Empire R. R. Co.....	.26	.27	.28	.29	.30	.30	.30	.30	.30	.30	.30	(2)
The Washington Water Power Co.....	.26	.27	.28	.29	.30	.30	.30	.30	.30	.30	.30	(2)
Springfield, Ill.....	.19	.19	.20	.21	.22	.23	.24					
Springfield, Mass.....	2.30	2.45	2.60	2.70	2.85							
Springfield, Ohio.....	.22	.22	.23	.24	.25	.26						
Superior, Wis.....	.22	.23	.24	.25	.26	.26	.27	.27	.28			
Syracuse, N. Y.....	.24	.24	.26	.28								
Tacoma, Wash.: Motormen and conductors.....	.23	.24	.25	.25	.25	.26	.26	.26	.27	.27	.27	(4)
Gripmen.....	.24	.25	.26	.26	.26	.27	.27	.27	.28	.28	.28	(6)

1 Flat rate.

2 11th and 12th years, 30 cents; 13th, 14th, and 15th, 31 cents; after 15th, 33 cents.

3 Rate per day of 9 hours. Scheduled runs of less than 9 hours paid for as 9; of more than 9, paid for as a day and ½ hour additional for the time over 9 if such time did not exceed 15 minutes, or 1 hour additional if such time did exceed 15 minutes but did not exceed ½ hour.

4 11th and 12th years, 28 cents; 13th to 15th, 29 cents; after 15th, 30 cents.

5 11th and 12th years, 29 cents; 13th to 15th, 30 cents; after 15th, 31 cents.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

I.—Cities from which data were obtained by special agents—Concluded.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Toledo, Ohio.....	\$0.23	\$0.23	\$0.24	\$0.25	\$0.26	\$0.27						
Topeka, Kans.:												
Motormen on 1-man cars.....	.22	.22	.23	.23½	.24	.25						
Motormen and conductors on other cars.....	.20	.20	.21	.21½	.22	.23						
Washington, D. C.:												
Capital Traction Co.....	1.22½											
Washington Railway & Electric Co.....	2.21½	.21½	.22½	.22½	.22½	.22½	\$0.23½	\$0.23½	\$0.23½	\$0.23½	\$0.23½	\$0.25
Wheeling, W. Va.....	.22	.22	.23	.24	.25	.26	.29					
Wichita, Kans.:												
Motormen on 1-man cars.....	.22	.22	.23	.23½	.24	.25	.26					
Motormen and conductors on other cars.....	.20	.20	.21	.21½	.22	.23	.24					
Wilmington, Del.:												
People's Ry. Co.....	.18½	.18½	.20									
Wilmington & Philadelphia Traction Co.....	.21	.21	.22	.23	.24							

II.—Cities from which data were obtained by correspondence.

Aberdeen, Wash.:												
Regular men.....	\$0.26	\$0.27	\$0.28	\$0.29	\$0.30							
Extra men.....	3.25											
Adrian, Mich.....	.17	.17	.18									
Akron, Ohio.....	.25	.25	.26	.27	.28	\$0.29						
Albany, Cohoes, and Troy, N. Y.....	3.28											
Allentown, Pa.....	.23	.23	.24	.25	.26	.27						
Alliance, Ohio.....	3.17											
Alton, Ill.....	3.263											
Amsterdam, N. Y. (see Gloversville, N. Y.).....												
Anderson, Ind.....	.19	.20	.21	.21½	.22	.23	\$0.23	\$0.23	\$0.23	\$0.23	\$0.23	\$0.24
Ann Arbor, Mich.....	.22	.26	.30									
Anniston, Ala.....	.17	.17	.19	.21								
Appleton, Wis.....	.18	.18	.19	.20	.21	.22	.23					
Asbury Park, N. J.....	3.188											
Asheville, N. C.....	.19	.19	.21	.23	.25							
Ashland, Wis.....	.17	.17	.18									
Ashtabula, Ohio.....	.18	.20	.20	.22	.24							
Atchison, Kans.....	.18	.18	.18	.20								
Athens, Ga.....	.145	.155	.17	.18	.188	.195	.20					
Attleboro and North Attleboro, Mass.....	.23	.245	.26	.27	.285							
Auburn, N. Y.....	.23	.24	.25	.255	.26	.26	.26	.26	.26	.26	.26	.28
Augusta, Me. (see Lewiston, Me.).....												
Aurora, Ill.....	.235	.235	.245	.265								
Austin, Tex.....	.16	.17	.18	.20	.22	.23						
Bakersfield, Cal.....	.27	.28	.29	.30								
Bangor, Me.....	.205	.205	.205	.215	.215	.225						
Barre and Montpelier, Vt.....	.19	.19	.218	.24	.25							
Batavia, N. Y.....	3.18											

¹ Flat rate; under a merit system based on satisfactory service a bonus of \$25 was also paid annually to employees who had served the company satisfactorily 1 year; \$50, 2 years; \$75, 5 years; \$100, 10 years and over. An employee was not paid bonus if his service was unsatisfactory during the 12 months immediately preceding date of annual bonus payments, but credit for preceding years of good service was revived by a subsequent year of good service. See computed hourly rate in Table A.

² In addition to rates here shown employees also received in the calendar year 1914 an allowance from a profit-sharing fund which was equivalent to approximately three-fourths of 1 cent per hour.

³ Flat rate.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Battle Creek, Mich.	\$0.23	\$0.24	\$0.25	\$0.26								
Bay City, Mich.	.20	.20	.21	.22	\$0.23	\$0.24						
Beaumont, Tex.	.20	.21	.22	.23	.24	.25						
Beaver Falls, Pa.	.22	.225	.23	.23	.26	.27	\$0.28					
Bellingham, Wash.	.22	.22	.23	.24	.25	.26	.26	\$0.26	\$0.27	\$0.27	\$0.27	\$0.28
Bergen division, Public Service Ry. Co., New Jersey	.23	.24	.25	.26	.26	.27	.27	.28	.28	.29	.29	.30
Biddeford, Me.	.155	.155	.165	.175	.185	.20						
Bloomington, Ill.	.214	.214	.236	.236	.246	.246	.257					
Boise, Idaho	.24	.25	.26	.27	.28	.29	.30					
Boone, Iowa	.20	.21	.24									
Bridgeport, Conn. (Bridgeport division, Connecticut Co.)	.225	.225	.235	.24	.253	.268	.285					
Bridgeton, N. J.	1.19											
Bristol, Conn.	.225	.225	.235	.245	.255	.265	.275					
Broad Ripple, Ind.	.19	.20	.21	.215	.22	.23	.24	.24	.24	.24	.24	.25
Burlington, Iowa	.17	.18	.20	.21	.22	.23						
Burlington, Vt.	.171	.171	.186	.20								
Cambridge, Ohio	.19	.20	.21	.22	.23	.24	.24	.24	.24	.24	.24	.25
Canton, Ohio	.25	.25	.26	.27	.28	.29						
Carlisle, Pa.:												
Company No. 1— Motormen	1.15											
Conductors	1.14											
Company No. 2— Motormen	1.15											
Conductors	1.14											
Cedar Falls, Iowa (see Waterloo, Iowa)												
Cedar Rapids, Iowa	.21	.22	.23									
Central division, Public Service Ry. Co., New Jersey	.23	.24	.25	.26	.26	.27	.27	.28	.28	.29	.29	.30
Charleston, W. Va.	.20	.20	.21	.22	.23	.24	.25					
Charlottesville, Va.	.135	.135	.15									
Chelsea, Mass.	.24	.24	.25	.26	.26	.26	.26	.27	.27	.28	.28	.28
Cheyenne, Wyo.	.225	.225	.25									
Clinton, Fitchburg, and Leominster, Mass.	.23	.245	.26	.27	.285							
Cohoes, N. Y. (see Albany, N. Y.)												
Colorado Springs, Colo.	.25	.25	.25	.27	.27	.28	.30					
Columbia, S. C.	.155	.155	.20	.22								
Columbus, Ga.	.16	.17	.17	.18	.19	.19	.20					
Columbus, Ohio	.205	.233	.25	.25	.26	.26	.27					
Corning, N. Y.	.17	.18	.19	.20	.21	.22	.22	.22	.22	.22	.22	.23
Cortland, N. Y.	.18	.18	.19	.19	.19	.21	.21	.21	.21	.22	.22	
Council Bluffs, Iowa	.24	.24	.25	.26	.27	.28	.28	.28	.28	.28	.29	
Danbury, Conn.	.22	.26										
Danville, Ill.	.222	.222	.233	.233	.24	.24	.256					
Danville, Va.	.177	.177	.177	.187	.197							
Dayton, Ohio:												
Company No. 1— Daymen	1.27											
Nightmen	1.26											
Extra men	1.22											
Company No. 2— Daymen	1.27											
Nightmen	1.26											
Extra men	1.22											
Decatur, Ill.	.20	.222	.228	.233	.239	.244	.25					
Derby, Conn.	.225	.225	.235	.24	.253	.268	.285					
Dover, N. H.	.21	.21	.22	.23	.23	.24	.24	.24	.25	.25	.26	
Dubuque, Iowa	.17	.20	.22	.24	.25							
Duluth, Minn.	.22	.23	.24	.25	.26	.26	.27	.27	.28			
Dunkirk, N. Y.	.23	.23	.24	.25	.265	.28						
Durham, N. C.	.15	.15	.16	.17								

¹ Flat rate.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
East Liverpool, Ohio	\$0.24	\$0.24	\$0.26	\$0.28	\$0.30							
Easton, Pa., and Phillipsburg, N. J.	.23	.23	.24	.25	.26	\$0.27						
Eau Claire, Wis.	.18	.18	.19	.20	.21		\$0.22					
Elgin, Ill.	.235	.235	.245	.265		.21						
Elkhart, Ind.	.19	.20	.21	.22	.23							
Elmira, N. Y.	.19	.19	.20	.21	.21	.21	.21	\$0.21	\$0.21	\$0.21	\$0.21	\$0.23
El Paso, Tex.	.20	.21	.22	.23	.24	.25						
Elwood, Ind.	.19	.20	.21	.215	.22	.23	.23	.23	.23	.23	.23	.24
Enid, Okla.	.20	.21	.22									
Erie, Pa.	.23	.23	.25	.265	.28	.29						
Escanaba, Mich.	.16	.17	.18	.20	.21	.22	.23	.24	.25			
Eureka, Cal.	¹ .275											
Everett, Wash.	.22	.22	.23	.24	.25	.26	.26	.27	.27	.27	.27	.28
Fargo, N. Dak.	.19	.21	.22	.24								
Findlay, Ohio.	.175	.175	.19	.21	.23	.25	.26					
Fitchburg, Mass. (see Clinton, Mass.).												
Flint, Mich.	.25	.30	.32									
Fond du Lac, Wis.	.18	.18	.19	.20	.21	.22	.23					
Fort Dodge, Iowa.	.21	.21	.22	.23								
Fort Smith, Ark.	.18	.20	.21	.22	.23	.24	.25					
Fort Wayne, Ind.	.19	.20	.21	.22	.23	.24						
Fort Worth, Tex.	.20	.21	.22	.23	.24	.25						
Framingham, Mass. (Framingham division, Boston & Worcester Street Ry. Co.)	.235	.235	.245	.255	.265	.275	.285					
Frankfort, Ky.	.16	.17	.18	.19	.19	.20						
Franklin, Mass. (see Milford, Mass.).												
Freeport, Ill.	.20	.21	.22	.23								
Fresno, Cal.	.25	.25	.26	.27	.28	.29	.30					
Gadsden, Ala.	.14	.15	.16	.17	.18							
Galesburg, Ill.	.20	.20	.21	.22	.23	.24						
Galveston, Tex.	.20	.21	.22	.23	.24	.25						
Gardner, Mass.	.20	.20	.21	.22	.23	.24						
Gary, Ind.	.20	.23	.26	.30								
Geneva, N. Y.			.21		.24							
Glens Falls and Saratoga, N. Y.	¹ .28											
Gloucester, Mass.	.24	.24	.25	.26	.26	.26	.26	.27	.28			
Gloversville, Johnstown, and Amsterdam, N. Y.	.23	.25	.27									
Grand Forks, N. Dak.	.18	.19	.20	.22	.23							
Grand Junction, Colo.	.20	.20	.21	.225								
Great Falls, Mont.	.344	.375	.375	.407	.407	.407	.438					
Green Bay, Wis.	.18	.18	.19	.20	.21	.22	.23					
Greenfield, Mass.	.20	.20	.21	.22	.23	.24	.25					
Greensboro, N. C.	.14	.14	.16	.18								
Greenville, S. C.	.15	.16	.17	.18	.20	.21						
Hammond, Ind.	.23	.26	.27	.29	.30	.31	.32					
Hampton, Va. (see Newport News, Va.).												
Hannibal, Mo.	.15	.17	.188									
Harrisburg, Pa.	.21	.21	.23	.23	.23	.24	.24	.25				
Hartford, Conn. (Hartford division, Connecticut Co.)	.225	.225	.235	.24	.253	.268	.285					
Hazleton, Pa.	.23	.23	.24	.25								
Helena, Mont.	.33	.33	.355	.38								
Motormen—One-man cars.	¹ .40											
Henderson, Ky.	.15	.16	.17	.18	.19	.20						
Holyoke, Mass.	.23	.245	.26	.27	.285							
Homestead, Pa.	¹ .30											

¹ Flat rate.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Hornell, N. Y.....	¹ \$0.20											
Hot Springs, Ark... Hudson division, Public Service Ry. Co., N. J.....	.206	\$0.206	\$0.206	\$0.214	\$0.214	\$0.223	\$0.223	\$0.223	\$0.231	\$0.231	\$0.231	\$0.24
Huntington, W. Va.	.23	.24	.25	.26	.26	.27	.27	.28	.28	.29	.29	.30
Hutchinson, Kans...	.20	.20	.21	.22	.22	.24	.25					
Hyde Park, Mass...	.17	.17	.17	.18	.19							
Iowa City, Iowa.....	.24	.24	.25	.26	.26	.26	.27	.27	.28			
Ironton, Ohio.....	.19	.20	.21	.22	.23	.24						
Ishpeming, Mich....	.20	.20	.21	.22	.23	.24	.25					
Jackson, Mich.....	¹ .21											
Jackson, Miss.....	.23	.24	.25	.26								
Jackson, Tenn.....	.14	.16	.18	.22								
Jamestown, N. Y....	.15	.15	.16	.17	.18	.19						
Jamesville, Wis....	.19	.19	.195	.205	.215	.225	.225	.225	.235	.235	.25	
Jeffersonville, Ind. (see New Albany, Ind.).....	.16	.16	.17	.18	.19	.20						
Johnstown, N. Y. (see Gloversville, N. Y.).....												
Johnstown, Pa.....	.22	.23	.24	.25	.26	.27						
Joliet, Ill.....	.21	.24	.26									
Suburban.....	¹ .27											
Joplin, Mo. (see Pittsburg, Kans.)												
Kalamazoo, Mich...	.23	.24	.25	.26								
Kankakee, Ill.....	.19	.19	.22									
Keene, N. H.: Call men.....	¹ .20											
Regular men.....	.22											
Kenosha, Wis.....	.21	.21	.22	.23	.24	.25	.26					
Keokuk, Iowa.....	.18	.18	.19	.20	.20							
Kingston, N. Y.....	.19	.19	.20	.205	.21	.215	.22	.225	.23	.235	.24	
Knoxville, Tenn...	.17	.19	.20	.21	.23							
Instructors.....	¹ .24											
Kokomo, Ind.....	.18	.18	.19	.20	.21	² .22	² .23	² .24	² .25	² .26	² .27	
Laconia, N. H.....	¹ .20											
La Crosse, Wis.....	.21	.22	.25									
La Fayette, Ind.....	.18	.19	.20	.21	.22	.23						
Lake Charles, La....	.20	.20	.21	.22	.23							
Lancaster, Ohio.....	.16	.16	.17	.175	.18							
Lancaster, Pa.....	.18	.18	.18	.18	.18	.18	.19	.19	.19	.19	.20	
Lansing, Mich.....	.23	.24	.25	.26								
Laporte, Ind.....	.19	.20	.21	.22	.23							
La Salle, Ill.....	¹ .20											
Lawrence, Kans.: Extra men.....	¹ .18											
Regular men.....	¹ .20											
Lawrence, Mass.....	.24	.24	.25	.26	.26	.26	.27	.27	.28			
Leavenworth, Kans.	³ 50.00	³ 50.00	³ 52.50	³ 55.00	³ 57.50	³ 60.00						
Lebanon, Pa.....	.18	.18	.20	.23								
Leominster, Mass. (see Clinton, Mass.).....												
Lewiston and Au- gusta, Me.....	.19	.19	.20	.21								
Lexington, Ky.....	.16	.17	.18	.19	.19	.20						
Lockport, N. Y.....	.23	.23	.24	.25	.27	.28	.29	.29	.29	.29	.30	
Logansport, Ind....	.18	.19	.20	.21	.22	.23						
Lynchburg, Va.....	.20	.20	.23	.24	.25							
Lynn, Mass.....	.24	.24	.25	.26	.26	.26	.27	.27	.28			
McAlester, Okla....	.22	.24	.26									
Macon, Ga.....	.16	.17	.18	.19	.20							
Madison, Wis.....	.19	.19	.21	.23	.24							
Mankato, Minn.....	.15	.16	.18	.20	.21	.22	.23					
Manistee, Mich.....	¹ .20											
Mansfield, Ohio.....	.18	.21	.23	.24								
Marietta, Ohio.....	.175	.18	.19	.20	.21	.22						
Marquette, Wis. (see Menominee, Mich.).....												

¹ Flat rate.

² On interurban lines.

³ Per month.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Marion, Ind.....	\$0.19	\$0.20	\$0.21	\$0.215	\$0.22	\$0.23	\$0.23	\$0.23	\$0.23	\$0.23	\$0.24	.....
Marion, Ohio.....	.18	.18	.19	.20	.....	.....	.....	.....	.....	.....	.....	.....
Marlboro, Mass (see Worcester, Mass.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marquette, Mich.....	1.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marshalltown, Iowa.....	.265	.275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mason City, Iowa.....	.185	.204	.222	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meadville, Pa.....	.22	.22	.22	.23	.24	.25	.....	.....	.....	.....	.....	.....
Menominee, Mich., and Marinette, Wis.....	.17	.17	.18	.195	.21	.22	.....	.....	.....	.....	.....	.....
Meriden, Conn. (Meriden division, Connecticut Co.)	.225	.225	.235	.24	.253	.268	.285	.....	.....	.....	.....	.....
Meridian, Miss.....	.15	.16	.17	.19	.21	.22	.....	.....	.....	.....	.....	.....
Michigan City, Ind.....	1.275	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middletown, Conn. (Middletown division, Connecticut Co.)	.225	.225	.235	.24	.253	.268	.285	.....	.....	.....	.....	.....
Middletown, N. Y.....	.18	.19	.20	.22	.....	.....	.....	.....	.....	.....	.....	.....
Milford, Franklin, and Plainville, Mass.....	.23	.245	.26	.27	.285	.....	.....	.....	.....	.....	.....	.....
Milford, Mass.....	.24	.24	.25	.26	.27	.28	.29	.....	.....	.....	.....	.....
Millville, N. J.....	(²)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missoula, Mont.....	.35	.35	.36	.37	.38	.39	.40	.....	.....	.....	.....	.....
Moline, Ill.....	.23	.23	.24	.26	.28	.....	.....	.....	.....	.....	.....	.....
Montgomery, Ala.....	.15	.16	.17	.18	.....	.....	.....	.....	.....	.....	.....	.....
Montpelier, Vt. (see Barre, Vt.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Vernon and New Rochelle, N. Y.....	.24	.24	.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
Muncie, Ind.....	.19	.20	.21	.215	.22	.23	.23	.23	.23	.23	.23	\$0.24
Muskegon, Mich.....	.22	.22	.23	.24	.....	.....	.....	.....	.....	.....	.....	.....
Nanticoke, Pa.....	1.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashau, N. H.....	.24	.24	.25	.26	.26	.26	.27	.27	.28	.....	.....	.....
New Albany and Jeffersonville, Ind.: Motormen.....	.185	.185	.195	.205	.205	.215	.215	.215	.215	.215	.215	.225
Conductors.....	.135	.145	.155	.165	.175	.185	.185	.185	.185	.185	.185	.185
Newburgh, N. Y.....	1.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newcastle, Pa. (see Youngstown, Ohio)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New London, Conn. (see Norwich, Conn.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newport, R. I.....	.24	.24	.25	.26	.26	.26	.27	.27	.28	.....	.....	.....
Newport News and Hampton, Va.....	.18	.18	.19	.20	.21	.....	.....	.....	.....	.....	.....	.....
New Rochelle, N. Y. (see Mount Vernon, N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Newton, Waltham, and near-by towns, Mass.....	.24	.24	.26	.28	.29	.30	.....	.....	.....	.....	.....	.....
Niagara Falls, N. Y.....	.23	.23	.24	.25	.27	.28	.29	.29	.29	.29	.30	.....
Norristown, Pa.....	1.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Adams, Mass. (see Pittsfield, Mass.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northampton, Mass. North Yakima, Wash:	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Extra men.....	1.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Regular men.....	.24	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Norton and Taunton, Mass.....	.20	.21	.21	.22	.23	.235	.24	.25	.....	.....	.....	.....

¹ Flat rate.

² First 3,000 hours, 17 cents; after 3,000 hours, 18 cents.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Norwalk, Conn. (Norwalk division, Connecticut Co.)	\$0.225	\$0.225	\$0.235	\$0.24	\$0.255	\$0.268	\$0.285	.....	.....	.....	.....	.....
Norwich, Willimantic, and New London, Conn.	.225	.225	.235	.24	.253	1.268	.285	.....	.....	.....	.....	.....
Ogden, Utah	.25	.25	.25	.24	.275	.30	.....	.....	.....	.....	.....	.....
Ogdenburg, N. Y.	² .17	² .17	² .17	¹ .17	¹ .18	² .18	² .18	³ \$0.18	³ \$0.18	³ \$0.18	³ \$0.18	³ \$0.19
Oil City, Pa.	.20	.20	.22	.23	.24	.25	.....	.....	.....	.....	.....	.....
Olean, N. Y.	.17	.17	.18	.19	.20	.21	.22	.22	.22	.22	.22	.23
Oshkosh, Wis.	.18	.18	.19	.20	.21	.22	.23	.....	.....	.....	.....	.....
Oswego, N. Y.	.23	.24	.25	.255	.26	.26	.26	.26	.26	.26	.26	.28
Ottumwa, Iowa	.21	.22	.24	.27	.....	.....	.....	.....	.....	.....	.....	.....
Owensboro, Ky.	.15	.15	.16	.17	.18	.19	.20	.21	.....	.....	.....	.....
Paducah, Ky.	.15	.15	.16	.175	.185	.20	.....	.....	.....	.....	.....	.....
Parkersburg, W. Va.	.175	.18	.19	.20	.21	.22	.....	.....	.....	.....	.....	.....
Parsons, Kans.	³ .18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pasadena, Cal.	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Passaic, N. J. (Passaic division, Public Service Ry. Co.)	.23	.24	.25	.26	.26	.27	.27	.28	.28	.29	.29	.30
Pawtucket, R. I.	.23	.245	.25	.27	.285	.....	.....	.....	.....	.....	.....	.....
Peekskill, N. Y.	.18	.18	.19	.20	.21	.....	.....	.....	.....	.....	.....	.....
Pensacola, Fla.	.165	.18	.18	.18	.19	.20	.....	.....	.....	.....	.....	.....
Peru, Ind.	.18	.19	.20	.21	.22	.23	.....	.....	.....	.....	.....	.....
Phillipsburg, N. J. (see Easton, Pa.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Phoenix, Ariz.	.22	.22	.24	.25	.26	.27	.....	.....	.....	.....	.....	.....
Phoenixville, Pa.	.19	.19	.20	.20	.....	.....	.....	.....	.....	.....	.....	.....
Pine Bluff, Ark.	.16	.17	.18	.19	.20	.21	.22	.....	.....	.....	.....	.....
Piqua, Ohio	³ .189	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Kans., and Joplin, Mo.	.25	.25	.26	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsfield and North Adams, Mass.	.23	.245	.26	.27	.285	.....	.....	.....	.....	.....	.....	.....
Plainville, Mass. (see Milford, Mass.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plattsburgh, N. Y.: Motormen	³ .195	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Conductors	³ .185	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth, Mass.	.21	.21	.23	.24	.24	.25	.25	.26	.26	.27	.27	.28
Pomona, Cal.	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Pontiac, Mich.	.25	.30	.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
Portsmouth, N. H.	.19	.19	.19	.198	.208	.22	.23	.....	.....	.....	.....	.....
Portsmouth, Ohio	.20	.20	.23	.24	.25	.....	.....	.....	.....	.....	.....	.....
Pottstown, Pa.	.19	.19	.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pottsville, Pa.	.25	.25	.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poughkeepsie, N. Y.	.20	.20	.21	.22	.23	.....	.....	.....	.....	.....	.....	.....
Punxsutawney, Pa.	.17	.17	.19	.21	.....	.....	.....	.....	.....	.....	.....	.....
Quincy, Ill.	.16	.17	.18	.20	.21	.22	.23	.....	.....	.....	.....	.....
Quincy, Mass. (Quincy division, Bay State Street Ry. Co.)	.24	.24	.25	.26	.26	.26	.27	.27	.28	.....	.....	.....
Raleigh, N. C.	.17	.17	.18	.19	.20	.....	.....	.....	.....	.....	.....	.....
Reading, Mass. (Reading division, Bay State Street Ry. Co.)	.24	.24	.25	.26	.26	.26	.27	.27	.28	.....	.....	.....
Redlands, Cal.	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Richmond, Ind.	.19	.19	.20	.21	.22	.23	.....	.....	.....	.....	.....	.....
Riverside, Cal.	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Roanoke, Va.	.20	.20	.23	.24	.25	.....	.....	.....	.....	.....	.....	.....
Rockford, Ill.	.20	.21	.21	.22	.23	.....	.24	.25	.....	.....	.....	.....
Rock Island, Ill.	.23	.23	.24	.26	.28	.....	.....	.....	.....	.....	.....	.....
Rome, Ga.	.14	.15	.16	.17	.18	.19	.....	.....	.....	.....	.....	.....
Rome, N. Y. (see Utica, N. Y.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rutland, Vt.	.18	.18	.221	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Cloud, Minn.: Motormen	.152	.167	.182	.....	.....	.....	.....	.....	.....	.....	.....	.....
Conductors	.091	.106	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

¹ In one division, 27 cents.² 2 cent less Oct. 1 to Apr. 1.³ Flat rate.⁴ Young men 16 to 18 years of age.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Hourly rates of wages at beginning of—										After 10th year.	
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.		10th year.
St. Joseph, Mo.....	\$0.21	\$0.21	\$0.22	\$0.23	\$0.24	\$0.24	\$0.25	.....	.....	.....	.....	.....
Salem, Mass. (Salem division, Bay State Street Ry. Co.).....	.24	.24	.25	.26	.27	.27	.28	.....	.....	.....	.....	.....
Salem, Oreg.....	.22	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
San Bernardino, Cal.....	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
San Diego, Cal.....	.27	.27	.28	.29	.30	.33	.....	.....	.....	.....	.....	.....
San Jose, Cal.: Company No. 1.....	.25	.25	.275	.30	.....	.....	.....	.....	.....	.....	.....	.....
Company No. 2.....	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Santa Cruz, Cal.....	.25	.25	.26	.27	.....	.....	.....	.....	.....	.....	.....	.....
Saratoga, N. Y. (see Glens Falls, N. Y.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sault Ste. Marie, Mich.....	.20	.20	.21	.22	.23	.....	.....	.....	.....	.....	.....	.....
Schenectady, N. Y.....	.245	.265	.285	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sedalia, Mo.....	.17	.18	.19	.20	.21	.....	.....	.....	.....	.....	.....	.....
Selma, Ala.....	.16	.18	.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shamokin, Pa.....	.20	.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sharon, Pa. (see Youngstown, Ohio).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shawnee, Okla.....	.15	.15	.16	.17	.19	.....	.....	.....	.....	.....	.....	.....
Sheboygan, Wis.....	.185	.185	.195	.205	.205	.205	.22	.....	.....	.....	.....	.....
Shreveport, La.....	.22	.23	.24	.25	.26	.27	.....	.....	.....	.....	.....	.....
Sioux Falls, S. Dak.....	.16	.17	.18	.20	.....	.....	.....	.....	.....	.....	.....	.....
South Bethlehem, Pa.....	1.19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southbridge, Mass. (see Webster, Mass.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southern division, Public Service Ry. Co., New Jersey.....	.23	.24	.25	.26	.26	.27	.27	\$0.28	\$0.28	\$0.29	\$0.29	\$0.30
Spartanburg, S. C.....	.15	.16	.17	.18	.19	.20	.....	.....	.....	.....	.....	.....
Spencer, Mass. (see Worcester, Mass.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stamford, Conn. (Stamford division, Connecticut Co.).....	.225	.225	.235	.24	.253	.268	.285	.....	.....	.....	.....	.....
Stockton, Cal.....	.25	.25	.26	.27	.28	.29	.30	.....	.....	.....	.....	.....
Sunbury, Pa.....	.17	.17	.18	.19	.20	.....	.....	.....	.....	.....	.....	.....
Tampa, Fla.....	.19	.19	.20	.21	.22	.22	.23	.....	.....	.....	.....	.....
Taunton, Mass. (see Norton, Mass.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Temple, Tex.....	.14	.15	.16	.17	.18	.19	.20	.....	.....	.....	.....	.....
Terre Haute, Ind.....	.21	.21	.23	.24	.25	.26	.27	.....	.....	.....	.....	.....
Tiffin, Ohio.....	(²)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Torrington, Conn. (Torrington division, Connecticut Co.).....	.225	.225	.235	.24	.253	.268	.285	.....	.....	.....	.....	.....
Trenton, N. J.....	1.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trinidad, Colo.....	.20	.22	.24	.26	.....	.....	.....	.....	.....	.....	.....	.....
Troy, N. Y. (see Albany, N. Y.).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tucson, Ariz.....	.20	.20	.22	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tulsa, Okla.....	.20	.21	.22	.23	.....	.....	.....	.....	.....	.....	.....	.....
Utica and Rome, N. Y.....	.24	.26	.28	.....	.....	.....	.....	.....	.....	.....	.....	.....
Vicksburg, Miss.....	.165	.185	.185	.21	.....	.....	.....	.....	.....	.....	.....	.....
Vincennes, Ind.....	.15	.15	.16	.17	.18	.....	.....	.....	.....	.....	.....	.....
Waco, Tex.....	.19	.20	.21	.22	.23	.24	.28	.....	.....	.....	.....	.....
Walla Walla, Wash.....	.23	.24	.25	.26	.27	{ .23 .29 }	4 .30	.....	.....	.....	.....	.....

¹ Flat rate.
² Based on traffic conditions and hours worked; rates were 20 cents, 19.4 cents, and 18.4 cents.
³ Two employees who broke in new men were paid 24 cents.
⁴ To men employed prior to September, 1910.

TABLE 2.—WAGE RATES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN PAID AT BEGINNING OF EACH SPECIFIED PERIOD OF SERVICE—Concluded.

II.—Cities from which data were obtained by correspondence—Concluded.

City.	Hourly rates of wages at beginning of—											
	1st 6 mos.	2d 6 mos.	2d year.	3d year.	4th year.	5th year.	6th year.	7th year.	8th year.	9th year.	10th year.	After 10th year.
Waltham, Mass. (see Newton, Mass.)												
Warren, Pa.	\$0.19	\$0.19	\$0.20	\$0.21								
Waterbury, Conn. (Waterbury division, Connecticut Co.)	.225	.225	.235	.24	\$0.253	\$0.268	\$0.285					
Waterloo and Cedar Falls, Iowa	.20	.21	.22	.23	.25							
Watertown, N. Y.	.20	.20	.22	.22	.22	.22	.22	\$0.24				
Waterville, Me.	.15	.15	.165	1.18								
Waukegan, Ill.	.20	.20	.21	.22	.23	.24	.25					
Wausau, Wis.	.175	.19	.19	.20	.21	.22	.23	.24				
Webb City, Mo.	.20	.21	.22	.23	.24	.25	.26					
Westfield, Mass.	² 2.30	² 2.45	² 2.60	² 2.70	² 2.85							
Webster and Southbridge, Mass.	.23	.245	.26	.27	.285							
White Plains, N. Y.	.225	.225	.235	.24	.253	.268	.283					
Wilkes-Barre and near-by towns, Pa.	3.24											
Williamsport, Pa.: Extra men	³ 205											
Swing men	3.21											
Regular men	3.215											
Willimantic, Conn. (see Norwich, Conn.)												
Wilmington, N. C.	.17	.17	.18	.19	.20	.21	.22					
Winona, Minn.	.18	.18	.19	.20	.21	.22	.23					
Winston-Salem, N. C.	.15	.16	.17	.18	.20	.21						
Woburn, Mass.	.24	.24	.25	.26	.26	.27	.27	.27	\$0.28			
Woonsocket, R. I.	.23	.245	.26	.27	.285							
Worcester, Spencer, and Marlboro, Mass.	.23	.245	.26	.27	.285							
Yonkers, N. Y.	.24	.24	.27									
York, Pa.	.18	.18	.19	.20	.21	.22						
Youngstown, Ohio, Sharon and Newcastle, Pa.	.28	.295	.31									

¹ Three old employees, 2¢ cents. Special rate.² Per day.³ Flat rate.

The figures in Table 3 are taken from Table A and show the average rate of wages of motormen and conductors in all cities covered by the report. This table is divided into two sections. In Section I, which includes the cities visited by the agents of the bureau, the average rates for regular and extra men are presented separately. The regular and extra men are not segregated in Section II, covering the cities from which data were obtained by correspondence. The average is obtained by multiplying each rate by the number of men working thereat, adding the products, and dividing the sum by the total number of men.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS.

I.—Cities from which data were obtained by special agents.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
Altoona, Pa.....	\$0.243	\$0.213	\$0.239	\$0.202
Atlanta, Ga.....	.233	.200	.230	.196
Augusta, Ga.....	.208	.173	.197	.173
Binghamton, N. Y.....	.215	.200	.208	.200
Birmingham, Ala.....	.221	.187	.215	.182
Boston, Mass.:				
Boston Elevated Ry. Co.—				
Surface lines.....	.308	.276	.300	.272
Elevated lines.....	.325	.304	1.273	1.257
Brockton, Mass.....	.275	.250	.270	.247
Buffalo, N. Y.....	.273	.233	.258	.231
Butte, Mont.....	2.402	2.402	2.441	2.402
Charleston, S. C.....	.204	.174	.198	.172
Charlotte, N. C.....	.189	.166	.183	.165
Chattanooga, Tenn.....	.225	.197	.228	.188
Chicago, Ill.:				
Chicago Elevated Railways.....	.340	.327	.268	.240
Chicago Surface Lines.....	.315	.266	.310	.259
Cincinnati, Ohio.....	.253	.217	.248	.206
Cleveland, Ohio.....	.300	.278	.299	.276
Dallas, Tex.:				
Dallas Electric Corporation.....	.231	.202	.223	.200
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....	.236	.207	.231	.206
Davenport, Iowa.....	.277	.241	.270	.234
Denver, Colo.....	.296	.262	.293	.254
Des Moines, Iowa.....	.290	.275	.286	.241
Detroit, Mich.....	.317	.276	.314	.273
Evansville, Ind.....	.225	.195	.216	.192
Grand Rapids, Mich.....	.264	.232	.258	.231
Houston, Tex.....	.236	.213	.228	.208
Indianapolis, Ind.....	.256	.212	.245	.210
Jacksonville, Fla.....	.200	.190	.199	.190
Kansas City, Mo.....	.259	.224	.249	.222
Lincoln, Nebr.....	.243	.202	.241	.200
Little Rock, Ark.....	.222	.191	.212	.185
Los Angeles, Cal.....	.282	.251	.276	.251
Louisville, Ky.....	.237	.221	.236	.221
Lowell, Mass.....	.276	.250	.274	.248
Manchester, N. H.....	.268	.234	.268	.238
Memphis, Tenn.....	.213	.173	.206	.173
Milwaukee, Wis.....	.268	.233	.265	.233
Minneapolis and St. Paul, Minn.....	.280	.239	.275	.236
Mobile, Ala.....	.216	.193	.208	.190
Nashville, Tenn.....	.204	.185	.202	.184
Newark, N. J.....	.276	.241	.282	.239
New Bedford, Mass.....	.290	.255	.287	.255
New Britain, Conn.....	.260	.231	.257	.225
New Haven, Conn.....	.264	.231	.260	.227
New Orleans, La.....	.240	.240	.240	.240
New York, N. Y.:				
Brooklyn Rapid Transit Co.....	.263	.244	.259	.243
New York & Queens County Ry. Co.....	.231	.221	.228	.221
New York Rys. Co.—				
Horse-car lines.....	2.221	2.214	2.217	2.213
Storage-battery car lines.....	4.250	4.250	4.225	4.225
All lines except horse and storage-battery car lines.....	4.274	4.252	4.252	4.241
Third Avenue Ry. Co.—				
The Bronx.....	.268	.247	.256	.243
Manhattan.....	.270	.252	.248	.238
Interborough Rapid Transit Co.—				
Elevated lines.....	5.368	5.318	5.256	.....
Subway lines.....	5.365	5.313	5.254	.....
Brooklyn Rapid Transit Co. (elevated lines).....	.370	.319	.246	.242

¹ Conductors are called guards in Boston.

² Motormen and conductors worked interchangeably.

³ Rate for drivers. Computed from daily rate on 10-hour-day basis. Runs of under 8 hours on duty were paid for as 8; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, excess over 10 paid for at regular rate.

⁴ Computed from daily rate on 10-hour-day basis. Runs of less than 8 hours on duty were paid for as 8; over 8 to 9, paid for as 9; over 9 to 10, paid for as 10; over 10, excess over 10 paid for at regular rate.

⁵ Computed from daily rate on 10-hour-day basis.

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TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Continued.

I.—Cities from which data were obtained by special agents—Concluded.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
Norfolk, Va.....	\$0.208	\$0.182	\$0.208	\$0.180
Oakland, Cal.....	.351	.320	.341	.309
Oklahoma City, Okla.....	.252	.209	.235	.202
Omaha, Nebr.....	.275	.241	.265	.241
Peoria, Ill.....	.279	1.238	.275	1.238
Philadelphia, Pa.:				
Philadelphia Rapid Transit Co.—				
Elevated lines.....	.329	.306	.298	.....
Surface lines.....	.298	.272	.295	.265
Pittsburgh, Pa.....	.298	.267	.296	.258
Portland, Me.....	.223	.225	.222	.218
Portland, Oreg.....	.291	.261	.286	.255
Providence, R. I.....	.279	.258	.277	.256
Pueblo, Colo.....	.285	.253	.275	.248
Reading, Pa.....	2.230	2.230	2.230	2.230
Richmond, Va.....	.205	.181	.199	.182
Rochester, N. Y.....	.280	.272	.280	.265
Sacramento, Cal.....	.316	.290	.315	.290
Saginaw, Mich.....	.221	.206	.219	.204
St. Louis, Mo.....	.263	.232	.254	.231
Salt Lake City, Utah.....	.328	.280	.326	.283
San Antonio, Tex.....	.235	.213	.232	.206
San Francisco, Cal.:				
California Street Cable Ry. Co.....	2.311	2.257	.308	.250
Municipal Railways of San Francisco.....	2.375	2.375	2.375	2.375
United Railroads of San Francisco.....	.308	.259	.288	.259
Savannah, Ga.....	.187	.173	.176	.174
Scranton, Pa.....	.264	.231	.264	.230
Seattle, Wash.:				
Puget Sound Traction, Light & Power Co.....	4.297	(6)	5.278	(6)
Seattle Municipal Street Ry.....	5.285			
Seattle, Renton & Southern Ry. Co.....	2.375	2.375	2.375	2.375
Sioux City, Iowa.....	.296	.266	.280	.238
South Bend, Ind.....	.234	.200	.222	.200
Spokane, Wash.:	.212	.193	.211	.190
Spokane & Inland Empire R. R. Co.....	.294	.271	.287	.269
The Washington Water Power Co.....	.299	.263	.297	.263
Springfield, Ill.....	.224	.190	.213	.190
Springfield, Mass.....	7.308	7.305	7.307	7.297
Springfield, Ohio.....	.214	.227	.240	.221
Superior, Wis.....	.250	.225	.239	.225
Syracuse, N. Y.....	.280	.270	.280	.266
Tacoma, Wash.....	3.256	3.240	.252	.232
Toledo, Ohio.....	.262	.237	.257	.231
Topeka, Kans.....	.219	.205	.212	.200
Washington, D. C.:				
Capital Traction Co.....	8.240	8.227	8.234	8.227
Washington Railway & Electric Co.....	9.235	9.216	9.230	9.216
Wheeling, W. Va.....	.267	.220	.243	.220
Wichita, Kans.....	.234	.209	.218	.201
Wilmington, Del.:				
People's Railway Co.....	.200	.187	.198	.185
Wilmington & Philadelphia Traction Co.....	.240	.216	.238	.216

¹ Motormen and conductors; worked interchangeably.

² Flat rate.

³ Rate for gripmen.

⁴ Rate for gripmen, including extra men; not reported separately.

⁵ Rate for regular and extra men; not reported separately.

⁶ Extra men are included with regular men; not reported separately.

⁷ Computed from daily rate on a 9-hour-day basis.

⁸ Includes bonus; see Table A.

⁹ In addition employees received in the calendar year 1914 from a profit-sharing fund an allowance equivalent to approximately three-fourths of 1 cent per hour.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Continued.

II.—Cities from which data were obtained by correspondence.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
Aberdeen, Wash.	1 \$0.286		1 \$0.286	
Adrian, Mich.	.175		.175	
Akron, Ohio	.266		.261	
Albany, Cohoes, and Troy, N. Y.	.280		.280	
Allentown, Pa.	.256		.253	
Alliance, Ohio	.170		.170	
Alton, Ill.	.263		.263	
Amsterdam, N. Y. (see Gloversville, N. Y.)				
Anderson, Ind.	.213		.209	
Ann Arbor, Mich.	.283		.300	
Anniston, Ala.	1 195		1 195	
Appleton, Wis.	.208		(2)	
Asbury Park, N. J.	.188		.188	
Asheville, N. C.	.238		.239	
Ashland, Wis.	.179		.171	
Ashtabula, Ohio	.227		.207	
Atehison, Kans. ³	.198			
Athens, Ga.	1 171		1 171	
Attleboro and North Attleboro, Mass.	.273		.267	
Auburn, N. Y.	.253		.254	
Augusta, Me. (see Lewiston, Me.)				
Aurora, Ill.	.257		.252	
Austin, Tex.	1 199		1 199	
Bakersfield, Cal.	.294		.295	
Bangor, Me.	.209		.211	
Barre and Montpelier, Vt.	.225		.220	
Batavia, N. Y. ²	.180			
Battle Creek, Mich.	.252		.252	
Bay City, Mich.	.221		.215	
Beaumont, Tex.	.215		.212	
Beaver Falls, Pa.	.257		.250	
Bellingham, Wash.	.243		.235	
Bergen division, Public Service Ry. Co., New Jersey	.270		.258	
Biddeford, Me.	.183		.175	
Bloomington, Ill.	.242		.237	
Boise, Idaho	.280		.284	
Boone, Iowa	.233		.229	
Bridgeport, Conn. (Bridgeport division, Connecticut Co.)	.258		.252	
Bridgeton, N. J.	.190		.190	
Bristol, Conn.	.254		.253	
Broad Ripple, Ind.	.212		.211	
Burlington, Iowa	4 194		4 194	
Burlington, Vt.	.195		.195	
Cambridge, Ohio	1 226		1 226	
Canton, Ohio	.273		.265	
Carlisle, Pa. (both companies)	.150		.140	
Cedar Falls, Iowa (see Waterloo, Iowa)				
Cedar Rapids, Iowa	.227		.226	
Central division, Public Service Ry. Co., New Jersey	.268		.255	
Charleston, W. Va.	.226		.220	
Charlottesville, Va. ²	.143			
Chelsea, Mass.	.263		.258	
Cheyenne, Wyo. ²	.245			
Clinton, Fitchburg, and Leominster, Mass.	.280		.269	
Cohoes, N. Y. (see Albany, N. Y.)				
Colorado Springs, Colo.	.287		.284	
Columbia, S. C.	.208		.208	
Columbus, Ga.	.171		.171	
Columbus, Ohio	.256		.253	
Corning, N. Y.	.208		.211	
Cortland, N. Y.	.201		.190	
Council Bluffs, Iowa	.269		.260	
Danbury, Conn.	.258		.260	
Danville, Ill.	.239		.242	
Danville, Va.	.189		.187	

¹ Motormen and conductors worked interchangeably.

² No conductors employed except in summer months.

³ One-man cars.

⁴ Motormen and conductors not reported separately.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
Dayton, Ohio:				
Company No. 1.....	\$0.255		\$0.254	
Company No. 2.....	.254		.255	
Decatur, Ill.....	.239		.234	
Derby, Conn. (Derby division, Connecticut Co.).....	.254		.252	
Dover, N. H.....	.237		.247	
Dubuque, Iowa.....	1.238		1.238	
Duluth, Minn.....	.243		.237	
Dunkirk, N. Y.....	.279		.285	
Durham, N. C.....	.160		.157	
East Liverpool, Ohio.....	.280		.277	
Easton, Pa., and Phillipsburg, N. J.....	.261		.258	
Eau Claire, Wis.....	.204		.204	
Elgin, Ill.....	.259		.251	
Elkhart, Ind.....	.211		.206	
Elmira, N. Y.....	.208		.202	
El Paso, Tex.....	.217		.217	
Elwood, Ind.....	.217		.221	
Enid, Okla. ².....	.210			
Erie, Pa.....	.267		.264	
Escanaba, Mich.....	(³)		(³)	
Eureka, Cal.....	.275		.275	
Everett, Wash.....	.241		.242	
Fargo, N. Dak.....	.216		.215	
Findlay, Ohio ².....	.205			
Fitchburg, Mass. (see Clinton, Mass.).....				
Flint, Mich.....	.316		.311	
Fond du Lac, Wis.....	.194		.200	
Fort Dodge, Iowa.....	.218		.216	
Fort Smith, Ark.....	.227		.219	
Fort Wayne, Ind.....	.218		.212	
Fort Worth, Tex.....	.233		.227	
Framingham, Mass. (Framingham division, Boston & Worcester Street Ry. Co.).....	.264		.261	
Frankfort, Ky. ².....	.184			
Franklin, Mass. (see Milford, Mass.).....				
Freeport, Ill. ².....	.208			
Fresno, Cal.....	.276		.268	
Gadsden, Ala.....	.182		.157	
Galesburg, Ill.....	.226		.222	
Galveston, Tex.....	.224		.217	
Gardner, Mass.....	.229		.224	
Gary, Ind.....	.275		.277	
Geneva, N. Y.....	.240		.230	
Glens Falls and Saratoga, N. Y.....	.280		.280	
Gloucester, Mass.....	.268		.270	
Gloversville, Johnstown, and Amsterdam, N. Y.....	.264		.262	
Grand Forks, N. Dak.....	.203		.201	
Grand Junction, Colo. ².....	.209			
Great Falls, Mont. ².....	.418			
Green Bay, Wis.....	.205		.204	
Greenfield, Mass.....	.231		.224	
Greensboro, N. C.....	.161		.161	
Greenville, S. C.....	.184		.173	
Hammond, Ind.....	.293		.291	
Hannibal, Mo.....	.185		.188	
Harrisburg, Pa.....	.240		.237	
Hartford, Conn.....	.266		.255	
Hazleton, Pa.....	.230		.230	
Helena, Mont.....	1.383		1.383	
Henderson, Ky. ².....	.179			
Holyoke, Mass.....	.274		.270	
Homestead, Pa.....	.300		.300	
Hornell, N. Y.....	.200		.200	
Hot Springs, Ark. ².....	.220			
Hudson division, Public Service Ry. Co., New Jersey.....	.271		.257	
Huntington, W. Va.....	.227		.226	
Hutchinson, Kans.....	.183		.177	
Hyde Park, Mass.....	.264		.261	

¹ Motormen and conductors worked interchangeably.² One-man cars.³ Not computed; actual rates not reported for all employees.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
Iowa City, Iowa.....	\$0.208		\$0.220	
Ironton, Ohio.....	.233		.234	
Ishpeming, Mich.....	.210		.210	
Jackson, Mich.....	.254		.250	
Jackson, Miss.....	.197		.201	
Jackson, Tenn. ¹.....	.159		.159	
Jamestown, N. Y.....	.204		.201	
Janesville, Wis. ¹.....	.153		.153	
Johnstown, Pa.....	.259		.258	
Joliet, Ill.....	.246		.245	
Kalamazoo, Mich.....	.254		.255	
Kankakee, Ill.....	.216		.216	
Keene, N. H.....	.220		.220	
Kenosha, Wis.....	.235		.220	
Keokuk, Iowa ¹.....	.185			
Kingston, N. Y.....	.225		.220	
Knoxville, Tenn.....	.201		.207	
Kokomo, Ind.....	.189		.187	
Laconia, N. H.....	.200		.200	
La Crosse, Wis.....	.245		.245	
La Fayette, Ind.....	.209		.207	
Lake Charles, La.....	.221		.219	
Lancaster, Ohio ².....	.177			
Lancaster, Pa.....	.181		.182	
Lansing, Mich.....	.254		.251	
Laporte, Ind.....	.220		.230	
La Salle, Ill.....	.200		.200	
Lawrence, Kans. ¹.....	.193			
Lawrence, Mass.....	.266		.264	
Leavenworth, Kans.....	3 56.790		3 56.410	
Lebanon, Pa.....	.220		.222	
Lewiston and Augusta, Me.....	.199		.199	
Lexington, Ky.....	.186		.178	
Lockport, N. Y. ¹.....	.275			
Logansport, Ind.....	.196		.198	
Lynchburg, Va.....	.238		.257	
Lynn, Mass.....	.265		.259	
McAlester, Okla.....	.256		.253	
Macon, Ga.....	.185		.188	
Madison, Wis.....	.212		.212	
Mankato, Minn.....	.200		.203	
Manistee, Mich. ¹.....	.200			
Mansfield, Ohio.....	.238		.225	
Marietta, Ohio.....	.218		.188	
Marquette, Wis. (see Menominee, Mich.).....				
Marion, Ind.....	.221		.214	
Marion, Ohio.....	.193		.189	
Marlboro, Mass. (see Worcester, Mass.).....				
Marquette, Mich.....	.220		.220	
Marshalltown, Iowa ¹.....	.257			
Mason City, Iowa.....	.214		.200	
Meadville, Pa.....	.238		.230	
Menominee, Mich., and Marinette, Wis.....	.199		.186	
Meriden, Conn.....	.257		.256	
Meridian, Miss.....	.181		.184	
Michigan City, Ind.....	.275		.275	
Middletown, Conn.....	.266		.261	
Middletown, N. Y.....	.217		.212	
Millford, Franklin, and Plainville, Mass.....	4 274		4 272	
Millford, Mass.....	.283		.280	
Millville, N. J.....	.177		.177	
Missoula, Mont. ¹.....	.366			
Moline, Ill.....	.251		.258	
Montgomery, Ala.....	.165		.168	
Montpelier, Vt. (see Barre, Vt.).....				
Mount Vernon and New Rochelle, N. Y.....	.267		.265	
Muncie, Ind.....	.211		.205	
Muskegon, Mich.....	.234		.235	
Nanticoke, Pa.....	.240		.240	
Nashua, N. H.....	.267		.272	

¹ One-man cars.² One-man cars, except on special days when school boys were employed.³ Per month.⁴ Conductors and motormen worked interchangeably.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
New Albany and Jeffersonville, Ind. ¹	\$0.201		² \$0.144	
Newburgh, N. Y. ....	.230		.230	
Newcastle, Pa. (see Youngstown, Ohio).				
New London, Conn. (see Norwich, Conn.).				
Newport, R. I. ....	.277		.274	
Newport News and Hampton, Va. ....	.198		.192	
New Rochelle, N. Y. (see Mount Vernon, N. Y.).				
Newton, Waltham, and near-by towns, Mass. ....	.271		.283	
Niagara Falls, N. Y. ....	.269		.261	
Norristown, Pa. ....	.230		.230	
North Adams, Mass. (see Pittsfield, Mass.).				
Northampton, Mass. ....	.277		.282	
North Yakima, Wash. ....	.260		.261	
Norton and Taunton, Mass. ....	.216		.207	
Norwalk, Conn. ....	.267		.265	
Norwich, Willimantic, and New London, Conn. ....	.266		.263	
Ogden, Utah. ....	.271		.269	
Ogdensburg, N. Y. ....	.177		.176	
Oil City, Pa. ....	.231		.230	
Olean, N. Y. ....	.210		.200	
Oshkosh, Wis. ....	.201		.199	
Oswego, N. Y. ....	.262		.264	
Ottumwa, Iowa. ....	.262		.263	
Owensboro, Ky. ....	.178		(³)	
Paducah, Ky. ....	.169		.159	
Parkersburg, W. Va. ....	.190		.190	
Parsons, Kans. ⁴.....	.180			
Pasadena, Cal. ....	.282		.274	
Passaic, N. J. ....	.267		.258	
Pawtucket, R. I. ....	.278		.277	
Peekskill, N. Y. ....	.204		.206	
Pensacola, Fla. ....	.183		.187	
Peru, Ind. ....	.213		.218	
Phillipsburg, N. J. (see Easton, Pa.).				
Phoenix, Ariz. ....	.232		.224	
Phoenixville, Pa. ....	.300		.200	
Pine Bluff, Ark. ....	.195		.188	
Piqua, Ohio. ....	.189		.189	
Pittsburg, Kans., and Joplin, Mo. ....	.260		.260	
Pittsfield and North Adams, Mass. ....	.277		.271	
Plainville, Mass. (see Milford, Mass.).				
Plattsburgh, N. Y. ....	.195		.185	
Plymouth, Mass. ....	.246		.236	
Pomona, Cal. ....	.270		.266	
Pontiac, Mich. ....	.320		.298	
Portsmouth, N. H. ....	.209		.218	
Portsmouth, Ohio. ....	.245		.243	
Pottstown, Pa. ....	.198		.195	
Pottsville, Pa. ....	.265		.265	
Poughkeepsie, N. Y. ....	.221		.217	
Punxsutawney, Pa. ....	.210		.200	
Quincy, Ill. ....	.201		.194	
Quincy, Mass. ....	.258		.256	
Raleigh, N. C. ....	.180		.184	
Reading, Mass. ....	.266		.263	
Redlands, Cal. ....	.280		.289	
Richmond, Ind. ....	.213		.212	
Riverside, Cal. ....	.277		.279	
Roanoke, Va. ....	.230		.224	
Rockford, Ill. ....	.223		.217	
Rock Island, Ill. ....	.265		.259	
Rome, Ga. ....	.163		.166	
Rome, N. Y. (see Utica, N. Y.).				
Rutland, Vt. ....	.221		.217	
St. Cloud, Minn. ....	.173		.104	
St. Joseph, Mo. ....	.234		.228	
Salem, Mass. ....	.267		.262	
Salem, Oreg. ....	.266		.272	

¹ One-man cars on part of runs.² Conductors become motormen or enter interurban service before serving five years.³ No conductors employed except during summer months.⁴ One-man cars.

TABLE 3.—AVERAGE RATE OF WAGES OF MOTORMEN AND CONDUCTORS—Concluded.

II.—Cities from which data were obtained by correspondence—Concluded.

City.	Average rate of wages per hour of—			
	Motormen.		Conductors.	
	Regular.	Extra.	Regular.	Extra.
San Bernardino, Cal.	\$0.270	.....	\$0.266	.....
San Diego, Cal. ....	.290	.....	.294	.....
San Jose, Cal.:				
Company No. 1. ....	.295	.....	.293	.....
Company No. 2. ....	.282	.....	.274	.....
Santa Cruz, Cal. ....	.269	.....	.269	.....
Saratoga, N. Y. (<i>see</i> Glens Falls, N. Y.).				
Sault Ste. Marie, Mich. ....	.223	.....	.222	.....
Schenectady, N. Y. ....	.283	.....	.281	.....
Sedalia, Mo. ....	.195	.....	.192	.....
Selma, Ala. ¹ .....	.200	.....	
Shamokin, Pa. ....	.211	.....	.211	.....
Sharon, Pa. (<i>see</i> Youngstown, Ohio).				
Shawnee, Okla. ....	.171	.....	.168	.....
Sheboygan, Wis. ....	.198	.....	.198	.....
Shreveport, La. ....	.250	.....	.246	.....
Sioux Falls, S. Dak. ....	.173	.....	.184	.....
South Bethlehem, Pa. ....	.190	.....	.190	.....
Southbridge, Mass. (<i>see</i> Webster, Mass.).				
Southern division, Public Service Ry. Co., New Jersey..	.267	.....	.263	.....
Spartansburg, S. C. ....	.175	.....	.171	.....
Spencer, Mass. (<i>see</i> Worcester, Mass.).				
Stamford, Conn. ....	.254	.....	.251	.....
Stockton, Cal. ....	.271	.....	.271	.....
Sunbury, Pa.	² .206	.....	² .186	.....
Tampa, Fla. ....	.206	.....	.200	.....
Taunton, Mass. (<i>see</i> Norton, Mass.).				
Temple, Tex. ¹ .....	.176	.....	
Terre Haute, Ind. ....	.233	.....	.240	.....
Tiffin, Ohio ¹ .....	.193	.....	
Torrington, Conn. ....	.248	.....	.245	.....
Trenton, N. J. ....	.260	.....	.260	.....
Trinidad, Colo. ....	.230	.....	.233	.....
Troy, N. Y. (<i>see</i> Albany, N. Y.).				
Tucson, Ariz.	² .213	.....	² .213	.....
Tulsa, Okla. ....	.214	.....	.212	.....
Utica and Rome, N. Y. ....	.276	.....	.275	.....
Vicksburg, Miss. ....	.199	.....	.205	.....
Vincennes, Ind. ....	.157	.....	.156	.....
Waco, Tex. ....	.209	.....	.209	.....
Walla Walla, Wash. ....	.261	.....	.255	.....
Waltham, Mass. (<i>see</i> Newton, Mass.).				
Warren, Pa. ....	.202	.....	.195	.....
Waterbury, Conn. ....	.255	.....	.244	.....
Waterloo and Cedar Falls, Iowa. ....	.210	.....	.210	.....
Watertown, N. Y. ....	.224	.....	.224	.....
Waterville, Me. ....	.171	.....	.171	.....
Waukegan, Ill. ....	.208	.....	.223	.....
Wausau, Wis. ....	.215	.....	.204	.....
Webb City, Mo. ....	.251	.....	.244	.....
Westfield, Mass.	³ 2.760	.....	³ 2.740	.....
Webster and Southbridge, Mass. ....	.279	.....	.275	.....
White Plains, N. Y. ....	.259	.....	.245	.....
Wilkes-Barre and near-by towns, Pa. ....	.240	.....	.240	.....
Williamsport, Pa. ....	.212	.....	.212	.....
Willimantic, Conn. (<i>see</i> Norwich, Conn.).				
Wilmington, N. C. ....	.185	.....	.190	.....
Winona, Minn. ¹ .....	.201	.....	
Winston-Salem, N. C. ....	.185	.....	.184	.....
Woburn, Mass. ....	.267	.....	.260	.....
Woonsocket, R. I. ....	.274	.....	.275	.....
Worcester, Spencer, and Marlboro, Mass. ....	.272	.....	.269	.....
Yonkers, N. Y. ....	.266	.....	.262	.....
York, Pa. ....	.213	.....	.207	.....
Youngstown, Ohio, Sharon and Newcastle, Pa. ....	.308	.....	.307	.....

¹ One-man cars.² Motormen and conductors worked interchangeably.³ Per day.

Table 4, the figures of which are taken from Table A, relates to rates of wages at which motormen and conductors enter the service, the number of men working at each initial or entrance rate, the total number engaged in the occupation, and the per cent of all employees in the occupation that are working at the initial rate. The object of the table is to afford a ready comparison of the entrance rates of the several companies, and to show the percentage of the employees of each company that are working at such lowest rate.

Section I of this table covers the cities visited by agents of the bureau; Section II covers the cities from which data were obtained by correspondence. In Section I, as well as Section II, regular and extra men are combined, so that the occupation is treated as a whole. The first line of Section I, for example, shows that motormen in Altoona entered the service at 20 cents per hour. Seventeen men were working at this rate, which number constitutes 18 per cent of the 96 motormen employed by the company. An analysis of Section I of the table shows that in six instances the initial rate for motormen is a flat rate and consequently covers all employees. The initial rate is paid to not more than 56 per cent of the motormen in any other company. In 2 companies the initial rate covers 50 and 56 per cent of the motormen employed, respectively. In 1 company it covers 49 per cent; in 12 companies from 30 to 39 per cent; in 27 companies from 20 to 29 per cent; in 28 companies from 10 to 19 per cent, and in 22 companies under 10 per cent of all motormen employed. In two instances no motorman was at the time working at the initial rate paid by the company.

A larger proportion of conductors than of motormen are working at the entrance rate, due to the larger per cent of change in the personnel of this occupation, as compared with motormen, which difference is brought out by the figures in Table 29, on pages 194 to 203. In Section I there were 6 companies paying a flat rate to conductors. In 3 companies the initial rate included from 60 to 68 per cent of all conductors employed, in 6 companies 50 to 59 per cent, in 7 companies 40 to 49 per cent, in 17 companies 30 to 39 per cent, in 25 companies 20 to 29 per cent, in 23 companies 10 to 19 per cent, and in 13 companies under 10 per cent, including 1 company in which no conductor was at the time working at the entrance rate. The reader can make a like analysis of Section II for himself.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE.

I.—Cities from which data were obtained by special agents.

MOTORMEN.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Altoona, Pa.	\$0.20	17	96	18
Atlanta, Ga.	.17	18	413	4
Augusta, Ga.	.17	11	41	27
Binghamton, N. Y.	.20	41	82	50
Birmingham, Ala.	.18	70	230	30
Boston, Mass.:				
Boston Elevated Ry. Co.—				
Surface lines.	.26 ¹	77	2,214	3
Elevated lines.	.29 ¹	10	111	9
Brockton, Mass.	.24	27	135	20
Buffalo, N. Y.	.23	128	664	19
Butte, Mont.	.38 ²	118	1,132	14
Charleston, S. C.	.17	18	66	27
Charlotte, N. C.	.15	7	57	12
Chattanooga, Tenn.	.18	9	108	8
Chicago, Ill.:				
Chicago Elevated Railways.	2.30 ³	12	383	5
Chicago Surface Lines	.32	8		
Cincinnati, Ohio.	.23	78	4,212	2
Cleveland, Ohio.	.20	61	798	8
Dallas, Tex.:	.27	249	1,129	22
Dallas Electric Corporation	.20	51	179	28
Northern Texas Traction Co. (Oak Cliff division of Fort Worth lines)	.20	15	49	31
Davenport, Iowa.	.23	12	91	13
Denver, Colo.	.24	26	333	8
Des Moines, Iowa.	.24	9	190	5
Detroit, Mich.	.25	133	1,201	11
Evansville, Ind.	.19	12	73	16
Grand Rapids, Mich.	.22	3	165	16
	.23	24		
Houston, Tex.	.20	19	190	10
Indianapolis, Ind.	.21	136	386	35
Jacksonville, Fla.	.19	68	122	56
Kansas City, Mo.	.22	134	805	17
Lincoln, Nebr.	.20	20	83	24
Little Rock, Ark.	.18	14	77	18
Los Angeles, Cal.	.25	229	1,040	22
Louisville, Ky.	.21	4	464	1
Lowell, Mass.	.24	22	152	14
Manchester, N. H.	.23	14	65	22
Memphis, Tenn.	.17	70	260	27
Milwaukee, Wis.	.23	87	589	15
Minneapolis and St. Paul, Minn.	.23	222	1,067	21
Mobile, Ala.	.19	26	86	30
Nashville, Tenn.	.18	52	211	25
Newark, N. J.	.23	53	627	8
New Bedford, Mass.	.25	21	102	21
New Britain, Conn.	.22	9	39	23
New Haven, Conn.	.22	91	333	27
New Orleans, La.	4.24	728	728	100
New York, N. Y.:				
Brooklyn Rapid Transit Co.	.21	606	2,282	27
New York & Queens County Ry. Co.	.22	119	244	49
New York Rys. Co.—				
Horse-car lines.	5.21	616	647	34
Storage-battery car lines.	4.25	80	80	100
All except horse and storage-battery car lines.	5.25	476	1,662	29
Third Avenue Ry. Co.—				
The Bronx.	.24	128	552	23
Manhattan.	.25	209	712	29
Interborough Rapid Transit Co.—				
Elevated lines.	5.30	39	415	9
Subway lines.	6.30	11	213	5
Brooklyn Rapid Transit Co. (elevated lines).	.30	18	280	6
Norfolk, Va.	.18	31	105	30
Oakland, Cal.	.30	76	450	17
Oklahoma City, Okla.	.20	8	71	11

¹ Motormen and conductors; worked interchangeably.

² All divisions except the Northwestern.

³ Northwestern division only.

⁴ Flat rate.

⁵ Computed from daily rate on 10-hour-day basis.

⁶ Drivers.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

I.—Cities from which data were obtained by special agents—Continued.

MOTORMEN—Concluded.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Omaha, Nebr.	\$.24	72	309	23
Peoria, Ill.	.23	149	1 175	28
Philadelphia, Pa.:				
Philadelphia Rapid Transit Co.—				
Elevated lines	.28		45	
Surface lines	.25	61	2,956	2
Pittsburgh, Pa.	.23½	40	1,347	3
Portland, Me.	.20	14	150	9
Portland, Oreg.	.25	45	471	10
Providence, R. I.	.23	42	645	7
Pueblo, Colo.	.23		50	
Reading, Pa.	².37½	110	110	100
Richmond, Va.	.18	67	237	28
Rochester, N. Y.	.24	23	429	5
Sacramento, Cal.	.29	17	100	17
Saginaw, Mich.	.20	15	51	29
St. Louis, Mo.	.23	132	1,436	9
Salt Lake City, Utah.	.28	36	185	19
San Antonio, Tex.	.20	21	184	11
San Francisco, Cal.:				
Municipal Railways of San Francisco	².37½	115	115	100
United Railroads of San Francisco	.25	114	927	12
Savannah, Ga.	.17	30	77	39
Scranton, Pa.	.22	17	154	11
Seattle, Wash.:				
Puget Sound Traction, Light & Power Co.	.25	80	434	18
Seattle Municipal Street Ry.	².37½	9	9	100
Seattle, Renton & Southern Ry. Co.	.25	5	37	14
Sioux City, Iowa.	.20	9	67	13
South Bend, Ind.	.19	20	58	34
Spokane, Wash.:				
Spokane & Inland Empire R. R. Co.	.26	13	95	14
The Washington Water Power Co.	.26	26	128	20
Springfield, Ill.	.19	24	83	29
Springfield, Mass.	².25	4	234	2
Springfield, Ohio.	.22	21	71	30
Superior, Wis.	.22	10	35	29
Syracuse, N. Y.	.24	11	257	4
Tacoma, Wash.	.23	16	132	12
Toledo, Ohio.	.23	113	353	32
Topeka, Kans.	.20	15	58	26
Washington, D. C.:				
Capital Traction Co.	².22½	321	321	100
Washington Railway & Electric Co.	².21½	103	410	25
Wheeling, W. Va.	.22	26	81	32
Wichita, Kans.	.20	8	70	11
Wilmington, Del.:				
People's Ry. Co.	.18½	14	46	30
Wilmington & Philadelphia Traction Co.	.21	15	91	16

CONDUCTORS.

Altoona, Pa.	\$.20	30	93	32
Atlanta, Ga.	.17	21	422	5
Augusta, Ga.	.17	9	40	23
Binghamton, N. Y.	.20	55	86	64
Birmingham, Ala.	.18	129	265	49
Boston, Mass.:				
Boston Elevated Ry. Co.—				
Surface lines	².26½	141	2,248	6
Elevated lines	.25	10	76	13
Brockton, Mass.	.24	35	139	25
Buffalo, N. Y.	.23	226	686	33
Butte, Mont.	³.38½	(⁴)	(⁴)	
Charleston, S. C.	.17	21	71	30
Charlotte, N. C.	.15	11	64	17

¹ Including extra men (motormen and conductors) who worked interchangeably.

² Flat rate.

³ Computed from daily rate on 9-hour-day basis.

⁴ See Motormen.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

I.—Cities from which data were obtained by special agents—Continued.

CONDUCTORS—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Chattanooga, Tenn.....	\$0.18	20	111	18
Chicago, Ill.:				
Chicago Elevated Railways.....	1.25 ¹	151	338	17
Chicago Surface Lines.....	1.24	15		
Cincinnati, Ohio.....	.23	138	4,280	3
Cleveland, Ohio.....	.20	140	807	17
Dallas, Tex.:	.27	314	1,177	27
Dallas Electric Corporation.....	.20	52	164	32
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....	.20	10	41	24
Davenport, Iowa.....	.23	16	89	18
Denver, Colo.....	.24	92	419	22
Des Moines, Iowa.....	.24	38	197	19
Detroit, Mich.....	.25	165	1,197	14
Evansville, Ind.....	.19	17	73	23
Grand Rapids, Mich.....	.23	42	166	25
Houston, Tex.....	.20	42	193	22
Indianapolis, Ind.....	.21	161	378	43
Jacksonville, Fla.....	.19	65	124	52
Kansas City, Mo.....	.22	200	821	24
Lincoln, Nebr.....	.20	24	82	29
Little Rock, Ark.....	.18	26	82	32
Los Angeles, Cal.....	.21	333	1,063	31
Louisville, Ky.....	.24	2	473	(³)
Lowell, Mass.....	.24	26	146	18
Manchester, N. H.....	.23	20	72	28
Memphis, Tenn.....	.17	92	280	33
Milwaukee, Wis.....	.23	111	636	17
Minneapolis and St. Paul, Minn.....	.23	238	1,056	23
Mobile, Ala.....	.19	38	85	45
Nashville, Tenn.....	.18	69	229	30
Newark, N. J.....	.23	106	643	16
New Bedford, Mass.....	.25	24	104	23
New Britain, Conn.....	.22	11	35	31
New Haven, Conn.....	.22	82	329	25
New Orleans, La.....	4.24	755	755	100
New York, N. Y.:				
Brooklyn Rapid Transit Co.....	.24	724	2,358	31
New York & Queens County Ry. Co.....	.22	134	227	59
New York Rys. Co.—				
Horse-car lines.....	5.21	32	54	59
Storage-battery car lines.....	6.22 ⁴	76	76	100
All except horse and storage-battery car lines.....	5.24	929	1,617	57
Third Avenue Ry. Co.—				
The Bronx.....	.24	349	585	60
Manhattan.....	7.22	7127	746	54
	8.24	8277		
Interborough Rapid Transit Co.—				
Elevated lines.....	5.23 ⁵	30	333	9
Subway lines.....	5.23 ⁵	30	177	17
Brooklyn Rapid Transit Co. (elevated lines).....	.23	40	248	16
Norfolk, Va.....	.18	36	103	35
Oakland, Cal.....	.30	94	451	21
Oklahoma City, Okla.....	.20	21	65	32
Omaha, Nebr.....	.24	112	314	36
Peoria, Ill.....	.23	2	106	2
Philadelphia, Pa.:				
Philadelphia Rapid Transit Co.—				
Elevated lines.....	.25	—	37	—
Surface lines.....	.25	111	2,920	4
Pittsburgh, Pa.....	.23 ⁶	71	1,340	5
Portland, Me.....	.20	15	146	10
Portland, Oreg.....	.25	80	331	15
Providence, R. I.....	.23	46	642	7
Fueblo, Colo.....	.23	1	50	2
Reading, Pa.....	4.23	107	107	100

¹ Regular men.
² Extra men, flat rate.
³ Less than one-half of 1 per cent.
⁴ Flat rate.
⁵ Computed from daily rate on 10-hour-day basis.
⁶ Computed from flat daily rate on 10-hour-day basis.
⁷ Flat rate; on storage-battery cars.
⁸ On other than storage-battery cars.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

I.—Cities from which data were obtained by special agents—Concluded.

CONDUCTORS—Concluded.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Richmond, Va.	\$.18	93	245	38
Rochester, N. Y.	.24	54	461	12
Sacramento, Cal.	.19	19	97	20
Saginaw, Mich.	.20	27	51	53
St. Louis, Mo.	.23	381	1,494	26
Salt Lake City, Utah	.28	44	183	24
San Antonio, Tex.	.20	36	187	19
San Francisco, Cal.:				
California Street Cable R. R. Co.	.25	16	65	25
Municipal Railways of San Francisco	1.37 ¹	116	116	100
United Railroads of San Francisco	.25	138	939	15
Savannah, Ga.	.17	47	69	68
Scranton, Pa.	.22	28	162	17
Seattle, Wash.:				
Puget Sound Traction, Light & Power Co.	.25	98	474	21
Seattle Municipal Street Ry.	1.37 ¹	10	10	100
Seattle, Renton & Southern Ry. Co.	.25	4	37	11
Sioux City, Iowa	.20	16	64	25
South Bend, Ind.	.19	15	53	28
Spokane, Wash.:				
Spokane & Inland Empire R. R. Co.	.26	22	97	23
The Washington Water Power Co.	.26	19	126	15
Springfield, Ill.	.19	33	81	41
Springfield, Mass.	1.25	8	239	3
Springfield, Ohio	.22	29	71	41
Superior, Wis.	.22	10	38	26
Syracuse, N. Y.	.24	21	259	8
Tacoma, Wash.	.23	29	140	21
Toledo, Ohio	.23	132	344	38
Topeka, Kans.	.20	26	53	49
Washington, D. C.:				
Capital Traction Co.	1.22 ²	320	320	100
Washington Railway & Electric Co.	.21 ³	135	408	33
Wheeling, W. Va.	.22	13	80	16
Wichita, Kans.	.20	18	58	31
Wilmington, Del.:				
People's Ry. Co.	.18 ⁴	20	47	43
Wilmington & Philadelphia Traction Co.	.21	16	94	17

II.—Cities from which data were obtained by correspondence.

MOTORMEN.

Aberdeen, Wash.	\$.25	³ 3	² 29	10
Adrian, Mich.	.17	3	6	50
Akron, Ohio	.25	49	122	40
Albany, Cohoes, and Troy, N. Y.	1.28	474	474	100
Allentown, Pa.	.23	19	108	18
Alliance, Ohio	1.17	9	9	100
Alton, Ill.	1.263	25	25	100
Amsterdam, N. Y. (see Gloversville, N. Y.).				
Anderson, Ind.	.19	1	16	6
Ann Arbor, Mich.	.22	2	14	14
Anniston, Ala.	.17	³ 9	³ 30	30
Appleton, Wis.	.18	.....	³ 5	.....
Asbury Park, N. J.	1.188	40	40	100
Asheville, N. C.	.19	6	48	13
Ashland, Wis.	.17	1	7	14
Ashtabula, Ohio	.18	1	20	5
Atchison, Kans. ⁴	.18	2	18	11
Athens, Ga.	.145	³ 12	³ 34	35
Attleboro and North Attleboro, Mass.	.23	1	41	2
Auburn, N. Y.	.23	9	50	18
Augusta, Me. (see Lewiston, Me.).				
Aurora, Ill.	.235	8	38	21
Austin, Tex.	.16	³ 15	³ 83	18
Bakersfield, Cal.	.27	.....	16	.....
Bangor, Me.	.205	18	24	75
Barre and Montpelier, Vt.	.19	4	16	25

¹ Flat rate.

² Computed from daily rate on 9-hour-day basis.

³ Motormen and conductors; worked interchangeably.

⁴ One-man cars.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

MOTORMEN—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Batavia, N. Y. ¹	² \$0.18	5	5	100
Battle Creek, Mich.	.23	6	37	16
Bay City, Mich.	.20	14	42	33
Beaumont, Tex.	.20	11	33	33
Beaver Falls, Pa.	.22	2	52	4
Bellingham, Wash.	.22	10	35	29
Bergen division, Public Service Ry. Co., New Jersey.	.23	4	45	9
Biddeford, Me.	.155	5	20	25
Bloomington, Ill.	.214	8	41	20
Boise, Idaho.	.24	1	36	3
Boone, Iowa.	.20	1	6	17
Bridgeport, Conn.	.225	29	171	17
Bridgeton, N. J.	² .19	21	21	100
Bristol, Conn.	.225	3	19	16
Broad Ripple, Ind.	.19	.....	13	.....
Burlington, Iowa.	.17	² 21	⁴ 61	34
Burlington, Vt.	.171	3	19	16
Cambridge, Ohio.	.19	⁴ 1	⁴ 18	6
Canton, Ohio.	.25	20	67	30
Carlisle, Pa.:				
Company No. 1.	² .15	3	3	100
Company No. 2.	² .15	4	4	100
Cedar Falls, Iowa (see Waterloo, Iowa).				
Cedar Rapids, Iowa.	.21	1	9	11
Central division, Public Service Ry. Co., New Jersey.	.23	13	209	6
Charleston, W. Va.	.20	6	30	20
Charlottesville, Va. ¹	.135	2	17	12
Chelsea, Mass.	.24	63	211	30
Cheyenne, Wyo. ¹	.225	5	1	20
Clinton, Fitchburg, and Leominster, Mass.	.23	.....	30	.....
Cohoes, N. Y. (see Albany, N. Y.).				
Colorado Springs, Colo.	.25	11	64	17
Columbia, S. C.	.155	16	107	15
Columbus, Ga.	.16	15	30	50
Columbus, Ohio.	.205	14	329	4
Corning, N. Y.	.17	.....	16	.....
Cortland, N. Y.	.18	6	13	46
Council Bluffs, Iowa.	.24	13	58	22
Danbury, Conn.	.22	1	25	4
Danville, Ill.	.222	15	55	27
Danville, Va.	.177	5	15	33
Dayton, Ohio:				
Company No. 1.	⁵ .27	52	135	39
Company No. 2.	⁶ .27	13	34	38
Decatur, Ill.	.20	.....	41	.....
Derby, Conn.	.225	11	35	31
Dover, N. H.	.21	7	30	23
Dubuque, Iowa.	.17	⁴ 7	⁴ 109	6
Duluth, Minn.	.22	43	162	27
Dunkirk, N. Y.	.23	.....	4	.....
Durham, N. C.	.15	11	22	50
East Liverpool, Ohio.	.24	8	40	20
Easton, Pa., and Phillipsburg, N. J.	.23	9	70	13
Eau Claire, Wis.	.18	3	30	10
Elgin, Ill.	.235	5	32	16
Elkhart, Ind.	.19	3	15	20
Elmira, N. Y.	.19	26	67	39
El Paso, Tex.	.20	24	77	31
Elwood, Ind.	.19	1	3	33
Enid, Okla. ¹	.20	2	12	17
Erie, Pa.	.23	20	94	24
Escanaba, Mich.	.16	.....	9	.....
Eureka, Cal.	² .275	24	24	100
Everett, Wash.	.22	6	20	30
Fargo, N. Dak.	.19	8	20	40
Findlay, Ohio ¹	.175	4	11	36
Fitchburg, Mass. (see Clinton, Mass.).				
Flint, Mich.	.25	4	44	9
Fond du Lac, Wis.	.18	3	9	33
Fort Dodge, Iowa.	.21	3	8	38

¹ One-man cars.

² Flat rate.

³ Motormen and conductors; not reported separately.

⁴ Motormen and conductors; worked interchangeably.

⁵ Night men, 26 cents.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

MOTORMEN—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Fort Smith, Ark.	\$.18	2	41	5
Fort Wayne, Ind.	.19	14	93	15
Fort Worth, Tex.	.20	9	123	7
Framingham, Mass.	.235	9	61	15
Frankfort, Ky. ¹	.16		10	
Franklin, Mass. (see Milford, Mass.).				
Freeport, Ill. ¹	.20	6	12	50
Fresno, Cal.	.25	10	47	21
Gadsden, Ala.	.14	3	11	27
Galesburg, Ill.	.20	9	35	26
Galveston, Tex.	.20	21	68	31
Gardner, Mass.	.20	5	50	10
Gary, Ind.	.20	3	29	10
Geneva, N. Y.	(²)		3	
Glens Falls and Saratoga, N. Y.	\$.28	41	41	100
Gloucester, Mass.	.24	6	50	12
Gloversville, Johnstown, and Amsterdam, N. Y.	.23	4	37	11
Grand Forks, N. Dak.	.18	7	16	44
Grand Junction, Colo. ¹	.20	2	4	50
Great Falls, Mont. ¹	.344	1	22	5
Green Bay, Wis.	.18	4	17	24
Greenfield, Mass.	.20	3	30	10
Greensboro, N. C.	.14	7	23	30
Greenville, S. C.	.15	3	24	13
Hammond, Ind.	.23	1	32	3
Hampton, Va. (see Newport News, Va.).			7	
Hannibal, Mo.	.15			
Harrisburg, Pa.	.21	13	115	11
Hartford, Conn.	.225	32	263	12
Hazleton, Pa.	.23	18	18	100
Helena, Mont.	.33	4 ³	4 ³	8
Henderson, Ky. ¹	.15	2	12	17
Holyoke, Mass.	.23	5	30	11
Homestead, Pa.	\$.20	5	5	100
Hornell, N. Y.	\$.20	11	11	100
Hot Springs, Ark. ¹	.206	9	35	26
Hudson division, Public Service Ry. Co., New Jersey.	.23	30	536	6
Huntington, W. Va.	.20	14	41	34
Hutchinson, Kans.	.17	2	12	17
Hyde Park, Mass.	.24	8	57	14
Iowa City, Iowa.	.19	4	12	33
Ironton, Ohio.	.20	2	12	17
Ishpeming, Mich.	\$.21	3	3	100
Jackson, Mich.	.23	4	45	9
Jackson, Miss.	.14	1	30	3
Jackson, Tenn. ¹	.15	11	19	58
Jamestown, N. Y.	.19	35	77	45
Janesville, Wis. ¹	.16	5	8	63
Jeffersonville, Ind. (see New Albany, N. Y.).				
Johnstown, N. Y. (see Gloversville, N. Y.).				
Johnstown, Pa.	.22	6	79	8
Joliet, Ill.	.21	20	64	31
Joplin, Mo. (see Pittsburg, Kans.).				
Kalamazoo, Mich.	.23	6	52	12
Kankakee, Ill.	.19	3	21	14
Keene, N. H.	.22	4	4	100
Kenosha, Wis.	.21	5	21	24
Keokuk, Iowa.	.18	4 ¹⁵	4 ²²	68
Kingston, N. Y.	.19	3	32	9
Knoxville, Tenn.	.17	15	88	17
Kokomo, Ind.	.18	8	14	57
Laconia, N. H.	\$.20	(³)	(²)	
La Crosse, Wis.	.21	3	33	9
La Fayette, Ind.	.18	7	34	21
Lake Charles, La.	.20	2	9	22
Lancaster, Ohio ⁵	.16		12	
Lancaster, Pa.	.18	35	38	92
Lansing, Mich.	.23	6	35	17
Laporte, Ind.	.19		3	
La Salle, Ill.	\$.20	8	8	100
Lawrence, Kans. ¹	.18	9	24	38

¹ One-man cars.² Not reported.³ Flat rate.⁴ Motormen and conductors; worked interchangeably.⁵ One-man cars, except on special days, when school boys were employed.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

MOTORMEN—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Lawrence, Mass.	\$0.24	12	86	14
Leavenworth, Kans.	150.00	2	21	10
Lebanon, Pa.	.18	21	28	13
Leominster, Mass. (see Clinton, Mass.).				
Lewiston and Augusta, Me.	.19	21	48	50
Lexington, Ky.	.16	2	33	6
Lockport, N. Y. ³	.23	4	17	24
Logansport, Ind.	.18	8	22	36
Lynchburg, Va.	.20	9	51	18
Lynn, Mass.	.24	36	169	21
McAlester, Okla.	.22		10	
Macon, Ga.	.16	11	73	15
Madison, Wis.	.19	15	38	39
Mankato, Minn.	.15	1	6	17
Manistee, Mich. ³	4.20	10	10	100
Mansfield, Ohio.	.18		20	
Marietta, Ohio.	.175		13	
Marinette, Wis. (see Menominee, Mich.).				
Marion, Ind.	.19		17	
Marion, Ohio.	.18	6	19	32
Marlboro, Mass. (see Worcester, Mass.).				
Marquette, Mich.	4.22	4	4	100
Marshalltown, Iowa ³	.265	2	12	17
Mason City, Iowa.	.185		9	
Meadville, Pa.	.22	8	29	28
Menominee, Mich., and Marinette, Wis.	.17	4	30	13
Meriden, Conn.	.225	12	54	22
Meridian, Miss.	.15	4	28	14
Michigan City, Ind.	4.275	6	6	100
Middletown, Conn.	.225		25	
Middletown, N. Y.	.18		12	
Milford, Franklin, and Plainville, Mass.	.23	2	18	11
Milford, Mass.	.24	1	28	4
Milville, N. J.	.17	613	640	33
Missoula, Mont. ³	.35	6	18	33
Moline, Ill.	.23	7	18	39
Montgomery, Ala.	.15	23	64	36
Montpelier, Vt. (see Barre, Vt.).				
Mount Vernon and New Rochelle, N. Y.	.24	10	101	10
Muncie, Ind.	.19	2	21	10
Muskegon, Mich.	.22	10	34	29
Nanticoke, Pa.	4.24	6	6	100
Nashua, N. H.	.24	2	19	11
New Albany and Jeffersonville, Ind. ⁶	.185	9	48	19
Newburgh, N. Y.	4.23	27	27	100
Newcastle, Pa. (see Youngstown, Ohio).				
New London, Conn. (see Norwich, Conn.).				
Newport, R. I.	.24		7	
Newport News and Hampton, Va.	.18	13	40	33
New Rochelle, N. Y. (see Mount Vernon, N. Y.).				
Newton, Waltham, and near-by towns, Mass.	.24	60	159	38
Niagara Falls, N. Y.	.23	4	41	10
Norristown, Pa.	4.23	62	62	100
North Adams, Mass. (see Pittsfield, Mass.).				
Northampton, Mass.	.25	8	27	30
North Yakima, Wash.	.24	8	21	38
Norton and Taunton, Mass.	.20	4	10	40
Norwalk, Conn.	.225	5	34	15
Norwich, Willimantic, and New London, Conn.	.225	14	136	10
Ogden, Utah.	.25	21	39	54
Ogdensburg, N. Y.	7.17	8	14	57
Oil City, Pa.	.20	7	35	20
Olean, N. Y.	.17	1	6	17
Oshkosh, Wis.	.18	10	32	31
Oswego, N. Y.	.23		22	
Ottumwa, Iowa.	.21	1	34	3
Owensboro, Ky.	.15	6	22	27

1 Per month.
 2 Not including some who worked one-half time as conductors.
 3 One-man cars.
 4 Flat rate.
 5 Motormen and conductors; worked interchangeably.
 6 One-man cars on part of runs.
 7 One cent less, Oct. 1 to Apr. 1.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

MOTORMEN—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Paducah, Ky.....	\$0.15	11	31	35
Parkersburg, W. Va.....	.175	1	27	4
Parsons, Kans. ¹.....	.2	8	8	100
Pasadena, Cal.....	.25	7	68	10
Passaic, N. J.....	.23	19	166	11
Pawtucket, R. I.....	.23	.....	78	.....
Peeckskill, N. Y.....	.18	2	17	12
Pensacola, Fla.....	.165	4	26	15
Peru, Ind.....	.18	.....	3	.....
Phillipsburg, N. J. (see Easton, Pa.)	.....	.....	.....	.....
Phoenix, Ariz.....	.22	12	18	67
Phoenixville, Pa.....	.19	.....	6	.....
Pine Bluff, Ark.....	.16	.....	21	.....
Piqua, Ohio.....	1.189	9	9	100
Pittsburg, Kans. and Joplin, Mo.....	.25	.....	6	.....
Pittsfield and North Adams, Mass.....	.23	1	95	1
Plainville, Mass. (see Milford, Mass.)	.....	.....	.....	.....
Plattsburgh, N. Y.....	1.195	3	3	100
Plymouth, Mass.....	.21	8	23	35
Pomona, Cal.....	.25	.....	7	.....
Pontiac, Mich.....	.25	.....	4	.....
Portsmouth, N. H.....	.19	5	14	36
Portsmouth, Ohio.....	.20	1	30	3
Pottstown, Pa.....	.19	2	12	17
Pottsville, Pa.....	.25	2	8	25
Poughkeepsie, N. Y.....	.20	8	27	30
Punxsutawney, Pa.....	.17	.....	2	.....
Quincy, Ill.....	.16	3	29	10
Quincy, Mass.....	.24	52	144	36
Raleigh, N. C.....	.17	10	21	48
Reading, Mass.....	.24	9	68	13
Redlands, Cal.....	.25	1	6	17
Richmond, Ind.....	.19	5	23	22
Riverside, Cal.....	.25	2	12	17
Roanoke, Va.....	.20	8	40	20
Rockford, Ill.....	.20	11	61	18
Rock Island, Ill.....	.23	13	73	18
Rome, Ga.....	.14	5	23	22
Rome, N. Y. (see Utica, N. Y.)	.....	.....	.....	.....
Rutland, Vt.....	.18	.....	21	.....
St. Cloud, Minn.....	.152	2	10	20
St. Joseph, Mo.....	.21	31	125	25
Salem, Mass.....	.24	14	127	11
Salem, Oreg.....	.22	2	27	7
San Bernardino, Cal.....	.25	8	20	40
San Diego, Cal.....	.27	55	147	37
San Jose, Cal.:	.....	.....	.....	.....
Company No. 1.....	.25	1	30	3
Company No. 2.....	.25	14	77	18
Santa Cruz, Cal.....	.25	1	14	7
Saratoga, N. Y. (see Glens Falls, N. Y.)	.....	.....	.....	.....
Sault Ste. Marie, Mich.....	.20	2	8	25
Schenectady, N. Y.....	.245	3	168	2
Sedalia, Mo.....	.17	2	11	18
Selma, Ala. ¹.....	.16	.....	11	.....
Shamokin, Pa.....	.20	9	19	47
Sharon, Pa. (see Youngstown, Ohio)	.....	.....	.....	.....
Shawnee, Okla.....	.15	2	8	25
Sheboygan, Wis.....	.185	9	21	43
Shreveport, La.....	.22	6	47	13
Sioux Falls, S. Dak.....	.16	6	12	50
South Bethlehem, Pa.....	1.19	2	2	100
Southbridge, Mass. (see Webster, Mass.)	.....	.....	.....	.....
Southern division, Public Service Ry. Co., New Jersey..	.23	14	200	7
Spartanburg, S. C.....	.15	2	22	9
Spencer, Mass. (see Worcester, Mass.)	.....	.....	.....	.....
Stamford, Conn.....	.225	8	31	26
Stockton, Cal.....	.25	28	72	39
Sumbury, Pa.....	.17	16	128	21
Tampa, Fla.....	.19	28	79	35

¹ One-man cars.² Flat rate.³ Worked half day as motormen and half day as conductors.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

MOTORMEN—Concluded.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Taunton, Mass. (see Norton, Mass.).				
Temple, Tex. ¹	\$0.14		5	
Terre Haute, Ind.	.21	35	86	41
Tiffin, Ohio ¹	(²)		4	
Torrington, Conn.	.225	3	10	30
Trenton, N. J.	³ .26	146	146	100
Trinidad, Colo.	.20	2	8	25
Troy, N. Y. (see Albany, N. Y.).				
Tucson, Ariz.	.20	⁴ 5	⁴ 8	63
Tulsa, Okla.	.20	5	25	20
Utica and Rome, N. Y.	.24	8	16 ⁵	5
Vicksburg, Miss.	.165	2	13	13
Vincennes, Ind.	.15	7	12	58
Waco, Tex.	.19	10	45	22
Walla Walla, Wash.	.23	3	16	19
Waltham, Mass. (see Newton, Mass.).				
Warren, Pa.	.19	5	13	38
Waterbury, Conn.	.225	21	122	17
Waterloo and Cedar Falls, Iowa.	.20	17	39	44
Watertown, N. Y.	.20	4	16	25
Waterville, Me.	.15	4	17	24
Waukegan, Ill.	.20	5	8	63
Wausau, Wis.	.175		11	
Webb City, Mo.	.20		50	
Westfield, Mass.	⁶ 2.30	2	32	6
Webster and Southbridge, Mass.	.23	3	44	7
White Plains, N. Y.	.225	13	47	28
Wilkes-Barre and near-by towns, Pa.	³ .24	(⁶)	(⁶)	
Williamsport, Pa.	.205	14	86	16
Williamantic, Conn. (see Norwich, Conn.).				
Wilmington, N. C.	.17	7	24	29
Winona, Minn. ¹	.18	7	18	39
Winston-Salem, N. C.	.15	3	32	9
Woburn, Mass.	.24	5	34	15
Woonsocket, R. I.	.23	3	37	8
Worcester, Spencer, and Marlboro, Mass.	.23	21	272	8
Yonkers, N. Y.	.24	15	117	13
York, Pa.	.18	3	58	5
Youngstown, Ohio, Sharon and Newcastle, Pa.	.28	16	269	6

CONDUCTORS.

Aberdeen, Wash.	\$0.25	(⁷)	(⁷)	
Adrian, Mich.	.17	3	6	50
Akron, Ohio.	.25	62	109	57
Albany, Cohoes, and Troy, N. Y.	⁸ .28	519	519	100
Allentown, Pa.	³ .23	28	102	27
Alliance, Ohio.	³ .17	10	10	100
Alton, Ill.	³ .263	24	24	100
Amsterdam, N. Y. (see Gloversville, N. Y.).				
Anderson, Ind.	.190	2	16	13
Ann Arbor, Mich.	.220		3	
Anniston, Ala.	.170	(⁷)	(⁷)	
Appleton, Wis.	.180	(⁸)	(⁸)	
Asbury Park, N. J.	⁹ .188	40	40	100
Asheville, N. C.	.190	6	46	13
Ashland, Wis.	.170	6	7	86
Ashtabula, Ohio.	.180	6	18	33
Atchison, Kans. ⁹	.180			
Athens, Ga.	.145	(⁷)	(⁷)	
Attleboro and North Attleboro, Mass.	.230	1	36	3

¹ One-man cars.

² Rates are based on traffic conditions and hours worked.

³ Flat rate.

⁴ Motormen and conductors; worked interchangeably.

⁵ Per day.

⁶ Not reported.

⁷ See Motormen.

⁸ No conductors employed except during summer months.

⁹ One-man cars. See Motormen.

98 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

CONDUCTORS—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Auburn, N. Y.	\$.230	6	50	12
Augusta, Me. (see Lewiston, Me.)				
Aurora, Ill.	.235	8	36	22
Austin, Tex.	.160	(1)	(1)	
Bakersfield, Cal.	.270	1	16	6
Bangor, Me.	.205	20	29	69
Barre and Montpelier, Vt.	.190	5	12	42
Batavia, N. Y. ²	.180			
Battle Creek, Mich.	.230	5	41	12
Bay City, Mich.	.200	18	45	40
Beaumont, Tex.	.200	9	32	28
Beaver Falls, Pa.	.220	2	52	4
Bellingham, Wash.	.220	19	35	54
Bergen division, Public Service Ry. Co., New Jersey	.230	4	41	10
Biddeford, Me.	.155	9	21	43
Bloomington, Ill.	.214	12	42	29
Boise, Idaho	.240		37	
Boone, Iowa	.200	2	7	29
Bridgeport, Conn.	.225	32	162	20
Bridgeton, N. J.	.190	20	20	100
Bristol, Conn.	.225	3	18	17
Broad Ripple, Ind.	.190		14	
Burlington, Iowa	.170	(1)	(1)	
Burlington, Vt.	.171	3	19	16
Cambridge, Ohio	.190	(1)	(1)	
Canton, Ohio	.250	30	67	45
Carlisle, Pa.	.150		4	
Cedar Falls, Iowa (see Waterloo, Iowa)				
Cedar Rapids, Iowa	.210	1	9	11
Central division, Public Service Ry. Co., New Jersey	.230	51	208	25
Charleston, W. Va.	.200	9	28	32
Charlottesville, Va. ²	.135			
Chelsea, Mass.	.240	88	231	38
Cheyenne, Wyo. ²	.225			
Clinton, Fitchburg, and Leominster, Mass.	.230	4	31	13
Cohoes, N. Y. (see Albany, N. Y.)				
Colorado Springs, Colo.	.250	12	59	20
Columbia, S. C.	.155	16	107	15
Columbus, Ga.	.160	12	32	38
Columbus, Ohio	.205	17	311	5
Corning, N. Y.	.170		11	
Cortland, N. Y.	.180	13	21	62
Council Bluffs, Iowa	.240	22	63	35
Danbury, Conn.	.220		24	
Danville, Ill.	.222	10	45	22
Danville, Va.	.177	5	13	38
Dayton, Ohio:				
Company No. 1	.270	52	138	38
Company No. 2	.270	11	28	39
Decatur, Ill.	.200		40	
Derby, Conn.	.225	6	33	18
Dover, N. H.	.210		21	
Dubuque, Iowa	.170	(1)	(1)	
Duluth, Minn.	.220	55	159	35
Dunkirk, N. Y.	.230		4	
Durham, N. C.	.150	12	22	55
East Liverpool, Ohio	.240	5	40	13
Easton, Pa., and Phillipsburg, N. J.	.230	8	70	11
Eau Claire, Wis.	.180	1	20	5
Elgin, Ill.	.235	12	32	38
Elkhart, Ind.	.190	1	16	25
Elmira, N. Y.	.190	36	65	55
El Paso, Tex.	.200	24	80	30
Elwood, Ind.	.190		4	
Enid, Okla. ²	.200			
Erie, Pa.	.230	23	87	26
Escanaba, Mich.	.160	1	9	11
Eureka, Cal.	.275	24	24	100
Everett, Wash.	.22	8	21	38
Fargo, N. Dak.	.19	8	19	42
Findlay, Ohio ²	.175			

¹ See Motormen.

² One-man cars. See Motormen.

³ Runs of 9 to 10 hours, paid for as 10 hours.

⁴ Flat rate.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

CONDUCTORS—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Fitchburg, Mass. (<i>see</i> Clinton, Mass.).				
Flint, Mich.	\$0.25	2	46	4
Fond du Lac, Wis.	.18	1	8	13
Fort Dodge, Iowa.	.210	4	8	50
Fort Smith, Ark.	.180	3	41	7
Fort Wayne, Ind.	.190	29	93	31
Fort Worth, Tex.	.200	15	134	11
Frammingham, Mass.: Frammingham division, Boston & Worcester Street Ry. Co.	.235	12	63	19
Frankfort, Ky. ¹	.160			
Franklin, Mass. (<i>see</i> Milford, Mass.).				
Freeport, Ill. ¹	.200			
Fresno, Cal.	.250	10	47	21
Gadsden, Ala.	.140	3	9	33
Galesburg, Ill.	.200	9	35	26
Galveston, Tex.	.200	24	68	35
Gardner, Mass.	.200	11	43	26
Gary, Ind.	.200	1	31	3
Geneva, N. Y.	(²)	(²)	3	
Glens Falls and Saratoga, N. Y.	\$.28	43	43	100
Gloucester, Mass.	.24	5	53	9
Gloversville, Johnstown, and Amsterdam, N. Y.	.23	5	39	13
Grand Forks, N. Dak.	.18	6	14	43
Grand Junction, Colo. ¹	.20			
Great Falls, Mont. ¹	.344			
Green Bay, Wis.	.18	4	17	24
Greenfield, Mass.	.20	7	33	21
Greensboro, N. C.	.14	7	24	29
Greenville, S. C.	.15	5	24	21
Hammond, Ind.	.23		32	
Hampton, Va. (<i>see</i> Newport News, Va.).				
Hannibal, Mo.	.15		14	
Harrisburg, Pa.	.21	20	123	16
Hartford, Conn.	.225	69	260	27
Hazleton, Pa.	.23	18	18	100
Helena, Mont.	.33	(⁴)	(⁴)	
Henderson, Ky. ¹	.15			
Holyoke, Mass.	.23	13	76	17
Homestead, Pa.	\$.30	5	5	100
Hornell, N. Y.	\$.20	13	13	100
Hot Springs, Ark. ¹	.206			
Hudson division, Public Service Ry. Co., New Jersey.	.23	118	550	21
Huntington, W. Va.	.20	13	45	29
Hutchinson, Kans.	.17	8	12	67
Hyde Park, Mass.	.24	14	58	24
Iowa City, Iowa.	.19		8	
Ironton, Ohio.	.20	3	14	21
Ishpeming, Mich.	\$.21	3	3	100
Jackson, Mich.	.23	8	43	19
Jackson, Miss.	.14	1	27	4
Jackson, Tenn. ¹	.15			
Jamestown, N. Y.	.19	38	74	51
Janesville, Wis. ¹	.16			
Jeffersonville, Ind. (<i>see</i> New Albany, Ind.).				
Johnstown, N. Y. (<i>see</i> Gloversville, N. Y.).				
Johnstown, Pa.	.22	6	79	8
Joliet, Ill.	.21	20	60	33
Joplin, Mo. (<i>see</i> Pittsburg, Kans.).				
Kalamazoo, Mich.	.23	5	51	10
Kankakee, Ill.	.19	3	21	14
Keene, N. H.	\$.22	4	4	100
Kenosha, Wis.	.21	8	19	42
Keokuk, Iowa.	.18	(⁴)	(⁴)	
Kingston, N. Y.	.19	5	31	16
Knoxville, Tenn.	.17	4	82	5
Kokomo, Ind.	.18	9	15	60
Laconia, N. H.	\$.20	(²)	(²)	
Lacrosse, Wis.	.21	3	33	9
La Fayette, Ind.	.18	5	33	15
Lake Charles, La.	.20	1	9	11

¹ One-man cars. *See* Motormen.

² Not reported.

³ Flat rate.

⁴ *See* Motormen.

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100 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

CONDUCTORS—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Lancaster, Ohio ¹	\$0.16			
Lancaster, Pa.....	.18	35	45	78
Lansing, Mich.....	.23	6	34	18
Laporte, Ind.....	.19		2	
La Salle, Ill.....	2.20	8	8	100
Lawrence, Kans.: ²				
Extra men.....	.18			
Regular men.....	.20			
Leavenworth, Kans.....	4 50.00	3	23	13
Lebanon, Pa.....	.18	5 2	6 16	5 13
Leominster, Mass. (see Clinton, Mass.).....				
Lewiston and Augusta, Me.....	.19	25	51	49
Lexington, Ky.....	.16	8	36	22
Lockport, N. Y. ³.....	.23			
Logansport, Ind.....	.18	6	18	33
Lynchburg, Va.....	.20	9	52	17
Lynn, Mass.....	.24	45	166	27
McAlester, Okla.....	.22	1	9	11
Macon, Ga.....	.16	7	63	10
Madison, Wis.....	.19	15	38	39
Mankato, Minn.....	.15	1	6	17
Manistee, Mich. ³	2.20			
Mansfield, Ohio.....	.18	3	21	14
Marietta, Ohio.....	.175	7	14	50
Marinette, Wis. (see Menominee, Mich.).....				
Marion, Ind.....	.19	1	21	5
Marion, Ohio.....	.18	10	20	50
Marlboro, Mass. (see Worcester, Mass.).....				
Marquette, Mich.....	2.22	4	4	100
Marshalltown, Iowa. ⁴.....	.265			
Mason City, Iowa.....	.185	5	10	50
Meadville, Pa.....	.22	11	28	39
Menominee, Mich., and Marinette, Wis.....	.17	12	23	52
Meriden, Conn. (Meriden division, Connecticut Co.).....	.225	15	55	27
Meridian, Miss.....	2.15	6	28	21
Michigan City, Ind.....	.275	6	6	100
Middletown, Conn. (Middletown division, Connecticut Co.).....	.225	2	25	8
Middletown, N. Y.....	.18	1	13	8
Millford, Franklin, and Plainville, Mass.....	.23	1	15	7
Millford, Mass.....	.24	1	27	4
Millville, N. J.....	.17	(⁵)	(⁶)	
Missoula, Mont. ³.....	.35			
Moline, Ill.....	.23	7	18	39
Montgomery, Ala.....	.15	13	64	20
Montpelier, Vt. (see Barre, Vt.).....				
Mount Vernon and New Rochelle, N. Y.....	.24	18	102	18
Muncie, Ind.....	.19	3	23	13
Muskegon, Mich.....	.22	7	37	19
Nanticoke, Pa.....	2.24	6	6	100
Nashua, N. H.....	.24	2	20	10
New Albany and Jeffersonville, Ind. ⁷.....	.135	8	20	40
Newburgh, N. Y.....	2.23	26	26	100
Newcastle, Pa. (see Youngstown, Ohio).....				
New London, Conn. (see Norwich, Conn.).....				
Newport, R. I.....	.24		7	
Newport News and Hampton, Va.....	.18	24	50	48
New Rochelle, N. Y. (see Mount Vernon, N. Y.).....				
Newton, Waltham, and near-by towns, Mass.....	.24	25	148	17
Niagara Falls, N. Y.....	.23	6	40	15
Norristown, Pa.....	2.23	59	59	100
North Adams, Mass. (see Pittsfield, Mass.).....				
Northampton, Mass.....	.25	4	25	16
North Yakima, Wash.....	.24	8	25	32
Norton and Taunton, Mass.....	.20	7	10	70
Norwalk, Conn. (Norwalk division, Connecticut Co.).....	.225	3	30	10

¹ One-man cars except on special days when schoolboys are employed.
² Flat rate.
³ One-man cars. See Motormen.
⁴ Per month.
⁵ Including some who worked one-half time as motormen.
⁶ See Motormen.
⁷ One-man cars on part of runs.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Continued.

II.—Cities from which data were obtained by correspondence—Continued.

CONDUCTORS—Continued.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Norwich, Willimantic, and New London, Conn.	\$0.225	14	140	10
Ogden, Utah	.25	22	41	54
Ogdensburg, N. Y.	¹ .17	7	12	58
Oil City, Pa.	.20	6	33	18
Olean, N. Y.	.17	1	6	17
Oshkosh, Wis.	.18	11	34	32
Oswego, N. Y.	.23	1	23	4
Ottumwa, Iowa.	.21	1	34	3
Owensboro, Ky.	.15	(²)	(²)	.....
Paducah, Ky.	.15	16	26	62
Parkersburg, W. Va.	.175	15	43	35
Parsons, Kans. ⁴	.18	.....	.....	.....
Pasadena, Cal.	.25	21	72	29
Passaic, N. J. (Passaic division, Public Service Ry. Co.)	.23	40	171	23
Pawtucket, R. I.	.23	.....	83	.....
Peekskill, N. Y.	.18	1	18	6
Pensacola, Fla.	.165	.....	28	.....
Peru, Ind.	.18	.....	4	.....
Phillipsburg, N. J. (see Easton, Pa.)	.....	.....	.....	.....
Phoenix, Ariz.	.22	16	19	84
Phoenixville, Pa.	.19	.....	6	.....
Pine Bluff, Ark.	.16	1	19	5
Piqua, Ohio	³ .189	9	9	100
Pittsburg, Kans., and Joplin, Mo.	.25	.....	.....	.....
Pittsfield and North Adams, Mass.	.23	5	106	5
Plainville, Mass. (see Milford, Mass.)	.....	.....	.....	.....
Plattsburg, N. Y.	⁸ .185	3	3	100
Plymouth, Mass.	.21	11	21	52
Pomona, Cal.	.25	1	7	14
Pontiac, Mich.	.25	1	4	25
Portsmouth, N. H.	.19	3	14	7
Portsmouth, Ohio	.20	2	30	7
Pottstown, Pa.	.19	2	4	50
Pottsville, Pa.	.25	2	8	25
Poughkeepsie, N. Y.	.20	6	27	22
Punxsutawney, Pa.	.17	1	4	25
Quincy, Ill.	.16	3	38	8
Quincy, Mass. (Quincy division, Bay State Street Ry. Co.)	.24	46	141	33
Raleigh, N. C.	.17	6	19	32
Reading, Mass. (Reading division, Bay State Street Ry. Co.)	.24	11	68	16
Redlands, Cal.	.25	.....	7	.....
Richmond, Ind.	.19	1	17	6
Riverside, Cal.	.25	2	14	14
Roanoke, Va.	.20	16	39	41
Rockford, Ill.	.20	18	67	27
Rock Island, Ill.	.23	22	74	30
Rome, Ga.	.14	3	23	13
Rome, N. Y. (see Utica, N. Y.)	.....	.....	.....	.....
Rutland, Vt.	.18	2	22	9
St. Cloud, Minn.	.091	.....	⁶ 10	.....
St. Joseph, Mo.	.21	53	142	37
Salem, Mass. (Salem division, Bay State Street Ry. Co.)	.24	27	140	19
Salem, Oreg.	.22	2	27	7
San Bernardino, Cal.	.25	7	19	37
San Diego, Cal.	.27	37	137	27
San Jose, Cal.:	.....	.....	.....	.....
Company No. 1.	.25	2	32	6
Company No. 2.	.25	20	74	27
Santa Cruz, Cal.	.25	.....	14	.....
Saratoga, N. Y. (see Glens Falls, N. Y.)	.....	.....	.....	.....
Sault Ste. Marie, Mich.	.20	2	9	22
Schenectady, N. Y.	.245	10	177	6
Sedalia, Mo.	.17	2	13	15
Selma, Ala. ⁴	.16	.....	.....	.....
Shamokin, Pa.	.20	8	18	44
Sharon, Pa. (see Youngstown, Ohio)	.....	.....	.....	.....
Shawnee, Okla.	.15	1	7	14
Sheboygan, Wis.	.185	9	21	43

¹ 1 cent less Oct. 1 to Apr. 1.
² No conductors employed except during summer months.
³ Flat rate.
⁴ One-man cars. (See Motormen.)
⁵ Young men 16 to 18 years of age.

102 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 4.—RATE OF WAGES PER HOUR PAID BY EACH COMPANY AT BEGINNING OF SERVICE, AND NUMBER AND PER CENT WORKING AT SUCH RATE—Concluded.

II.—Cities from which data were obtained by correspondence—Concluded.

CONDUCTORS—Concluded.

City.	Rate at beginning of service.	Number at such initial rate.	Total number in occupation.	Per cent at initial rate.
Shreveport, La.....	\$0.22	8	39	21
Sioux Falls, S. Dak.....	.16	3	12	25
South Bethlehem, Pa.....	1.19	2	2	100
Southbridge, Mass. (see Webster, Mass.)				
Southern division, Public Service Ry. Co., N. J.....	.23	18	199	9
Spartanburg, S. C.....	.15	5	22	23
Spencer, Mass. (see Worcester, Mass.)				
Stamford, Conn. (Stamford division, Connecticut Co.)..	.225	8	30	27
Stockton, Cal.....	.25	26	70	37
Sunbury, Pa.....	.17	(2)	(2)	-----
Tampa, Fla.....	.19	45	85	53
Taunton, Mass. (see Norton, Mass.)				
Temple, Tex. ³	.14	-----	-----	-----
Terre Haute, Ind.....	.21	28	89	31
Tiffin, Ohio ³	(4)	-----	-----	-----
Torrington, Conn. (Torrington division, Connecticut Co.).....	.225	6	13	46
Trenton, N. J.....	1.26	154	154	100
Trinidad, Colo.....	.20	2	8	25
Troy, N. Y. (see Albany, N. Y.)				
Tucson, Ariz.....	.20	(2)	(2)	(2)
Tulsa, Okla.....	.20	5	25	20
Utica and Rome, N. Y.....	.24	9	174	5
Vicksburg, Miss.....	.165	-----	16	-----
Vincennes, Ind.....	.15	9	12	75
Waco, Tex.....	.19	10	48	21
Walla Walla, Wash.....	.23	2	10	20
Waltham, Mass. (see Newton, Mass.)				
Warren, Pa.....	.19	9	15	60
Waterbury, Conn. (Waterbury division, Connecticut Co.).....	.225	35	113	31
Waterloo and Cedar Falls, Iowa.....	.20	25	47	53
Watertown, N. Y.....	.20	4	17	24
Waterville, Me.....	.15	5	16	31
Waukegan, Ill.....	.20	4	8	50
Wausau, Wis.....	.175	2	11	18
Webb City, Mo.....	.20	1	50	2
Westfield, Mass.....	5 2.30	1	31	3
Webster and Southbridge, Mass.....	.23	-----	38	-----
White Plains, N. Y.....	.225	15	41	37
Wilkes-Barre and near-by towns, Pa.....	1.24	(6)	(6)	-----
Williamsport, Pa.....	.205	14	86	16
Willimantic, Conn. (see Norwich, Conn.)				
Wilmington, N. C.....	.17	7	31	23
Winona, Minn. ³	.18	-----	-----	-----
Winston-Salem, N. C.....	.15	6	39	15
Woburn, Mass.....	.24	6	36	17
Woonsocket, R. I.....	.23	1	33	3
Worcester, Spencer, and Marlboro, Mass.....	.23	30	295	10
Yonkers, N. Y.....	.24	35	125	28
York, Pa.....	.18	2	59	3
Youngstown, Ohio, Sharon and New Castle, Pa.....	.28	20	284	7

¹ Flat rate.² See Motormen.³ One-man cars. See Motormen.⁴ Rate based on traffic conditions and hours worked instead of period of service.⁵ Per day.⁶ Not reported.

Table 5 shows for all of the cities combined the several entrance rates of motormen and conductors on surface, and elevated and subway lines, the total number of persons working at each of such rates, and the per cent of the total working at each rate or less. This table, like other tables, presents separately the cities from which data were obtained by special agents of the bureau and cities from which data were obtained by correspondence.

Referring to Table 5 it appears that the lowest entrance rate of motormen on surface lines found in the cities visited by the bureau's agents was 15 cents per hour, and 7 motormen were receiving this rate. The next higher entrance rate at which men were working was 17 cents per hour paid to 147 men, etc. The highest entrance rate found was $38\frac{1}{2}$ cents per hour, paid to 18 men. A total of 6,781 motormen were working at the entrance rates of their respective companies. The column of cumulative percentages shows that the 7 motormen working at 15 cents per hour constituted less than one-half of 1 per cent of the total 6,781. The 147 men at 17 cents plus the 7 at 15 cents, a total of 154, made 2 per cent of the total receiving 17 cents per hour or less. The number 243 plus 147 plus 7, a total of 397, made 6 per cent receiving 18 cents per hour or less, etc.

The median rate—that is, the rate of the middle man—was 24 cents per hour. This is determined from the cumulative percentage, as 50 per cent of the men were reached and passed in the group receiving 24 cents.

The other figures of the table can be read in like manner.

104 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 5.—RATES OF WAGES PER HOUR PAID MOTORMEN AND CONDUCTORS AT THE BEGINNING OF SERVICE, THE NUMBER OF PERSONS WORKING AT EACH RATE, AND PER CENT OF THE TOTAL WORKING AT EACH RATE OR LESS.

Rates per hour.	Number and per cent in cities from which data were obtained by—							
	Special agents.				Correspondence.			
	Motormen.		Conductors.		Motormen.		Conductors.	
	Number.	Per cent receiving each rate or less.	Number.	Per cent receiving each rate or less.	Number.	Per cent receiving each rate or less.	Number.	Per cent receiving each rate or less.
SURFACE LINES.								
13½ cents.....					2	(1)	8	(1)
14 cents.....					16	1	14	1
14½ cents.....					12	1		
15 cents.....	7	(1)	11	(1)	97	4	79	3
15½ cents.....					2	4		
16 cents.....					21	5	25	3
16½ cents.....					57	6	35	4
17 cents.....	147	2	190	2	6	6		
17½ cents.....					118	10	67	6
17¾ cents.....					3	10	3	6
17½ cents.....					5	10	24	7
17¾ cents.....					5	10	5	7
18 cents.....	243	6	373	6	165	15	145	11
18½ cents.....	14	6	20	6	18	16	17	12
18¾ cents.....					40	17	40	13
18¾ cents.....					9	17	9	13
19 cents.....	150	8	168	8	228	24	272	20
19½ cents.....					3	24		
20 cents.....	314	13	512	13	260	32	282	28
20½ cents.....					46	34	51	29
20¾ cents.....					9	34		
21 cents.....	171	15	211	16	130	38	152	34
21½ cents.....					8	38	12	34
21½ cents.....	103	17	135	17				
22 cents.....	430	23	634	24	112	42	143	38
22½ cents.....					15	42	10	38
22½ cents.....	321	28	396	28	152	47	208	44
23 cents.....	1,080	44	1,595	45	342	57	521	58
23½ cents.....	40	45	71	46	22	58	32	59
24 cents.....	1,652	69	3,412	81	337	68	373	69
24½ cents.....					3	68	10	69
25 cents.....	1,473	91	977	92	190	74	224	75
25 cents.....	39	91	41	92	146	78	154	80
25½ cents.....					25	79	24	80
26½ cents.....	77	92	141	94	2	79		
27 cents.....	249	96	314	97	120	83	101	83
27½ cents.....					30	83	30	84
28 cents.....	36	97	44	98	531	100	582	100
29 cents.....	17	97	19	98				
30 cents.....	76	98	94	99				
33 cents.....					5	100	5	100
34½ cents.....					3	100		
35 cents.....					1	100		
37½ cents.....	124	100	126	100	6	100		
38½ cents.....	18	100	(2)					
Total.....	6,781	100	9,484	100	3,302	100	4,367	100
ELEVATED AND SUB-WAY LINES.								
23 cents.....			40	24				
23½ cents.....			60	60				
24 cents.....			5	63				
25 cents.....			10	69				
25½ cents.....			51	100				
29½ cents.....	10	10						
30 cents.....	68	80						
30½ cents.....	12	92						
32 cents.....	8	100						
Total.....	98	100	166	100				

1 Less than one-half of 1 per cent.
 2 Conductors are included with motormen.
 3 Not including 2 at \$2.30 per day and 2 at \$50 per month.
 4 Not including 1 at \$2.30 per day and 3 at \$50 per month.

The wages and hours of extra men are brought out in different parts of the report and preceding text tables show the entrance rates paid by the several companies, which entrance rates apply in great part to extra men. Considering the lower scale of wages paid and the more or less broken and irregular time worked by extra men, it is of interest to know what proportion of the men of the two major occupations, motormen and conductors, are in the class "extra." Table 6, therefore, has been compiled. Reading the first line of the table it appears that of the 96 motormen in Altoona, 73 men, or 76 per cent of the total, were regular, and 23 men, or 24 per cent of the total, were extra men. Of the 93 conductors in Altoona, 66 men, constituting 71 per cent of the total, were regulars, and 27 men, or 29 per cent of the total, were extra men. It will be observed that in 2 companies 50 per cent or more motormen were extras and in 14 companies more than one-third of the motormen were extras. As to conductors, the percentage of extra men did not run as high as 50 per cent in any company, but in 17 companies more than one-third of the conductors were extras.

106 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 6.—NUMBER AND PER CENT OF MOTORMEN AND CONDUCTORS CLASSED AS "REGULARS" AND AS "EXTRAS."

City.	Motormen.				Conductors.					
	Total.	Regular.		Extra.		Total.	Regular.		Extra.	
		Number.	Per cent of total.	Number.	Per cent of total.		Number.	Per cent of total.	Number.	Per cent of total.
Altoona, Pa.	96	73	76	23	24	93	66	71	27	29
Atlanta, Ga.	413	317	77	96	23	422	312	74	110	26
Augusta, Ga.	41	26	63	15	37	40	27	68	13	32
Binghamton, N. Y.	82	61	74	21	26	86	62	72	24	28
Birmingham, Ala.	230	188	82	42	18	265	183	69	82	31
Boston, Mass.:										
Surface lines	2,214	1,478	67	736	33	2,248	1,469	65	779	35
Elevated lines	111	58	52	53	48	76	52	68	24	32
Brockton, Mass.	135	79	59	56	41	139	81	58	58	42
Buffalo, N. Y.	664	556	84	108	16	686	558	81	128	19
Butte, Mont.	132	100	76	32	24	(²)	(²)	(²)	(²)	.....
Charleston, S. C.	66	45	68	21	32	71	48	68	23	32
Charlotte, N. C.	57	52	91	5	9	64	54	84	10	16
Chattanooga, Tenn.	108	84	78	24	22	111	81	73	30	27
Chicago, Ill.:										
Chicago Elevated Railways	383	351	92	32	8	338	333	99	5	1
Chicago Surface Lines	4,212	3,367	80	845	20	4,280	3,353	78	927	22
Cincinnati, Ohio	798	605	76	193	24	807	600	74	207	26
Cleveland, Ohio	1,129	809	72	320	28	1,177	818	69	359	31
Dallas, Tex.:										
Dallas Electric Corporation	179	122	68	57	32	164	118	72	46	28
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines	49	23	47	26	53	41	21	51	20	49
Davenport, Iowa	91	72	79	19	21	89	74	83	15	17
Denver, Colo.	333	246	74	87	26	419	248	59	171	41
Des Moines, Iowa	190	154	81	36	19	197	157	80	40	20
Detroit, Mich.	1,201	973	81	228	19	1,197	946	79	251	21
Evansville, Ind.	73	55	75	18	25	73	54	74	19	26
Grand Rapids, Mich.	165	133	81	32	19	166	122	73	44	27
Houston, Tex.	190	131	69	59	31	193	119	62	74	38
Indianapolis, Ind.	386	269	67	127	33	378	263	70	115	30
Jacksonville, Fla.	122	86	70	36	30	124	84	68	40	32
Kansas City, Mo.	805	616	77	189	23	821	610	74	211	26
Lincoln, Nebr.	83	65	78	18	22	82	64	78	18	22
Little Rock, Ark.	77	57	74	20	26	82	59	72	23	28
Los Angeles, Cal.	1,040	847	81	193	19	1,063	830	78	233	22
Louisville, Ky.	464	341	73	123	27	473	339	72	134	28
Lowell, Mass.	152	97	64	55	36	146	95	65	51	35
Manchester, N. H.	65	40	62	25	38	72	37	51	35	49
Memphis, Tenn.	260	210	81	50	19	290	208	74	72	26
Milwaukee, Wis.	589	480	81	109	19	636	479	75	157	25
Minneapolis and St. Paul, Minn.	1,067	715	67	352	33	1,056	704	67	352	33
Mobile, Ala.	86	67	78	19	22	85	71	84	14	16
Nashville, Tenn.	211	158	75	53	25	229	149	65	80	35
Newark, N. J.	627	494	79	133	21	643	488	76	155	24
New Bedford, Mass.	102	70	69	32	31	104	68	65	36	35
New Britain, Conn.	39	24	62	15	38	35	22	63	13	37
New Haven, Conn.	333	209	63	124	37	329	206	63	123	37
New Orleans, La.	728	592	81	136	19	755	591	78	164	22
New York, N. Y.:										
Brooklyn Rapid Transit Co.	2,282	1,913	84	369	16	2,358	1,919	81	439	19
New York & Queens County Ry. Co.	244	164	67	80	33	227	153	67	74	33
New York Rys. Co.—										
Horse-car lines	47	³ 43	91	³ 4	9	54	39	72	15	28
Storage-battery car lines	80	64	80	16	20	76	63	83	13	17
Aul lines except horse and storage-battery car lines	1,662	1,383	83	279	17	1,617	1,312	81	305	19
Third Avenue Ry. Co.—										
The Bronx	552	420	76	132	24	585	413	71	172	29
Manhattan	712	594	83	118	17	746	573	77	173	23
Interborough Rapid Transit Co.—										
Elevated lines	415	357	86	58	14	333	333	100	.....	.....
Subway lines	213	198	93	15	7	177	177	100	.....	.....
Brooklyn Rapid Transit Co. (elevated lines)	280	230	82	50	18	248	231	93	17	7

¹ Worked interchangeably as motormen and conductors.

² Conductors are included with motormen.

³ Drivers.

TABLE 6.—NUMBER AND PER CENT OF MOTORMEN AND CONDUCTORS CLASSED AS "REGULARS" AND AS "EXTRAS"—Continued.

City.	Motormen.					Conductors.				
	Total.	Regular.		Extra.		Total.	Regular.		Extra.	
		Number.	Per cent of total.	Number.	Per cent of total.		Number.	Per cent of total.	Number.	Per cent of total.
Norfolk, Va.	105	76	72	29	28	103	68	66	35	34
Oakland, Cal.	450	352	78	98	22	451	356	79	95	21
Oklahoma City, Okla.	71	62	87	9	13	65	55	85	10	15
Omaha, Nebr.	309	237	77	72	23	314	234	75	80	25
Peoria, Ill.	175	108	62	167	38	106	106	100	(²)	.....
Philadelphia, Pa.: Philadelphia Rapid Transit Co.— Elevated lines.	45	37	82	8	18	37	37	100	.....	.....
Surface lines.	2,956	2,330	79	626	21	2,920	2,346	80	574	20
Pittsburgh, Pa.	1,347	1,045	78	302	22	1,340	1,020	76	320	24
Portland, Me.	150	121	81	29	19	146	119	82	27	18
Portland, Oreg.	471	371	79	100	21	531	413	78	118	22
Providence, R. I.	645	389	60	256	40	642	381	59	261	41
Pueblo, Colo.	50	41	82	9	18	50	42	84	8	16
Reading, Pa.	110	55	50	55	50	107	57	53	50	47
Richmond, Va.	237	199	84	38	16	245	200	82	45	18
Rochester, N. Y.	429	287	62	162	38	461	269	58	192	42
Sacramento, Cal.	100	85	85	15	15	97	82	85	15	15
Saginaw, Mich.	51	36	71	15	29	51	34	67	17	33
St. Louis, Mo.	1,436	1,201	84	235	16	1,494	1,191	80	303	20
Salt Lake City, Utah.	185	154	83	31	17	183	149	81	34	19
San Antonio, Tex.	184	150	82	34	18	187	142	76	45	24
San Francisco, Cal.: California Street Cable R. R. Co. Municipal Railways of San Francisco	70	³ 56	80	³ 14	20	65	53	82	12	18
United Railroads of San Francisco	115	95	83	20	17	116	95	82	21	18
Savannah, Ga.	927	722	78	205	22	939	715	76	224	24
Scranton, Pa.	77	62	81	15	19	69	61	88	8	12
Seattle, Wash.: Puget Sound Traction, Light & Power Co. ⁴ Seattle Municipal Street Ry. Seattle, Renton & Southern Ry. Co.	154	122	79	32	21	162	124	77	38	23
Sioux City, Iowa.	9	8	89	1	11	10	8	80	2	20
South Bend, Ind.	37	29	78	8	22	37	28	76	9	24
Spokane, Wash.: Spokane & Inland Empire R. R. Co.	67	58	87	9	13	64	48	75	16	25
The Washington Water Power Co.	58	43	74	15	26	53	42	79	11	21
Springfield, Ill.	95	76	80	19	20	97	75	77	22	23
Springfield, Mass.	128	97	76	31	24	126	99	79	27	21
Springfield, Ohio.	83	64	77	19	23	81	64	79	17	21
Superior, Wis.	294	170	73	64	27	239	172	72	67	28
Syracuse, N. Y.	71	57	80	14	20	71	55	77	16	23
Tacoma, Wash.	35	24	69	11	31	38	28	74	10	26
Toledo, Ohio.	257	147	57	110	43	259	146	56	113	44
Topeka, Kans.	132	101	77	31	23	140	106	76	34	24
Washington, D. C.: Capital Traction Co. Washington Railway & Electric Co.	353	244	69	109	31	344	238	69	106	31
Wheeling, W. Va.	58	41	71	17	29	53	41	77	12	23
Wichita, Kans.	321	257	80	64	20	320	255	80	65	20
Wilmington, Del.: People's Ry. Co. Wilmington & Philadelphia Traction Co.	410	301	73	109	27	408	299	73	109	27
	81	67	83	14	17	80	68	85	12	15
	70	54	77	16	23	58	42	72	16	28
	46	30	65	16	35	47	31	66	16	34
	91	67	74	24	26	94	64	68	30	32

¹ Extra men worked interchangeably as motormen and conductors.
² Conductors are included with motormen.
³ Gripmen.
⁴ Regular and extra men are not reported separately for this company.

CHAPTER II—HOURS OF LABOR AND DAYS WORKED BY CAR CREWS.

RUNS (DAY'S WORK).

One of the great problems that confront a street railway company is so to arrange its car service as to accommodate the variations in traffic from hour to hour and day to day during the week. To meet the demands of travel the company operates a different number of cars at different hours of the day and on different days, but at the same time the company naturally considers the cost and seeks to run no more cars at rush periods than necessary to carry the traveling public. The ordinary traffic is taken care of by regular runs. Broadly speaking, a run for men operating a street car consists of a certain number of trips, or possibly but one trip, out from a car barn over the line and back to the barn. A *regular* run is a regular established and scheduled day's work, consisting of a certain number of trips out from and back to the car barn, chosen by or assigned to a regular man, and which he is expected to make regularly. The schedules are generally so arranged as to furnish a full week's work of seven days with an infrequent limitation to five or six days, as some service may be taken off on Saturday or Sunday.

In addition to the regular runs there are other kinds of service to meet the heavier traffic at certain hours, or on certain days. The majority of companies have regular tripper runs put on each day at certain hours, for short periods, generally in the morning or evening. Also on certain days, usually Saturday or Sunday, certain full day runs may be put on for such days only. Unusual conditions caused by a ball game, circus, a convention, etc., may further call for special tripper runs or all-day runs. These short or irregular runs are almost always assigned to extra men. In a few companies there is also a small number of scheduled runs of approximately a full day's service which are not filled by regular men, but given to extra men.

Detailed data covering *regular* runs were obtained from nearly all companies visited by the bureau's agents and the figures are presented in section 1 of Table B, page 486. A limited amount of data concerning regular scheduled car service, other than the regular runs, was obtained from a few companies and the figures are presented on pages 138 to 165 Summary figures from a large number of other cities were obtained by correspondence and are presented in section 2 of Table B, pages 603 to 608.

Runs are also classified as straight and swing. A straight run is one in which there is no intermission between the beginning and end

of the day's work. The swing, or split, run has one and possibly two or more periods of intermission between periods of duty, for meals, or to meet variations in the volume of traffic. Such intervals are sometimes so long that although the hours on duty may not be excessive, the time within which runs are completed may be so long as to afford but a short and frequently inadequate period of rest between one day and the next.

On the surface lines the regular run constitutes the day's work for both the motorman and conductor, and when the schedule is adhered to, as it generally is, the runs of the motorman and conductor working on the same car are the same. Occasionally, however, a man may be regularly assigned or allowed to operate a regular tripper run in addition to his regular day's run, thus, in effect, amending his scheduled run. The man on the other end of the car may not perform such additional service, thus breaking the exact parallel between the runs of the motorman and conductor on the car. The modification of regular scheduled runs occurs so seldom that to all intents and purposes the runs of conductors are the same as those of motormen, hence the runs of motormen only were tabulated for the surface lines. On the elevated and subway lines the schedules arranged for motormen, conductors, and guards differed so materially that the figures for each occupation are given in the table.

Practically every street railway has two schedules of runs, one for week days and one for Sundays, and the majority of lines in the large cities have a still different arrangement of runs for Saturday. There are still other variations of runs on different days for a few cities. These changes in length of run and the hours in which the runs are made are caused by different traffic conditions on different days of the week. The length of run, the length of intermission between periods on duty and the consequent length of outside time have many variations between the different runs, even on the same day of the week.

Table B, above referred to, is so long that a general survey and a comparison of city with city is difficult, hence two summary tables (Tables 7 and 8) are here given. One table (Table 7) summarizes the regular runs of the several cities by hours on duty, and the other (Table 8) by the time within which completed, that is, the interval between the beginning and the ending of the day's work, including intervals, if any, off duty during the day. Each table is divided into three sections: one covering the usual week-day run, one relating to Saturday runs, and the third relating to Sunday runs. The tabulation of runs by exact length of time on duty, or exact length of time within which completed, is prohibitive because of the many small variations in time. The only practical method of tabulation was to classify the data by half-hour periods.

At the bottom of each section of the table totals are given for the surface lines and for the elevated and subway lines separately. Thus at the close of the section of Table 7 relating to hours on duty in the Monday to Friday runs, the figures show 161 regular runs on surface lines having time on duty of under 6 hours, 87 runs with hours on duty of 6 and under $6\frac{1}{2}$ hours, etc. The greatest number of Monday to Friday runs on surface lines falling under any one classification of hours was 6,992, having $9\frac{1}{2}$ and under 10 hours on duty; the next largest group (6,763) had 10 and under $10\frac{1}{2}$ hours on duty; and the third largest group (5,893), 9 and under $9\frac{1}{2}$ hours. The median run—that is, the run having as many shorter runs below it as it had longer runs above it—fell within the group, $9\frac{1}{2}$ and under 10 hours on duty.

The time on duty on the elevated and subway lines as a whole was less than on surface lines. The largest number of runs for motormen and conductors fell within the group of 9 and under $9\frac{1}{2}$ hours and the median run was in this group. For guards $8\frac{1}{2}$ and under 9 hours was the predominating group. With this explanation it is believed that the figures of the table will be clearly understood.

Table 8 presents the outside time of the regular runs. In other words, it shows the time intervening between the beginning and the end of the run, including any and all intermissions. As some runs are straight runs—that is, with no intermission—the length of time within which they are completed is the same as the time on duty, but as there are many swing, or split, runs with greater or less intervals of time off duty, the outside time is longer than the time on duty in such runs. Totals are given for the different sections of this table, relating to the Monday to Friday runs, the Saturday runs, and the Sunday runs.

112 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH MONDAY TO FRIDAY.

Line No.	City	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Altoona, Pa.				1			15	42	4
2	Atlanta, Ga.					2	1	1	18	11
3	Augusta, Ga.									
4	Binghamton, N. Y.							21	27	12
5	Birmingham, Ala.							3	11	26
	Boston, Mass.:									
6	Boston Elevated Ry. Co.—									
	Surface lines.....						391	858	280	
	Elevated lines—									
7	Motormen.....						1	52	5	
8	Conductors ¹						1	52	5	
9	Guards ²						2	70	8	
10	Brockton, Mass.					1	4	23	40	10
11	Buffalo, N. Y.				1	15	12	45	121	165
12	Butte, Mont.							3	29	15
13	Charleston, S. C.		1						1	1
14	Charlotte, N. C.							41	15	
15	Chattanooga, Tenn.		8	2	2	1	4	3	19	11
	Chicago, Ill.:									
16	Chicago Surface Lines.....	5	1	11	36	80	243	623	870	842
	Chicago Elevated Railways—									
17	Motormen.....					19	20	29	109	120
18	Conductors.....					19	20	29	109	120
19	Guards.....	29	12	13	1	6	24	25	47	43
20	Cincinnati, Ohio.....	1				1	39	41	101	152
21	Cleveland, Ohio.....	7	8	4	16	4	76	70	107	222
	Dallas, Tex.:									
22	Dallas Electric Corporation.....					3	1	1	2	4
23	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.					1	1			
24	Davenport, Iowa.....								3	34
25	Denver, Colo.	4	1	2	3	1	2	7	31	33
26	Des Moines, Iowa.....				2			11	57	46
27	Detroit, Mich.			3	7	23	145	164	279	240
28	Evansville, Ind.									2
29	Grand Rapids, Mich.			1		1	7	13	34	47
30	Houston, Tex.						2	3	7	13
31	Indianapolis, Ind.				1	5	6	12	31	38
32	Jacksonville, Fla.						1	1	1	2
33	Kansas City, Mo.						1	12	50	74
34	Lincoln, Nebr.									
35	Little Rock, Ark.					1		1	1	2
36	Los Angeles, Cal.	4	1	3	12	4	7	9	33	172
37	Louisville, Ky.						12	13	45	25
38	Lowell, Mass.	1	2		2	2	9	69	11	1
39	Manchester, N. H.						13	13	16	3
40	Memphis, Tenn. ³			1	3	3	3	10	29	46
41	Memphis, Tenn. ⁴			1	3	3	3	11	25	49
42	Milwaukee, Wis.				8	10	18	21	198	57
43	Minneapolis and St. Paul, Minn.							2	138	200
44	Mobile, Ala.					1		4	23	27
45	Nashville, Tenn. ⁵						1	5	55	32
46	Newark, N. J.				3	21	20	13	18	199
47	New Bedford, Mass.	4	1	1	3	1	5	13	12	10
48	New Britain, Conn.							1	1	5
49	New Haven, Conn.			2		3	13	23	53	72
50	New Orleans, La.			3		18	79	66	181	196
	New York, N. Y.:									
51	Brooklyn Rapid Transit Co.					2		3	403	744
52	New York & Queens County Ry. Co.						17	29	21	36
	New York Rys. Co.—									
53	Horse-car lines (drivers).....	14				5	1	4		3
54	Storage-battery car lines.....	4	3		5		5	3	1	9
55	All lines except horse and storage-battery car lines.	110	33	28	16	61	30	60	137	707
56	Third Avenue Ry. Co. (The Bronx and Manhattan). ⁶	5	3	3	3		4	18	23	40

¹ Called guards.
² Called brakemen.
³ Tuesday to Friday; used in total for all cities.

SPECIFIED NUMBER OF HOURS ON DUTY.

MONDAY TO FRIDAY.

Number of runs, with hours on duty of—																	Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.		
8	3	1			2												76	1
61	41	97	40	47	2	1											322	2
	7	1	6	6	2												27	3
3	3																66	4
79	39	20	9	1	1												189	5
																	1529	6
																	58	7
																	58	8
																	80	9
3	1																82	10
163	46	3			1	1		1									571	11
					5	1											50	12
1	2	7	11	18													48	13
																	56	14
23	7	2		3													85	15
																	3485	16
557	175	42															362	17
																	362	18
56	9																232	19
56	9																623	20
31	1			3													833	21
221	57	7															125	22
261	57	1															23	23
																	75	24
9	38	37	25	3	2												251	25
4	2	6	4	2		3											161	26
																	987	27
27	11																56	28
46	46	28	24	19	4												138	29
29	6	5	3	2													133	30
106	18	1		1													281	31
15	18	15	6														90	32
18	12	1															633	33
17	18	31	22	12	4												67	34
86	72	26	3	1													59	35
3	16	29	28	7	1	1											863	36
154	144	126	57	11	4	4											348	37
2		6	28	21	5	5											98	38
4	1	33	15	1		1											45	39
435	147	32	1	1	1	1											216	40
49	122	50	20	10	2												216	41
		1															485	42
																	720	43
61	34	17	6	3													71	44
60	35	16	7	3													158	45
131	35	7															503	46
201	98	28	26	14	8	4	1										71	47
11	2	1	2														24	48
30	9	3	3			12	5	3									220	49
160	56	6	4	2		1											614	50
17	3	4															1974	51
11	6																180	52
49	3	2															48	53
71																	72	54
																	1461	55
498	231	86	7														411	56
34	27	13	3															
15	5	1																
33	9																	
225	52	2																
138	100	41	28	1	2	1	1											

⁴ Monday only; not used in total for all cities.
⁵ Friday only; used in total for all cities.
⁶ Wednesday only; used in total for all cities.

114 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH MONDAY TO FRIDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
New York, N. Y.—Concluded.										
Interborough Rapid Transit Co.—										
Elevated lines—										
1	Motormen.....	3		1	1	41	83	70	138	30
2	Conductors.....					19	48	121	127	20
3	Guards.....	17	7	13	112	125	186	348	300	27
Subway lines—										
4	Motormen.....	1		3	6	25	44	59	39	22
5	Conductors.....	1	1	5	10	18	31	50	29	48
6	Guards.....	10	39	46	73	133	125	160	119	289
Brooklyn Rapid Transit Co. (elevated lines)—										
7	Motormen.....					1	3	42	126	59
8	Conductors.....	11	2	2	5	12	17	49	96	41
9	Guards.....	307	56	31	22	23	41	56	70	29
10	Norfolk, Va.....									4
11	Oakland, Cal.....		1					25	114	141
12	Oklahoma City, Okla.....							2	14	25
13	Omaha, Nebr.....						2	16	39	49
14	Peoria, Ill.....							6	87	13
Philadelphia, Pa.:										
Philadelphia Rapid Transit Co.—										
15	Surface lines.....					1	26	399	805	591
Elevated lines—										
16	Motormen.....								29	10
17	Conductors.....								29	10
18	Guards.....									
19	Pittsburgh, Pa.....			1	7	38	158	240	249	206
20	Portland, Me.....	1	2	2	4	13	21	26	28	21
21	Portland, Oreg.....	1	2	1	4	5	10	9	28	87
22	Providence, R. I.....				27	17	28	41	116	193
23	Pueblo, Colo.....								21	10
24	Reading, Pa.....									
25	Richmond, Va.....							1	6	23
26	Rochester, N. Y.....							2	174	81
27	Sacramento, Cal.....							7	43	33
28	Saginaw, Mich.....								1	3
29	St. Louis, Mo.....						1	2	10	97
30	Salt Lake City, Utah.....							12	54	65
31	San Antonio, Tex.....								63	71
San Francisco, Cal.:										
32	California Street Cable Ry. Co.: Gripmen.....	1					2	8	7	38
33	Municipal Railways of San Francisco.....					30	67	1	2	1
34	United Railroads of San Francisco.....		1			1	3	2	11	179
35	Savannah, Ga.....				1		4	5	1	2
36	Scranton, Pa.....						8	12	41	34
Seattle, Wash.:										
37	Puget Sound Traction, Light & Power Co.....				1	2		2	14	81
38	Gripmen.....						1		4	8
39	Seattle Municipal Street Ry.....					4	1	3		
40	Seattle, Renton & Southern Ry. Co.....				1		1	7	1	9
41	Sioux City, Iowa.....	1	8					1	1	7
42	South Bend, Ind.....							7	5	1
Spokane, Wash.:										
43	Spokane & Inland Empire R. R. Co.....								9	42
44	The Washington Water Power Co.....								19	31
45	Springfield, Ill.....						2	20	24	20
46	Springfield, Mass.....			1	1			53	90	10
47	Springfield, Ohio.....							4	29	16
48	Superior, Wis.....								4	3
49	Syracuse, N. Y.....					1		2	47	78
50	Tacoma, Wash.....								4	8
51	Gripmen.....								1	1
52	Toledo, Ohio.....	9	7	1	4		4	10	68	76
53	Topeka, Kans.....									
Washington, D. C.:										
54	Capital Traction Co.....				1	5	8	9	22	128
55	Washington Railway & Electric Co.....	4	4	1	2	3	2	11	10	37
56	Wheeling, W. Va.....								29	17
57	Wichita, Kans.....							1	4	4

SPECIFIED NUMBER OF HOURS ON DUTY—Continued

MONDAY TO FRIDAY—Continued.

Number of runs, with hours on duty of—																		Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
																	367	1	
																	335	2	
																	1135	3	
																	199	4	
																	193	5	
																	994	6	
																	235	7	
																	238	8	
																	635	9	
																	77	10	
																	362	11	
																	64	12	
																	241	13	
																	108	14	
																	368	15	
																	157	16	
																	21	17	
																	6	18	
																	1	19	
																	1	20	
																	1	21	
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																	2	53	
																	2	54	
																	2	55	
																	2	56	
																	2	57	

116 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH MONDAY TO FRIDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Wilmington, Del.:									
2	People's Ry. Co.						1		1	
	Wilmington & Philadelphia Traction Co.							1		1
	Total:									
3	Elevated and subway lines—									
4	Motormen	4		4	7	86	151	252	446	241
5	Conductors	12	3	7	15	68	117	301	395	239
6	Guards	363	114	103	208	288	433	675	544	388
	Surface lines ¹	161	87	71	177	388	1518	3287	5893	6992

SATURDAY.

7	Altoona, Pa.				1			15	48	4
8	Atlanta, Ga.						1	2	15	11
9	Augusta, Ga.									
10	Binghamton, N. Y.							21	27	12
11	Birmingham, Ala.							3	11	26
	Boston, Mass.:									
12	Boston Elevated Ry. Co.—									
	Surface lines					399	834	206		
	Elevated lines—									
13	Motormen						1	52	5	
14	Conductors ²						1	52	5	
15	Guards ³						2	70	8	
16	Brockton, Mass.					1	4	23	40	10
17	Buffalo, N. Y.				1	17	15	46	132	180
18	Butte, Mont.							3	29	15
19	Charleston, S. C.		1						1	1
20	Charlotte, N. C.							41	15	
21	Chattanooga, Tenn.		1				2	3	19	10
	Chicago, Ill.:									
	Chicago Elevated Railways—									
22	Motormen					19	17	40	96	125
23	Conductors					19	17	40	96	125
24	Guards	14	5	12		11	49	48	45	44
25	Chicago Surface Lines	5	1	13	37	68	202	653	821	872
26	Cincinnati, Ohio	1		1			32	32	93	134
27	Cleveland, Ohio	8	4	1	2	1	40	46	122	273
	Dallas, Tex.:									
28	Dallas Electric Corporation						1	1	1	4
29	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.									
30	Davenport, Iowa								3	34
31	Denver, Colo.	5	3	2	3	2	4	8	30	30
32	Des Moines, Iowa				2			11	57	46
33	Detroit, Mich.		1	1	2	12	29	90	245	285
34	Evansville, Ind.									2
35	Grand Rapids, Mich.			1		1	7	18	32	44
36	Houston, Tex.	2				1	2	6	9	7
37	Indianapolis, Ind.		1		1	2		7	23	29
38	Jacksonville, Fla.						1	1	1	2
39	Kansas City, Mo.					1		12	50	74
40	Lincoln, Nebr.									
41	Little Rock, Ark.					1			1	
42	Los Angeles, Cal.	2	1	3	9	8	6	10	31	153
43	Louisville, Ky.						4	8	28	21
44	Lowell, Mass.	3	1		1	1	8	67	15	
45	Manchester, N. H.							9	16	1
46	Memphis, Tenn.				2		3	10	36	51
47	Milwaukee, Wis.							10	181	93
48	Minneapolis and St. Paul, Minn.	9	9	3	6	7	14	10	78	165
49	Mobile, Ala.						1	1	20	27
50	Nashville, Tenn.						1	5	58	32
51	Newark, N. J.				3	4	10	7	15	134
52	New Bedford, Mass.	5		1	3	1	3	15	21	9
53	New Britain, Conn.							1	1	5

¹ Not including drivers on the New York Ry. Co. (horse-car lines), gripmen on the California Street Cable Ry. Co., gripmen on the Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

SPECIFIED NUMBER OF HOURS ON DUTY—Continued.

MONDAY TO FRIDAY—Concluded.

Number of runs, with hours on duty of—																		Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
3	13	111	1411	828	58	11											3267	12	
6059316763	9912845																12601225314830438	3456	

SATURDAY.

357	2487	195	426	526	227	1		1									763222766189	7891011
379	39	20	9	1	1												1529	12
																	5858808257150485685	131415161718192021
																	3623622603485623832	222324252627
565631576211258	9912006475	3623	193	13	3	1	1	5	1	2	2	3	2	1	2		12523	2829
144	372	376	244	32	33				1								12523	2829
263929159171815703154	93164	223	116	156	21	7	11	185	11	2	2	3	2	1	2		752461619393956138133281906336759418633489840452164817047115845274	303132333435363738394041424344454647484950515253
54	143	43	17	11	16	4	4	1		1							9840452164817047115845274	44454647484950515253
11	6	1	2	2	2												24	53

² Called guards.

⁴ Called brakemen.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH SATURDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	New Haven, Conn.			2		3	13	23	53	71
2	New Orleans, La.			3		18	79	66	181	196
3	New York, N. Y.:									
4	Brooklyn Rapid Transit Co.	22	3	19	15	29	21	73	208	600
4	New York & Queens County Ry. Co.		2			1	5	16	13	18
4	New York Rys. Co.—									
5	Horse-car lines (drivers)	14				5	1	4		3
6	Storage-battery car lines	4	3		5				1	9
7	All lines except horse and storage-battery car lines.	110	33	28	16	61	30	60	137	707
8	Third Avenue Ry. Co. (The Bronx and Manhattan).	3		4	2	2	6	10	18	55
	Interborough Rapid Transit Co.—									
	Elevated lines—									
9	Motormen				1	43	82	81	115	41
10	Conductors					4	58	144	102	23
11	Guards			2	74	48	230	478	260	25
	Subway lines—									
12	Motormen			2	4	33	53	54	43	22
13	Conductors			2	4	19	37	56	33	51
14	Guards	2	7	18	21	127	167	235	169	328
	Brooklyn Rapid Transit Co. (elevated lines)—									
15	Motormen					1	3	42		3
16	Conductors	11	2	2	5	12	17	49	126	59
17	Guards	307	56	31	22	23	41	56	96	41
18	Norfolk, Va.								70	29
19	Oakland, Cal.		1		1		5	22	93	153
20	Oklahoma City, Okla.						1	1	14	24
21	Omaha, Nebr.						3	17	38	52
22	Peoria, Ill.							6	87	13
	Philadelphia, Pa.:									
23	Philadelphia Rapid Transit Co.—					1	33	348	632	548
	Surface lines—									
	Elevated lines—									
24	Motormen								18	4
25	Conductors						96	8	18	4
26	Guards							8	23	5
27	Pittsburgh, Pa.									
28	Portland, Me.	1	2	2	1	20	185	252	322	203
29	Portland, Oreg.	4		3	2	2	6	11	37	69
30	Providence, R. I.	6	2	4	13	12	22	39	121	103
31	Pueblo, Colo.								21	10
32	Reading, Pa.								1	
33	Richmond, Va.				1	1	5	9	7	24
34	Rochester, N. Y.							2	134	107
35	Sacramento, Cal.							7	43	33
36	Saginaw, Mich.									4
37	St. Louis, Mo.						15	9	84	209
38	Salt Lake City, Utah							12	54	64
39	San Antonio, Tex.								63	71
	San Francisco, Cal.:									
40	California Street Cable Ry. Co.: Gripmen	1					2	8	7	38
41	Municipal Railways of San Francisco					27	69	5		
42	United Railroads of San Francisco		1			2	3	1	6	142
43	Savannah, Ga.				1	2	4	5	1	2
44	Scranton, Pa.						8	12	41	34
	Seattle, Wash.:									
45	Puget Sound Traction, Light, and Power Co.						3	2	23	79
46	Gripmen							1	2	10
47	Seattle Municipal Street Ry.					4	1	2		
48	Seattle, Renton & Southern R. R. Co.				1	1	1	1	2	6
49	Sioux City, Iowa	1	8						1	
50	South Bend, Ind.							7	5	1
	Spokane, Wash.:									
51	Spokane & Inland Empire R. R. Co.								9	43
52	The Washington Water Power Co.				2				21	37
53	Springfield, Ill.							2	24	20
54	Springfield, Mass.			1	1			53	90	10
55	Springfield, Ohio.							4	29	16
56	Superior, Wis.									
57	Syracuse, N. Y.			1		1			39	89
58	Tacoma, Wash.					1	3	2	9	17
59	Gripmen									

SPECIFIED NUMBER OF HOURS ON DUTY—Continued.

SATURDAY—Continued.

Number of runs, with hours on duty of—																Total.	Line No.	
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18			18 and over.
50	3	2															220	1
71																	614	2
519	253	134	28	1													1925	3
32	51	25	10	6		1											180	4
15	5	1															48	5
33	9																72	6
225	52	2															1461	7
144	83	53	21	7	5	2	1										416	8
																	363	9
																	331	10
																	1117	11
																	211	12
																	202	13
																	1074	14
4																	235	15
3																	233	16
2	13	16	13	8	9	11	1			1							635	17
68	11	4	1														77	18
9	7	3	1	3				1									359	19
70	39	13	5	3	1												64	20
2																	241	21
																	108	22
467	234	73	38														2374	23
16	1																39	24
16	1																39	25
135	37	15	8	5													72	26
3																	1185	27
114	91	23	11	4	8	2	2										121	28
62	5		1			1											389	29
13																	391	30
1			2	36	5	10	2										44	31
61	42	25	21	4	2	1		2							1		58	32
25																	205	33
2																	268	34
18	5	7		2													85	35
625	220	35	9	4													36	36
26	1			1		2											1210	37
3																	160	38
																	137	39
2																	58	40
333	208	49	1	1	4												101	41
1	3	25	12	3	2	1											751	42
22	11		6														62	43
																	128	44
144	78	25															360	45
12	9	4															39	46
	1																8	47
7	1	1		2	1	2	2										30	48
7	7	8	4	3	2	5	5	4									58	49
11	4	3	13					3									44	50
22	4																78	51
22	7	5	2	3													99	52
9	6	2	3	1													66	53
8																	176	54
6	4	4	3	4		6		1									57	55
19	2																28	56
20	25	9	13	2	2		1										151	57
	5	2															104	58
																	7	59

120 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH SATURDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Toledo, Ohio.....	2	1		1	3	2	19	58	107
2	Topeka, Kans.....									
	Washington, D. C.:									
3	Capital Traction Co.....				1	5	8	9	22	128
4	Washington Railway & Electric Co.....	3	2		2	1	3	8	10	30
5	Wheeling, W. Va.....								3	15
6	Wichita, Kans.....							1	4	4
	Wilmington, Del.:									
7	People's Ry. Co.....						1		1	
8	Wilmington & Philadelphia Traction Co.....			1				2	1	
	Total:									
	Elevated and subway lines—									
9	Motormen.....			2	5	96	156	269	403	251
10	Conductors.....	11	2	4	9	54	130	341	350	244
11	Guards.....	323	68	63	117	209	525	895	575	431
12	Surface lines ¹	196	81	96	142	340	1361	3197	5434	6943

SUNDAY.

13	Altoona, Pa.....		1	9	16	2	14	10	15	1
14	Atlanta, Ga.....		1		7	2	2	1	3	26
15	Augusta, Ga.....								4	4
16	Binghamton, N. Y.....		1		6	7	16	25	9	1
17	Birmingham, Ala.....		1	2		3	8	12	24	32
	Boston, Mass.:									
	Boston Elevated Ry. Co.—									
	Surface lines.....						443	557	151	
	Elevated lines—									
19	Motormen.....							48	5	
20	Conductors ²							48	5	
21	Guards ²							68	6	
22	Brockton, Mass.....	2	6	8	7	16	13	11	17	1
23	Buffalo, N. Y.....		2	2	2	18	6	30	105	104
24	Butte, Mont.....							3	29	15
25	Charleston, S. C.....		1			2			1	2
26	Charlotte, N. C.....			9	16	2		21	8	
27	Chattanooga, Tenn.....		4	2	6	7	6	14	26	6
	Chicago, Ill.:									
	Chicago Elevated Railways—									
28	Motormen.....				13	29	40	25	65	111
29	Conductors.....				13	29	40	25	65	111
30	Guards.....					3	3	20	18	44
31	Chicago Surface Lines.....	585	559	585	443	256	263	233	184	121
32	Cincinnati, Ohio.....	22	13	3	11	27	51	121	158	97
33	Cleveland, Ohio.....	2	1		1	6	95	115	190	144
	Dallas, Tex.:									
34	Dallas Electric Corporation.....				1	2	5	7	11	15
35	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....		2		1	1				
36	Davenport, Iowa.....	3	3	2		1	10	1	24	16
37	Denver, Colo.....	13	7	8	8	14	19	16	22	36
38	Des Moines, Iowa.....						1	22	30	49
39	Detroit, Mich.....	7	15	77	142	150	196	151	65	49
40	Evansville, Ind.....			1						5
41	Grand Rapids, Mich.....		1		2			19	37	35
42	Houston, Tex.....			1	1	4	4	12	19	6
43	Indianapolis, Ind.....			1	1		2	2	12	22
44	Jacksonville, Fla.....							1	1	3
45	Kansas City, Mo.....	74	21	29	34	34	26	28	85	102
46	Lincoln, Nebr.....	1					1	6	15	11
47	Little Rock, Ark.....		2	1					1	1
48	Los Angeles, Cal.....	1					3		16	104
49	Louisville, Ky.....	27	42	30	41	8	5	15	7	2
50	Lowell, Mass.....	10	3	6	7	23	30	16	1	
51	Manchester, N. H.....	1	5	8	3	1	3	7	15	2
52	Memphis, Tenn.....					1	8	19	37	46
53	Milwaukee, Wis.....		2	5	4	3	18	43	114	113
54	Minneapolis and St. Paul, Minn.....		1				11	21	73	90
55	Mobile, Ala.....	2		1	3	2	7	17	20	14

¹ Not including drivers on New York Rys. Co. (horse-car lines), gripmen on California Street Cable Ry. Co., gripmen on Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

SPECIFIED NUMBER OF HOURS ON DUTY—Continued.

SATURDAY—Concluded.

Number of runs, with hours on duty of—																	Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.		
46	10	1	1	1	36	3											252	1
2	1	2															44	2
30	33	12	6	5	1												260	3
87	73	50	25	10	4	3		1	1								313	4
17	5	1									1						69	5
	4	14	7	12	3	1											50	6
	1	1	14	8	5	1											32	7
	2	9	11	26	8	4	2										67	8
76	10																1268	9
75	10																1230	10
31	1																3238	11
6562	3127	1423	684	425	149	104	41	38	11	10	4	8	3	1	1	3	30384	12

SUNDAY.

2		2																72	13
65	60	47	21	28	3	2	1											269	14
1	3		3	3	2													27	15
																		66	16
53	21	14	5	1														176	17
																		1151	18
																		53	19
																		53	20
																		74	21
																		81	22
88	43	4																404	23
																		50	24
6	11	18	5	1	1		1											48	25
																		56	26
9	1	2		2														85	27
21																		304	28
21																		304	29
12	2																	102	30
63	10																	3302	31
38	18	17	4	3	6		2	1										592	32
57	8																	619	33
26	24	13	12	6	2													124	34
1	2	6	3	2		3												22	35
10	5																	75	36
15	16	15	18	22	7	2	1											239	37
22	2	2	2	2														156	38
7	4																	863	39
17	13	13	6															56	40
12	6	6	1	2														129	41
13	12	25	17	15	3		1											133	42
64	76	62	15															257	43
5	21	33	19	4	2													90	44
76	51	12	4	1														577	45
8	12	3		7		3												67	46
5	12	25	7	3														58	47
350	156	45	1			1												677	48
12	26	29	56	25	4	4	2											335	49
																		96	50
																		45	51
36	40	20	5	1														213	52
48	7	6	3															366	53
156	122	50	27	18	7	1												577	54
1	2	2																71	55

² Called guards.

³ Called brakemen.

122 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH SUNDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—									
		Under 6.	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	
1	Nashville, Tenn.	3	3	6	1	1	8	16	52	30	
2	Newark, N. J.	2	2	1	3	5	25	57	55	82	
3	New Bedford, Mass.	6	6	7	8	17	12	9	6	2	
4	New Britain, Conn.	6	6	3	3	3	4	2	3	4	
5	New Haven, Conn.	6	1	2	4	19	42	57	70	15	
6	New Orleans, La.	6	6	6	4	4	45	56	181	275	
7	New York, N. Y.:										
8	Brooklyn Rapid Transit Co.	9	9	6	11	16	13	59	74	359	
9	New York & Queens County Ry. Co.	9	9	2	2	4	16	17	13	15	
10	New York Rys. Co.—										
11	Horse-car lines (drivers)								1	2	
12	Storage-battery car lines						4		6	2	
13	All lines except horse and storage-battery car lines	1	2	19	27	41	33	99	345		
14	Third Avenue Ry. Co. (The Bronx and Manhattan)	25	10	4	16	25	25	38	45	50	
15	Interborough Rapid Transit Co.—										
16	Elevated lines—										
17	Motormen	1	3	4	22	22	89	127	14		
18	Conductors	1	37	129	72	19					
19	Guards	2	2	3	113	504	151	55			
20	Subway lines—										
21	Motormen			5	19	18	35	41	24		
22	Conductors			5	19	18	35	41	24		
23	Guards			4	13	49	88	181	186		
24	Brooklyn Rapid Transit Co. (elevated lines)—										
25	Motormen					2	31	82	46		
26	Conductors			1	8	10	40	75	27		
27	Guards	1	6	1	9	15	15	9			
28	Norfolk, Va.	1	1	3	3	11	45	104	6	119	
29	Oakland, Cal.	1	1	1	5	11	16	6	24		
30	Oklahoma City, Okla.	16	9	4	5	10	21	37	45	38	
31	Omaha, Nebr.	16	9	4	5	10	21	37	45	38	
32	Peoria, Ill.	16	9	4	5	10	21	37	45	38	
33	Philadelphia, Pa.:										
34	Philadelphia Rapid Transit Co.—										
35	Surface lines		2	22	71	116	257	325	377	312	
36	Elevated lines—										
37	Motormen			5	20	3	8				
38	Conductors			5	20	3	8				
39	Guards		12	3	12	3	4				
40	Pittsburgh, Pa.			19	67	246	268	171	111		
41	Portland, Me.		1	2	8	18	26	36	13	8	
42	Portland, Oreg.		1	1	8	18	33	39	61	117	
43	Providence, R. I.		4	3	2	7	26	102	52	68	
44	Pueblo, Colo.							21	10		
45	Reading, Pa.								1		
46	Richmond, Va.	7	3	5	11	13	13	38	17	37	
47	Rochester, N. Y.			10	22	55	71	55	19	19	
48	Sacramento, Cal.			5	2		8	42	27		
49	Saginaw, Mich.						3	3	2	7	
50	St. Louis, Mo.	2	5	6	66	171	308	254	179	57	
51	Salt Lake City, Utah	3	3	4	6	11	15	15	42	44	
52	San Antonio, Tex.	3	3	4	6	11	15	15	42	44	
53	San Francisco, Cal.:								63	71	
54	California Street Cable Ry. Co.: Gripmen		1			7	7	7	23	5	
55	Municipal Railways of San Francisco	2				35	60	1			
56	United Railroads of San Francisco			1	1	1	5	44	110		
57	Savannah, Ga.			2	2	2	5	8	6	13	
58	Scranton, Pa.	2	5	5	3	28	19	8	22	16	
59	Seattle, Wash.:										
60	Fuget Sound Traction, Light and Power Co.		4	3	8	16	43	31	70	70	
61	Gripmen					2	2	6	11	9	
62	Seattle Municipal Street Ry.				1	3	4				
63	Seattle, Renton and Southern Ry. Co.				5		8	2	4	2	
64	Sioux City, Iowa	4	5						3	11	
65	South Bend, Ind.					2	14	7	3	5	
66	Spokane, Wash.:										
67	Spokane & Inland Empire R. R. Co.			1	3	1	5	1	8	35	
68	The Washington Water Power Co.					1		2	35	18	
69	Springfield, Ill.					4	20	25	7	10	
70	Springfield, Mass.				2	10	58	67	34		
71	Springfield, Ohio				8	14	6	1	5	15	

1 Alternate Sundays most of the runs are shortened by 1 trip—approximately 1 hour.

SPECIFIED NUMBER OF HOURS ON DUTY—Continued.

SUNDAY—Continued.

Number of runs, with hours on duty of—															Total.	Line No.			
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½			17½ and under 18	18 and over.	
18	16	3	2	2		3											158	1	
40	30	18	3	3													324	2	
3								1									71	3	
1	3	1															24	4	
5		2															217	5	
37	1																599	6	
384	248	124	35	2													1349	7	
13	30	11	3	4													128	8	
13	2																18	9	
34	1																47	10	
143	37	3	1														751	11	
61	29	13	7	1	3	1											353	12	
																	282	13	
																	258	14	
																	830	15	
																	142	16	
																	142	17	
																	607	18	
4																	165	19	
3																	164	20	
8			2	8	1	1	1										77	21	
45	8																339	22	
	1																64	23	
43	11	1	1														241	24	
8																	108	25	
248	100	22															1852	26	
																	36	27	
																	36	28	
																	34	29	
29	11	2		1													925	30	
1																	113	31	
47	12	4	5	2	1												349	32	
18	1																331	33	
13																	44	34	
8		2	1	34	6	6											58	35	
21	17	14	3	1	4	1											205	36	
																	232	37	
1																	85	38	
11	7	3															36	39	
64	14	3	2	2													1133	40	
16	1																160	41	
3																	137	42	
																	50	43	
261	158	41	13	5	4	1		5	4	2							98	44	
11	4	9	2														655	45	
9	9																62	46	
																	126	47	
66	9		1														321	48	
7	4																41	49	
																	8	50	
2		1	2	1													22	51	
9	3	2	2	6	6	5	2										58	52	
1		3	9														44	53	
18	6																78	54	
21	10	1	3	4		1		1									97	55	
																	66	56	
1																	172	57	
8																	57	58	

124 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 7.—NUMBER OF REGULAR RUNS WITH EACH SUNDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Superior, Wis.....					1	3		7	1
2	Syracuse, N. Y.....	3	2	2	5	5	17	13	44	34
3	Tacoma, Wash.....	2		3	5	8	15	10	18	13
4	Gripmen.....				4	1			1	
5	Toledo, Ohio.....	4	1	1	2	2	22	38	102	35
6	Topeka, Kans.....							2	1	
	Washington, D. C.:									
7	Capital Traction Co.....	5	2	7	7	5	68	19	44	57
8	Washington Railway & Electric Co.....	3	5	3	3	7	8	12	14	4*
9	Wheeling, W. Va.....	2	2	3	6	9	6	2	21	8
10	Wichita, Kans.....	2				1	5	3		3
	Wilmington, Del.:									
11	People's Ry. Co.....						1	1	3	1
12	Wilmington & Philadelphia Traction Co.....	1		1				1	2	1
	Total:									
	Elevated and subway lines—									
13	Motormen.....	1	3	5	42	70	85	228	328	195
14	Conductors.....		1	42	168	128	90	148	194	162
15	Guards.....		14	7	27	92	168	680	360	285
16	Surface lines ¹	859	770	902	1111	1350	3027	3392	4019	3999

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED MONDAY TO FRIDAY.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
17	Altoona, Pa.....						1	14	42	3
18	Atlanta, Ga.....									
19	Augusta, Ga.....									
20	Binghamton, N. Y.....							21	27	12
21	Birmingham, Ala.....							2	10	21
	Boston, Mass.:									
22	Boston Elevated Ry. Co.—									
	Surface lines.....								10	208
	Elevated lines—									
23	Motormen.....									
24	Conductors ²									
25	Guards ³									
26	Brockton, Mass.....									4
27	Buffalo, N. Y.....				1	15	7	27	52	45
28	Butte, Mont.....							3	29	15
29	Charleston, S. C.....									
30	Charlotte, N. C.....							41	15	
31	Chattanooga, Tenn.....		6	2		1	2	3	16	11
	Chicago, Ill.:									
	Chicago Elevated Railways—									
32	Motormen.....					12	10	15	65	89
33	Conductors.....					12	10	15	65	89
34	Guards.....		5	4		6	4	5	13	22
35	Chicago Surface Lines.....	3				8	6	116	211	310
36	Cincinnati, Ohio.....						8	25	84	113
37	Cleveland, Ohio.....							1	2	11
	Dallas, Tex.:									
38	Dallas Electric Corporation.....									
39	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.....									

¹ Not including drivers on New York Rys. Co. (horse-car lines), gripmen on California Street Cable Ry. Co., gripmen on Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

SPECIFIED NUMBER OF HOURS ON DUTY—Continued.

SUNDAY—Concluded.

Number of runs, with hours on duty of—																	Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.		
3	3	3	1	5	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	1
7	10	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	132	2
11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	98	3
13	8	1	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	4
26	1	1	.....	10	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	232	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	6
16	5	2	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	240	7
70	60	25	8	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	263	8
7	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	69	9
7	4	12	8	6	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	10
6	2	5	6	3	3	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	11
7	12	15	5	8	7	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61	12
25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	982	13
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	957	14
12	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1647	15
3169	1661	828	362	256	77	41	10	9	4	2	.....	.....	.....	.....	.....	.....	25848	16

WITHIN EACH SPECIFIED NUMBER OF HOURS.

MONDAY TO FRIDAY.

Number of runs, with hours on duty of—																	Total.	Line No.	
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
3	1	.....	.....	4	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	76	17
.....	.....	.....	2	13	30	46	51	49	47	31	8	2	3	1	4	35	322	18
1	3	.....	2	4	10	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	19
55	26	18	15	3	4	8	7	8	2	3	5	.....	.....	.....	.....	1	66	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	189	21
249	269	299	10	22	35	49	100	111	64	41	61	1	.....	.....	.....	.....	1529	22
7	20	8	5	4	7	1	3	2	1	.....	.....	.....	.....	.....	.....	.....	58	23
7	20	8	5	4	7	1	3	2	1	.....	.....	.....	.....	.....	.....	.....	58	24
10	28	10	6	6	12	2	2	4	.....	.....	.....	.....	.....	.....	.....	.....	80	25
3	16	22	6	8	3	2	2	2	.....	.....	.....	.....	.....	.....	.....	.....	82	26
21	11	5	27	69	131	26	26	25	22	1	35	.....	.....	2	4	6	571	27
.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	28
.....	.....	.....	1	5	21	1	7	.....	.....	.....	.....	.....	.....	.....	6	6	48	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	30
22	8	1	1	3	.....	.....	.....	1	4	.....	4	.....	.....	.....	.....	.....	85	31
48	13	19	25	20	20	18	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	362	32
48	13	19	25	20	20	18	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	362	33
30	5	11	22	32	36	25	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	232	34
328	180	109	156	278	355	296	288	279	196	163	178	25	.....	.....	.....	.....	3485	35
186	36	3	1	158	122	102	87	30	23	19	22	11	7	12	28	25	9	623	36
1	6	21	97	14	16	23	16	24	22	31	49	833	37
.....	.....	.....	2	20	15	25	19	6	11	1	2	3	10	5	4	2	125	38
.....	.....	.....	1	6	3	3	1	3	.....	.....	.....	.....	.....	1	3	1	23	39

* Called guards.

* Called brakemen.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN
MONDAY TO FRIDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Davenport, Iowa.....									
2	Denver, Colo.....	2	1			3	3	5	19	9
3	Des Moines, Iowa.....							9	54	46
4	Detroit, Mich.....			1				31	27	76
5	Evansville, Ind.....									45
6	Grand Rapids, Mich.....					1			1	5
7	Houston, Tex.....							1		4
8	Indianapolis, Ind.....									
9	Jacksonville, Fla.....									
10	Kansas City, Mo.....					1		4	5	5
11	Lincoln, Nebr.....									
12	Little Rock, Ark.....									
13	Los Angeles, Cal.....	2	1				1		1	18
14	Louisville, Ky.....									1
15	Lowell, Mass.....				1	1		1	10	15
16	Manchester, N. H.....									
17	Memphis, Tenn. 1.....									1
18	Memphis, Tenn. 2.....									2
19	Milwaukee, Wis.....				8	10	18	21	22	15
20	Minneapolis and St. Paul, Minn.....									7
21	Mobile, Ala.....									
22	Nashville, Tenn. 3.....						1	5	47	24
23	Newark, N. J.....				2	12	5	6	3	5
24	New Bedford, Mass.....				2		1		2	1
25	New Britain, Conn.....									
26	New Haven, Conn.....			1		1				2
27	New Orleans, La.....					14	39	38	102	86
	New York, N. Y.:									
28	Brooklyn Rapid Transit Co.....									20
29	New York & Queens County Ry. Co.....							5	8	4
	New York Rys. Co.—									3
	Horse-car lines (drivers).....									
30	Storage-battery car lines.....									
31	All lines, except horse and storage-battery car lines.....	1	2		1	3				
32	Third Avenue Ry. Co. (The Bronx and Manhattan). 4.....	1	1	1	2			2	1	4
33	Interborough Rapid Transit Co.:									
	Elevated lines—									
34	Motormen.....					8	20	32	117	32
35	Conductors.....					2	3	45	109	19
36	Guards.....						3	44	171	26
	Subway lines—									
37	Motormen.....				1	5	38	44	30	21
38	Conductors.....				1	6	26	42	16	37
39	Guards.....		1	2	1	40	98	98	49	176
	Brooklyn Rapid Transit Co. (elevated lines)—									
40	Motormen.....								24	107
41	Conductors.....		1	1	1	2	3	4	32	85
42	Guards.....		2	4	3	11	9	8	28	51
43	Norfolk, Va.....									2
44	Oakland, Cal.....							15	83	99
45	Oklahoma City, Okla.....									1
46	Omaha, Nebr.....									1
47	Peoria, Ill.....							6	87	13
	Philadelphia, Pa.:									
	Philadelphia Rapid Transit Co.—									
48	Surface lines.....					1	19	207	429	358
	Elevated lines:									
49	Motormen.....									14
50	Conductors.....									14
51	Guards.....							3		
52	Pittsburgh, Pa.....						21	91	192	229
53	Portland, Me.....						1			1
54	Portland, Oreg.....						3	2	2	10
55	Providence, R. I.....				10	6	12	9	6	2
56	Pueblo, Colo.....									
57	Reading, Pa.....									1
58	Richmond, Va.....									10
59	Rochester, N. Y.....									4

1 Tuesday to Friday; used in total for all cities.

2 Monday only; not used in total for all cities.

EACH SPECIFIED NUMBER OF HOURS—Continued.

MONDAY TO FRIDAY—Continued.

Number of runs, with hours on duty of—																		Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
1	19	4	8	8	7	10	7	13	1	2	4	1	3	75	1				
11	10	23	27	29	28	28	12	13	2	1	1	1	1	251	2				
29	4	2	2	2	1	1	3	2	1	1	1	1	1	161	3				
27	13	29	54	7	96	58	96	40	17	39	39	18	4	987	4				
3	6	24	22	14	8	24	14	11	8	2	2	2	2	56	5				
9	4	6	6	6	13	10	18	19	13	6	4	2	1	138	6				
16	41	47	27	15	18	19	43	24	11	11	9	2	2	133	7				
1	1	1	7	19	7	6	13	7	3	15	9	2	1	281	8				
4	8	35	62	120	76	38	51	43	25	21	17	16	10	90	9				
		4	21	11	4	4	4	4	4	21	17	16	10	633	10				
				5	13	11	8	7	2	2	1	1	5	67	11				
14	45	81	151	52	55	146	114	62	22	2	1	1	3	59	12				
	18	35	54	31	26	63	32	11	22	9	13	7	4	863	13				
21	20	3	3	1	2	3	3	1	2	1	1	7	4	348	14				
1	1	10	16	13	2	1	1	1	1	1	1	1	1	98	15				
2	20	26	11	21	9	12	26	23	28	18	17	2	1	45	16				
2	19	24	11	23	8	14	27	24	26	17	17	2	1	216	17				
15	15	13	20	46	115	93	56	27	17	1	1	2	1	216	18				
4	6	35	43	70	134	172	183	51	13	2	2	1	1	485	19				
	5	9	15	6	6	18	9	5	1	1	1	1	1	720	20				
27	15	3	2	84	60	7	9	9	3	2	1	1	1	71	21				
27	26	43	72	7	6	69	68	25	11	2	1	1	1	158	22				
1	4	4	7	12	19	4	3	7	4	1	1	1	1	503	23				
2	16	34	43	26	8	2	2	2	1	2	1	2	1	74	24				
65	66	62	101	38	2	46	25	12	2	1	1	2	1	24	25				
														220	26				
														614	27				
84	136	88	121	245	287	306	576	105	5	11	1	1	1	1974	28				
4	4	9	15	18	10	27	21	19	10	11	11	1	1	180	29				
		1	3	8	5	21	10	2	1	1	1	1	1	48	30				
		17	20	24	8	2	2	1	1	1	1	1	1	72	31				
14	22	71	321	426	243	148	198	11	11	1	1	1	1	1461	32				
1	5	16	39	113	97	51	38	19	15	2	1	1	1	411	33				
3	9	20	74	45	6	1	1	1	1	1	1	1	1	367	34				
	16	25	40	45	28	3	3	1	1	1	1	1	1	335	35				
	24	97	141	148	232	183	62	4	4	1	1	1	1	1135	36				
1	5	13	34	7	1	1	1	1	1	1	1	1	1	199	37				
1	4	20	24	15	1	1	1	1	1	1	1	1	1	193	38				
3	5	65	69	152	157	76	2	2	2	2	2	2	2	994	39				
21	1	3	10	14	8	21	26	1	1	1	1	1	1	235	40				
16	2	5	7	19	17	25	18	1	1	1	1	1	1	238	41				
7	13	9	66	88	104	140	90	1	1	1	1	1	1	635	42				
2	7	13	10	5	7	3	7	1	1	1	1	1	1	77	43				
49	17	8	8	11	20	23	16	11	2	2	2	2	2	362	44				
1	1	10	8	4	10	10	9	1	1	1	1	1	1	64	45				
1	1	8	18	33	34	43	41	38	11	5	4	2	1	241	46				
2														108	47				
220	116	59	75	104	196	233	339	18	18	2	2	2	2	2374	48				
6			2	7	1	8	1	1	1	1	1	1	1	39	49				
6			7	1	1	8	1	1	1	1	1	1	1	39	50				
	1	16	25	14	4	7	2	2	2	2	2	2	2	72	51				
170	86	28	9	7	8	32	56	59	61	12	12	12	12	1074	52				
5	4	27	33	23	16	8	3	3	3	3	3	3	3	121	53				
12	11	15	19	35	59	78	63	41	17	11	4	3	1	389	54				
1	11	39	124	43	13	6	6	5	2	2	2	2	2	391	55				
		5	4	10	2	8	8	4	2	2	2	2	2	44	56				
1			1	29	4	4	2	2	2	3	2	1	2	58	57				
43	26	13	11	10	17	10	2	7	8	3	2	2	4	205	58				
44	31	29	69	19	27	30	13	9	4	4	4	4	1	279	59				

³ Friday only; used in total for all cities.

⁴ Wednesday only; used in total for all cities.

128 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN MONDAY TO FRIDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Sacramento, Cal.								2	8
2	Saginaw, Mich.									1
3	St. Louis, Mo.								7	6
4	Salt Lake City, Utah								4	
5	San Antonio, Tex.								63	71
	San Francisco, Cal.:									
6	California Street Cable R. R. Co.: Gripmen.	1					1			
7	Municipal Railways of San Francisco					14	27	4	2	4
8	United Railroads of San Francisco							1	1	2
9	Savannah, Ga.									
10	Scranton, Pa.						8	12	41	34
	Seattle, Wash.:									
11	Puget Sound Traction, Light & Power Co.				1	2	1	8	34	68
12	Gripmen						1			
13	Seattle Municipal Street Ry.					2	1	2	1	
14	Seattle, Renton & Southern Ry. Co.						1	1	4	4
15	Sioux City, Iowa.	1	8							
16	South Bend, Ind.							2	6	5
	Spokane, Wash.:									
17	Spokane & Inland Empire R. R. Co.								1	2
18	The Washington Water Power Co.								1	4
19	Springfield, Ill.						2	20	24	20
20	Springfield, Mass.			1	1			4	4	
21	Springfield, Ohio.							4	29	16
22	Superior, Wis.									
23	Syracuse, N. Y.								2	
24	Tacoma, Wash.								4	5
25	Gripmen.									
26	Toledo, Ohio.									
27	Topeka, Kans.	9	3	1	1		2	8	59	63
	Washington, D. C.:									
28	Capital Traction Co.				1	1	5		6	106
29	Washington Railway & Electric Co.							1	1	12
30	Wheeling, W. Va.								16	20
31	Wichita, Kans.									
	Wilmington, Del.:									
32	People's Ry. Co.						1			
33	Wilmington & Philadelphia Traction Co.									
	Total:									
	Elevated and subway lines—									
34	Motormen				1	25	68	91	236	263
35	Conductors		1	1	2	22	42	106	222	244
36	Guards		8	10	4	57	114	158	261	275
37	Surface lines ¹	19	22	8	31	97	234	776	1970	2242

SATURDAY.

38	Altoona, Pa.						1	14	48	3
39	Atlanta, Ga.						1	1		
40	Augusta, Ga.									
41	Binghamton, N. Y.							21	27	12
42	Birmingham, Ala.							2	10	21
	Boston, Mass.:									
	Boston Elevated Ry. Co.—									
43	Surface lines								10	201
	Elevated lines—									
44	Motormen									
45	Conductors ²									
46	Guards ²									
47	Brockton, Mass.								2	4
48	Buffalo, N. Y.				1	17	8	25	61	54
49	Butte, Mont.							3	29	15
50	Charleston, S. C.									
51	Charlotte, N. C.							41	15	
52	Chattanooga, Tenn.		1				2	3	19	10

¹ Not including drivers on New York Rys. Co. (horse-car lines), gripmen on California Street Cable R. R. Co., gripmen on Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

EACH SPECIFIED NUMBER OF HOURS—Continued.

MONDAY TO FRIDAY—Concluded.

Number of runs, with hours on duty of—																		Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
20	9	1	3	14	15	8	3	1	1								85	1	
24	20	3	2	7	6	3	4	4	2								36	2	
3	9	22	51	112	252	283	99	66	72								1211	3	
3			29	23	21	26	22	1									160	4	
																	137	5	
1	20	7	3	1	2	16	4	1	1								58	6	
12	14	15	9														101	7	
6	16	55	111	119	122	125	98	63	26	2	1	3					751	8	
		1	3	34	8	2		1	1	2	4	3	3				62	9	
22	11																128	10	
15	13	18	28	33	49	34	17	6	2	1							330	11	
1	2	2	2	2	7	7	6										32	12	
			1	1				1									8	13	
2	2	9	2	2	1												30	14	
2	1	9	1	5	11	1									2		58	15	
			4	1	7	6	5								1	17	44	16	
2	11	11	14	9	10	5	16	17	10	1	1						78	17	
			1	3	10	26	17	10	1	1	1						99	18	
																	66	19	
1	42	50	27	24	5	8	3	3									176	20	
8																	87	21	
		2		1	1	8	7	5	2	2							28	22	
2	4	24	37	8	16	4	20	28	3								151	23	
22	18	5	5	4	3	1	4	4	9	4	1	1	1				110	24	
			3	3	1			2									7	25	
22	7	3	3	7	10	12	12	4	6								252	26	
	1		2	1	18	7	2	1							9		44	27	
16	24	14	11	9	4	7	3	23	6	13	8	1					260	28	
37	25	14	17	27	37	30	13	12	7	6	8	16	16				313	29	
18	8	3					2	2	2								69	30	
				5	6	11	13	2	1	1							50	31	
				8	9	2	3			1							32	32	
1		2	2	11	21	4	1	2		2	1	3		4	2	2	67	33	
86	48	63	150	97	42	48	39	2	1								1260	34	
78	55	77	103	110	74	55	30	2	1								1225	35	
50	76	208	329	440	545	433	170	9									3148	36	
2019	1612	1761	2362	3170	3192	3034	3215	1587	924	595	507	158	147	183	255	318	30438	37	

SATURDAY.

3	1			1	1	1												76	38
				1	14	29	49	52	45	27	3	2	1		3			39	39
			2	4	10	2									6			22	40
	3	2													6			66	41
55	26	18	15	3	4	8	7	8	2	3	5	1				1	189	42	
268	257	300	16	18	33	61	92	85	78	39	69	2					1529	43	
7	20	8	5	4	7	1	3	2	1									58	44
7	20	8	5	4	7	1	3	2	1									58	45
10	28	10	6	6	12	2	2	4										30	46
3	16	22	6	8	3	2	1	2	1									82	47
23	12	9	34	56	119	15	22	22	18	28	47			2	4	6	571	48	
																		50	49
			1	6	20	7	2	1							6	6	48	50	
																		56	51
23	12	3	1	2												9	85	52	

² Called guards.

³ Called brakemen.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN SATURDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
Chicago, Ill.:										
Chicago Elevated Railways—										
1	Motormen					12	9	22	56	92
2	Conductors					12	9	22	56	92
3	Guards			2	6	6	19	10	24	33
4	Chicago Surface Lines		3			11	6	134	272	349
5	Cincinnati, Ohio						13	26	82	104
6	Cleveland, Ohio	2						2	6	10
Dallas, Tex.:										
7	Dallas Electric Corporation									
8	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.									
9	Davenport, Iowa									
10	Denver, Colo.	4	3			1	5	5	17	10
11	Des Moines, Iowa							9	54	46
12	Detroit, Mich.			1			11	14	70	47
13	Evansville, Ind.									
14	Grand Rapids, Mich.					1			1	2
15	Houston, Tex.	1				1	2	3	7	2
16	Indianapolis, Ind.					1				
17	Jacksonville, Fla.									
18	Kansas City, Mo.					1		4	5	5
19	Lincoln, Nebr.									
20	Little Rock, Ark.									
21	Los Angeles, Cal.	2		1			1	1	1	18
22	Louisville, Ky.									1
23	Lowell, Mass.	2				1	2	8	18	18
24	Manchester, N. H.									
25	Memphis, Tenn.									2
26	Milwaukee, Wis.	2		1	9	12	15	16	8	10
27	Minneapolis and St. Paul, Minn.									7
28	Mobile, Ala.									
29	Nashville, Tenn.						1	5	51	24
30	Newark, N. J.				3	3	6	1	5	6
31	New Bedford, Mass.			1	3		3			1
32	New Britain, Conn.									
33	New Haven, Conn.					1				1
34	New Orleans, La.			1		14	39	38	102	86
New York, N. Y.:										
35	Brooklyn Rapid Transit Co.	20	3	19	10	11	5	7	4	21
36	New York & Queens County Ry. Co.		1				3	4	4	3
New York Rys. Co.—										
37	Horse-car lines (drivers)									
38	Storage-battery car lines									
39	All lines except horse and storage-battery car lines.	1	2		1	3				
40	Third Avenue Ry. Co. (The Bronx and Manhattan).	3	1						1	1
Interborough Rapid Transit Co.—										
Elevated lines—										
41	Motormen					8	21	39	90	42
42	Conductors					2	9	67	92	28
43	Guards						23	109	178	32
Subway lines—										
44	Motormen				1	16	43	47	25	23
45	Conductors				1	10	30	47	11	34
46	Guards				1	76	111	173	51	162
Brooklyn Rapid Transit Co. (elevated lines)—										
47	Motormen								24	107
48	Conductors		1	1	1	2	3	4	32	85
49	Guards		2	4	3	11	9	8	28	51
50	Norfolk, Va.									2
51	Oakland, Cal.				1		1	12	65	122
52	Oklahoma City, Okla.								1	1
53	Omaha, Nebr.								2	
54	Peoria, Ill.							6	87	13
Philadelphia, Pa.:										
Philadelphia Rapid Transit Co.—										
Surface lines—										
55	Elevated lines—					1	24	218	451	413
56	Motormen								4	8
57	Conductors								4	8
58	Guards							1	1	2

EACH SPECIFIED NUMBER OF HOURS—Continued.

SATURDAY—Continued.

Number of runs, with hours on duty of—																		Total.	Line No.
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.			
52	13	20	28	17	17	16	8										362	1	
52	13	20	28	17	17	16	8										362	2	
9	33	28	31	24	19	16											260	3	
351	199	156	141	234	311	275	295	257	167	130	161	32	1				3485	4	
181	44	15	2				8	17	15	9	8	6	28	31		26	623	5	
1	36	101	107	112	77	100	62	30	22	11	9	8	29	24	49	832	6		
			2	22	17	24	16	5	7		2	5	9	7	6	3	125	7	
			6	3	3	3	1	3	1								23	8	
		18	5	9	8	7	10	7	1	2	4	1	3				75	9	
10	12	22	16	38	25	27	22	9	4	3	4	1	1	3	2	2	246	10	
29	4	4	2	2		1	1	3	2	2	1	1	1				161	11	
20	33	97	157	199	49	18	24	17	26	36	47	21	9	23	18	2	939	12	
			5	7	10	6	6	7	6	1						8	56	13	
		25	11	8	21	14	12	8	4				1				138	14	
3	27	7	4	11	13	11	12	9	6	6	3	2				15	133	15	
4	33	75	25	10	16	25	37	20	12	6	16	1					281	16	
1	1	1	6	7	19	6	14	7	2	4	2	1				7	90	17	
4	8	35	62	120	76	38	51	43	25	21	17	16	10	9	52	51	633	18	
			4	21	11	3	4	1	4	7	1	1	3	10	5	5	67	19	
			6	15	13	10	4	7	1	1	1	1	2	1	6	2	59	20	
17	44	72	148	52	54	109	135	102	44	19	15	11	13	9	1	3	863	21	
11	41	44	44	31	51	29	13	4	8	10	4	5	11	18		23	348	22	
23	3	2	5	6	7	2						1					98	23	
1	9	13	12	1	2	1							1				40	24	
3	17	32	12	19	8	14	29	23	21	9	11	3			2	11	216	25	
14	19	20	50	67	85	79	42	14	4	7	4					1	481	26	
3	9	23	59	92	132	152	117	73	34	3				1			704	27	
	5	8	17	6	2	19	8	4	1				1				71	28	
25	15	3	2	6	6	7	10	3	4								158	29	
29	70	56	80	62	45	32	18	4	5	4	19	3				1	452	30	
2	11	13	6	12	3	2	2	6	3	2	1	1			1		74	31	
		3	3	3	7	1		1	2	2			2		1		24	32	
3	16	34	43	26	8	4	25	10	2	2	1	1					220	33	
35	66	62	101	38	2												614	34	
69	161	143	165	320	309	345	43	5	2								1925	35	
4	13	20	25	15	6	9	8	15	16	8	12	1	1	1	7	4	180	36	
		1	3	8	5	21	10										48	37	
			17	20	24	8	2	1									72	38	
14	22	71	321	426	243	148	198	11									1461	39	
	8	3	21	61	126	69	52	27	20	14	3	2		1	2		416	40	
23	17	21	56	39	6		1										363	41	
14	10	30	21	29	26	3											331	42	
22	69	151	212	131	99	41	46	4									1117	43	
																		211	44
4	3	15	31	3													202	45	
4	4	18	33	10													1074	46	
11	22	76	147	113	80	50	1												
																		235	47
21	1	3	10	14	8	21	26											238	48
16	2	5	7	19	17	25	18											635	49
7	13	9	66	88	104	140	90	1			1						77	50	
1	6	10	7	5	8	9	7		1	1	1			1	1	17	359	51	
46	22	12	11	12	14	13	12	6	9	3	1	2	2	1	1	3	64	52	
																		241	53
2	1	7	17	38	29	41	42	36	8	5	4	3	2	2	2		108	54	
2																			
312	195	96	84	115	133	141	180	11									2374	55	
																		39	56
3	6	2	3	4	4	5											39	57	
3	6	2	3	4	4	5											72	58	
7	5	15	20	6	7	8													

132 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN SATURDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Pittsburgh, Pa.					1	21	121	262	280
2	Portland, Me.						1			1
3	Portland, Oreg.					2	2	7	9	10
4	Providence, R. I.	2			2	8	8	9	6	2
5	Pueblo, Colo.									
6	Reading, Pa.								1	
7	Richmond, Va.				1	1	5	6	4	15
8	Rochester, N. Y.									5
9	Sacramento, Cal.								2	8
10	Saginaw, Mich.									1
11	St. Louis, Mo.							1	23	18
12	Salt Lake City, Utah									
13	San Antonio, Tex.								63	71
	San Francisco, Cal.:									
14	California Street Cable Ry. Co.: Gripmen.	1					1			
15	Municipal Railways of San Francisco					12	25	7	3	7
16	United Railroads of San Francisco					1			4	3
17	Savannah, Ga.									
18	Scranton, Pa.						8	12	41	34
	Seattle, Wash.:									
19	Puget Sound Traction, Light & Power Co.						2	2	14	44
20	Gripmen									2
21	Seattle Municipal Street Ry. Co.					2	1	1	1	
22	Seattle, Renton & Southern Ry. Co.							1		5
23	Sioux City, Iowa	1	8							
24	South Bend, Ind.							2	6	5
25	Spokane, Wash.:									
26	Spokane & Inland Empire R. R. Co.									4
27	The Washington Water Power Co.								1	
28	Springfield, Ill.						2	20	24	20
29	Springfield, Mass.			1	1			4	4	
30	Springfield, Ohio.							4	29	16
31	Superior, Wis.									2
32	Syracuse, N. Y.			1						
33	Tacoma, Wash.					1	3	2	9	16
34	Gripmen									
35	Toledo, Ohio.	2	1	1	3	1	15	51	78	20
36	Topeka, Kans.									
	Washington, D. C.:									
37	Capital Traction Co.				1	1	5		6	106
38	Washington Railway & Electric Co.							1	1	12
39	Wheeling, W. Va.								16	21
40	Wichita, Kans.									
	Wilmington, Del.:									
41	People's Ry. Co.						1			
	Wilmington & Philadelphia Traction Co.			1				1		
	Total:									
	Elevated and subway lines—									
42	Motormen				1	36	73	108	199	272
43	Conductors		1	1	2	26	51	140	195	247
44	Guards		2	6	10	93	162	301	282	280
45	Surface lines ¹	42	23	29	36	109	248	875	2148	2369

SUNDAY.

46	Altoona, Pa.		1	9	16	2	14	10	15	1
47	Atlanta, Ga.		1		7	2		1		8
48	Augusta, Ga.									
49	Birmingham, N. Y.	1	1		6	7	16	25	9	1
50	Birmingham, Ala.			2		3	8	12	21	27
	Boston, Mass.:									
	Boston Elevated Ry. Co.—									
51	Surface lines								31	137
	Elevated lines—									
52	Motormen									
53	Conductors ²									
54	Guards ³									

¹ Not including drivers on New York Railways Co. (horse-car lines), gripmen on California Street Cable Railway Co., gripmen on Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

134 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN SUNDAY—Continued.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
1	Brockton, Mass	2	3		3	5	1	7	7	12
2	Buffalo, N. Y.	1		1	3	18	3	22	60	51
3	Butte, Mont.							3	29	15
4	Charleston, S. C.									
5	Charlotte, N. C.			9	16	2		21	8	
6	Chattanooga, Tenn.		4	2	6	7	6	14	26	6
	Chicago, Ill.:									
	Chicago Elevated Railways—									
7	Motormen				11	28	37	22	44	76
8	Conductors				11	28	37	22	44	76
9	Guards					3		17	14	24
10	Chicago Surface Lines	540	563	564	392	260	208	256	202	158
11	Cincinnati, Ohio	18	12	2	7	25	51	120	159	95
12	Cleveland, Ohio	2	1			3	56	31	46	34
	Dallas, Tex.:									
13	Dallas Electric Corporation.									
	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.		2		1					
15	Davenport, Iowa	3				1				3
16	Denver, Colo.	11	5	4	1	10	14	9	10	12
17	Des Moines, Iowa					1	22	30	48	24
18	Detroit, Mich.	6	12	73	128	133	187	137	65	46
19	Evansville, Ind.			1						
20	Grand Rapids, Mich.						1			
21	Houston, Tex.			1	1	4	3	7	15	5
22	Indianapolis, Ind.			1	1				1	3
23	Jacksonville, Fla.									
24	Kansas City, Mo.	63	17	21	12	10	28	21	30	27
25	Lincoln, Nebr.	1							4	6
26	Little Rock, Ark.		2	1					1	1
27	Los Angeles, Cal.	1					2			
28	Louisville, Ky.	25	41	30	35	3	6	6	5	8
29	Lowell, Mass.	10	1					5	7	16
30	Manchester, N. H.							1	5	9
31	Memphis, Tenn.						4			3
32	Milwaukee, Wis.		2	5	3	3	4	13	28	35
33	Minneapolis and St. Paul, Minn.							1		1
34	Mobile, Ala.			1		1			1	4
35	Nashville, Tenn.		2	6		3	6	6	38	28
36	Newark, N. J.		2	1	3	5	6	5	12	33
37	New Bedford, Mass.	4		5	4	1		2	14	15
38	New Britain, Conn.							1	5	1
39	New Haven, Conn.		1	1		1	4	2	9	32
40	New Orleans, La.					2	21	33	125	119
	New York, N. Y.:									
41	Brooklyn Rapid Transit Co.	8	6	4	10	13	6	12	10	13
42	New York & Queens County Ry. Co.					2	5	12	8	10
	New York Rys. Co.—									
43	Horse-car lines (drivers)									
44	Storage-battery car lines									
45	All lines except horse and storage-battery car lines.			1	3	7	2	1	25	4
46	Third Avenue Ry. Co. (The Bronx and Manhattan).	25	4	3		6	4	8	23	10
	Interborough Rapid Transit Co.—									
	Elevated lines—									
47	Motormen			1	1	19	12	67	100	16
48	Conductors					1	13	95	69	26
49	Guards					3	37	431	141	89
	Subway lines—									
50	Motormen				5	15	16	33	26	22
51	Conductors				5	15	16	33	26	22
52	Guards			2	9	74	36	75	107	162
	Brooklyn Rapid Transit Co. (elevated lines)—									
53	Motormen							1	25	80
54	Conductors					2	9	3	32	73
55	Norfolk, Va.	1			6	1	9	15	15	9
56	Oakland, Cal.			1	2	3	11	42	94	102
57	Oklahoma City, Okla.					1	1	1	1	5
58	Omaha, Nebr.	10	2	2	1	3	4	7	3	2
59	Peoria, Ill.							2	88	10

¹ Alternate Sundays most of the runs are shortened by 1 trip—approximately 1 hour.

EACH SPECIFIED NUMBER OF HOURS—Continued.

SUNDAY—Continued.

Table with columns for run durations (10 and under 10½ to 18 and over) and 'Total' and 'Line No.' columns. The table contains multiple rows of numerical data representing counts for each duration category.

136 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 8.—NUMBER OF REGULAR RUNS COMPLETED WITHIN SUNDAY—Concluded.

Line No.	City.	Number of runs, with hours on duty of—								
		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10
	Philadelphia, Pa.: Philadelphia Rapid Transit Co.— Elevated lines									
1	Motormen.....			5	20		2		4	
2	Conductors.....			5	20				4	
3	Guards.....		12	3	12					
4	Surface lines.....		2	22	71	115	239	310	361	318
5	Pittsburgh, Pa.....					19	64	199	260	171
6	Portland, Me.....								1	9
7	Portland, Oreg.....	1	1		8	17	29	20	22	17
8	Providence, R. I.....	3	3	2			5	2	3	8
9	Pueblo, Colo.....									1
10	Reading, Pa.....									1
11	Richmond, Va.....	7	3	5	11	11	13	33	15	32
12	Rochester, N. Y.....						4	16	15	31
13	Sacramento, Cal.....			5	2				2	9
14	Saginaw, Mich.....						1	1	2	2
15	St. Louis, Mo.....	2	5	5	57	123	216	178	105	65
16	Salt Lake City, Utah.....	2	3	4	7	8	6	1	5	2
17	San Antonio, Tex.....								63	71
	San Francisco, Cal.: California Street Cable Ry. Co.: Gripmen.....		1							
18	Municipal Railways of San Francisco.....	2				19	40	8	10	7
19	United Railroads of San Francisco.....					1	1		1	4
20	Savannah, Ga.....								1	2
21	Scranton, Pa.....	2	5	5	3	28	19	8	22	16
	Seattle, Wash.: Puget Sound Traction Light & Power Co.....		4	1	8	15	38	28	60	68
23	Gripmen.....						2	2	1	5
24	Seattle Municipal Street Ry.....					2	4		1	
25	Seattle, Renton & Southern Ry. Co.....				5		3	2	4	2
26	Sioux City, Iowa.....	4	5							
27	South Bend, Ind.....					2	10	6	6	1
	Spokane, Wash.: Spokane & Inland Empire R. R. Co.....						3	2	1	
29	The Washington Water Power Co.....								3	3
30	Springfield, Ill.....					4	20	25	7	10
31	Springfield, Mass.....				2				3	5
32	Springfield, Ohio.....				8	14	6	1	5	15
33	Superior, Wis.....								1	1
34	Syracuse, N. Y.....	3	1			1		4	4	8
35	Tacoma, Wash.....	2		3	4	8	15	10	18	11
36	Gripmen.....				4	1		1		
37	Toledo, Ohio.....	4	1	1	2	2	15	32	90	15
38	Topeka, Kans.....								1	1
39	Washington, D. C.: Capital Traction Co.....	5	2	7	7	4	68	19	43	56
40	Washington Railway & Electric Co.....	3	5	3	1	2	8	12	12	37
41	Wheeling, W. Va.....		1	1	1	13	5	5	15	13
42	Wichita, Kans.....									
43	Wilmington, Del.: People's Ry. Co.....						1			1
44	Wilmington & Philadelphia Traction Co.....	1		1				1		1
45	Wilmington & Philadelphia Traction Co.....									
	Total:									
	Elevated and subway lines—									
46	Motormen.....			6	37	62	67	123	199	194
47	Conductors.....			5	36	46	77	153	175	197
48	Guards.....		12	5	21	80	73	523	262	275
49	Surface lines ¹	778	724	816	864	962	1547	1829	2476	2191

¹ Not including drivers on New York Rys. Co. (horse-car lines), gripmen on California Street Cable Ry. Co., gripmen on Puget Sound Traction, Light & Power Co., and gripmen in Tacoma.

EACH SPECIFIED NUMBER OF HOURS—Concluded.

SUNDAY—Concluded.

Number of runs, with hours on duty of—																		Total.	Line No.		
10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.					
																		36	1		
		2	2	1														36	2		
		2	2	1														34	3		
		3	4															1852	4		
248	105	36	8	10	3	4											3	925	5		
84	28	11	11	19	14	17	10	7	5	3								113	6		
11	15	21	15	13	18	8	2											349	7		
12	32	53	22	13	10	29	40	13	9	1								331	8		
40	39	66	55	55	16	4	1	2										44	9		
		5	4	10	3	8	8	4	2									58	10		
1		1	30	5	4	4				1	2	3		4	1	5		205	11		
15	12	13	5	8	5	3	6	1	1	1	2	1				1		232	12		
37	33	39	23	13	12	7	1	1										85	13		
19	9	1		2	18	15	3											36	14		
1	2	4	6	2	3	6	5	2			1							1133	15		
92	88	64	34	39	36	14	6	4										160	16		
6	16	21	17	11	16	21	14											137	17		
3																			56	18	
	5	22	2	1	3	6	11											98	19		
	3	2	2	2														656	20		
	30	93	138	116	75	74	52	36	17	2	7	2						62	21		
	7	9	7	3	18	5	1	3	7									126	22		
	9	9																	321	23	
61	12	5	9	4	4	1	1	2	2	1								41	24		
4	8	1	3	3	2	5	2	2	2	1								8	25		
		1																22	26		
2		3	12	10	2	1												58	27		
1		6			4	2						5	1	8	6	4		44	28		
																			78	29	
	2	10	16	11	1	5	6	20	*	1								97	30		
8	14	15	6	3	8	19	7	7	1		2	1						66	31		
																		172	32		
33	38	28	28	32		1												57	33		
8		2	2	1	2	7	3	3	1	1								28	34		
		2	2	1	2	7	3	3	1	1			2		2	1		132	35		
16	19	14	6	3	5	6	12	20	9	1	1				1			98	36		
11	9	1	2		1						1							6	37		
																		232	38		
5	6	12	9	8	3	1	9	8	5	3	1							44	39		
1	15		2		6	7	1				8	2							240	40	
																			263	41	
16	6	2	1	1	1	1			2	3	4	1	5	3	2	1		69	42		
57	39	17	17	4	8	9	6	4		1	1		2	1	7	1		50	43		
7	4	2	7	7	1	4	12	2		1	1								32	44	
																			61	45	
		5	3	2	5	3			1					1	1					46	46
		2	8	3	9	5	1		1	1	2	5	5	4	1				982	47	
																			957	48	
61	58	21	52	30	26	32	14											1647	48	49	
58	43	29	43	26	28	21	18	2											25848	49	
70	80	58	86	42	37	19	4														
1937	1937	1966	1741	1630	1260	1236	865	466	224	105	72	47	29	34	28	34					

To illustrate the runs, which are arranged so as to meet the varying traffic demands during the day and at the same time to make a full day's work for each man, four charts are here given. Each chart is for the regular week-day schedule of a surface line.

Each of the charts A, B, and C represents a division of a company in one of three large cities. As the charts are illustrative only, the runs of all divisions of each company are not charted. Chart D represents all runs of a company operating in a small city of the Middle West.

The charts show regular scheduled runs except as tripper runs are indicated. Each line across the page of the chart shows a run, with approximately the time of beginning and ending of each part of the run. Each run means a scheduled day's work for a motorman and a conductor. Reading the first line of Chart A and quoting the exact figures of the run sheet used in preparing the chart it appears that the car crew on this run began work at 4.48 a. m. and worked until 9.03 a. m.; resumed work at 10.45 a. m. and worked until 2.45 p. m.; again resumed work at 5.14 p. m. and worked until 6.53 p. m., making the total time on duty for the day 9 hours and 54 minutes completed within 14 hours and 5 minutes. Each other line can be read in practically the same manner. Near the bottom of Chart A are four lines representing straight all-night runs which owing to the limitations of the chart are shown in two sections. Thus the first of the four runs began at 10.31 p. m. and continued without a break until 9.04 a. m. the next day. On the particular division charted there were five tripper runs in the late afternoon.

It will be observed that the runs were so arranged that as there was an intermission in one run, another run was operating so as to keep the desired number of cars moving.

At the bottom of the chart, figures show the number of cars in operation at each stated hour. Thus Chart A shows 4 cars in operation at 4 o'clock a. m., 6 cars at 5 o'clock, 36 cars at 6 o'clock, etc.

ADDITIONAL SCHEDULED SERVICE.

By far the greater part of street-car operation is carried on by regular men working on regular scheduled runs constituting each a day's work, but nearly every company has in addition some other kind or kinds of car service to meet traffic conditions, as stated on page 108. Such additional service consists of tripper runs on certain days only, unassigned runs, etc.

Figures for scheduled service other than regular runs were taken in a few cities and the data for some of the cities so covered are here presented as illustrative of this character of car service. Stated runs of this class practically always are given to extra men.

CHART A - RUNS ON A REPRESENTATIVE DIVISION, IN CITY A.
 [NUMBER OF RUNS 118; TRIPPERS 5]

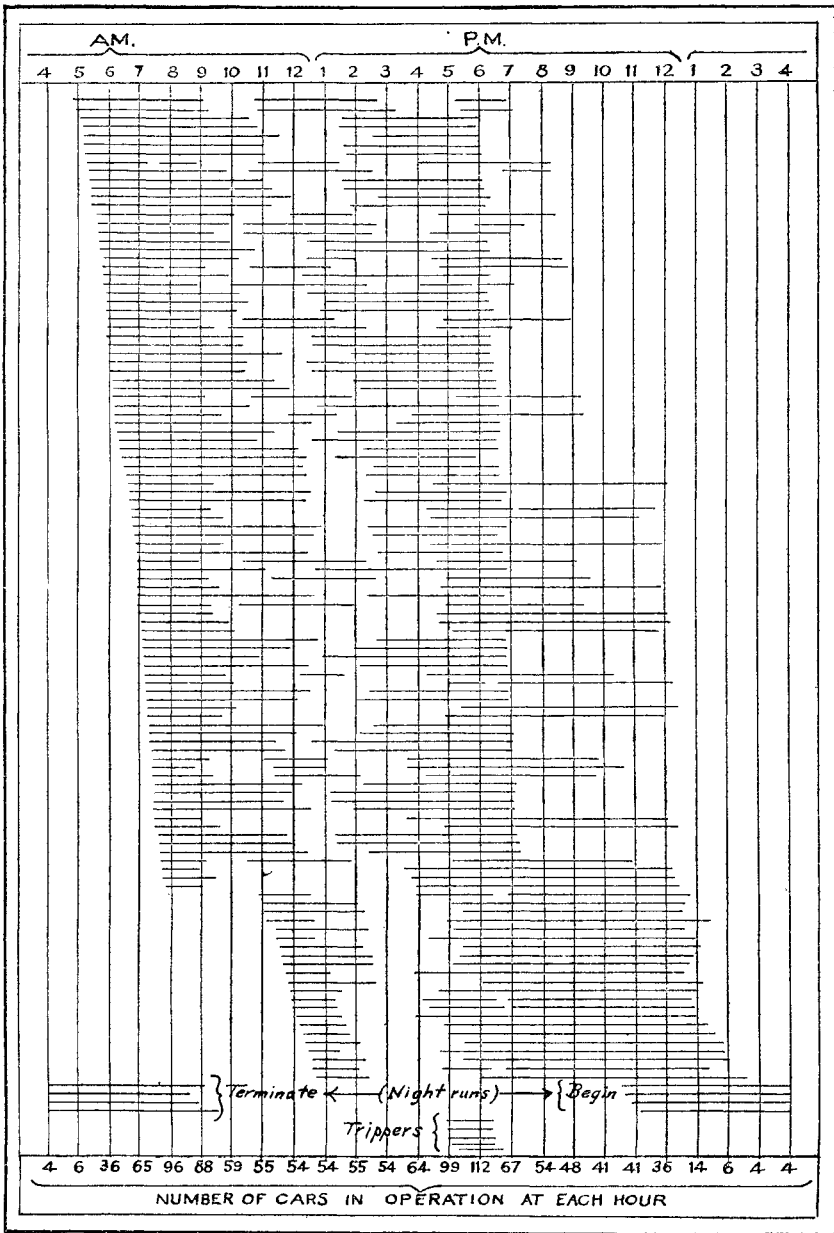


CHART B - RUNS ON A REPRESENTATIVE DIVISION, IN CITY B.
 [NUMBER OF RUNS 54; TRIPPERS 44 (FORENOON 23, AFTERNOON 21).]

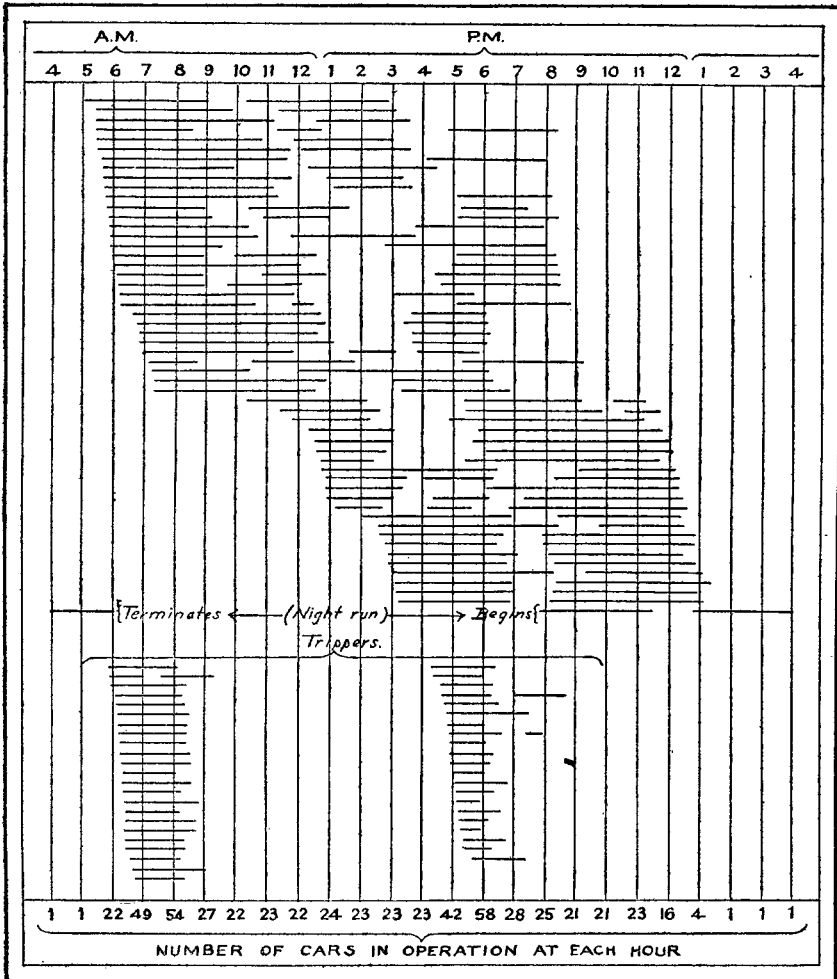
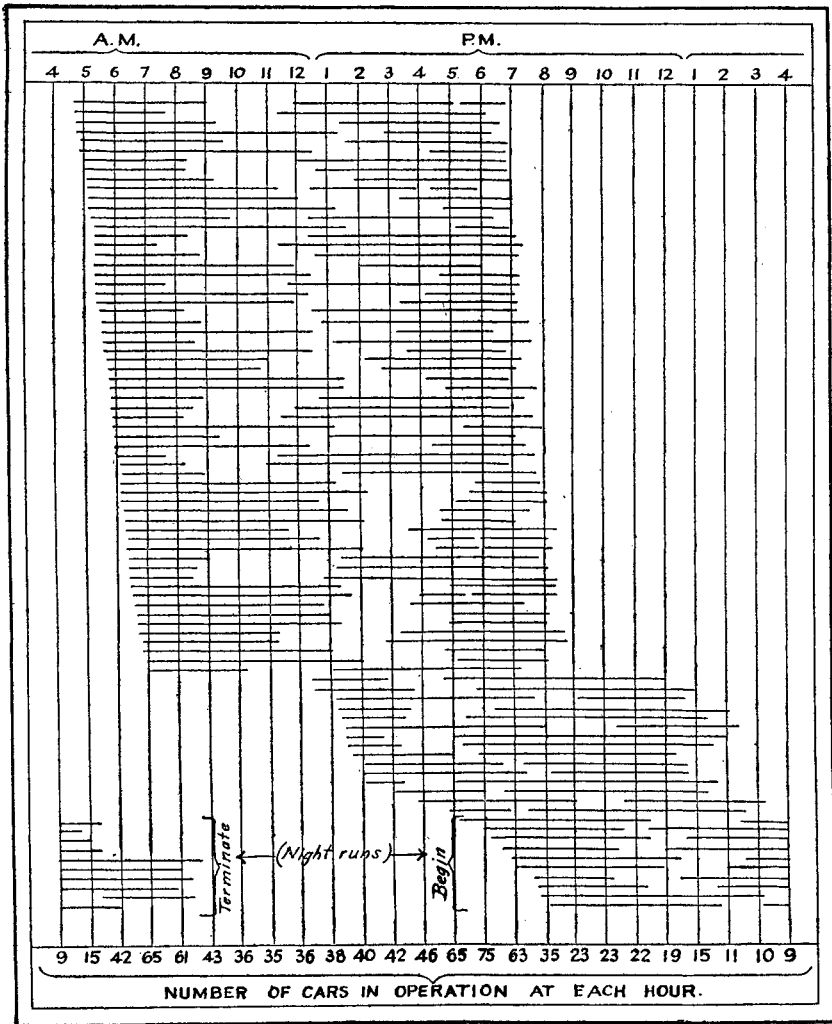
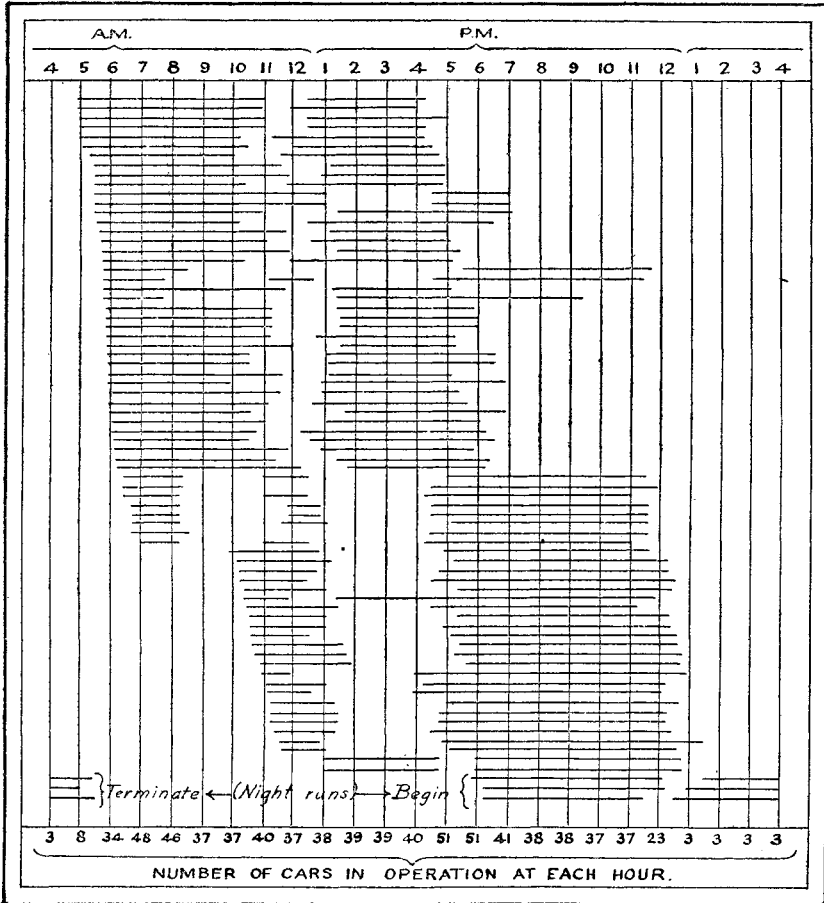


CHART C — RUNS ON A REPRESENTATIVE DIVISION, IN CITY C.
 [NUMBER OF RUNS 86.]



An extra man during a day may get one of these runs only or two or more of them and he may also get substitute work for the absent regular man on a regular run. These runs, therefore, must not be considered as a day's work, as is the case of the regular runs shown in Table B.

CHART D - RUNS IN A REPRESENTATIVE SMALL CITY, CITY D.
 [NUMBER OF RUNS 75.]



BOSTON, MASS.

SURFACE LINES.

Tables are given of the tripper and additional-service runs. There were three schedules—the Monday-to-Friday runs, the Saturday runs, and the Sunday runs. The Monday-to-Friday runs and the Sunday runs were all of the tripper class. The number of runs on Sunday, however, was much smaller. The Saturday runs included a considerable number of full-day runs.

TABLE 9.—ADDITIONAL-SERVICE AND TRIPPER RUNS ON SURFACE LINES IN BOSTON.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs with hours on duty of—											Total.			
	Under 1	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6		6 and under 6½	6½ and under 7	7 and under 7½
Under 1.....	85														85
1 and under 1½.....		152													152
1½ and under 2.....			150												150
2 and under 2½.....			1	99											100
2½ and under 3.....			2	1	29										32
3 and under 3½.....				2	3	16									25
3½ and under 4.....					2	1	2								7
4 and under 4½.....					1	3		1							5
4½ and under 5.....								1							1
5 and under 5½.....									1						2
5½ and under 6.....									1						8
6 and under 6½.....									1	4					2
6½ and under 7.....									2	2	1				8
7 and under 7½.....									2						2
Total.....	85	152	155	105	36	20	5	5	5	1					569

SATURDAY.

Under 1.....	68														68
1 and under 1½.....		122													122
1½ and under 2.....			106												106
2 and under 2½.....			1	84											85
2½ and under 3.....			2	1	21										23
3 and under 3½.....				2	1	8									11
3½ and under 4.....					1	1									2
4 and under 4½.....				1		1									2
4½ and under 5.....								1							2
5 and under 5½.....								1	2						5
5½ and under 6.....								1		2					3
6 and under 6½.....								3							4
6½ and under 7.....											1				4
7 and under 7½.....												3			3
7½ and under 8.....											1	3			4
8 and under 8½.....											2	4			6
8½ and under 9.....											2	5			7
9 and under 9½.....											7	11	1		19
9½ and under 10.....												2			2
10 and under 10½.....											2	1			3
10½ and under 11.....											3	2			8
11 and under 11½.....											4	6			11
11½ and under 12.....											5	3			6
12 and under 12½.....											4	3			5
12½ and under 13.....											3	1	3		2
13 and under 13½.....											4	6	1		11
13½ and under 14.....											3	3			6
14 and under 14½.....											4	3			5
14½ and under 15.....											1	1			2
15 and under 15½.....												2			2
15½ and under 16.....											1	4	1		6
Total.....	68	122	109	87	23	10	5	2	3		30	45	6		510

SUNDAY.

Under 1.....	19														19
1 and under 1½.....		23													23
1½ and under 2.....			7												7
2 and under 2½.....			1	3	9										13
2½ and under 3.....			1	4	2	5									12
3 and under 3½.....				4	3		9								16
3½ and under 4.....				5			1	1	6						13
4 and under 4½.....				1			1	1							5
4½ and under 5.....				1			1	3	1	2					8
5 and under 5½.....							1	1		3					8
5½ and under 6.....				1			1	1			1				3
6 and under 6½.....							1	2		2					6
6½ and under 7.....							2	1		1					5
7 and under 7½.....							1	1							2
Total.....	19	25	25	14	12	18	8	4	7	1					133

ELEVATED LINES.

The scheduled additional-service runs were the same Monday to Saturday, but differed on Sunday, and there was a separate schedule for brakemen and for motormen and guards. The term "guard" in Boston applies to the work performed by conductors on elevated lines in other cities, and the term "brakeman" in Boston designates men classed elsewhere as guards. For motormen and conductors (guards) from Monday to Saturday there were 32 additional-service and tripper runs classified as follows:

TABLE 10.—ADDITIONAL-SERVICE AND TRIPPER RUNS OF MOTORMEN AND CONDUCTORS¹ ON ELEVATED LINES IN BOSTON.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.			
	Under 1	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½		5½ and under 6	6 and under 6½	6½ and under 7
Under 1.....	2													2
1 and under 1½.....		2												2
1½ and under 2.....			2											2
2 and under 2½.....		1												1
2½ and under 3.....					2									2
3 and under 3½.....						1								4
3½ and under 4.....							1		3					2
4 and under 4½.....								1						3
4½ and under 5.....						1				1				1
5 and under 5½.....											1			3
5½ and under 6.....												3		7
6 and under 6½.....												1		4
6½ and under 7.....													2	4
7 and under 7½.....													2	4
7½ and under 8.....													2	4
Total.....	2	3	2	1	2	3	5	5	5	5	5	4		32

¹ Called guards in Boston.

For the same occupation group there were 19 such runs for Sunday, which did not differ materially from the week-day schedule. For guards (brakemen) there were 50 week-day additional-service or tripper runs and 28 on Sunday, corresponding closely with those for motormen and conductors (guards).

BROCKTON, MASS.

The company had 89 straight tripper runs. Those for Monday to Friday are classified as follows:

- 28 runs of 1 and under 1½ hours.
- 32 runs of 1½ and under 2 hours.
- 16 runs of 2 and under 2½ hours.
- 4 runs of 2½ and under 3 hours.
- 3 runs of 3 and under 3½ hours.
- 3 runs of 3½ and under 4 hours.

For Monday to Friday, except Wednesday, there were—

- 1 run of 2½ and under 3 hours.
- 2 runs of 3½ and under 4 hours.

For Wednesday there were—

- 1 run of 3½ and under 4 hours.
- 2 runs of 7½ and under 8 hours.

The runs for Saturday differed but slightly as to number and length. There were no runs of this kind scheduled for Sunday.

BUFFALO, N. Y.

The company had 76 straight tripper runs, Monday to Friday, as follows:

- 2 runs of under 1 hour.
- 26 runs of 1 and under 1½ hours.
- 25 runs of 1½ and under 2 hours.
- 15 runs of 2 and under 2½ hours.
- 7 runs of 2½ and under 3 hours.
- 1 run of 4½ and under 5 hours.

On Saturday there were 60 straight tripper runs, while on Sunday there were only 2 such runs, both in the classification of 2 and under 2½ hours.

The company also had 12 Monday to Saturday straight tripper runs for trailer conductors, classified as follows:

- 3 runs of 1 and under 1½ hours.
- 6 runs of 1½ and under 2 hours.
- 1 run of 2½ and under 3 hours.
- 2 runs of 3 and under 3½ hours.

CHICAGO, ILL.

SURFACE LINES.

The surface lines had additional scheduled service for Saturday and Sunday. The 30 additional Saturday runs were practically as long as the regular Saturday runs.

The additional scheduled service for Sunday was quite different from that for Saturday, in that there was a greater proportion of shorter runs and the outside time was decidedly lower.

TABLE 11.—ADDITIONAL-SERVICE RUNS ON SURFACE LINES IN CHICAGO, SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—							Total.
	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	
8½ and under 9			2					2
10½ and under 11				1		1		2
11 and under 11½				1	1			2
11½ and under 12			2			1		4
12 and under 12½		1		2		1		4
12½ and under 13	1			1	1		3	6
13 and under 13½			1			1	2	4
13½ and under 14				1	1	1		3
15 and under 15½							2	2
16 and under 16½							1	1
Total	1	1	5	6	4	5	8	30

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TABLE 11.—ADDITIONAL-SERVICE RUNS ON SURFACE LINES IN CHICAGO—Concluded.

SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.	
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½		10½ and under 11
Under 6.....	24											24
6 and under 6½.....		5										5
6½ and under 7.....		2	22									24
7 and under 7½.....			2	28								30
7½ and under 8.....				13	11							24
8 and under 8½.....					1	4						5
8½ and under 9.....						14	23					37
9 and under 9½.....							11	4				15
9½ and under 10.....								5	2			7
10 and under 10½.....									1	3		4
10½ and under 11.....										2	4	6
Total.....	24	7	24	41	12	18	34	9	3	5	4	181

ELEVATED LINES.

Additional scheduled service on the elevated lines was different for Monday to Friday, Saturday, and Sunday, and the schedule for motormen and conductors differed from that for guards. Nearly all were straight runs. For motormen and conductors, for Monday to Friday, the straight additional-service or tripper runs were:

- 54 runs of 1 and under 1½ hours.
- 39 runs of 1½ and under 2 hours.
- 22 runs of 2 and under 2½ hours.
- 26 runs of 2½ and under 3 hours.
- 2 runs of 3½ and under 4 hours.
- 3 runs of 5 and under 5½ hours.

There were also 14 swing runs, completed within 12 and under 12½ hours.

- 9 runs of 5 and under 5½ hours.
- 5 runs of 5½ and under 6 hours.

For Saturday there were 136 runs of practically the same hours.

For Sunday there were 11 additional-service or tripper runs, all straight, as follows:

- 3 runs of 2 and under 2½ hours.
- 1 run of 3 and under 3½ hours.
- 2 runs of 4½ and under 5 hours.
- 2 runs of 5 and under 5½ hours.
- 2 runs of 6½ and under 7 hours.
- 1 run of 8 and under 8½ hours.

For guards, from Monday to Friday, there were 696 additional-service or tripper runs, all of which were straight runs.

- 1 run of under 1 hour.
- 175 runs of 1 and under 1½ hours.
- 110 runs of 1½ and under 2 hours.
- 179 runs of 2 and under 2½ hours.
- 132 runs of 2½ and under 3 hours.
- 42 runs of 3 and under 3½ hours.
- 29 runs of 3½ and under 4 hours.
- 8 runs of 4 and under 4½ hours.
- 18 runs of 4½ and under 5 hours.
- 2 runs of 5 and under 5½ hours.

On Saturday there were 624 straight runs of about the same hours, except that 12 were longer than 5½ hours, the longest of these 12 being under 8 hours. On Sunday there were but 4 additional-service runs for guards.

CLEVELAND, OHIO.

This company had additional scheduled service on Monday to Friday and on Saturday, with only an inconsequential number of runs on Sunday. The Saturday schedule differed quite materially from the Monday to Friday schedule; hence data for both the Monday to Friday and the Saturday service are here presented.

TABLE 12.—ADDITIONAL-SERVICE RUNS IN CLEVELAND.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.	
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½		6½ and under 7
1 and under 1½	54												54
1½ and under 2		13											13
2 and under 2½			6										6
2½ and under 3				2									2
3 and under 3½			1	1									2
3½ and under 4													1
4 and under 4½				1									1
4½ and under 5								2					2
5 and under 5½													1
5½ and under 6			5										5
6 and under 6½											1		1
6½ and under 7													1
7 and under 7½													2
7½ and under 8													1
8 and under 8½			1										1
8½ and under 9				6									6
9 and under 9½				3	3		1						7
9½ and under 10				3	2	1		1					7
10 and under 10½				4	1	4	3	5	5	1	1		25
10½ and under 11				2	1	9	2	6	1	1			22
11 and under 11½					3	2	2	10	3	1			21
11½ and under 12												2	2
12 and under 12½													
12½ and under 13													
13 and under 13½													
13½ and under 14													
Total	54	13	17	20	10	16	8	24	9	3	2	2	178

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TABLE 12.—ADDITIONAL-SERVICE RUNS IN CLEVELAND—Concluded.

SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.							
	Under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½		7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11
1 and under 1½	17																		17
1½ and under 2	10																		10
2 and under 2½	3																		3
2½ and under 3		2																	2
3 and under 3½	1	1																	2
3½ and under 4				2															2
4 and under 5					1														1
5 and under 5½			1																1
6 and under 6½		3	2	1															6
6½ and under 7		1	2																3
7 and under 7½		3	2	3															8
7½ and under 8			1		1														3
8 and under 8½			2			1		1											3
8½ and under 9			1				1	1											3
9 and under 9½						1					1								2
11 and under 1½					1														1
11½ and under 12		2						1			1								3
12 and under 12½				2		1							1						2
12½ and under 13				1	1	3	4	1		1	1								13
13 and under 13½				1			1				1				2	2		1	9
13½ and under 14																			2
14 and under 14½										2								1	5
14½ and under 15									1					1	1				3
15 and under 15½								1								1	1	2	5
15½ and under 16									1					1	2				4
16 and under 16½									1					1	2				2
16½ and under 17									1										2
17 and under 17½												4		2	2				8
17½ and under 18													1	1	3	4		1	11
18 and over									1				1	3	4	4		2	21
Total	31	12	10	10	2	8	6	3	5	7	3	1	6	9	15	15	12	9	164

¹ Seventeen runs 1 and under 1½ hours on duty, 10 runs 1½ and under 2 hours, and 4 runs 2 and under 2½ hours.

Cleveland also had additional scheduled runs for conductors on trailers: 120 on Monday to Friday, 108 on Saturday, and 13 on Sunday.

The Monday to Friday and Saturday runs correspond approximately with the runs shown in the tables above. The Sunday runs are straight; 9 are 6½ and under 7, and 4 are 7½ and under 8 hours.

DES MOINES, IOWA.

Des Moines had 43 scheduled additional-service or tripper runs, all straight, from Monday to Saturday. They were—

- 3 runs of under 1 hour.
- 8 runs of 1 and under 1½ hours.
- 6 runs of 1½ and under 2 hours.
- 9 runs of 2 and under 2½ hours.
- 3 runs of 2½ and under 3 hours.
- 3 runs of 3 and under 3½ hours.
- 4 runs of 3½ and under 4 hours.
- 1 run of 4 and under 4½ hours.
- 2 runs of 5 and under 5½ hours.
- 3 runs of 6 and under 6½ hours.
- 1 run of 7 and under 7½ hours.

INDIANAPOLIS, IND.

The scheduled tripper and additional-service runs of the company for Monday to Friday, Saturday, and Sunday differ so much that figures are given for the several schedules. Owing to the wide variation in hours, the Saturday runs are given in 1-hour groups to bring them within the bounds of the page.

TABLE 13.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN INDIANAPOLIS. MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.	
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½		6½ and under 7
1 and under 1½	1												1
1½ and under 2		5											5
2 and under 2½			3										3
2½ and under 3				13									13
3 and under 3½					11								11
3½ and under 4						1							1
4 and under 4½							1						1
6 and under 6½											1		1
12 and under 12½					1		1						2
12½ and under 13					1	1							6
13 and under 13½							1	2	4	3			12
13½ and under 14								4	1	1	5	1	12
14 and under 14½								1				1	2
14½ and under 15										1		1	2
15 and under 15½											1		1
Total	1	5	3	13	13	2	3	10	6	5	10	2	73

SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.	
	1 and under 2	2 and under 3	3 and under 4	4 and under 5	5 and under 6	6 and under 7	7 and under 8	8 and under 9	9 and under 10	10 and under 11	11 and under 12		
1 and under 2	5												5
2 and under 3		17											17
3 and under 4			16										16
4 and under 5				1									1
6 and under 7						6							6
11 and under 12										1			1
12 and under 13									1	4	1		2
13 and under 14				2	5	2		1	2				16
14 and under 15						2			3	2			7
15 and under 16						1	1	5		1	2		10
16 and under 17							1						1
Total	5	17	16	3	5	11	2	6	5	9	3		82

150 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 13.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN INDIANAPOLIS—Concluded.
SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.	
	3½ and under 4	4½ and under 5	5 and under 5½	6½ and under 7	8 and under 8½	8½ and under 9	9½ and under 10	10½ and under 11	11 and under 11½	11½ and under 12		
3½ and under 4.....	1											1
4½ and under 5.....		1										1
5 and under 5½.....			1									1
6½ and under 7.....				2								2
8½ and under 9.....					1							1
9½ and under 10.....						2						2
10½ and under 11.....					1							1
12 and under 12½.....									1			1
13½ and under 14.....								1				1
14 and under 14½.....										1		1
15 and under 15½.....										1		1
Total.....	1	1	1	2	2	2	1	1	2	1		14

KANSAS CITY, MO.

The company had 68 additional-service and tripper runs scheduled for Monday to Saturday, and 16 for Sunday. The Monday to Saturday runs are here given.

TABLE 14.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN KANSAS CITY.
MONDAY TO SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—												Total.	
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7		7 and under 7½
1 and under 1½.....	3													3
1½ and under 2.....		4												4
2 and under 2½.....			5											5
2½ and under 3.....				11										11
3 and under 3½.....					3									3
3½ and under 4.....						4								4
5 and under 5½.....								1						1
5½ and under 6.....									1					1
6 and under 6½.....										1				1
10 and under 10½.....											1			1
10½ and under 11.....							1							1
11 and under 11½.....			1		2		2							5
11½ and under 12.....				1	1	3	1				1			7
12 and under 12½.....					1	1	1	1						3
12½ and under 13.....						1	1			1			2	4
13 and under 13½.....					1		2				1		1	6
13½ and under 14.....								1	2	1		1	1	6
14 and under 14½.....													2	2
Total.....	3	4	6	12	7	8	8	2	4	3	3	3	5	68

Eleven of the 16 Sunday runs were straight and 5 were swing. The straight runs ranged from 3 and under 3½ to 12 and under 12½ hours and the swing runs ranged from 4½ and under 5 to 9½ and under 10 hours on duty, completed within 8 and under 8½ to 10 and under 10½ hours.

LOS ANGELES, CAL.

The company had separate schedules of additional runs for Monday to Friday, for Saturday, and for Sunday. The 47 Monday to Friday runs and the 37 Sunday runs, classified, were as follows:

TABLE 15.—ADDITIONAL-SERVICE RUNS IN LOS ANGELES.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.	
	1 and under 1½	2 and under 2½	2½ and under 3	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8		8 and under 8½
1 and under 1½	2											2
2 and under 2½		1										1
2½ and under 3			7									7
11 and under 11½						1						1
11½ and under 12					1	1			1		2	5
12 and under 12½					1	1	2	2				6
12½ and under 13				1		2	1	1	1			6
13 and under 13½						1			5	1		7
13½ and under 14							2		1			3
14 and under 14½									3	1		4
14½ and under 15									3			3
15 and under 15½									1			1
15½ and under 16									1			1
Total	2	1	7	1	1	6	6	3	15	3	2	47

SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—							Total.	
	5½ and under 6	7 and under 7½	7½ and under 8	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11		11 and under 11½
5½ and under 6	8								8
7 and under 8			1						1
9 and under 10		1							1
10 and under 10½				1	1	1			3
10½ and under 11					1		1		2
11 and under 11½						3	1		4
11½ and under 12						4	1		5
12 and under 12½					1	2	1		4
12½ and under 13				1			2		3
13 and under 13½				1			1		2
13½ and under 14						1	1		2
14 and under 14½								1	1
16 and under 16½						1			1
Total	8	1	1	3	3	13	7	1	37

The 51 runs for Saturday were about the same as those for Monday to Friday, save 2 runs that had hours on duty of 9½ and under 10 hours, 1 with outside time of 17½ and under 18 hours.

LOWELL, MASS.

The scheduled tripper runs for Monday to Friday were all straight runs. The 37 runs, Monday to Friday, classified, were:

- 1 run of under 1 hour.
- 9 runs of 1 and under 1½ hours.
- 16 runs of 1½ and under 2 hours.
- 4 runs of 2 and under 2½ hours.
- 4 runs of 2½ and under 3 hours.
- 1 run of 3½ and under 4 hours.
- 2 runs of 4 and under 4½ hours.

On Saturday there were 75 scheduled tripper runs, all straight but 2. The straight runs were:

- 2 runs of under 1 hour.
- 17 runs of 1 and under 1½ hours.
- 21 runs of 1½ and under 2 hours.
- 4 runs of 2 and under 2½ hours.
- 5 runs of 2½ and under 3 hours.
- 1 run of 3 and under 3½ hours.
- 2 runs of 3½ and under 4 hours.
- 2 runs of 4 and under 4½ hours.
- 4 runs of 4½ and under 5 hours.
- 1 run of 5 and under 5½ hours.
- 3 runs of 5½ and under 6 hours.
- 4 runs of 6 and under 6½ hours.
- 5 runs of 6½ and under 7 hours.
- 2 runs of 7 and under 7½ hours.

The 2 Saturday swing runs were:

- 1 run of 7 and under 7½ hours, completed within 8 and under 8½ hours.
- 1 run of 8 and under 8½ hours, completed within 9 and under 9½ hours.

MEMPHIS, TENN.

The company had 3 different schedules of additional-service and tripper runs, Monday to Friday, Saturday, and Sunday. The runs for Monday to Friday, classified, were as follows:

TABLE 16.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN MEMPHIS. MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.	
	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6½ and under 7	7 and under 7½	7½ and under 8		8 and under 8½
1½ and under 2.....	2												2
2 and under 2½.....		1											1
2½ and under 3.....			2										2
4 and under 4½.....					4								4
4½ and under 5.....						2							2
12 and under 12½.....				1									1
12½ and under 13.....						1							1
13 and under 13½.....						1							1
13½ and under 14.....								1	2				3
14 and under 14½.....								1					1
14½ and under 15.....										1	2		5
15 and under 15½.....											2		2
16 and under 16½.....												1	1
Total.....	2	1	2	1	4	2	2	2	3	2	3	1	25

Three of the 29 Saturday runs had a little longer hours on duty than any of the Monday to Friday runs, but the longest Saturday outside time was 15 and under 15½ hours. Of the 14 Sunday runs one reached the limit of 12 and under 12½ hours completed within 13 and under 13½ hours.

NEWARK, N. J.

The company had 81 additional scheduled runs for Saturday and for Sunday. The Saturday runs are here given.

TABLE 17.—ADDITIONAL-SERVICE RUNS IN NEWARK.
SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.
	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	
8 and under 8½		2									2
9½ and under 10				1							1
10 and under 10½					1						1
10½ and under 11				2	4						6
11 and under 11½				1	1	5					6
11½ and under 12				1	2	3	2				8
12 and under 12½		2		1	2	2	1	3			11
12½ and under 13					3	5	1	1			9
13 and under 13½				3	5	4			1		13
13½ and under 14					2	2	2		1		7
14 and under 14½			1		1	1	2			1	6
14½ and under 15	1					1					2
16 and under 16½					1	1		1			3
16½ and under 17		3			2		1				6
Total	1	7	1	8	24	24	8	5	2	1	81

The Newark Sunday runs averaged somewhat shorter as to hours on duty and an hour or more shorter as to outside time.

NEW BEDFORD, MASS.

New Bedford had scheduled tripper runs for Monday to Friday, for Saturday, and for Sunday. The longest of the 12 straight Monday to Friday runs was 3½ and under 4 hours. The 12 Saturday runs all fell under the same group, except 3—1 in the group 6½ and under 7 hours, 2 in the group 9 and under 9½ hours; all 3 completed within 10½ and under 11 hours. The 6 Sunday runs were all straight runs under 3 hours.

NEW YORK, N. Y.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

For motormen there were but few regular tripper and additional-service scheduled runs. The Monday to Friday runs of motormen were—

- 4 straight runs of 1 and under 1½ hours.
- 13 straight runs of 1½ and under 2 hours.

On Saturday there were—

- 1 straight run of 1 and under $1\frac{1}{2}$ hours.
- 6 straight runs of $1\frac{1}{2}$ and under 2 hours.
- 4 straight runs of 2 and under $2\frac{1}{2}$ hours.
- 2 straight runs of $2\frac{1}{2}$ and under 3 hours.

For conductors there were 6 additional-service runs on Saturday as follows:

- 1 run of $8\frac{1}{2}$ and under 9 hours completed within $8\frac{1}{2}$ and under 9 hours.
- 3 runs of 8 and under $8\frac{1}{2}$ hours completed within $11\frac{1}{2}$ and under 12 hours.
- 1 run of $8\frac{1}{2}$ and under 9 hours completed within 12 and under $12\frac{1}{2}$ hours.
- 1 run of 9 and under $9\frac{1}{2}$ hours completed within 12 and under $12\frac{1}{2}$ hours.

For guards the additional-service runs on Saturday were as follows:

TABLE 18.—ADDITIONAL-SERVICE RUNS OF GUARDS ON INTERBOROUGH RAPID TRANSIT CO.'S ELEVATED LINES IN NEW YORK.

SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—				Total.
	$7\frac{1}{2}$ and under 8	8 and under $8\frac{1}{2}$	$8\frac{1}{2}$ and under 9	9 and under $9\frac{1}{2}$	
8 and under $8\frac{1}{2}$		8			8
$8\frac{1}{2}$ and under 9.....			34		34
9 and under $9\frac{1}{2}$				2	2
$9\frac{1}{2}$ and under 10.....	2				2
$10\frac{1}{2}$ and under 11.....	2	6	4		12
11 and under $11\frac{1}{2}$	2	6	10		18
$11\frac{1}{2}$ and under 12.....		23	11	8	42
12 and under $12\frac{1}{2}$		4	16	7	27
$12\frac{1}{2}$ and under 13.....		6	10	12	28
13 and under $13\frac{1}{2}$		5	8		13
Total.....	6	58	93	29	186

On Sunday the additional scheduled runs for guards were—

- 10 straight runs of 8 and under $8\frac{1}{2}$ hours.
- 6 straight runs of $8\frac{1}{2}$ and under 9 hours.
- 6 straight runs of 9 and under $9\frac{1}{2}$ hours.
- 2 straight runs of $9\frac{1}{2}$ and under 10 hours.

There were also swing runs:

- 2 runs of $7\frac{1}{2}$ and under 8 hours completed within 10 and under $10\frac{1}{2}$ hours.
- 2 runs of 8 and under $8\frac{1}{2}$ hours completed within 10 and under $10\frac{1}{2}$ hours.
- 4 runs of $9\frac{1}{2}$ and under 10 hours completed within 11 and under $11\frac{1}{2}$ hours.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

The regular tripper runs for motormen, Monday to Friday, were—

- 8 runs of 1 and under $1\frac{1}{2}$ hours.
- 7 runs of $1\frac{1}{2}$ and under 2 hours.
- 3 runs of $2\frac{1}{2}$ and under 3 hours.
- 1 run of 3 and under $3\frac{1}{2}$ hours.

On Saturday there were—

- 9 runs of 1 and under 1½ hours.
- 9 runs of 1½ and under 2 hours.
- 1 run of 2½ and under 3 hours.

For conductors the Monday to Friday regular tripper runs were—

- 5 runs of 1 and under 1½ hours.
- 3 runs of 2½ and under 3 hours.

On Saturday the tripper runs for conductors were the same as for motormen.

The Monday to Friday tripper runs for guards were—

- 67 runs of 1 and under 1½ hours.
- 56 runs of 1½ and under 2 hours.
- 14 runs of 2½ and under 3 hours.
- 24 runs of 3½ and under 4 hours.

On Saturday there were—

- 23 runs of 1 and under 1½ hours.
- 64 runs of 1½ and under 2 hours.
- 12 runs of 2½ and under 3 hours.
- 3 runs of 3 and under 3½ hours.
- 33 runs of 3½ and under 4 hours.

On Sunday there were—

- 9 runs of 1 and under 1½ hours.
- 37 runs of 1½ and under 2 hours.
- 3 runs of 2 and under 2½ hours.

All of the above were straight runs.

NEW YORK RAILWAYS CO. (SURFACE LINES).

The few regular tripper runs Monday to Saturday were—

- 6 straight runs of 1½ and under 2 hours.
- 2 straight runs of 2 and under 2½ hours.
- 5 straight runs of 2½ and under 3 hours.

On Sunday there were 40 additional-service runs as follows:

TABLE 19.—ADDITIONAL-SERVICE RUNS ON SURFACE LINES IN NEW YORK.
SUNDAY.

Number of hours within which runs were completed.	Number of runs with hours on duty of—							Total.	
	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½		10½ and under 11
8½ and under 9.....	1	.....	.....	.....	.....	.....	.....	1
9½ and under 10.....	1	.....	.....	.....	.....	.....	.....	1
10 and under 10½.....	1	.....	.....	.....	.....	1
10½ and under 11.....	2	.....	.....	2
11 and under 11½.....	1	.....	.....	.....	1	.....	.....	2
11½ and under 12.....	2	.....	6	.....	1	9
12 and under 12½.....	1	.....	2	2	1	4	4	.....	14
12½ and under 13.....	1	.....	.....	.....	1	5	.....	7
13 and under 13½.....	1	1	.....	2
13½ and under 14.....	1	.....	.....	1
Total.....	1	4	2	5	1	16	10	1	40

PHILADELPHIA, PA.

SURFACE LINES.

There were 278 Monday to Friday additional-service and tripper runs, all straight runs:

- 9 runs of under 1 hour.
- 67 runs of 1 and under $1\frac{1}{2}$ hours.
- 91 runs of $1\frac{1}{2}$ and under 2 hours.
- 36 runs of 2 and under $2\frac{1}{2}$ hours.
- 27 runs of $2\frac{1}{2}$ and under 3 hours.
- 5 runs of 3 and under $3\frac{1}{2}$ hours.
- 4 runs of $3\frac{1}{2}$ and under 4 hours.
- 6 runs of 4 and under $4\frac{1}{2}$ hours.
- 3 runs of $4\frac{1}{2}$ and under 5 hours.
- 4 runs of 5 and under $5\frac{1}{2}$ hours.
- 3 runs of $5\frac{1}{2}$ and under 6 hours.
- 3 runs of 6 and under $6\frac{1}{2}$ hours.
- 3 runs of $6\frac{1}{2}$ and under 7 hours.
- 5 runs of 7 and under $7\frac{1}{2}$ hours.
- 6 runs of $7\frac{1}{2}$ and under 8 hours.
- 3 runs of 8 and under $8\frac{1}{2}$ hours.
- 2 runs of $8\frac{1}{2}$ and under 9 hours.
- 1 run of $9\frac{1}{2}$ and under 10 hours.

On Saturday there were 261 tripper and additional-service runs, mostly straight runs but in part swing runs. The straight runs were—

- 2 runs of under 1 hour.
- 36 runs of 1 and under $1\frac{1}{2}$ hours.
- 45 runs of $1\frac{1}{2}$ and under 2 hours.
- 41 runs of 2 and under $2\frac{1}{2}$ hours.
- 27 runs of $2\frac{1}{2}$ and under 3 hours.
- 12 runs of 3 and under $3\frac{1}{2}$ hours.
- 7 runs of $3\frac{1}{2}$ and under 4 hours.
- 4 runs of 4 and under $4\frac{1}{2}$ hours.
- 2 runs of $4\frac{1}{2}$ and under 5 hours.
- 4 runs of 5 and under $5\frac{1}{2}$ hours.
- 2 runs of $5\frac{1}{2}$ and under 6 hours.
- 6 runs of 6 and under $6\frac{1}{2}$ hours.
- 13 runs of $6\frac{1}{2}$ and under 7 hours.
- 15 runs of 7 and under $7\frac{1}{2}$ hours.
- 4 runs of $7\frac{1}{2}$ and under 8 hours.
- 2 runs of 8 and under $8\frac{1}{2}$ hours.
- 4 runs of $8\frac{1}{2}$ and under 9 hours.
- 9 runs of 9 and under $9\frac{1}{2}$ hours.
- 2 runs of $9\frac{1}{2}$ and under 10 hours.
- 6 runs of 10 and under $10\frac{1}{2}$ hours.
- 1 run of $10\frac{1}{2}$ and under 11 hours.
- 2 runs of 11 and under $11\frac{1}{2}$ hours.
- 2 runs of 12 and under $12\frac{1}{2}$ hours.

The swing runs were—

- 1 run of $8\frac{1}{2}$ and under 9 hours completed within $11\frac{1}{2}$ and under 12 hours.
- 1 run of $8\frac{1}{2}$ and under 9 hours completed within 12 and under $12\frac{1}{2}$ hours.
- 1 run of $8\frac{1}{2}$ and under 9 hours completed within $13\frac{1}{2}$ and under 14 hours.
- 1 run of 9 and under $9\frac{1}{2}$ hours completed within $11\frac{1}{2}$ and under 12 hours.
- 1 run of $9\frac{1}{2}$ and under 10 hours completed within 11 and under $11\frac{1}{2}$ hours.
- 1 run of $9\frac{1}{2}$ and under 10 hours completed within $12\frac{1}{2}$ and under 13 hours.
- 1 run of $9\frac{1}{2}$ and under 10 hours completed within 13 and under $13\frac{1}{2}$ hours.
- 3 runs of $9\frac{1}{2}$ and under 10 hours completed within $13\frac{1}{2}$ and under 14 hours.
- 1 run of 10 and under $10\frac{1}{2}$ hours completed within 11 and under $11\frac{1}{2}$ hours.
- 1 run of 10 and under $10\frac{1}{2}$ hours completed within $12\frac{1}{2}$ and under 13 hours.
- 1 run of $10\frac{1}{2}$ and under 11 hours completed within 13 and under $13\frac{1}{2}$ hours.

On Sunday there were 22 such runs. The straight Sunday runs were—

- 2 runs of 5 and under $5\frac{1}{2}$ hours.
- 1 run of $5\frac{1}{2}$ and under 6 hours.
- 3 runs of $7\frac{1}{2}$ and under 8 hours.
- 4 runs of 8 and under $8\frac{1}{2}$ hours.
- 1 run of $8\frac{1}{2}$ and under 9 hours.
- 2 runs of $9\frac{1}{2}$ and under 10 hours.
- 6 runs of 10 and under $10\frac{1}{2}$ hours.

The Sunday swing runs were—

- 1 run of 10 and under $10\frac{1}{2}$ hours completed within 13 and under $13\frac{1}{2}$ hours.
- 2 runs of $10\frac{1}{2}$ and under 11 hours completed within $12\frac{1}{2}$ and under 13 hours.

ELEVATED LINES.

The company had but few tripper runs, all of which were straight runs. The Monday to Friday runs were—

- 3 runs of $1\frac{1}{2}$ and under 2 hours.
- 6 runs of 2 and under $2\frac{1}{2}$ hours.
- 9 runs of 6 and under $6\frac{1}{2}$ hours.

The Saturday runs were—

- 1 run under 1 hour.
- 7 runs of 1 and under $1\frac{1}{2}$ hours.
- 1 run of $1\frac{1}{2}$ and under 2 hours.
- 1 run of $6\frac{1}{2}$ and under 7 hours.
- 8 runs of 7 and under $7\frac{1}{2}$ hours.

PORTLAND, OREG.

The Monday to Friday straight tripper runs were—

- 7 runs of 1 and under $1\frac{1}{2}$ hours.
- 8 runs of $1\frac{1}{2}$ and under 2 hours.
- 16 runs of 2 and under $2\frac{1}{2}$ hours.
- 12 runs of $2\frac{1}{2}$ and under 3 hours.
- 7 runs of 3 and under $3\frac{1}{2}$ hours.
- 1 run of 4 and under $4\frac{1}{2}$ hours.
- 1 run of $4\frac{1}{2}$ and under 5 hours.

The Monday to Friday swing tripper runs were—

- 1 run of 3 and under $3\frac{1}{2}$ hours completed within 11 and under $11\frac{1}{2}$ hours.
- 2 runs of $3\frac{1}{2}$ and under 4 hours completed within $11\frac{1}{2}$ and under 12 hours.
- 2 runs of 5 and under $5\frac{1}{2}$ hours completed within 12 and under $12\frac{1}{2}$ hours.
- 3 runs of 5 and under $5\frac{1}{2}$ hours completed within $12\frac{1}{2}$ and under 13 hours.
- 1 run of 5 and under $5\frac{1}{2}$ hours completed within 13 and under $13\frac{1}{2}$ hours.

The Saturday straight tripper runs were—

- 7 runs of 1 and under $1\frac{1}{2}$ hours.
- 12 runs of $1\frac{1}{2}$ and under 2 hours.
- 17 runs of 2 and under $2\frac{1}{2}$ hours.
- 12 runs of $2\frac{1}{2}$ and under 3 hours.
- 7 runs of 3 and under $3\frac{1}{2}$ hours.
- 1 run of 4 and under $4\frac{1}{2}$ hours.
- 1 run of $4\frac{1}{2}$ and under 5 hours.
- 1 run of $5\frac{1}{2}$ and under 6 hours.

Saturday swing tripper runs were—

- 2 runs of 5 and under $5\frac{1}{2}$ hours completed within $12\frac{1}{2}$ and under 13 hours.
- 1 run of $5\frac{1}{2}$ and under 6 hours completed within $13\frac{1}{2}$ and under 14 hours.
- 2 runs of $6\frac{1}{2}$ and under 7 hours completed within 14 and under $14\frac{1}{2}$ hours.

PROVIDENCE, R. I.

The company had quite a large number of tripper and additional-service runs. The number of tripper and additional-service runs on Saturday varied so widely that to bring them within the bounds of the page they are given in a 1-hour classification.

TABLE 20.—TRIPPER AND ADDITIONAL-SERVICE RUNS IN PROVIDENCE.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.		
	Under 1	1 and under $1\frac{1}{2}$	$1\frac{1}{2}$ and under 2	2 and under $2\frac{1}{2}$	$2\frac{1}{2}$ and under 3	3 and under $3\frac{1}{2}$	$3\frac{1}{2}$ and under 4	4 and under $4\frac{1}{2}$	$4\frac{1}{2}$ and under 5	5 and under $5\frac{1}{2}$	$5\frac{1}{2}$ and under 6		6 and under $6\frac{1}{2}$	$6\frac{1}{2}$ and under 7
Under 1.....	6													6
1 and under $1\frac{1}{2}$		24												24
$1\frac{1}{2}$ and under 2.....			3											3
2 and under $2\frac{1}{2}$				2										2
$2\frac{1}{2}$ and under 3.....					4									4
$3\frac{1}{2}$ and under 4.....						1								1
4 and under $4\frac{1}{2}$							1							1
5 and under $5\frac{1}{2}$							1							2
$5\frac{1}{2}$ and under 6.....									1					2
6 and under $6\frac{1}{2}$										3				3
$6\frac{1}{2}$ and under 7.....											6			7
7 and under 8.....												8		8
8 and under $8\frac{1}{2}$								1			1			3
$8\frac{1}{2}$ and under 9.....									1		2			2
9 and under $9\frac{1}{2}$										1				2
11 and under $11\frac{1}{2}$					1									1
$11\frac{1}{2}$ and under 12.....						1								2
12 and under 12.....			1			3	1	1						6
12 and under $12\frac{1}{2}$				1		4	2	1						16
$12\frac{1}{2}$ and under 13.....				2	5	4	1	6	4	2				28
13 and under $13\frac{1}{2}$				4	6	8	4		4	3	3			36
$13\frac{1}{2}$ and under 14.....					1	1	3	1	3	2		2		13
14 and under $14\frac{1}{2}$						1	1	1		1				5
Total.....	6	24	5	9	17	15	19	13	15	12	13	14	16	178

TABLE 20.—TRIPPER AND ADDITIONAL-SERVICE RUNS IN PROVIDENCE—Concluded.

SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.
	Under 1	1 and under 2	2 and under 3	3 and under 4	4 and under 5	5 and under 6	6 and under 7	7 and under 8	8 and under 9	9 and under 10	10 and under 11	
Under 1.....	3											3
1 and under 2.....		31										31
2 and under 3.....		1	12									13
3 and under 4.....				1								1
4 and under 5.....					1							1
5 and under 6.....				1		2						3
6 and under 7.....		1	4	1	1		6					13
7 and under 8.....			2	3	2		5	5				17
8 and under 9.....				2	1	1	2		2			8
9 and under 10.....						1	1					1
10 and under 11.....					1		1	1				3
11 and under 12.....			1	1			2	1	3		2	11
12 and under 13.....		1	2	7	10	3	3	2	5	3		36
13 and under 14.....			2	4	2	5				1		14
14 and under 15.....					1		2	1		1	2	7
15 and under 16.....											1	1
17 and under 18.....										1	1	2
18 and over.....									1			1
Total.....	3	34	23	20	19	11	22	10	11	7	6	166

SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.
	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	7 and under 7½	7½ and under 8	8 and under 8½	9 and under 9½	9½ and under 10		
5 and under 5½.....		1									1
5½ and under 6.....			1								1
6 and under 6½.....				1							1
8 and under 8½.....							1				1
8½ and under 9.....						2					2
9½ and under 10.....	1										1
10½ and under 11.....								1			1
11 and under 11½.....							1			2	3
11½ and under 12.....							1	2			3
12 and under 12½.....									1		1
Total.....	1	1	1	1	2	2	3	1	3		15

ROCHESTER, N. Y.

The scheduled additional-service and tripper runs for this company for Monday to Friday, and for Saturday, were as follows:

TABLE 21.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN ROCHESTER.

MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—														Total.	
	Under 1	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½		7½ and under 8
Under 1.....	6															6
1 and under 1½.....		7														7
1½ and under 2.....			9													9
2 and under 2½.....				3												3
2½ and under 3.....					1											1
5 and under 5½.....								1								1
6 and under 6½.....											1					1
7½ and under 8.....												1		1		2
8 and under 8½.....													1	1		1
10½ and under 11.....			1													1
11 and under 11½.....			1	1	1											3
11½ and under 12.....			1	1	3		1									6
12 and under 12½.....				1	3	1	1		1							7
12½ and under 13.....					6	1	8	1	1				1		1	20
13 and under 13½.....					6	1	3		2	1						6
13½ and under 14.....								3	1	2				1		7
14 and under 14½.....									3	1	3	2		1	1	12
14½ and under 15.....										1	1	2	1	2		5
15 and under 15½.....											1	2	2	1	2	8
15½ and under 16.....														1		1
Total.....	6	7	12	6	14	2	13	5	7	8	5	5	5	8	4	107

SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—														Total.				
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8		8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½
Under 1.....	5																		5
1 and under 1½.....	11																		11
1½ and under 2.....		11																	11
2 and under 2½.....			3																3
2½ and under 3.....				1															1
6½ and under 7.....										1	1								2
7 and under 7½.....												1							1
7½ and under 8.....													1						1
8 and under 8½.....														1					1
11 and under 11½.....	1																		1
11½ and under 12.....				1															1
12 and under 12½.....				2		1	1			1				1		1	1	2	10
12½ and under 13.....				2	1	1	3									2	3	1	8
13 and under 13½.....					2	4	1	2		1	2								18
13½ and under 14.....					1	1	3	2		1	1	1	1						11
14 and under 14½.....						1	1	3	1	2	1	1	1	1					11
14½ and under 15.....								3	1	2	2	1	1	1	1				10
15 and under 15½.....									1						1				2
15½ and under 16.....																1			1
Total.....	17	11	3	5	2	5	9	5	7	3	7	6	5	5	1	6	6	6	109

¹ Five runs under 1 hour on duty and 12 runs 1 and under 1½ hours.

The 4 tripper runs for Sunday were—

- 1 straight run of under 1 hour.
- 1 straight run of 1 and under 1½ hours.
- 1 straight run of 1½ and under 2 hours.
- 1 swing run of 2½ and under 3 hours completed within 4 and under 4½ hours.

SEATTLE, WASH.

PUGET SOUND TRACTION, LIGHT & POWER CO.

The straight tripper runs of this company, Monday to Friday, were—

- 23 runs of 1 and under 1½ hours.
- 23 runs of 1½ and under 2 hours.
- 14 runs of 2 and under 2½ hours.
- 12 runs of 2½ and under 3 hours.
- 4 runs of 3 and under 3½ hours.
- 2 runs of 3½ and under 4 hours.

There were also 1 run of 4 and under 4½ hours and 1 run of 4½ and under 5 hours, both completed within 13 and under 13½ hours. On Saturday there were 28 straight tripper runs, all save 1 falling within the limits of the Monday to Friday runs. On Sunday there were 4 straight tripper runs of 5 and under 5½ hours.

SPOKANE, WASH.

THE WASHINGTON WATER POWER CO.

All tripper runs were straight. The Monday to Friday runs were—

- 1 run of 1 and under 1½ hours.
- 5 runs of 1½ and under 2 hours.
- 2 runs of 2 and under 2½ hours.
- 3 runs of 2½ and under 3 hours.
- 2 runs of 3 and under 3½ hours.
- 2 runs of 3½ and under 4 hours.

The 14 Saturday runs all fell within the same limits.

SPRINGFIELD, MASS.

The Monday to Friday and Sunday additional-service and tripper runs are here shown. The 43 Saturday runs were so nearly like the Monday to Friday runs that they are not given.

TABLE 22.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN SPRINGFIELD. MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.	
	Under 1	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 4	4 and under 5	5 and under 6	6 and under 7	7 and under 8	8 and under 9		9 and under 10
Under 1.....	8												8
1 and under 1½.....		14											14
1½ and under 2.....			1										1
2 and under 2½.....				2									2
2½ and under 3.....									1				1
3 and under 4.....								1	1				1
4 and under 5.....										1	1		2
5 and under 6.....								1	3	2		1	5
6 and under 7.....								1	2	3			5
7 and under 8.....											3		6
Total.....	8	14	1	2			1	5	4	8	1	1	45

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TABLE 22.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN SPRINGFIELD—Concluded.
SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—											Total.				
	Under 1	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6		6 and under 6½	6½ and under 7	7 and under 8	
Under 1.....	11															11
1 and under 1½.....		25														25
1½ and under 2.....			5													5
2 and under 2½.....				3												3
2½ and under 3.....					1											1
3 and under 3½.....						1										1
3½ and under 4.....							1									1
4 and under 4½.....								1								1
4½ and under 5.....									1							1
5 and under 5½.....										1						1
5½ and under 6.....											1					1
6 and under 6½.....												1				1
6½ and under 7.....													1			1
7 and under 8.....														1		1
8 and under 8½.....															1	1
8½ and under 9.....																1
9 and under 9½.....																1
9½ and under 10.....																1
10 and under 10½.....																1
10½ and under 11.....																1
11 and under 11½.....																1
11½ and under 12.....																1
12 and under 12½.....																1
Total.....	11	25	5	3	1	1			5	5	2					58

SYRACUSE, N. Y.

The company had such a variety of additional-service and tripper runs that the 3 schedules, Monday to Friday, Saturday, and Sunday, are here given.

TABLE 23.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN SYRACUSE.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—													Total.		
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 8			
1 and under 1½.....	1															1
1½ and under 2.....		3														3
2 and under 2½.....			3													3
2½ and under 3.....				1												1
3 and under 3½.....					3											3
3½ and under 4.....						3										3
4 and under 4½.....							2									2
4½ and under 5.....								1								1
5 and under 5½.....									3							3
5½ and under 6.....										1						1
6 and under 6½.....											2					2
6½ and under 7.....												1				1
7 and under 8.....													1			1
8 and under 8½.....														1		1
8½ and under 9.....															1	1
9 and under 9½.....																1
9½ and under 10.....																1
10 and under 10½.....																1
10½ and under 11.....																1
11 and under 11½.....																1
11½ and under 12.....																1
12 and under 12½.....																1
12½ and under 13.....																1
13 and under 13½.....																1
13½ and under 14.....																1
14 and under 14½.....																1
Total.....	1	3	3	1	3	3	3	1	8	2	2	2	3			35

TABLE 23.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN SYRACUSE—Concluded.
SATURDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—															Total.		
	1 and under 1½	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 9		9 and under 9½	9½ and under 10
1 and under 1½	2																	2
1½ and under 2		5																5
2 and under 2½			2															2
2½ and under 3				2														2
3 and under 3½					1													1
3½ and under 4						4												4
4 and under 4½							1											1
4½ and under 5								2										2
5 and under 5½									7									7
5½ and under 6										3								3
6 and under 6½											3							3
6½ and under 7																		1
7 and under 7½													1					1
7½ and under 8														1				1
8 and under 8½															3			3
8½ and under 9																		1
9 and under 9½																		1
9½ and under 10																		3
10 and under 10½													1					1
10½ and under 11																2		2
11 and under 11½																		1
11½ and under 12													1					6
12 and under 12½													1					1
12½ and under 13													2					4
13 and under 13½														1				2
13½ and under 14																		1
14 and under 14½																		2
14½ and under 15																		1
15 and under 15½																		2
Total	2	5	2	2	1	4	1	2	7	3	3	2	6	8	6	5		59

SUNDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—										Total.								
	2 and under 2½	3 and under 4	4 and under 5	5 and under 5½	5½ and under 6	6 and under 6½	7 and under 8	8 and under 8½	8½ and under 9	9 and under 9½		9½ and under 10	10 and under 10½						
2 and under 2½	1																		1
3 and under 4		1																	1
4 and under 5			2																2
5 and under 5½				1															1
5½ and under 6					1														1
6 and under 6½						1													1
6½ and under 7							1												1
7 and under 8								1											1
8 and under 8½									1										1
8½ and under 9																			3
9 and under 9½										2									3
9½ and under 10											1								3
10 and under 10½												1							1
11 and under 11½																			1
12 and under 12½											1								6
12½ and under 13												1							1
13 and under 13½													1						3
13½ and under 14														2					3
14 and under 14½															3				3
14½ and under 15																2			2
15 and under 15½																			3
Total	1	1	2	1	1	4	3	2	1	9	7	1							33

TACOMA, WASH.

There was so much variation in the additional-service and tripper runs that the 3 schedules are here given.

TABLE 24.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN TACOMA.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—														Total.									
	1½ and under 2	2 and under 2½	2½ and under 3	3 and under 3½	3½ and under 4	4 and under 4½	4½ and under 5	5 and under 5½	5½ and under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½		8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	
1½ and under 2.....	5																							5
2 and under 2½.....		6																						6
2½ and under 3.....			4																					4
3 and under 3½.....				1																				1
6 and under 6½.....							1																	1
Total.....	5	6	4	1			1																	17

SATURDAY.

1½ and under 2.....	6																							6
2 and under 2½.....		3																						3
2½ and under 3.....			2																					2
3 and under 3½.....				4																				4
3½ and under 4.....					2																			2
4 and under 4½.....						1																		1
8½ and under 9.....										2														2
9 and under 9½.....													3											3
9½ and under 10.....																2								2
10 and under 10½.....																	3							3
10½ and under 11.....																			1					1
13 and under 13½.....																					1			1
13½ and under 14.....																				1				1
16 and under 16½.....																						1		1
17 and under 17½.....																					1			1
17½ and under 18.....																	1							1
Total.....	6	3	2	4	2	1							2	3	2	4	1	2	1	1	1	1	1	34

SUNDAY.

7 and under 7½.....								1																1
7½ and under 8.....									1															1
8 and under 8½.....										1														1
8½ and under 9.....											1													1
9 and under 9½.....												3												3
10 and under 10½.....															2									2
12½ and under 13.....																2								2
13½ and under 14.....																1								1
Total.....								1	1	1	1	3			3	2								12

TOPEKA, KANS.

The additional-service and tripper runs, Monday to Friday, Saturday, and Sunday, are here given.

TABLE 25.—ADDITIONAL-SERVICE AND TRIPPER RUNS IN TOPEKA.
MONDAY TO FRIDAY.

Number of hours within which runs were completed.	Number of runs, with hours on duty of—									Total.
	2 and under 2½	4 and under 4½	4½ and under 5	5½ and under 6	6 and under 6½	7 and under 7½	9 and under 9½	10 and under 10½	10½ and under 11	
2 and under 2½	1									1
12 and under 12½				1	1					2
12½ and under 13					2					2
13 and under 13½		1	1							2
14 and under 14½					1					1
Total	1	1	1	1	4					8

SATURDAY.

10 and under 10½							1			1
12 and under 12½				1	1					2
13 and under 13½					2					2
14 and under 14½					1					1
16 and under 16½								1	1	2
Total				1	4		1	1	1	8

SUNDAY.

6 and under 6½				1	1					2
7½ and under 8						1				1
10½ and under 11		2								2
11 and under 11½				1	1					2
Total		2		2	2	1				7

SELECTION OF RUNS.

Regular runs are chosen by the men in order of seniority of service, except in Memphis, Nashville, New York (Third Avenue Railway Co.), Norfolk, Richmond, St. Louis, San Antonio, Springfield, Ohio, and Wilmington, Del., where they are assigned by company officials.

Information was obtained from a few companies as to the frequency of selection by the men. In such companies variations were found ranging from once in two weeks to once a year. Generally the selections were made two, three, or four times a year.

DAYS ALLOWED OFF DUTY.

In practically all cities men operating cars are, in practice, excused from duty upon request to a reasonable extent, and their runs given to extra men. In the following statement are shown the cities in which men were entitled to days off duty in accordance with an

established rule, regulation, or agreement, and the number of days off duty:

Boston (surface lines), Buffalo, Oakland, San Francisco (early regulars, C. S. C. R. R. Co.).....	1 day a week.
Reading.....	1 day a week (compulsory).
Denver and Washington (W. R. & E. Co.)..	1 day in 8.
San Francisco (M. Rys.).....	1 day in 9.
Davenport, Wichita, and Boston (elevated lines).....	1 day in 15.
Milwaukee and Washington (C. T. Co.)....	2 days per month.
Springfield, Mass.....	3 days per month.
Wilmington, Del. (P. Ry. Co.).....	4 days per month (compulsory).
Wilmington, Del. (W. & P. T. Co.).....	4 days per month.
Indianapolis.....	1 Sunday per month.
Cleveland.....	2 Sundays per month.
New York (N. Y. Rys. Co.).....	Every third Sunday.
Toledo.....	2 weeks each year, with pay, after 1 year's service.

OVERTIME ALLOWED UPON EMPLOYEES' REQUEST.

Men having regular runs are allowed to work overtime upon request in most cities, usually, however, only after the extra men have been provided with work. Time limits to which such work must be confined have been made in some cities, as follows:

Charleston.....	2 hours in excess of regular run.
Manchester.....	3 hours in excess of regular run.
Altoona.....	6 hours in excess of regular run.
Scranton.....	8 hours in excess of regular run.
San Francisco (U. R. R. Co.).....	10 hours, including regular run.
Detroit, Indianapolis, New York (B. R. T. Co.), Seattle (P. S. T. L. & P. Co.), Washington (C. T. Co. and W. R. & E. Co.), and Wheeling.....	16 hours, including regular run.
New York (N. Y. & Q. Co. Ry. Co.) and Seattle (S. R. & S. Ry. Co.).....	18 hours, including regular run.

Employees having regular runs are not allowed to work overtime upon request in Birmingham, Milwaukee, New York (Third Avenue Ry. Co.), Reading, and Seattle (M. R. Co.), while in Denver, Minneapolis and St. Paul, and Mobile they may work overtime only under exceptional conditions or emergencies. "If needed" regulars are allowed to work overtime in Chicago (surface lines), Cincinnati, Davenport, Los Angeles, and Newark.

HOURS WORKED OR PAID FOR EACH DAY FOR ONE WEEK.

General Table B (p. 486) relates to the scheduled hours of men on regular runs, and on pages 138 to 165 figures are given as to additional scheduled service. General Table C (p. 609), next considered, shows the time actually worked each day for one representative week, as nearly as it could be determined from the records

consulted. In other words, one set of figures relates to scheduled (time-table) time, while the other relates to time made.

Table C makes distinction, whenever the records permit, between men who worked during a day at their regular occupation exclusively and men who worked at their regular occupation and also did additional work in some other occupation, the purpose being to show the conditions of the occupation as unmixed with any other work. Each day has been considered separately, as a man may be in one class one day and in the other class on another day.

Whenever possible the time actually worked is given, but some companies pay in approximate units of time and their records are kept accordingly. The records of such companies thus show the time credited rather than the time actually worked. As the source of the information was the company records, it was necessary to accept such figures as were available. Notes for each company explain the character of the time tabulated. The table presents separate figures for regular men and for extra men. Because of the many variations in the length of time made, a classification was necessary in this table, as well as in other tables. For regular men all time under 6 hours is combined in one group. From 6 to 8 hours a day the grouping is made in half-hour periods; from 8 to 12 hours a day, where most of the employees fall, the grouping is by quarter-hour periods; and from 12 hours up the grouping is by half-hour periods. For extra men the time is classified entirely by half-hour periods.

For certain companies two or more sets of figures are given. Thus for the Boston surface lines there are five presentations:

(a) Paid time for men on all divisions including those who also did more or less work in some other occupation.

(b) Paid time for men on division 2, including those who also did more or less work in some other occupation.

(c) Actual time for men on division 2, including those who also did more or less work in some other occupation.

(d) Actual time for men on division 2 who did no work other than in their regular occupation.

(e) Actual time for men on division 2 who did work in addition to their regular occupation.

It was possible to get actual time for all divisions, but the task of working it out from the voluminous records was so great as to make it impracticable, if not prohibitive. Actual time was compiled for division 2 only, which is considered representative of the company as a whole. The number of men included who did other work in addition to their regular occupation was comparatively small.

As a partial analysis of Table C, Table 26 has been prepared therefrom, showing the per cent of regular and extra motormen whose time, actual or paid, on the *Wednesday* of the week studied, was cer-

tain specified hours or less. In other words, the table is one of cumulative percentages of men by time made during the day. Wednesday was selected as representing ordinary week-day conditions. A like analysis can be made if desired for the other days of the week covered. The classification is by 1-hour periods for regular motormen, and for 2-hour periods for extra motormen. The time made by nearly all regular men fell between 6 and 12 hours. As many extra men made but short time on this day, the classification for such extra men begins with the group under 2 hours and continues by 2-hour classifications.

Reading the first line of Table 26 it is seen that in Altoona no regular motormen on the Wednesday considered made under 8 hours per day, 30 per cent of them, however, made under 9 hours per day, 72 per cent under 10 hours per day, 78 per cent under 11 hours per day, and 96 per cent under 12 hours per day. By deduction the remaining 4 per cent of the men made 12 hours per day or over. The last column of the table shows that paid time was tabulated as recorded by the company to the nearest half hour.

Reference is next made to the Boston surface lines. The first line covers the paid time of all regular motormen, including a small proportion who in addition to their regular work also did work in some other occupation. The time tabulated is the time credited to the next quarter hour. According to the figures, 5 per cent of the regular motormen were credited with under 6 hours on the day stated; 6 per cent under 7 hours, etc. The second line, covering division 2 only of the company, represents the paid time of regular motormen, including those who also did other work. The third line, covering division 2 only, represents the actual time, as distinguished from the paid time, and includes such men as did also other work. The fourth line represents actual time for division 2 of men who did no work outside of their regular occupation as motormen. A comparison of the second and third line reflects the difference between the paid time and the actual time of identical men. There was little difference in the figures for under 8 hours, but in the next column the figures differ radically, for while 32 per cent were paid for under 9 hours, 76 per cent actually worked under 9 hours. This difference is accounted for by pay being given for reporting time of 5 to 15 minutes, and by the number of regular runs falling a little under 9 hours that because of paying to the next quarter hour were paid for as 9 hours. Table C, page 626, shows but 8 regular motormen on these Boston surface lines who did work on this particular day in addition to their regular occupation—too few to warrant a place in this summary table. Their exclusion accounts for the slight difference between the third and fourth lines for this company in this table. The figures for these few men in Table C show a wide range in the hours actually worked.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS.

MOTORMEN, REGULAR.

City.	Percent of motormen whose actual or paid time on a representative Wednesday was—							Time used in tabulation.
	Under 6 hrs.	Under 7 hrs.	Under 8 hrs.	Under 9 hrs.	Under 10 hrs.	Under 11 hrs.	Under 12 hrs.	
Altoona, Pa.....				30	72	78	96	Paid time. Paid to nearest $\frac{1}{2}$ hour for regular runs, paid 2 hours for tripper runs of $1\frac{1}{2}$ to $1\frac{3}{4}$ hours.
Atlanta, Ga.....	3	3	4	5	15	45	84	Paid time. Paid to nearest 5 minutes.
Augusta, Ga.....		4	4	4	4	26	52	Actual time.
Binghamton, N. Y.....	2	2	2	25	80	92	98	Paid time. Paid to nearest 10 minutes.
Birmingham, Ala.....	2	3	4	6	22	78	95	Actual time.
Boston, Mass.: Boston Elevated Ry. Co.— Surface lines— All divisions ¹	5	6	7	26	91	96	98	Paid time. Paid $8\frac{1}{2}$ hours for runs of 8 to $8\frac{1}{2}$ hours, paid to next $\frac{1}{2}$ hour for runs over $8\frac{1}{2}$ hours. Paid time includes 5 minutes reporting time, and 5 minutes allowed for making out reports.
Division 2 ¹	5	6	7	32	96	99	99	Do.
Do. ¹	6	6	7	76	97	99	100	Actual time.
Do. ²	5	5	6	77	99	99	100	Do.
Elevated lines.....	4	5	7	82	100	100	100	Do.
Brockton, Mass.....	6	10	11	44	94	100	100	Do.
Buffalo, N. Y.....	4	4	5	15	53	96	99	Paid time. Paid to nearest 6 minutes.
Butte, Mont. ³	1	2	2	11	93	93	93	Paid time. Paid to nearest 5 minutes.
Charleston, S. C.....	5	5	7	9	12	19	56	Actual time.
Charlotte, N. C.....				48	96	98	98	Paid time. Paid to nearest 5 minutes.
Chattanooga, Tenn.....	4	9	11	24	58	81	89	Do.
Chicago, Ill.: Chicago Elevated Railways— All divisions ¹	2	3	4	6	6	93	94	Paid time. Paid 10 hours for runs under 10 hours, paid to next $\frac{1}{2}$ hour for runs over 10 hours. Paid time includes reporting time of 8 to 30 minutes on straight runs and a maximum of 60 minutes on swing runs.
South Side division ² ...	4	6	6	9	9	93	94	Do.
Do. ²	7	8	15	38	68	94	95	Actual time.
Chicago Surface Lines.....	(⁴)	1	4	28	77	99	100	Do.
Cincinnati, Ohio.....	3	3	4	13	42	67	86	Paid time. Paid to nearest 6 minutes.
Cleveland, Ohio.....	5	6	7	23	61	99	100	Paid time. Paid to next 5 minutes.
Dallas, Tex.: Dallas Electric Corporation.	7	9	10	15	21	47	95	Actual time.
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.	5	5	16	21	21	42	68	Paid time. Paid to nearest 5 minutes.
Davenport, Iowa.....	1	1	1	1	48	100	100	Do.
Denver, Colo.....	5	7	9	12	39	73	92	Actual time.
Des Moines, Iowa.....	1	1	3	10	70	93	98	Do.
Detroit, Mich.....	3	3	6	35	84	98	99	Do.
Evansville, Ind.....	2	2	2	2	6	58	100	Do.
Grand Rapids, Mich.....	3	8	9	22	72	89	96	Paid time. Paid to nearest $\frac{1}{2}$ hour.
Houston, Tex.....	9	11	12	12	25	47	83	Paid time. Paid to nearest 5 minutes.

¹ Including those who also did other work.
² Those who did no other work.
³ Motormen and conductors worked interchangeably.
⁴ Less than one-half of 1 per cent.

170 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN, REGULAR—Continued.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—							Time used in tabulation.
	Under 6 hrs.	Under 7 hrs.	Under 8 hrs.	Under 9 hrs.	Under 10 hrs.	Under 11 hrs.	Under 12 hrs.	
Indianapolis, Ind.....	4	4	6	11	32	90	99	Actual time.
Jacksonville, Fla.....	3	5	5	10	10	37	90	Do.
Kansas City, Mo.....	3	3	3	5	23	67	96	Paid time. Paid to nearest 6 minutes.
Lincoln, Nebr.....	6	6	6	6	7	9	59	Actual time.
Little Rock, Ark.....	6	6	15	15	21	26	98	Do.
Los Angeles, Cal.....	2	3	5	7	31	94	99	Do.
Louisville, Ky.....	2	3	3	10	25	70	93	Do.
Lowell, Mass.....	5	8	11	45	100	100	100	Paid time. Paid to next ¼ hour.
Manchester, N. H.....	32	32	34	68	100	100	100	Paid time. Paid to nearest ¼ hour.
Memphis, Tenn.....	5	7	10	19	40	81	95	Paid time. Paid to nearest 5 minutes.
Milwaukee, Wis.....	2	2	7	14	56	92	98	Do.
Minneapolis and St. Paul, Minn.....	4	4	5	6	48	86	94	Actual time.
Mobile, Ala.....			2	5	69	92	98	Paid time. Paid to nearest 6 minutes.
Nashville, Tenn.....	3	3	3	8	46	66	70	Actual time.
Newark, N. J.....	3	3	6	10	52	96	99	Do.
New Bedford, Mass.....	21	23	26	46	62	95	98	Paid time. Paid to next 5 minutes.
New Britain, Conn.....	18	18	23	23	32	100	100	Paid time. Paid to nearest ¼ hour.
New Haven, Conn.....	5	5	6	17	67	97	98	Do.
New Orleans, La.....	(1)	1	4	25	86	99	100	Actual time.
New York, N. Y.: Brooklyn Rapid Transit Co.....	2	2	2	3	58	95	99	Do.
New York & Queens County Ry. Co.....	7	8	9	25	51	88	99	Do.
New York Rys. Co.— Horse-car lines ²	20	20	29	37	49	97	100	Do.
Storage-battery car lines	6	8	16	22	45	96	100	Do.
All lines except horse and storage-battery car lines	5	6	8	21	34	95	99	Paid time. Paid 8 hours for runs under 8 hours, paid 9 hours for runs over 8 and under 9, paid 10 hours for runs over 9 and under 10, paid to nearest 6 minutes for runs over 10 hours.
All lines except horse and storage-battery car lines and Fourth Ave. and Ninth Ave. divisions. ³	4	5	7	20	34	94	99	Do.
Do. ³	8	11	17	22	61	94	99	Actual time.
Do. ⁴	3	4	6	18	33	94	99	Paid time. Paid 8 hours for runs under 8 hours, paid 9 hours for runs over 8 and under 9, paid 10 hours for runs over 9 and under 10, paid to nearest 6 minutes for runs over 10 hours.
Do. ⁴	7	10	16	21	60	94	99	Actual time.
Third Avenue Ry. Co.— The Bronx.....	6	8	13	27	55	84	92	Do.
Manhattan.....	2	3	4	11	32	82	99	Do.

¹ Less than one-half of 1 per cent.
² Drivers.

³ Including those who also did other work.
⁴ Those who did no other work.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN, REGULAR—Continued.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—							Time used in tabulation.
	Under 6 hrs.	Under 7 hrs.	Under 8 hrs.	Under 9 hrs.	Under 10 hrs.	Under 11 hrs.	Under 12 hrs.	
New York, N. Y.—Concluded.								
Interborough Rapid Transit Co.								
Elevated lines—								
All lines ¹	1	1	1	1	1	100	100	Paid time. Paid 10 hours for runs under 10 hours. Paid time includes reporting time of from 10 to 30 minutes per day. Do.
Second and Third Avenue lines. ¹	1	1	1	1	1	100	100	Do.
Do. ²	2	3	15	50	100	100	100	Actual time.
Do. ²							100	Paid time. Paid 10 hours for runs under 10 hours. Paid time includes reporting time of from 10 to 30 minutes per day. Actual time. Do.
Do. ²	1	2	12	47	100	100	100	Actual time. Do.
Subway lines.....	2	3	13	62	98	99	99	Do.
Brooklyn Rapid Transit Co. (elevated lines)—								
All divisions ¹	2	2	3	3	3	84	94	Paid time. Paid 10 hours for runs under 10 hours. Paid time includes 10 minutes reporting time and 30 to 40 minutes for meals. Do.
Brighton-Culver and Bay Ridge-West End divisions. ¹	1	1	1	1	1	91	97	Do.
Do. ¹	1	1	2	23	91	99	100	Actual time.
Do. ²	1	1	1	1	1	91	98	Paid time. Paid 10 hours for runs under 10 hours. Paid time includes 10 minutes reporting time and 30 to 40 minutes for meals. Actual time. Do.
Do. ¹	1	1	2	23	91	100	100	Actual time. Do.
Norfolk, Va.....	9	11	11	11	16	39	84	Do.
Oakland, Cal.....	1	1	1	6	75	97	100	Do.
Oklahoma City, Okla.....	5	7	7	9	67	93	95	Do.
Omaha, Nebr.....	3	3	3	5	39	94	100	Do.
Peoria, Ill.....	2	2	2	7	97	99	100	Do.
Philadelphia, Pa.: Philadelphia Rapid Transit Co.—								
Elevated lines.....					100	100	100	Paid time. Paid to nearest 6 minutes. Do.
Surface lines.....	1	1	1	15	72	96	98	Do.
Pittsburgh, Pa.....	1	2	5	36	74	93	98	Actual time.
Portland, Me.....	2	5	15	47	92	98	100	Do.
Portland, Oreg.....	3	4	5	11	32	86	97	Paid time. Paid to nearest 5 minutes.
Providence, R. I.....	8	13	21	35	74	93	97	Paid time. Paid 8 hours for runs under 8 hours, and to next quarter hour for runs over 8 hours. Paid 50 cents for tripper runs under 2 hours, \$1 for tripper runs of 2 and under 4 hours, 5½ hours for tripper runs of 4 and under 5 hours, and 7 hours for tripper runs of 5 and under 7 hours.

¹ Including those who also did other work.

² Those who did no other work.

172 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN, REGULAR—Concluded.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—							Time used in tabulation.
	Under 6 hrs.	Under 7 hrs.	Under 8 hrs.	Under 9 hrs.	Under 10 hrs.	Under 11 hrs.	Under 12 hrs.	
Pueblo, Colo.....					68	100	100	Actual time.
Reading, Pa.....	7	7	7	7	12	15	17	Paid time. Paid to nearest ½ hour.
Richmond, Va.....	4	4	5	5	18	67	97	Paid time. Paid to nearest 5 minutes.
Rochester, N. Y.....	6	8	8	8	91	100	100	Do.
Sacramento, Cal.....				9	98	100	100	Actual time.
Saginaw, Mich.....	3	3	3	3	15	94	100	Do.
St. Louis, Mo.....	1	1	1	2	12	95	99	Do.
Salt Lake City, Utah.....	1	1	1	8	82	99	99	Do.
San Antonio, Tex.....	5	13	13	13	95	98	99	Do.
San Francisco, Cal.: Municipal Railways of San Francisco.....			33	98	100	100	100	Do.
United Railroads of San Francisco.....	2	3	3	3	27	91	99	Do.
Savannah, Ga.....	3	3	5	14	21	29	72	Do.
Scranton, Pa.....	2	2	2	13	68	100	100	Do.
Seattle, Wash.: Seattle Municipal Street Ry. Co.....			57	100	100	100	100	Do.
Seattle, Renton & Southern Ry. Co.....				31	65	100	100	Do.
Sioux City, Iowa.....		6	8	13	25	42	62	Paid time. Paid to nearest 5 minutes.
South Bend, Ind.....	5	5	5	13	24	47	95	Paid time. Paid to next 5 minutes.
Spokane, Wash.: Spokane & Inland Empire R. R. Co.....	3	3	4	4	57	86	94	Actual time.
The Washington Water Power Co.....		2	4	4	52	94	99	Do.
Springfield, Ill.....				6	78	94	100	Do.
Springfield, Mass.....	2	3	5	29	86	96	99	Do.
Springfield, Ohio.....			2	2	60	92	100	Paid time. Paid to nearest 5 minutes.
Superior, Wis.....	4	4	4	4	13	52	96	Paid time. Paid to nearest 6 minutes.
Syracuse, N. Y.....	8	10	11	12	85	99	99	Actual time.
Tacoma, Wash.....	2	2	2	3	12	75	96	Do.
Toledo, Ohio.....	5	7	9	14	61	86	95	Paid time. Paid to nearest ½ hour.
Topeka, Kans.....	3	5	5	5	8	14	19	Do.
Washington, D. C.: Capital Traction Co.....	1	2	4	8	56	85	94	Actual time.
Washington Railway & Electric Co.....	1	3	4	7	22	70	96	Do.
Wheeling, W. Va.....	2	2	2	2	69	100	100	Do.
Wichita, Kans.....	2	2	2	2	19	29	67	Do.
Wilmington, Del.: People's Ry. Co.....				4	8	13	50	Paid time. Paid to nearest ½ hour.
Wilmington & Philadelphia Traction Co.....		2	2	3	5	10	37	Do.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN: EXTRA.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—						Time used in tabulation.
	Under 2 hrs.	Under 4 hrs.	Under 6 hrs.	Under 8 hrs.	Under 10 hrs.	Under 12 hrs.	
Altoona, Pa.....	6	19	19	19	94	100	Paid time. Paid to nearest $\frac{1}{2}$ hour for regular runs; paid 2 hours for tripper runs of $1\frac{1}{2}$ to $1\frac{1}{2}$ hours.
Atlanta, Ga.....	1	3	6	9	15	81	Paid time. Paid to nearest 5 minutes.
Augusta, Ga.....	8	15	31	62	69	92	Actual time.
Binghamton, N. Y.....	6	6	6	13	38	94	Paid time. Paid to nearest 10 minutes.
Birmingham, Ala.....	3	5	14	30	49	92	Actual time.
Boston, Mass.: Boston Elevated Ry. Co.— Surface lines— All divisions ¹	6	28	50	59	88	97	Paid time. Paid $8\frac{1}{2}$ hours for runs of 8 to $8\frac{1}{2}$ hours; paid to next $\frac{1}{2}$ hour for runs over $8\frac{1}{2}$ hours. Includes 5 minutes reporting time, and 5 minutes allowed for making out reports.
Division 2 ¹	11	29	57	68	94	98	Do.
Do. ¹	16	39	63	69	95	97	Actual time.
Do. ²	9	34	57	62	96	99	Do.
Elevated lines.....	4	22	33	63	89	96	Actual time and 2, 4, or 6 minutes reporting time.
Brockton, Mass.....	17	33	33	50	83	100	Actual time and 5 minutes reporting time.
Buffalo, N. Y.....	3	7	26	28	58	96	Paid time. Paid to nearest 6 minutes.
Butte, Mont. ³			13	50	94	100	Paid time. Paid to nearest 5 minutes.
Charleston, S. C.....	6	17	50	61	67	83	Actual time.
Charlotte, N. C.....					60	60	Paid time. Includes 10, 15, or 20 minutes reporting time and 10 minutes allowed for making out reports. Paid to nearest 5 minutes.
Chattanooga, Tenn.....	19	52	57	62	76	95	Paid time. Paid to nearest 5 minutes.
Chicago, Ill.: Chicago Elevated Railways— All divisions ¹			8	19	43	86	Paid time. Paid 10 hours for runs under 10 hours; paid to next $\frac{1}{2}$ hour for runs over 10 hours. Includes reporting time of 8 to 30 minutes on straight runs and a maximum of 60 minutes on swing runs.
South Side division ²				6	44	100	Do.
Do. ²		13	31	44	69	100	Actual time and reporting time of 8 to 30 minutes on straight runs and a maximum of 60 minutes on swing runs.
Chicago Surface Lines.....	(4)	(4)	2	3	53	100	Actual time and 10 to 30 minutes reporting time, 5 minutes allowed for making out reports, and 15 to 50 minutes for meals on 61 per cent of runs.
Cincinnati, Ohio.....	5	13	31	41	58	80	Paid time. Paid to nearest 6 minutes.
Cleveland, Ohio.....	13	33	51	57	78	98	Paid time. Paid to next 5 minutes.
Dallas, Tex.: Dallas Electric Corporation. Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.	4	22	33	45	53	92	Actual time.
	4	8	42	67	75	83	Paid time. Paid to nearest 5 minutes.
Davenport, Iowa.....	8	8	8	8	38	85	Do.

¹ Including those who also did other work.
² Those who did no other work.

³ Motormen and conductors worked interchangeably.
⁴ Less than one-half of 1 per cent.

174 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN, EXTRA—Continued.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—						Time used in tabulation.
	Under 2 hrs.	Under 4 hrs.	Under 6 hrs.	Under 8 hrs.	Under 10 hrs.	Under 12 hrs.	
Denver, Colo.....	4	21	28	32	53	84	Actual time and 10 minutes allowed for making out reports.
Des Moines, Iowa.....		6	9	16	50	94	Actual time and 5 minutes reporting time.
Detroit, Mich.....	2	4	5	12	78	97	Actual time and 10 minutes reporting time.
Evansville, Ind.....	21	29	43	50	50	100	Actual time.
Grand Rapids, Mich.....	3	7	13	37	63	93	Paid time. Paid to nearest ¼ hour.
Houston, Tex.....		2	12	24	45	80	Paid time. Paid to nearest 5 minutes.
Indianapolis, Ind.....		6	31	47	69	95	Actual time and 20 to 30 minutes for meals on 40 per cent of regular runs.
Jacksonville, Fla.....		16	32	48	58	84	Actual time and 10 minutes reporting time.
Kansas City, Mo.....	8	21	29	38	52	78	Paid time. Includes 12 minutes allowed for making out reports. Paid to nearest 6 minutes.
Lincoln, Nebr.....	6	6	13	19	19	69	Actual time.
Little Rock, Ark.....	6	24	29	47	53	94	Do.
Los Angeles, Cal.....	1	14	28	50	58	94	Actual time and 5 minutes allowed for making out reports.
Louisville, Ky.....	6	11	19	22	40	83	Actual time.
Lowell, Mass.....	20	53	73	73	87	100	Paid time. Paid to next ¼ hour.
Manchester, N. H.....	5	14	41	64	95	95	Paid time. Includes 10 minutes reporting time. Paid to nearest ¼ hour.
Memphis, Tenn.....	10	12	33	50	69	95	Paid time. Paid to nearest 5 minutes.
Milwaukee, Wis.....	5	17	35	41	70	98	Do.
Minneapolis and St. Paul, Minn.	10	32	57	70	82	99	Actual time.
Mobile, Ala.....						83	Paid time. Paid to nearest 6 minutes.
Nashville, Tenn.....		26	37	39	72	98	Actual time.
Newark, N. J.....	6	15	17	19	35	96	Do.
New Bedford, Mass.....			27	43	70	87	Paid time. Includes 5 to 20 minutes reporting time. Paid to next 5 minutes.
New Britain, Conn.....	10	10	40	50	70	90	Paid time. Paid to nearest ¼ hour.
New Haven, Conn.....	10	32	45	54	77	91	Do.
New Orleans, La.....	11	21	25	26	89	100	Actual time.
New York, N. Y.:							
Brooklyn Rapid Transit Co.	1	3	7	11	59	98	Do.
New York & Queens County Ry. Co.	7	11	11	19	52	100	Do.
New York Rys. Co.—							
Horse-car lines ¹			50	50	50	100	Do.
Storage-battery car lines		8	8	33	75	100	Do.
All except horse and storage-battery car lines. ²	2	7	14	19	47	99	Paid time. Paid 8 hours for runs under 8 hours, paid 9 hours for runs over 8 and under 9, paid 10 hours for runs over 9 and under 10; paid to the nearest 6 minutes for runs over 10 hours.
All except horse and storage-battery car lines and Fourth Avenue and Ninth Avenue divisions. ²	2	7	13	19	46	99	Do.
Do. ²		8	15	27	61	99	Actual time.
Do. ³	1	7	16	21	51	98	Paid time. Paid 8 hours for runs under 8 hours, paid 9 hours for runs over 8 and under 9, paid 10 hours for runs over 9 and under 10; paid to the nearest 6 minutes for runs over 10 hours.
Do. ³	2	9	17	28	57	98	Actual time.

¹ Drivers.

² Including those who also did other work.

³ Those who did no other work.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Continued.

MOTORMEN: EXTRA—Continued.

City.	Per cent of motormen whose actual or paid time on a representative Wednesday was—						Time used in tabulation.
	Under 2 hrs.	Under 4 hrs.	Under 6 hrs.	Under 8 hrs.	Under 10 hrs.	Under 12 hrs.	
New York, N. Y.—Concluded.							
Third Avenue Ry. Co.—							
The Bronx.....	3	20	42	59	82	97	Actual time.
Manhattan.....	1	3	4	11	46	100	Do.
Interborough Rapid Transit Co.—							
Elevated lines—							
All lines.....		4	23	26	38	94	Paid time. Paid 10 hours for runs under 10 hours. Includes 10 to 30 minutes reporting time.
Second and Third Avenue lines. ¹		8	20	28	44	88	Do.
Do. ¹		16	24	44	84	100	Actual time and 10 to 30 minutes reporting time.
Subway lines.....	7	33	47	73	87	100	Actual time and 10 to 20 minutes reporting time.
Brooklyn Rapid Transit Co. (elevated lines)—							
All divisions ¹		18	24	35	50	85	Paid time. Paid 10 hours for runs under 10 hours. Includes 10 minutes reporting time and 30 to 40 minutes allowed for meals.
Brighton-Culver and Bay Ridge-West End divisions. ¹		17	22	30	48	83	Do.
Do. ¹		26	48	57	74	87	Actual time and 10 minutes reporting time, and 30 to 40 minutes allowed for meals.
Do. ²		17	22	30	48	83	Paid time. Paid 10 hours for runs under 10 hours. Includes 10 minutes reporting time and 30 to 40 minutes allowed for meals.
Do. ²		26	48	57	74	87	Actual time, and 10 minutes reporting time and 30 to 40 minutes allowed for meals.
Norfolk, Va.....	4	8	25	29	33	83	Actual time.
Oakland, Cal.....		3	3	5	72	100	Do.
Oklahoma City, Okla.....			25	25	63	100	Actual time and 10 minutes reporting time.
Omaha, Nebr.....	14	36	44	47	69	97	Actual time.
Peoria, Ill. ³		19	27	40	61	79	Do.
Philadelphia, Pa.: Philadelphia Rapid Transit Co.—							
Elevated lines.....	14	14	14	29	100	100	Paid time. Paid to nearest 6 minutes.
Surface lines.....	5	15	21	24	77	98	Do.
Pittsburgh, Pa.....	7	21	33	36	73	94	Actual time.
Portland, Me.....		8	8	31	77	100	Actual time and 20 minutes reporting time on 8 runs and 10 minutes reporting time on all other runs.
Portland, Oreg.....	1	9	21	29	47	93	Paid time. Includes 5 minutes reporting time; paid to nearest 5 minutes.
Providence, R. I.....	(4)	12	27	62	81	94	Paid time. Paid 8 hours for runs under 8 hours and to next quarter hour for runs over 8 hours. Paid 50 cents for tripper runs under 2 hours, \$1 for tripper runs of 2 and under 4 hours, 54 hours for tripper runs of 4 and under 5 hours, and 7 hours for tripper runs of 5 and under 7 hours.

¹ Including those who also did other work.

² Those who did no other work.

³ Extra men worked interchangeably as motormen and conductors.

⁴ Less than one-half of 1 per cent.

TABLE 26.—PER CENT OF MOTORMEN WHOSE ACTUAL OR PAID TIME ON A REPRESENTATIVE WEDNESDAY WAS HOURS SPECIFIED OR LESS—Concluded.

MOTORMEN: EXTRA—Concluded.

City	Per cent of motormen whose actual or paid time on a representative Wednesday was—						Time used in tabulation.
	Under 2 hrs.	Under 4 hrs.	Under 6 hrs.	Under 8 hrs.	Under 10 hrs.	Under 12 hrs.	
Pueblo, Colo.....					78	100	Actual time.
Reading, Pa.....	2	16	25	32	45	57	Paid time. Paid to nearest ½ hour.
Richmond, Va.....	3	3	3	3	7	93	Paid time. Paid to nearest 5 minutes.
Rochester, N. Y.....	13	37	54	72	93	99	Paid time. Includes 5 minutes reporting time; paid to nearest 5 minutes.
Sacramento, Cal.....	18	27	64	64	100	100	Actual time and 10 minutes for pulling cars out of barn and 5 minutes for pulling cars into barn.
Saginaw, Mich.....		7	7	36	50	100	Actual time.
St. Louis, Mo.....	10	19	25	30	39	100	Do.
Salt Lake City, Utah.....	13	40	60	60	80	100	Actual time and 10 minutes reporting time.
San Antonio, Tex.....		4	16	24	52	64	Actual time.
San Francisco, Cal.: Municipal Railways of San Francisco.....		5	16	21	100	100	Actual time and 5 minutes for pulling cars out of barn and 2 minutes for pulling cars into barn.
United Railroads of San Francisco.....	3	9	18	19	26	99	Actual time and 5 minutes for pulling cars out of barn and 2, 3, 3½, 4, or 4½ minutes for pulling cars into barn.
Savannah, Ga.....					30	70	Actual time.
Seranton, Pa.....		4	12	20	76	88	Do.
Seattle, Wash.: Seattle Municipal Street Ry.....					100	100	Paid time. Paid to nearest ½ hour.
Seattle, Renton & Southern Ry. Co.....		33	33	33	50	100	Actual time.
Sioux City, Iowa.....					11	44	Paid time. Paid to nearest 5 minutes.
South Bend, Ind.....			9	9	9	55	Paid time. Includes 30 minutes allowed for meals on 20 per cent of runs. Paid to next 5 minutes.
Spokane, Wash.: Spokane & Inland Empire R. R. Co.....		24	47	59	82	100	Actual time.
The Washington Water Power Co.....	12	19	23	31	54	81	Do.
Springfield, Ill.....			27	27	87	93	Actual time and 10 minutes reporting time and 5 minutes for making reports.
Springfield, Mass.....	4	13	31	56	93	96	Actual time.
Springfield, Ohio.....	10	10	10	20	50	100	Paid time. Paid to nearest 5 minutes.
Superior, Wis.....		14	14	14	29	86	Paid time. Paid to nearest 6 minutes.
Syracuse, N. Y.....	16	42	54	64	91	99	Actual time and 5 minutes reporting time.
Tacoma, Wash.....	4	13	26	35	57	87	Actual time.
Toledo, Ohio.....	4	15	21	37	61	89	Paid time. Paid to nearest ½ hour.
Topeka, Kans.....		6	25	38	38	50	Do.
Washington, D. C.: Capital Traction Co.....	15	25	25	25	67	98	Actual time.
Washington Railway & Electric Co.....	5	17	38	39	49	96	Do.
Wheeling, W. Va.....	8	8	15	15	62	92	Do.
Wichita, Kans.....		7	7	14	43	79	Do.
Wilmington, Del.: People's Ry. Co.....	25	33	33	33	33	58	Paid time. Paid to nearest ½ hour.
Wilmington & Philadelphia Traction Co.....	11	37	68	79	84	84	Do.

CALENDAR DAYS WORKED IN WHOLE OR IN PART AND ACTUAL EARNINGS FOR ONE WEEK.

Street railway operation as an industry knows no rest day. The roads are in operation 7 days per week. Individual employees, however, do not all work every day, but are absent from duty more or less during the week from one cause or another. Occasionally a road makes provision for regular days off, but the general rule is that men are allowed time off from duty on request. In addition to time off for recreation, time is also lost to a greater or less extent because of sickness, personal affairs, etc.

General Table D, pages 177–294, Chapter VIII, shows the number of car-crew men, who in the selected week studied worked the whole or some part of one or all of the calendar days of the week, and in connection therewith it also shows the classified earnings of the employees during the week. In the table a person is entered as at work on a day if he performs any work on that day; a day in this table, therefore, must not be taken as meaning a full day. As in other industries, men do not always work at their primary occupations all of the time, but occasionally are shifted to other kinds of work to meet conditions. For example, a motorman or conductor may occasionally be assigned to act as a switchman, inspector, etc.

Table D includes, or accounts for, all men engaged in the operation of cars in the week studied. The records of the several companies as to the the kind of work actually performed are incomplete. Some companies keep account of each kind of work done by each employee, but other companies shift men at times to other work without the change appearing on the pay roll, especially if the rate of pay remains the same.

As far as possible a segregation was made in the table of the car-crew men who in the week did work exclusively at their regular occupation, and of men who worked at their regular occupation and some other occupation as well. In some instances the number that fell within the second group was so small as not to warrant tabulation. Notes, however, indicate the number within the group. The number of days worked, stated in the table, applies only to days on which work was done at the *specified occupation*. No consideration is taken in the table of days or parts of days employed at other work. In the statement of earnings, however, the figures include the pay for work at the regular occupation, and for all other work as well. In other words, the earnings are the total earnings of the employees, regardless of the occupation at which employed. For the men who worked at their regular occupation only there is a direct correlation of days on which work was done and earnings, but in the other group, those who

did other work as well, there is no correlation of days worked and earnings.

A special condition appears in the figures for the Boston surface lines, page 874. A complete segregation for the company into two groups, those following their regular occupation only, and those who did other work also, was possible, but it was not done for the entire company because of the great amount of work involved. Such segregation, however, was made for one of the divisions of the company, division 2. There are, therefore, three sections of this table for the Boston surface lines:

(a) A tabulation embracing all divisions and including all men, whether or not they did work at any other occupation.

(b) A tabulation for division 2 only, of such men as did no other work.

(c) A tabulation for division 2 only, of the few men who worked at their regular occupation and did work in some other occupation as well. A comparison of the second and third sections of this table for this company shows no material difference in the earnings, day by day, of the men in the two groups.

As stated above, the days shown are the calendar days on which the man worked at his regular occupation only, while the earnings are those at the regular occupation and at all other work as well. When other work was done, therefore, the earnings bear no relation to the days on which the man worked at his regular occupation. Thus on page 877 a regular motorman worked but one day in the selected week at his regular occupation, yet earned \$18 and under \$19 in the week because of other work spread over several days.

To bring out clearly the regularity with which men worked, a summary table (Table 27) drawn from Table D is here given, showing for each company the number of men who did work on each number of calendar days from 1 to 7, and percentages computed from such figures, showing the per cent who were employed 7 calendar days in the selected week, 6 days, and less than 6 days. A wide variation was found in the different companies in the proportion of motormen and conductors who worked 7 days per week, 6 days per week, etc. Reading the first line of the table below, relating to Altoona, it is seen that 1 regular motorman worked the whole or a part of 1 day in the week studied, 1 man worked 2 days, 1 man 3 days, 4 men 4 days, 9 men 5 days, 23 men 6 days, and 34 men 7 days, making a total of 73 who worked during the week. Of the total 73, the 34 who worked 7 days constituted 47 per cent, the 23 who worked 6 days constituted 32 per cent, and the remaining men 22 per cent. The figures for the other companies can be read in like manner.

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK.

MOTORMEN: REGULAR.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Altoona, Pa.....	1	1	1	4	9	23	34	73	47	32	22
Atlanta, Ga.....	4	3	9	21	62	128	88	315	28	41	31
Augusta, Ga.....					4	8	13	25	52	32	16
Binghamton, N. Y.....	3	1	1	5	2	17	32	61	52	28	20
Birmingham, Ala.....	4	4	2	6	9	40	123	188	65	21	13
Boston, Mass.:											
Boston Elevated Ry. Co.—											
Surface lines — all divisions ¹	2	8	10	38	104	547	769	1,478	52	37	11
Surface lines—division 2 ²		3	3	3	10	66	76	161	47	41	12
Surface lines—division 2 ³	1				2	8	6	17	35	47	18
Elevated lines ²				1	1	7	40	49	82	14	4
Elevated lines ³		1			2	1	4	9	44	11	44
Brockton, Mass.:											
Those who did no other work.....				1	1	16	46	64	72	25	3
Those who also did other work.....				1	2	7	5	15	33	47	20
Buffalo, N. Y.:											
Those who did no other work.....	3	4	6	11	33	180	270	507	53	36	11
Those who also did other work.....			2	2	1	16	28	49	57	33	10
Butte, Mont. ⁴	1	2	1		9	22	65	100	65	22	13
Charleston, S. C.....					2	11	30	43	70	26	5
Charlotte, N. C.....	1			4	4	9	34	52	65	17	17
Chattanooga, Tenn.....		1		3	7	16	57	84	68	19	13
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work.....	1	4	3	8	23	138	161	338	48	41	12
Those who also did other work.....			2	1		3	7	13	54	23	23
Chicago Surface Lines.....	24	40	78	171	464	1,088	1,502	3,367	45	32	23
Cincinnati, Ohio.....	6	7	5	19	60	190	318	605	53	31	16
Cleveland, Ohio:											
Those who did no other work.....	4	6	16	35	75	272	322	730	44	37	19
Those who also did other work.....			1	1	6	30	41	79	52	38	10
Dallas, Tex.:											
Dallas Electric Corporation.....	2	3	2	5	10	25	75	122	61	20	18
Northern Texas Traction Co.,											
Oak Cliff division of Fort											
Worth lines.....	1			2	2	6	12	23	52	26	22
Davenport, Iowa.....					4	37	31	72	43	51	6
Denver, Colo.....	1	2	2	8	32	130	69	244	28	53	18
Des Moines, Iowa.....	1	1	6	8	10	46	83	154	54	30	16
Detroit, Mich.....	5	6	11	45	99	276	531	973	55	28	17
Evansville, Ind.....		1	1	2	10	18	23	55	42	33	25
Grand Rapids, Mich.....	2	4	1	2	11	26	87	133	65	20	15
Houston, Tex.....	2	1	2	4	17	43	60	129	47	33	20
Indianapolis, Ind.....	1	2	5	13	23	73	139	256	54	29	17
Jacksonville, Fla.....	4	5	2	3	12	25	34	85	40	29	31
Kansas City, Mo.:											
Those who did no other work.....	3	5	8	14	65	188	293	576	51	33	16
Those who also did other work.....				2	5	18	15	40	38	45	18
Lincoln, Nebr.....		1		2	12	24	26	65	40	37	23
Little Rock, Ark.:											
Those who did no other work.....	1		1	4	4	9	29	48	60	19	21
Those who also did other work.....	2				1	2	5	9	56	22	22
Los Angeles, Cal.....	1	9	11	25	86	304	410	847	48	36	16
Louisville, Ky.....	3	4	7	20	36	95	176	341	52	28	21
Lowell, Mass.:											
Those who did no other work.....			2	4	5	20	49	80	61	25	14
Those who also did other work.....				2	4	11	17	65	24	12	12
Manchester, N. H.....	1				3	11	25	40	63	28	10
Memphis, Tenn.:											
Those who did no other work.....	2	1	3	3	6	15	105	135	78	11	11
Those who also did other work.....		2		1	2	7	63	75	84	9	7

¹ Including those who also did other work.
² Those who did no other work.

³ Those who also did other work.
⁴ Motormen and conductors worked interchangeably.

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: REGULAR—Continued.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Milwaukee, Wis.....	2	3	6	18	70	243	138	480	29	51	21
Minneapolis and St. Paul, Minn..	3	5	4	17	34	228	424	715	59	32	9
Mobile, Ala.....	3	1	1	3	6	16	37	67	55	24	21
Nashville, Tenn.....	1			4	8	22	123	158	78	14	8
Newark, N. J.:											
Those who did no other work.	3	6	4	19	31	119	187	369	51	32	17
Those who also did other work.	1		2	8	13	38	63	125	50	30	19
New Bedford, Mass.....	1			2	4	24	39	70	56	34	10
New Britain, Conn.....				2	1	6	15	24	63	25	13
New Haven, Conn.....		2	2	6	16	71	112	209	54	34	12
New Orleans, La.....	5	6	18	30	63	83	387	592	65	14	21
New York, N. Y.:											
Brooklyn Rapid Transit Co.—											
Those who did no other work.	8	16	30	59	206	694	687	1,700	40	41	19
Those who also did other work.	3	5	11	21	41	77	55	213	26	36	38
New York & Queens County Ry. Co.—											
Those who did no other work.	1	2	1	10	30	47	57	148	39	32	30
Those who also did other work.		1	1	2	2	7	3	16	19	44	38
New York Rys. Co.—											
Horse-car lines—											
Those who did no other work.			1	1	1	13	22	38	58	34	8
Those who also did other work.						4	1	5	20	80	
Storage-battery car lines—											
Those who did no other work.			1	3	7	19	26	56	46	34	20
Those who also did other work.			1		2	2	3	8	38	25	38
All lines except horse-car and storage-battery car lines—											
Those who did no other work.	8	14	28	45	138	506	545	1,284	42	39	18
Those who also did other work.	2	4	2	14	13	32	32	99	32	32	35
Third Avenue Ry. Co.—											
The Bronx.		5	5	14	25	84	287	420	68	20	12
Manhattan.	6	7	20	16	33	177	335	594	56	30	14
Interborough Rapid Transit Co.—											
Elevated lines—											
Those who did no other work.		3	2	7	17	91	162	282	57	32	10
Those who also did other work.					4	18	53	75	71	24	5
Subway lines.					3	68	127	198	64	34	2
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work.		2		3	6	83	100	194	52	43	6
Those who also did other work.				1	3	15	17	36	47	42	11
Norfolk, Va.:											
Those who did no other work.	2	1	3		1	15	46	68	68	22	10
Those who also did other work.				3		3	2	8	25	38	38
Oakland, Cal.....	1	3	1	7	15	307	18	352	5	87	8
Oklahoma City, Okla.....			1		1	9	50	61	82	15	3
Omaha, Nebr.....	2	4	8	5	22	80	116	237	49	34	17
Peoria, Ill.....	1	2	7	8	9	29	52	108	48	27	25

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: REGULAR—Concluded.

City.	Number who worked on—							To- tal.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Philadelphia, Pa.:											
Philadelphia Rapid Transit Co.											
Elevated lines.....		1	1		4	8	20	34	59	24	18
Surface lines—											
Those who did no other work.....	16	18	42	102	345	859	870	2,252	39	38	23
Those who also did other work.....	2	2	3	4	18	32	17	78	22	41	37
Pittsburgh, Pa.:											
Those who did no other work.....	12	14	21	35	68	262	529	941	56	28	16
Those who also did other work.....	1	1	2	6	12	31	51	104	49	30	21
Portland, Me.:											
Those who did no other work.....			1	1	6	13	76	97	78	13	8
Those who also did other work.....		1			2	7	14	24	58	29	12
Portland, Oreg.		1	3	14	36	119	198	371	53	32	15
Providence, R. I.		3	6	3	13	91	273	389	70	23	6
Pueblo, Colo.			1	1	3	13	23	41	56	32	12
Reading, Pa.	2			1	8	39	5	55	9	71	20
Richmond, Va.	1		2	5	9	58	118	193	61	30	9
Rochester, N. Y.	2	4	1	9	29	84	134	263	51	32	17
Sacramento, Cal.		1	1		4	19	60	85	71	22	7
Saginaw, Mich.				1	4	8	23	36	64	22	14
St. Louis, Mo.:											
Those who did no other work.....	9	7	21	34	80	351	654	1,156	57	30	13
Those who also did other work.....				4	5	16	20	45	44	36	20
Salt Lake City, Utah.....		1	3	3	7	31	109	154	71	20	9
San Antonio, Tex.	1	4	5	4	12	24	99	149	66	16	17
San Francisco, Cal.:											
Municipal Railways of San Francisco.....		2			6	50	37	95	39	53	8
United Railroads of San Francisco.....	11	4	18	16	50	318	305	722	42	44	14
Savannah, Ga.	1		1	1	2	11	46	62	74	18	8
Seranton, Pa.		2	2	6	7	38	67	122	55	31	14
Seattle, Wash.:											
Seattle Municipal Street Ry.					1	2	5	8	63	25	13
Seattle, Renton & Southern Ry. Co.				2	2	9	16	29	55	31	14
Sioux City, Iowa.....	2		1	1	3	4	47	58	81	7	12
South Bend, Ind.				2	4	7	30	43	70	16	14
Spokane, Wash.:											
Spokane & Inland Empire R. R. Co.				1	5	18	52	76	68	24	8
The Washington Water Power Co.		3	1	2	18	26	47	97	48	27	25
Springfield, Ill.	2			3	13	16	30	64	47	25	28
Springfield, Mass.			2	2	17	69	79	169	47	41	12
Springfield, Ohio.....		1	1		4	16	35	57	61	28	11
Superior, Wis.				1	11	12	24	50	46	4	4
Syracuse, N. Y.:											
Those who did no other work.....	1	1	3	5	9	36	74	129	57	28	15
Those who also did other work.....					4	2	12	18	67	11	22
Tacoma, Wash.			1	5	7	22	66	101	65	22	13
Toledo, Ohio.	2	3	4	14	35	84	97	239	41	35	24
Topeka, Kans.	1	1		2	1	11	25	41	61	27	12
Washington, D. C.:											
Capital Traction Co.	1	7	2	7	15	138	87	257	34	54	12
Washington Railway & Electric Co.	2	2	3	12	43	163	76	301	25	54	21
Wheeling, W. Va.	3			2	2	13	47	67	70	19	10
Wichita, Kans.	2	3	1		9	23	16	54	30	43	28
Wilmington, Del.:											
People's Ry. Co.			1		15	14		30		47	53
Wilmington & Philadelphia Traction Co.		1		5	8	31	19	64	30	48	22

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: EXTRA.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Altoona, Pa.		1	1	3	6	4	8	23	35	17	48
Atlanta, Ga.	1	6	7	15	21	27	18	95	19	28	53
Augusta, Ga.:		1					8	11	73	18	9
Those who did no other work							2	4	50	25	25
Those who also did other work				1	1	2	4	21	29	29	43
Binghamton, N. Y.		2	1	3	3	6	6	21	29	29	43
Birmingham, Ala.	1	3	2	2	1	6	27	42	64	14	21
Boston, Mass.:											
Boston Elevated Ry. Co.—											
Surface lines—all divisions ¹	2	3	10	15	41	141	524	736	71	19	10
Surface lines—division 2 ²	1			1	1	11	16	30	53	37	10
Surface lines—division 2 ³	1	3		7	14	25	32	82	39	30	30
Elevated lines.	1		3	2	4	10	33	53	62	19	19
Brockton, Mass.:											
Those who did no other work.	1			1		1	4	7	57	14	29
Those who also did other work.			1	1	2	14	31	49	63	29	8
Buffalo, N. Y.:											
Those who did no other work.	1	4		3	7	14	53	82	65	17	18
Those who also did other work.			1	1	2	1	21	26	81	4	15
Butte, Mont. ⁴	2	3	4	4	1	6	12	32	38	19	44
Charleston, S. C.:											
Those who did no other work.	1			1			11	13	85		15
Those who also did other work.	1					4	3	8	38	50	13
Charlotte, N. C.				1		1	3	5	60	20	20
Chattanooga, Tenn.			2	1		6	15	24	63	25	13
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work.					3	8	20	31	65	26	10
Those who also did other work.							1	1	100		
Those who did no other work ⁵ .		1		1	2	5	17	26	65	19	15
Those who also did other work ⁵ .	1			2	3	10	6	22	27	45	27
Chicago Surface Lines.	34	62	74	138	197	217	123	845	15	26	60
Cincinnati, Ohio.	8	6	3	3	11	24	138	193	72	12	16
Cleveland, Ohio:											
Those who did no other work.	6	5	4	7	9	28	115	174	66	16	18
Those who also did other work.		1	3	7	8	22	105	146	72	15	13
Dallas, Tex.:											
Dallas Electric Corporation.	3	2	2	1	4	10	35	57	61	18	21
Northern Texas Traction Co.,											
Oak Cliff division of Fort Worth lines.	1		2	1	1	3	18	26	69	12	19
Davenport, Iowa.	1		2	2	1	3	10	19	53	16	32
Denver, Colo.:											
Those who did no other work.	5		3	9	12	21	21	71	30	30	41
Those who also did other work.			2	4	5	5	8	16	31	31	69
Des Moines, Iowa.		1	1	1	1	5	8	20	56	22	22
Detroit, Mich.	12	9	8	7	11	44	137	228	60	19	21
Evansville, Ind.					2	8	8	18	44	44	11
Grand Rapids, Mich.					2	10	20	32	63	31	6
Houston, Tex.	2	1	2	5	3	13	32	58	55	22	22
Indianapolis, Ind.	3	6	5	5	6	25	69	119	58	21	21
Jacksonville, Fla.				1	5	6	23	35	66	17	17
Kansas City, Mo.:											
Those who did no other work.	5	7	1	8	18	36	77	152	51	24	26
Those who also did other work.	1		3	3	6	8	16	37	43	22	35
Lincoln, Nebr.					1	3	14	18	78	17	6
Little Rock, Ark.:											
Those who did no other work.			1	1	1		9	12	75		25
Those who also did other work.					2	2	4	8	50	25	25

¹ Including those who also did other work.
² Those who did no other work.
³ Those who also did other work.
⁴ Motormen and conductors; worked interchangeably.
⁵ Acting motormen (conductors and guards).

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: EXTRA—Continued.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Los Angeles, Cal.....	1	1	3	7	21	52	108	193	56	27	17
Louisville, Ky.....	4	3	7	5	24	31	49	123	40	25	35
Lowell, Mass.:											
Those who did no other work.....	1		1	2	2	3	9	18	50	17	33
Those who also did other work.....					11	15	11	37	30	41	30
Manchester, N. H.....						4	21	25	84	16	
Memphis, Tenn.:											
Those who did no other work.....	2		1	3		2	16	24	67	8	25
Those who also did other work.....					2	1	23	26	88	4	8
Milwaukee, Wis.....	1		1	2	9	16	80	109	73	15	12
Minneapolis and St. Paul, Minn.....	3	6	4	10	12	74	243	352	69	21	10
Mobile, Ala.....				2	7	6	4	19	21	32	47
Nashville, Tenn.....	1	3	3	4	2	9	31	53	58	17	25
Newark, N. J.:											
Those who did no other work.....	4	1	2	3	7	21	23	61	38	34	28
Those who also did other work.....	1		2	3	10	27	29	72	40	38	22
New Bedford, Mass.....					1	9	22	32	69	28	3
New Britain, Conn.....	1	2		3	2	1	6	15	40	7	53
New Haven, Conn.....	2	6	3	6	10	34	63	124	51	27	22
New Orleans, La.....	5	2	5	10	17	46	51	136	38	34	29
New York, N. Y.:											
Brooklyn Rapid Transit Co.—											
Those who did no other work.....	8	8	3	12	31	76	67	205	33	37	30
Those who also did other work.....		9	17	24	48	43	23	164	14	26	60
New York & Queens County Ry. Co.—											
Those who did no other work.....			1	8	9	15	19	52	37	29	35
Those who also did other work.....	4		2	1	6	10	5	28	18	36	46
New York Rys. Co.—											
Horse-car lines.....						2	2	4	50	50	
Storage-battery car lines—											
Those who did no other work.....		1		2	1	6	3	13	23	46	31
Those who also did other work.....				1		1	1	3	33	33	33
All lines except horse-car and storage-battery car lines—											
Those who did no other work.....	2	13	7	18	29	52	49	170	29	31	41
Those who also did other work.....	4	4	3	14	25	35	24	109	22	32	46
Third Avenue Ry. Co.—											
The Bronx.....	3	5	6	6	13	30	69	132	52	23	25
Manhattan.....	6	4	3	10	13	23	59	118	50	19	31
Interborough Rapid Transit Co.—											
Elevated lines.....			1		3	13	40	57	70	23	7
Subway lines.....						2	13	15	87	13	
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work.....			1	2	3	8	6	20	30	40	30
Those who also did other work.....	2	4	5	8	4	5	2	30	7	17	77
Norfolk, Va.....	3	1			3	4	15	26	58	15	27
Oakland, Cal.....		1	2	2	8	57	28	98	29	58	13
Oklahoma City, Okla.....					2	1	6	9	67	11	22
Omaha, Nebr.....		2			2	13	55	72	76	18	6
Peoria Ill.....			4	1	1	11	50	67	75	16	9

¹ Motormen and conductors; worked interchangeably.

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: EXTRA—Continued.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Philadelphia, Pa.:											
Philadelphia Rapid Transit Co.—											
Elevated lines.....					1	4	3	8	38	50	13
Surface lines—											
Those who did no other work.....	5	11	32	92	209	128	91	568	16	23	61
Those who also did other work.....		3	7	10	20	13	5	58	9	22	69
Pittsburgh, Pa.:											
Those who did no other work.....	2	1	1	7	19	37	79	146	54	25	21
Those who also did other work.....	4	5	4	8	12	49	74	156	47	31	21
Portland, Me.:											
Those who did no other work.....			2		2			9	56		44
Those who also did other work.....				2	2	5	11	20	55	25	20
Portland, Oreg.....	5	1	4	1	12	28	49	100	49	28	23
Providence, R. I.....	5	5	5	8	19	43	171	256	67	17	16
Pueblo, Colo.....				1	1	4	3	9	33	44	22
Reading, Pa.....	7	3	2	3	8	17	15	55	27	31	42
Richmond, Va.:											
Those who did no other work.....	2	2		2	1	7	17	31	55	23	23
Those who also did other work.....					1	2	4	7	57	29	14
Rochester, N. Y.....	1		3	4	12	60	78	158	49	38	13
Sacramento, Cal.....			2	2	4	4	3	15	20	27	53
Saginaw, Mich.....				1	3	5	6	15	40	33	27
St. Louis, Mo.:											
Those who did no other work.....	1	4	4	11	18	54	79	171	46	32	22
Those who also did other work.....			1	1	15	13	34	64	53	20	27
Salt Lake City, Utah.....		2		1	4	7	17	31	55	23	23
San Antonio, Tex.....	5	2	2	4			3	17	33	52	9
San Francisco, Cal.:											
Municipal Railways of San Francisco.....		1				2	17	20	85	10	5
United Railroads of San Francisco.....	22	9	4	15	20	59	76	205	37	29	34
Savannah, Ga.....	1	2	2		3	4	3	15	20	27	53
Seranton, Pa.....	2				3	12	15	32	47	38	16
Seattle, Wash.:											
Seattle Municipal Street Ry. Co.....							1	1	100		
Seattle, Renton & Southern Ry. Co.....	2				1	4	1	8	13	50	38
Sioux City, Iowa.....						1	8	9	89	11	
South Bend, Ind.....	2				1	3	9	15	60	20	20
Spokane, Wash.:											
Spokane & Inland Empire R. R. Co.....			3		1	3	12	19	63	16	21
The Washington Water Power Co.....	1			2	4	13	9	29	31	45	24
Springfield, Ill.....			3		2	7	7	19	37	37	26
Springfield, Mass.....		1	2	2	7	18	29	59	49	31	20
Springfield, Ohio.....	2		1	1	3	3	4	14	29	21	50
Superior, Wis.....	1		2	1	1	2	4	11	36	18	45
Syracuse, N. Y.:											
Those who did no other work.....				1	1	9	11	22	50	41	9
Those who also did other work.....			3	5	11	33	36	88	41	38	22
Tacoma, Wash.:											
Those who did no other work.....		1	1	1	3	6	12	24	50	25	25
Those who also did other work.....			1	2		2	7	29	29	29	43
Toledo, Ohio.....	1	3	1	7	8	23	62	105	59	22	19
Topeka, Kans.....			1	1		1	14	17	82	6	12
Washington, D. C.:											
Washington Railway & Electric Co.....	11	4	8	9	22	34	21	109	19	31	50
Capital Traction Co.....	7	1	5	4	13	18	16	64	25	28	47
Wheeling, W. Va.....		1				2	11	14	79	14	7
Wichita, Kans.....		1			6	5	4	16	25	31	44

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

MOTORMEN: EXTRA—Concluded.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Wilmington, Del.:											
People's Ry. Co.			1		9	5	1	16	6	31	63
Wilmington & Philadelphia Traction Co.—											
Those who did no other work				1	1	7	2	11	18	64	18
Those who also did other work				1	1	6	5	13	38	46	15

CONDUCTORS: REGULAR.

Altoona, Pa.			1	5	7	22	31	66	47	33	20
Atlanta, Ga.	5	6	16	24	60	129	69	309	22	42	36
Augusta, Ga.	1		1	2	3	12	8	27	30	44	26
Binghamton, N. Y.	1	1	2	3	7	20	28	62	45	32	23
Birmingham, Ala.	1		5	3	8	27	139	183	76	15	9
Boston, Mass.:											
Boston Elevated Ry. Co.—											
Surface lines—all divisions ¹	9	8	26	53	173	551	649	1,469	44	38	18
Surface lines—division 2 ²	2		2	5	20	73	56	158	35	46	18
Surface lines—division 2 ³				3	4	6	4	17	24	35	41
Elevated lines ²		2			1	13	26	42	62	31	7
Elevated lines ³						3	7	10	70	30	
Brockton, Mass.:											
Those who did no other work	1		1	3	5	22	37	69	54	32	14
Those who also did other work	1			2	1	3	5	12	42	25	33
Buffalo, N. Y.:											
Those who did no other work	3	8	5	20	32	167	269	504	53	33	13
Those who also did other work		1	2	2	1	24	24	54	44	44	11
Charleston, S. C.		1	1	2	1	13	30	48	63	27	10
Charlotte, N. C.		1		4	3	12	34	54	63	22	15
Chatanooga, Tenn.	1	3		4	8	19	46	81	57	23	20
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work	4	1	3	5	20	141	91	265	34	53	12
Those who also did other work		4	12	8	14	24	6	68	9	35	56
Chicago Surface Lines	21	69	86	236	564	1,134	1,243	3,353	37	34	29
Cincinnati, Ohio	6	7	7	22	63	171	324	600	54	29	18
Cleveland, Ohio:											
Those who did no other work	8	11	10	21	108	292	315	765	41	38	21
Those who also did other work			3	1	7	18	24	53	45	34	21
Dallas, Tex.:											
Dallas Electric Corporation ..	1	1	1	5	9	21	80	118	68	18	14
Northern Texas Traction Co.,											
Oak Cliff division of Fort											
Worth lines					2	7	12	21	57	33	10
Davenport, Iowa	2		1	1	12	26	32	74	43	35	22
Denver, Colo.		2	2	14	37	104	89	248	36	42	22
Des Moines, Iowa			6	4	26	57	64	157	41	36	23
Detroit, Mich.	6	15	29	35	83	247	531	946	56	26	18
Evansville, Ind.				1	5	19	28	54	52	35	13
Grand Rapids, Mich.		2	2	5	10	30	73	122	60	25	16
Houston, Tex.	1	2	1	10	11	39	55	119	46	33	21
Indianapolis, Ind.	7	2	7	10	24	80	133	263	51	30	19
Jacksonville, Fla.	1	3	1	3	9	28	35	80	44	35	21
Kansas City, Mo.:											
Those who did no other work	4	4	11	13	64	171	293	560	52	31	17
Those who also did other work		1	2	2	5	16	24	50	48	32	20
Lincoln, Nebr.	2		3	2	8	18	31	64	48	28	23

¹ Including those who also did other work.

² Those who did no other work.

³ Those who also did other work.

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

CONDUCTORS: REGULAR—Continued.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Little Rock, Ark.:											
Those who did no other work			1	2	5	11	28	47	60	23	17
Those who also did other work			3		2	5	2	12	17	42	42
Los Angeles, Cal.	4	7	22	32	88	311	366	830	44	37	18
Louisville, Ky.	1	4	5	16	38	113	162	339	48	33	19
Lowell, Mass.:											
Those who did no other work	1		1	4	8	18	46	78	59	23	18
Those who also did other work		1		2	3		11	17	65		35
Manchester, N. H.				1	8	10	18	37	49	27	24
Memphis, Tenn.:											
Those who did no other work	2	3	4	2	4	10	104	129	81	8	12
Those who also did other work		1			6	6	66	79	84	8	9
Milwaukee, Wis.	2	7	22	93	235	120	479	25	49	26	26
Minneapolis and St. Paul, Minn.	4	8	10	13	35	234	400	704	57	33	10
Mobile, Ala.		2	1	1	6	28	33	71	46	39	14
Nashville, Tenn.	3	1	2	5	4	31	103	149	69	21	10
Newark, N. J.:											
Those who did no other work	3	5	11	17	43	110	216	405	53	27	20
Those who also did other work		2	3	12	29	37	83	45	35	20	20
New Bedford, Mass.		1	2	2	6	27	30	68	44	40	16
New Britain, Conn.					2	4	16	22	73	18	9
New Haven, Conn.	1	7	3	5	20	83	87	206	42	40	17
New Orleans, La.	9	9	15	40	72	100	346	591	59	17	25
New York, N. Y.:											
Brooklyn Rapid Transit Co.—											
Those who did no other work	10	10	41	85	314	769	535	1,764	30	44	26
Those who also did other work	2	2	8	23	49	55	16	155	10	35	54
New York & Queens County Ry. Co.	1	3	3	11	31	46	52	147	35	31	33
New York Rys. Co.—											
Horse-car lines		2	1	2		13	20	38	53	34	13
Storage-battery car lines					16	25	19	60	32	42	27
All lines except horse-car and storage-battery car lines—											
Those who did no other work	15	15	21	46	93	523	546	1,259	43	42	15
Those who also did other work		1		4	12	15	21	53	40	28	32
Third Avenue Ry. Co.—											
The Bronx	1	5	7	17	36	112	235	413	57	27	16
Manhattan	11	11	11	17	59	185	279	573	49	32	19
Interborough Rapid Transit Co.—											
Elevated lines—											
Those who did no other work		2	1	6	12	55	97	173	56	32	12
Those who also did other work		1	5	12	21	46	75	160	47	29	24
Subway lines—											
Those who did no other work		1	1	4	13	40	33	92	36	43	21
Those who also did other work		1	2	1	9	27	45	85	53	32	15
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work		1	2	3	15	82	81	184	44	45	11
Those who also did other work				4	4	8	18	34	53	24	24
Norfolk, Va.	2	1	3		5	17	38	66	58	26	17
Oakland, Cal.		2	3	4	23	309	15	356	4	87	9
Oklahoma City, Okla.			1		1	11	42	55	76	20	4
Omaha, Nebr.	1	4	6	12	28	90	93	234	40	38	22
Peoria, Ill.	1	2	2	11	4	43	43	106	41	41	19

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

CONDUCTORS: REGULAR—Concluded.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Philadelphia, Pa.: Philadelphia Rapid Transit Co.— Elevated lines.....				1	5	11	20	37	54	30	16
Surface lines— Those who did no other work.....	11	31	47	125	339	954	804	2,311	35	41	24
Those who also did other work.....		1	2	3	5	18	6	35	17	51	31
Pittsburgh, Pa.: Those who did no other work.....	18	14	23	34	85	299	470	943	50	32	18
Those who also did other work.....	1		2	1	4	29	40	77	52	38	10
Portland, Me.: Those who did no other work.....			4	1	5	23	63	96	66	24	10
Those who also did other work.....		1			1	3	18	23	78	13	9
Portland, Ore.: Those who did no other work.....	3	5	5	18	41	125	216	413	52	30	17
Those who also did other work.....		1	1	7	30	105	237	381	62	28	10
Providence, R. I.: Pueblo, Colo.: Reading, Pa.: Richmond, Va.: Rochester, N. Y.: Sacramento, Cal.: Saginaw, Mich.: St. Louis, Mo.: Those who did no other work.....	1		3	5	16	30	3	57	5	53	42
Those who also did other work.....		1	2	7	13	47	123	193	64	24	12
Salt Lake City, Utah.....	2	4	8	22	22	105	98	261	38	40	22
San Antonio, Tex.: San Francisco, Cal.: California Street Cable R. R. Co.....	1		2	1	3	22	53	82	65	27	9
Municipal Railways of San Francisco.....			4		5	8	17	34	50	24	26
United Railroads of San Francisco.....	4	7	10	37	106	343	629	1,136	55	30	14
Savannah, Ga.: Scranton, Pa.: Seattle, Wash.: Seattle Municipal Street Ry. Co.....		1	1	2	3	16	32	55	58	29	13
Seattle, Renton & Southern Ry. Co.....	2	3	4	3	9	30	91	142	64	21	15
Sioux City, Iowa.....			6	4	32	11	53	21	60	19	
South Bend, Ind.: Spokane, Wash.: Spokane & Inland Empire R. R. Co.....	2		3	4	53	33	95	35	56	9	
The Washington Water Power Co.....	6	7	8	21	88	308	277	715	39	43	18
Springfield, Ill.: Springfield, Mass.: Springfield, Ohio.....		2	5	10	44	61	72	163	46	16	11
Superior, Wis.: Syracuse, N. Y.: Those who did no other work.....	1	4	4	7	20	49	39	124	31	40	29
Those who also did other work.....					1	2	5	8	63	25	13
Tacoma, Wash.: Toledo, Ohio.....			3	6	14	52	75	69	19	12	
Topeka, Kans.: Washington, D. C.: Capital Traction Co.....		3	3	11	35	46	98	47	36	17	
Washington Railway & Electric Co.....		1	4	9	12	38	64	59	19	22	
Wheeling, W. Va.: Wichita, Kans.: Wilmington, Del.: People's Ry. Co.....	1	1	3	6	15	78	69	172	40	45	15
Wilmington & Philadelphia Traction Co.....	1	2	1	3	5	8	35	55	64	15	22
	1		3		2	7	15	28	54	25	21
		3	1	3	17	46	58	128	45	36	19
				4	4	5	9	18	50	28	22
	1		2	2	7	24	69	105	66	23	11
	3	5	10	16	29	76	92	231	40	33	27
		1	2	2	4	9	23	41	56	22	22
	2	6	6	4	22	106	109	255	43	42	16
		4	3	9	54	198	31	299	10	66	23
			1	3	1	19	31	48	65	28	7
	2	3	1		5	16	15	42	36	38	26
				4	7	19	1	31	3	61	35
			2	4	19	27	9	61	15	44	41

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

CONDUCTORS: EXTRA.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Altoona, Pa.		2	1	7	3	7	7	27	26	26	48
Atlanta, Ga.	4	1	7	15	19	39	25	110	23	35	42
Augusta, Ga.	1			1	1	3	6	12	50	25	25
Birmingham, N. Y.		2		2	4	5	11	24	46	21	33
Birmingham, Ala.	1	1	1	2	6	12	59	82	72	15	13
Boston, Mass.:											
Boston Elevated Ry. Co.—											
Surface lines—all divisions ¹	4	12	8	24	45	145	541	779	69	19	12
Surface lines—division 2 ²		2		1	2	12	29	46	63	26	11
Surface lines—division 2 ³	1		2	5	7	16	33	64	52	25	23
Elevated lines				1	1	6	16	24	67	25	8
Brockton, Mass.:											
Those who did no other work			1	1			6	9	67	11	22
Those who also did other work			1	2	3	16	27	49	55	33	12
Buffalo, N. Y.:											
Those who did no other work	9	1	3	7	7	16	68	111	61	14	24
Those who also did other work			1	1		7	8	17	47	41	12
Charleston, S. C.	1			2		1	17	21	81	5	14
Charlotte, N. C.			1			1	8	10	80	10	10
Chattanooga, Tenn.		2			5	8	15	30	50	27	23
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work	1					1	1	3	33	33	33
Those who also did other work	2							2			100
Chicago Surface Lines	21	49	60	118	203	280	196	927	21	30	49
Cincinnati, Ohio	11	2	3	5	13	32	141	207	68	15	16
Cleveland, Ohio:											
Those who did no other work	10	8	5	6	6	46	145	226	64	20	15
Those who also did other work				6	7	30	90	133	68	23	10
Dallas, Tex.:											
Dallas Electric Corporation		1		3	3	7	32	46	70	15	15
Northern Texas Traction Co.,											
Oak Cliff division of Fort Worth lines	1	1		2		3	13	20	65	15	20
Davenport, Iowa				1	1	4	9	15	60	27	13
Denver, Colo.:											
Those who did no other work	4		3	14	21	43	75	160	47	27	26
Those who also did other work			3	3	3	2		11	18	82	
Des Moines, Iowa			3	1	3	11	22	40	55	28	18
Detroit, Mich.	16	13	8	8	12	49	145	251	58	20	23
Evansville, Ind.			1	1	1	5	12	19	63	26	10
Grand Rapids, Mich.	2	2	2		1	9	28	44	64	20	16
Houston, Tex.	5	2	4	3	4	20	36	74	49	27	24
Indianapolis, Ind.	2	4	8	7	8	26	57	112	51	23	26
Jacksonville, Fla.			1	3	3	14	16	37	43	38	19
Kansas City, Mo.:											
Those who did no other work	4		3	1	5	39	102	154	66	25	8
Those who also did other work	2	2	5	2	5	15	26	57	46	26	28
Lincoln, Nebr.								16	18	89	11
Little Rock, Ark.:											
Those who did no other work	1			1		2	11	15	73	13	13
Those who also did other work				1		2	5	8	63	25	13
Los Angeles, Cal.	5	1	6	6	13	57	145	233	62	24	13
Louisville, Ky.	1	3	6	8	18	42	56	134	42	31	27
Lowell, Mass.:											
Those who did no other work	2				1	3	4	10	40	30	30
Those who also did other work	1				4	10	26	41	63	24	12
Manchester, N. H.	1			1	5	11	17	35	49	31	20
Memphis, Tenn.:											
Those who did no other work	2	2	1			4	21	30	70	13	17
Those who also did other work		1	2			6	33	42	79	14	7
Milwaukee, Wis.			2		8	27	120	157	76	17	6
Minneapolis and St. Paul, Minn.	3	6	2	6	12	80	243	352	69	23	8

¹ Including those who also did other work.

² Those who did no other work.

³ Those who also did other work.

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

CONDUCTORS: EXTRA—Continued.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
Mobile, Ala.			1	1	4	6	2	14	14	43	43
Nashville, Tenn.		4	5		6	23	42	80	53	29	19
Newark, N. J.:											
Those who did no other work.		3	5	9	9	33	43	102	42	32	25
Those who also did other work.			2	3	10	14	24	53	45	26	28
New Bedford, Mass.			1	1	5	6	23	36	64	17	19
New Britain, Conn.	2	2	1			1	7	13	54	8	38
New Haven, Conn.	2	3	2	6	30	26	54	123	44	21	35
New Orleans, La.	9	7	9	19	22	41	57	164	35	25	40
New York, N. Y.:											
Brooklyn Rapid Transit Co.—											
Those who did no other work.	8	8	22	33	74	132	74	351	21	38	41
Those who also did other work.		5	14	10	16	34	9	88	10	39	51
New York & Queens County Ry. Co.	3		2	4	7	15	36	67	54	22	24
New York Rys. Co.—											
Horse-car lines.				1	2	6	6	15	40	40	20
Storage-battery car lines.			1	2	2	4	4	13	31	31	38
All lines except horse-car and storage-battery car lines.											
Those who did no other work.	5	22	11	12	44	51	142	287	49	18	33
Those who also did other work.	1	2		2	2	2	9	18	50	11	39
Third Avenue Ry. Co.—											
The Bronx.	7	5	11	21	24	51	53	172	31	30	40
Manhattan.	11	9	9	11	21	44	68	173	39	25	35
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work.						9	1	10	10	90	
Those who also did other work.	1	1		1		2	1	6	17	33	50
Norfolk, Va.:											
Those who did no other work.			1	1	3	6	14	25	56	24	20
Those who also did other work.				1		1	8	10	80	10	10
Oakland, Cal.			1	1	12	54	27	95	28	57	15
Oklahoma City, Okla.						6	4	10	40	60	
Omaha, Nebr.	1		2	2	2	14	59	80	74	18	9
Philadelphia, Pa.:											
Philadelphia Rapid Transit Co. (surface lines):											
Those who did no other work.		4	17	71	153	186	119	550	22	34	45
Those who also did other work.	1	1	1	5	5	9	2	24	8	38	54
Pittsburgh, Pa.:											
Those who did no other work.	3	2	9	12	19	50	138	233	59	21	19
Those who also did other work.	2	1		1	4	21	58	87	67	24	9
Portland, Me.:											
Those who did no other work.					2	2	9	13	69	15	15
Those who also did other work.		2				3	9	14	64	21	14
Portland, Oreg.	2	3	5	4	10	28	66	113	56	24	20
Providence, R. I.	5	4	4	4	17	47	180	261	69	18	13
Pueblo, Colo.	1					3	4	8	50	36	13
Reading, Pa.	1		1	2	15	13	18	50	36	26	38
Richmond, Va.		2	4	4	7	11	15	43	35	26	40
Rochester, N. Y.	1	3	3	8	11	59	104	189	55	31	14
Sacramento, Cal.					1	5	9	15	60	33	7
Saginaw, Mich.	1	2		1	2	4	7	17	41	24	35
St. Louis, Mo.:											
Those who did no other work.	4	3	5	11	29	43	134	229	59	19	23
Those who also did other work.		1		5	5	18	45	74	61	24	15
Salt Lake City, Utah.		1	1	1	3	8	20	34	59	24	18
San Antonio, Tex.				1	6	10	27	44	61	23	16

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

CONDUCTORS: EXTRA—Concluded.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
San Francisco, Cal.:											
California Street Cable R. R. Co.				2	4	5	1	12	8	42	50
Municipal Railways of San Francisco.			2			1	18	21	86	5	10
United Railroads of San Francisco.	32	6	10	14	29	65	68	224	30	29	41
Savannah, Ga.	1	1				1	5	8	63	13	25
Scranton, Pa.			1		6	15	16	38	42	39	18
Seattle, Wash.:											
Seattle Municipal Street Ry. Co.						1	1	2	50	50	
Seattle, Renton & Southern Ry. Co.	1			1	3	3	1	9	11	33	56
Sioux City, Iowa.	1	1		1	1	1	11	16	69	6	25
South Bend, Ind.				1			10	11	91		9
Spokane, Wash.:											
Spokane & Inland Empire R. R. Co.		1	3	1	3	2	12	22	55	9	36
The Washington Water Power Co.		1	1	3	3	12	5	25	20	48	32
Springfield, Ill.	2		2		2	4	7	17	41	24	35
Springfield, Mass.	2	3	1	4	11	27	19	67	28	40	31
Springfield, Ohio.	2		2	2	2		8	16	50		50
Superior, Wis.	3				1	2	4	10	40	20	40
Syracuse, N. Y.:											
Those who did no other work.	1	1		3	3	10	12	30	40	33	27
Those who also did other work.			2	5	9	26	41	83	49	31	19
Tacoma, Wash.:											
Those who did no other work.		1	6		2	5	13	27	48	19	33
Those who also did other work.						2	5	7	71	29	
Toledo, Ohio.	2	4	4	3	13	14	65	105	62	13	25
Topeka, Kans.			1	1		1	9	12	75	8	17
Washington, D. C.:											
Capital Traction Co.	9	4	3	5	8	17	19	65	29	26	45
Washington Railway & Electric Co.	10	2	3	7	29	29	29	109	27	27	47
Wheeling, W. Va.						3	9	12	75	25	
Wichita, Kans.		1		2	3	7	3	16	19	44	38
Wilmington, Del.:											
People's Ry Co.		2	1	2	4	6	1	16	6	38	56
Wilmington & Philadelphia Traction Co.:											
Those who did no other work.		1		1	3	5	11	21	52	24	24
Those who also did other work.	1				1	4	3	9	33	44	22

GUARDS: 3 REGULAR.

Boston, Mass.:											
Boston Elevated Ry. Co. (elevated lines)—											
Those who did no other work.				1	3	16	21	41	51	39	10
Those who also did other work.	1			1	7	9	16	34	47	26	26
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work.	2			5	14	75	50	146	34	51	14
Those who also did other work.	2	1	3	8	10	31	5	60	8	52	40

¹ Not including 2, who also did other work.
² Not including 1, who also did other work.
³ Called brakemen in Boston.

TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Continued.

GUARDS: REGULAR—Concluded.

City.	Number who worked on—							Total.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
New York, N. Y.:											
Interborough Rapid Transit Co.—											
Elevated lines—											
Those who did no other work.....	6	6	11	17	45	290	442	817	54	35	10
Those who also did other work.....	4	9	9	20	48	106	89	285	31	37	32
Subway lines—											
Those who did no other work.....	4	2	12	25	75	280	207	605	34	46	20
Those who also did other work.....	7	2	9	21	52	115	136	342	40	34	27
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work.....	1	3	1	12	31	200	169	417	41	48	12
Those who also did other work.....	1	4	2	11	32	59	60	169	36	35	30
Philadelphia, Pa.:											
Philadelphia Rapid Transit Co. (elevated lines).....	1	1	2	3	10	38	14	69	20	55	25

GUARDS: ¹ EXTRA.

Boston, Mass.:											
Boston Elevated Ry. Co. (elevated lines).....	7		2	4	16	65	113	207	55	31	14
Chicago, Ill.:											
Chicago Elevated Railways—											
Those who did no other work.....	5	17	6	10	11	63	126	238	53	26	21
Those who also did other work.....	15	27	48	67	147	233	55	592	9	39	51
New York, N. Y.:											
Interborough Rapid Transit Co.—											
Elevated lines—											
Those who did no other work.....		1	8	14	18	63	156	260	60	24	16
Those who also did other work.....	2	1	2	2	7	19	12	45	27	42	31
Subway lines—											
Those who did no other work.....	1	3	9	14	27	61	70	185	38	33	29
Those who also did other work.....	1	1	3	5	21	44	35	110	32	40	28
Brooklyn Rapid Transit Co. (elevated lines)—											
Those who did no other work.....	7	3	2	11	19	35	13	90	14	39	47
Those who also did other work.....	4	4	8	17	28	27	11	99	11	27	62
Philadelphia, Pa.:											
Philadelphia Rapid Transit Co. (elevated lines)—											
Those who did no other work.....		1	2	2	8	6		19		32	68
Those who also did other work.....		4	10	11	5			30			100

¹ Called brakemen in Boston.

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TABLE 27.—NUMBER AND PER CENT OF CAR-CREW MEN WHO WORKED AT THEIR REGULAR OCCUPATION EACH SPECIFIED NUMBER OF DAYS OR PART DAYS IN ONE WEEK—Concluded.

GRIPMEN: REGULAR.

City.	Number who worked on—							To- tal.	Per cent who worked on—		
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.		7 days in week.	6 days in week.	Less than 6 days in week.
San Francisco, Cal.: California Street Cable R. R. Co.....			1	4	6	36	9	56	16	64	20
Tacoma, Wash.....					1		6	7	86		14

GRIPMEN: EXTRA.

San Francisco, Cal.: California Street Cable R. R. Co.....				3	8	2	1	14	7	14	79
Tacoma, Wash.....							1	1	100		

CHAPTER III.—CHANGE IN PERSONNEL DURING ONE YEAR.

Table 29 gives figures concerning the extent of the change in the personnel of motormen and conductors and others engaged in the operation of cars during one year, which change is commonly designated as the turnover of the force. The table gives the number employed at the beginning of the year, the number hired, the number who left during the year, whether by death, resignation, or discharge, the number in employment at the end of the year, and the per cent of the year's turnover. The first step in the process of computing the per cent of turnover has been to get the mean of the number employed at the beginning and at the end of the year, which mean has been taken as the basis of computation in the absence of the more exact number, the average number employed during the year. If the force was increased the net increase was subtracted from the number hired, leaving the net number hired to maintain the force as distinguished from the increase in force. This number was then divided by the mean force for the year, giving the per cent of the turnover. If there was a decrease in the force during the year, the number hired was divided by the mean force for the year, to ascertain the turnover.

To illustrate the method of computation the Altoona total figures, page 194, are taken. The mean of 175 and 196 is 185.5. The number that left the service was 52, while 73 were taken on. Consequently 52 were taken on to maintain the service and the additional 21 were taken on to increase the service. The 52 taken on to maintain the service was 28 per cent of 185.5, the mean force, hence the turnover or change in the force in the year was 28 per cent. Binghamton had a reduction of force. The mean of 211 and 186 is 198.5. As the service was reduced the whole number taken on, 182, were hired to maintain the force desired and none were hired to increase the force. The number 182 is 92 per cent of 198.5, making the turnover for the year 92 per cent.

A study of the table shows a much greater turnover of conductors than of motormen. A summary is here given for 96 companies, in which the companies are classified according to the extent of the turnover of their motormen and conductors. In the data from five companies the figures for motormen and conductors were inseparably combined. The figures for such companies are included in the table under motormen, but not under conductors.

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TABLE 28.—CLASSIFIED PERCENT OF TURNOVER FOR MOTORMEN AND CONDUCTORS.

Classified per cent of turnover.	Number of companies with each classified per cent of turnover for—	
	Motormen.	Conductors.
Under 10 per cent.....	13	8
10 and under 20 per cent.....	19	10
20 and under 30 per cent.....	15	11
30 and under 40 per cent.....	13	16
40 and under 50 per cent.....	14	9
50 and under 60 per cent.....	8	9
60 and under 70 per cent.....	3	8
70 and under 80 per cent.....	1	5
80 and under 90 per cent.....	3	2
90 and under 100 per cent.....	2	1
100 per cent and over.....	5	12
Total companies.....	² 96	³ 91

¹ Including 1 company for which data for motormen and conductors were not reported separately.

² Including 5 companies for which data for motormen and conductors were not reported separately.

³ Not including 5 companies for which data for motormen and conductors were not reported separately.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES.

[The number of men in the car crews employed by each company at the beginning or end of the year does not agree with the number shown in Table A. Table A covers the men who actually worked the whole or some part of one selected week, which week for many companies was for a date other than the beginning or end of the year covered by Table 29. The per cent of turnover, where there was an increase during the year, is derived by dividing the number leaving the service by the mean number employed at the beginning and at the end of the year, or, where there was a decrease during the year, by dividing the number taken on during the year by this mean.]

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turnover during year.
	Date.	Persons.		Died.	Re-sig-ned.	Dis-chg'd.	Total.		
Altoona, Pa.:									
Motormen.....	Apr. 30, 1913	90	32	.....	19	4	23	99	24
Conductors.....	.....do.....	85	41	.....	23	6	29	97	32
Total.....		175	73	.....	42	10	52	196	28
Atlanta, Ga.:									
Motormen.....	May 1, 1913	480	190	.....	52	69	121	549	24
Conductors.....	.....do.....	463	204	.....	82	70	152	515	31
Total.....		943	394	.....	134	139	273	1,064	27
Augusta, Ga.:									
Motormen.....	May 1, 1913	47	29	1	10	18	29	47	62
Conductors.....	.....do.....	46	29	.....	9	21	30	45	64
Total.....		93	58	1	19	39	59	92	63
Binghamton, N. Y.:									
Motormen.....	July 1, 1913	102	60	1	43	27	71	91	62
Conductors.....	.....do.....	109	122	1	50	85	136	95	120
Total.....		211	182	2	93	112	207	186	92
Birmingham, Ala.:									
Motormen.....	Sept. 30, 1913	222	154	3	77	57	137	239	59
Conductors.....	.....do.....	256	296	4	126	143	273	279	102
Total.....		478	450	7	203	200	410	518	82

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turnover during year.
	Date.	Persons.		Died.	Resigned.	Dischg'd.	Total.		
Boston, Mass.:									
Boston Elevated Ry. Co.—									
Surface lines—									
Motormen	July 1, 1913	2,397	358	24	238	124	386	2,369	15
Conductors	do	2,477	646	8	346	309	663	2,460	26
Total		4,874	1,004	32	584	433	1,049	4,829	21
Elevated lines—									
Motormen	July 1, 1913	142	¹ 12		4	2	6	148	4
Conductors	do	97	¹ 17	2	² 19	2	² 23	91	18
Guards	do	273	¹ 118		³ 67	16	³ 83	308	29
Total		512	¹ 147	2	⁴ 90	20	⁴ 112	547	21
Brookton, Mass.:									
Motormen	May 1, 1913	157	45	2	15	22	39	163	24
Conductors	do	131	61	1	18	26	45	147	32
Total		288	106	3	33	48	84	310	28
Buffalo, N. Y.:									
Motormen	July 1, 1913	718	330	4	287	84	375	673	47
Conductors	do	747	499	4	284	284	572	674	70
Total		1,465	829	8	571	368	947	1,347	59
Butte, Mont.:									
Trainmen ⁹	Dec. 31, 1913	154	23	1	9	9	19	158	12
Charleston, S. C.:									
Motormen	Nov. 14, 1913	77	60	1	⁶ 66	(⁷)	⁶ 67	70	82
Conductors	do	60	86		⁸ 74	(⁷)	⁸ 74	72	112
Total		137	146	1	⁶ 140	(⁷)	⁶ 141	142	101
Charlotte, N. C.:									
Motormen	Sept. 1, 1913	60	29		20	10	30	59	49
Conductors	do	58	26		19	7	26	58	45
Total		118	55		39	17	56	117	47
Chattanooga, Tenn.:									
Motormen	Sept. 30, 1913	129	15		19	16	35	109	13
Conductors	do	140	30	1	24	30	55	115	24
Total		269	45	1	43	46	90	224	18
Chicago, Ill.:									
Chicago Elevated Railways—									
Motormen	June 1, 1913	415	14	(⁷)	⁹ 11	2	13	416	3
Conductors	do	379	22	(⁷)	⁹ 19	3	22	379	6
Guards	do	1,090	1,247	(⁷)	⁹ 979	178	1,157	1,180	102
Total		1,884	1,283	(⁷)	1,009	183	1,192	1,975	62
Chicago Surface Lines—									
Trainmen ¹⁰	Feb. 1, 1914	8,826	¹¹ 781	39	477	352	868	8,739	9
Cincinnati, Ohio:									
Motormen	July 31, 1913	836	147	12	113	40	165	818	18
Conductors	do	830	411	4	186	218	408	833	49
Total		1,666	558	16	299	258	573	1,651	34

¹ Promoted from other occupation or occupations.
² Including 12 promoted to motormen.
³ Including 17 promoted to conductors.
⁴ Including 29 promoted to motormen and conductors.
⁵ Worked interchangeably as motormen and conductors.
⁶ Including 1 promoted and those discharged.
⁷ Included in resigned.
⁸ Including those discharged.
⁹ Including those who died.
¹⁰ Motormen and conductors were not reported separately.
¹¹ Including those reinstated.

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TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-sig-ned.	Dis-chg'd.	Total.		
Cleveland, Ohio:									
Motormen.....	Jan. 1, 1913	1,117	373	6	220	101	327	1,163	29
Conductors.....	.....do.....	1,161	461	4	324	91	419	1,203	35
Total.....		2,278	834	10	544	192	746	2,366	32
Dallas, Tex.:									
Dallas Electric Corpora-tion—									
Motormen.....	Sept. 1, 1913	167	171	2	88	69	159	179	92
Conductors.....	.....do.....	170	171	.....	100	72	172	169	101
Total.....		337	342	2	188	141	331	348	97
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines—									
Motormen.....	Sept. 1, 1913	41	23	.....	8	9	17	47	39
Conductors.....	.....do.....	45	30	.....	11	15	26	49	55
Total.....		86	53	.....	19	24	43	96	47
Davenport, Iowa:									
Motormen.....	Sept. 1, 1913	100	13	.....	12	8	20	93	13
Conductors.....	.....do.....	94	25	1	12	13	26	93	27
Total.....		194	38	1	24	21	46	186	20
Denver, Colo.:									
Motormen.....	May 1, 1913	366	42	1	35	11	47	361	12
Conductors.....	.....do.....	449	108	2	82	18	102	455	23
Total.....		815	150	3	117	29	149	816	18
Des Moines, Iowa:									
Motormen.....	Sept. 1, 1913	213	33	1	25	6	32	214	15
Conductors.....	.....do.....	214	46	.....	31	20	51	209	22
Total.....		427	79	1	56	26	83	423	19
Detroit, Mich.:									
Motormen.....	May 1, 1913	1,249	349	5	125	147	277	1,321	22
Conductors.....	.....do.....	1,262	541	4	199	239	442	1,361	34
Total.....		2,511	890	9	324	386	719	2,682	28
Evansville, Ind.:									
Motormen.....	May 15, 1913	72	26	.....	8	16	24	74	33
Conductors.....	.....do.....	73	47	.....	16	29	45	75	61
Total.....		145	73	.....	24	45	69	149	47
Grand Rapids, Mich.:									
Trainmen.....	Jan. 1, 1913	336	190	1	109	76	186	340	55
Houston, Tex.:									
Motormen.....	Sept. 1, 1913	194	68	1	49	16	66	196	34
Conductors.....	.....do.....	191	109	2	67	29	98	202	50
Total.....		385	177	3	116	45	164	398	42
Indianapolis, Ind.:									
Motormen.....	Oct. 1, 1913	406	224	4	180	49	233	397	56
Conductors.....	.....do.....	394	280	3	188	103	294	380	72
Total.....		800	504	7	368	152	527	777	64
Jacksonville, Fla.:									
Motormen.....	July 1, 1913	113	116	2	68	35	105	124	89
Conductors.....	.....do.....	118	96	1	43	41	85	129	69
Total.....		231	212	3	111	76	190	253	79

¹ Motormen and conductors were not reported separately.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turnover during year.
	Date.	Persons.		Died.	Re-sig-ned.	Dis-chg'd.	Total.		
Kansas City, Mo.:									
Motormen.....	Oct. 1, 1913	867	294	5	174	93	272	889	31
Conductors.....	do.	837	481	2	250	177	429	889	50
Total.....		1,704	775	7	424	270	701	1,778	40
Lincoln, Nebr.:									
Motormen.....	Sept. 1, 1913	95	37	.....	15	26	41	91	40
Conductors.....	do.	94	47	1	14	37	52	89	51
Total.....		189	84	1	29	63	93	180	46
Little Rock, Ark.:									
Motormen.....	Sept. 1, 1913	100	40	1	10	9	20	80	22
Conductors.....	do.	100	43	.....	9	19	28	85	30
Total.....		200	83	1	19	28	48	165	26
Los Angeles, Cal.:									
Motormen.....	May 12, 1913	1,014	418	7	233	91	331	1,101	31
Conductors.....	do.	1,082	552	4	260	223	487	1,147	44
Total.....		2,096	970	11	493	314	818	2,248	38
Louisville, Ky.:									
Motormen.....	July 1, 1913	457	217	4	133	67	204	470	44
Conductors.....	do.	474	194	1	116	68	185	483	39
Total.....		931	411	5	249	135	389	953	41
Lowell, Mass.:									
Motormen.....	June 1, 1913	150	30	2	11	7	20	160	13
Conductors.....	do.	150	37	3	5	12	20	167	13
Total.....		300	67	5	16	19	40	327	13
Manchester, N. H.:									
Motormen.....	Nov. 15, 1913	76	32	1	1 24	.....	1 25	83	31
Conductors.....	do.	78	28	2	23	.....	25	81	31
Total.....		154	60	3	1 47	.....	1 50	164	31
Memphis, Tenn.:									
Motormen.....	Sept. 1, 1913	261	384	1	249	105	355	290	129
Conductors.....	do.	266	434	.....	262	134	396	304	139
Total.....		527	818	1	511	239	751	594	134
Milwaukee, Wis.:									
Motormen.....	July 1, 1914	610	81	3	52	32	87	604	13
Conductors.....	do.	653	108	4	45	59	108	653	17
Total.....		1,263	189	7	97	91	195	1,257	15
Minneapolis and St. Paul, Minn.:									
Motormen.....	May 31, 1913	973	743	3	327	208	538	1,178	50
Conductors.....	do.	997	871	2	467	212	681	1,187	62
Total.....		1,970	1,614	5	794	420	1,219	2,365	56
Mobile, Ala.:									
Motormen.....	Oct. 31, 1913	88	88	.....	51	37	88	88	100
Conductors.....	do.	90	124	.....	67	64	131	83	143
Total.....		178	212	.....	118	101	219	171	121
Nashville, Tenn.:									
Motormen.....	Sept. 30, 1913	200	116	2	86	14	102	214	49
Conductors.....	do.	239	125	1	94	36	131	233	53
Total.....		439	241	3	180	50	233	447	53

¹ Including 12 promoted.

198 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-signed.	Dis-chg'd.	Total.		
Newark, N. J.:									
Motormen.....	May 7, 1913	723	199	3	95	66	164	758	22
Conductors.....	do.	710	474	4	213	229	446.	738	62
Total.....		1,433	673	7	308	295	610	1,496	42
New Bedford, Mass.:									
Motormen.....	June 1, 1913	117	34	1	17	5	23	128	19
Conductors.....	do.	119	36	1	20	7	28	127	23
Total.....		236	70	2	37	12	51	255	21
New Britain, Conn.:									
Motormen.....	July 1, 1913	38	9	(1)	(1)	(1)	6	41	15
Conductors.....	do.	40	14	(1)	(1)	(1)	16	38	36
Total.....		78	23	(1)	(1)	(1)	22	79	28
New Haven, Conn.:									
Motormen.....	July 1, 1913	327	199	(1)	(1)	(1)	145	381	41
Conductors.....	do.	366	173	(1)	(1)	(1)	151	388	40
Total.....		693	372	(1)	(1)	(1)	296	769	40
New Orleans, La.:									
Motormen.....	Oct. 31, 1913	767	112	6	63	48	117	762	15
Conductors.....	do.	779	164	6	72	86	164	779	21
Total.....		1,546	276	12	135	134	281	1,541	18
New York, N. Y.:									
Brooklyn Rapid Transit Co.—									
Motormen.....	Jan. 1, 1914	2,080	1,336	17	564	511	1,092	2,324	50
Conductors.....	do.	2,098	1,579	19	698	617	1,334	2,343	60
Total.....		4,178	2,915	36	1,262	1,128	2,426	4,667	55
New York & Queens County Ry. Co.—									
Motormen.....	Jan. 1, 1914	217	145	3	53	55	111	251	47
Conductors.....	do.	248	193	2	57	138	197	244	78
Total.....		465	338	5	110	193	308	495	64
New York Rys. Co.—									
Motormen.....	Nov. 30, 1913	1,811	1,003	8	400	553	961	1,853	52
Conductors.....	do.	1,799	2,796	11	780	1,943	2,734	1,861	149
Total.....		3,610	3,799	19	1,180	2,496	3,695	3,714	101
Third Avenue Ry. Co.—									
The Bronx—									
Motormen.....	Dec. 31, 1913	566	291	2	120	173	295	562	52
Conductors.....	do.	571	814	2	142	644	788	597	135
Total.....		1,137	1,105	4	262	817	1,083	1,159	94
Manhattan—									
Motormen.....	Dec. 31, 1913	747	315	4	92	210	306	756	41
Conductors.....	do.	754	623	2	138	461	601	776	79
Total.....		1,501	938	6	230	671	907	1,532	60
Interborough Rapid Transit Co.—									
Elevated lines—									
Motormen.....	Jan. 1, 1914	421	³ 28	3	⁴ 7	9	⁴ 19	430	4
Conductors.....	do.	341	³ 15	6	⁵ 4	7	⁵ 17	339	4
Guards.....	do.	1,414	³ 181	14	⁶ 103	29	⁶ 146	1,449	10
Total.....		2,176	³ 224	23	⁷ 114	45	⁷ 182	2,218	8

¹ Not reported.

² Including drivers of horse cars.

³ Transferred from other occupations.

⁴ Including 3 transferred to other occupations.

⁵ Including 1 transferred to other occupation.

⁶ Including 64 transferred to other occupations.

⁷ Including 68 transferred to other occupations.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turnover during year.
	Date.	Persons.		Died.	Re-signed.	Dischg'd.	Total.		
New York, N. Y.—Concluded.									
Interborough Rapid Transit Co.—Concluded.									
Subway lines—									
Motormen.....	Jan. 1, 1914	215	¹ 10	1	² 5	3	² 9	216	4
Conductors.....	do	186	³ 40	4	⁴ 15	12	⁴ 31	195	16
Guards.....	do	1,289	⁶ 388	5	⁶ 280	133	⁶ 418	1,259	30
Total.....		1,690	⁷ 438	10	⁸ 300	148	⁸ 458	1,670	26
Brooklyn Rapid Transit Co. (elevated lines)—									
Motormen.....	Jan. 1, 1914	283	21	1	3	5	9	295	3
Conductors.....	do	249	1	5	5	9	19	231	(⁹)
Guards.....	do	699	458	8	215	145	368	789	49
Total.....		1,231	480	14	223	159	396	1,315	31
Norfolk, Va.:¹⁰									
Motormen.....	Sept. 1, 1913	133	137		58	70	128	142	93
Conductors.....	do	163	128		60	83	143	148	82
Total.....		296	265		118	153	271	290	90
Oakland, Cal.:									
Motormen.....	May 14, 1913	393	110	1	22	16	39	464	9
Conductors.....	do	401	107	1	36	16	53	455	12
Total.....		794	217	2	58	32	92	919	11
Oklahoma City, Okla.:									
Motormen.....	Sept. 1, 1913	85	25		19	2	21	89	24
Conductors.....	do	77	35		20	5	25	87	30
Total.....		162	60		39	7	46	176	27
Omaha, Nebr.:									
Motormen.....	Sept. 1, 1913	359	199	1	96	77	174	384	47
Conductors.....	do	365	174	1	96	58	155	384	41
Total.....		724	373	2	192	135	329	768	44
Peoria, Ill.:									
Motormen and conductors	Sept. 1, 1913	274	85	5	17	47	69	290	24
Philadelphia, Pa.:									
Philadelphia Rapid Transit Co.—									
Elevated lines—									
Motormen.....	Apr. 1, 1914	47	¹¹ 4		¹³ 4		¹² 4	47	9
Conductors.....	do	37	¹¹ 5		¹³ 3		¹³ 3	39	8
Guards.....	do	139	7		¹⁴ 23	1	¹⁴ 24	122	5
Total.....		223	¹⁵ 16		¹⁶ 30	1	¹⁶ 31	208	7

¹ Transferred from other occupations.

² Including 4 transferred to other occupations.

³ Including 39 transferred from other occupations.

⁴ Including 5 transferred to other occupations.

⁵ Including 341 transferred from other occupations.

⁶ Including 45 transferred to other occupations.

⁷ Including 390 transferred from other occupations.

⁸ Including 54 transferred to other occupations.

⁹ Less than one-half of 1 per cent.

¹⁰ Including Berkley Division which is almost entirely interurban. Data for this division are not included in other tables.

¹¹ Transferred from other service.

¹² Including 2 transferred to other service.

¹³ Including 1 transferred to other service.

¹⁴ Including 6 transferred to other service.

¹⁵ Including 9 transferred from other service.

¹⁶ Including 9 transferred to other service.

200 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-signed.	Dis-chg'd.	Total.		
Philadelphia, Pa.—Concl'd. Philadelphia Rapid Transit Co.—Concluded. Surface lines— Motormen.....	Apr. 1, 1914	3,093	¹ 153	17	² 145	46	² 208	3,038	5
Conductors.....	do.	3,074	³ 207	20	⁴ 161	119	⁴ 300	2,981	7
Total.....		6,167	⁵ 360	37	⁶ 306	165	⁶ 508	6,019	6
Pittsburgh, Pa.: Motormen.....	Dec. 1, 1913	1,450	101	12	⁷ 92	28	⁷ 132	1,419	7
Conductors.....	do.	1,474	190	11	⁸ 120	104	⁸ 235	1,429	13
Total.....		2,924	291	23	⁹ 212	132	⁹ 367	2,848	10
Portland, Me.: Motormen.....	June 1, 1913	174	23	1	14	5	20	177	11
Conductors.....	do.	182	45	.....	30	10	40	187	22
Total.....		356	68	1	44	15	60	364	17
Portland, Oreg.: Motormen.....	May 1, 1913	526	151	4	121	41	166	511	29
Conductors.....	do.	566	236	4	183	63	250	552	42
Total.....		1,092	387	8	304	104	416	1,063	36
Providence, R. I.: Motormen.....	June 1, 1913	625	202	4	76	48	128	699	19
Conductors.....	do.	620	201	6	62	52	120	701	18
Total.....		1,245	403	10	138	100	248	1,400	19
Pueblo, Colo.: Motormen.....	May 1, 1913	60	8	.....	7	4	11	57	14
Conductors.....	do.	58	18	.....	6	5	11	65	18
Total.....		118	26	.....	13	9	22	122	18
Reading, Pa.: Motormen.....	May 15, 1913	116	18	2	12	4	18	116	16
Conductors.....	do.	113	22	.....	8	9	17	118	15
Total.....		229	40	2	20	13	35	234	15
Richmond, Va.: Motormen.....	Dec. 1, 1913	242	172	.....	102	57	159	255	64
Conductors.....	do.	253	233	1	152	87	240	246	93
Total.....		495	405	1	254	144	399	501	80
Rochester, N. Y.: Motormen.....	Jan. 1, 1914	510	119	2	115	53	170	459	25
Conductors.....	do.	535	192	3	99	132	234	493	37
Total.....		1,045	311	5	214	185	404	952	31
Sacramento, Cal.: Motormen.....	May 7, 1913	95	19	.....	10	3	13	101	13
Conductors.....	do.	95	29	.....	17	6	23	101	23
Total.....		190	48	.....	27	9	36	202	18
Saginaw, Mich.: Motormen.....	June 1, 1913	58	17	2	9	8	19	56	30
Conductors.....	do.	54	35	.....	18	16	34	55	62
Total.....		112	52	2	27	24	53	111	47

¹ Including 43 transferred from other service.
² Including 29 transferred to other service.
³ Including 30 transferred from other service.
⁴ Including 27 transferred to other service.
⁵ Including 73 transferred from other service.

⁶ Including 56 transferred to other service.
⁷ Including 6 promoted.
⁸ Including 7 promoted.
⁹ Including 13 promoted.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-signed.	Dis-chg'd.	Total.		
St. Louis, Mo.:									
Motormen.....	Jan. 1, 1913	1,573	351	.....	337	81	418	1,506	23
Conductors.....	do.....	1,552	595	.....	472	155	627	1,520	39
Total.....		3,125	946	.....	809	236	1,045	3,026	31
Salt Lake City, Utah:									
Motormen.....	May 1, 1913	164	59	1	16	16	33	190	19
Conductors.....	do.....	170	86	.....	30	39	69	187	39
Total.....		334	145	1	46	55	102	377	29
San Antonio, Tex.:									
Trainmen ¹	Sept. 1, 1913	348	339	1	213	92	306	381	84
San Francisco, Cal.:									
California Street Cable Railroad Co.—									
Gripmen.....	May 9, 1913	68	26	.....	13	9	22	72	31
Conductors.....	do.....	67	19	1	6	9	16	70	23
Total.....		135	45	1	19	18	38	142	27
Municipal Railways of San Francisco—									
Motormen.....	June 30, 1913	58	69	.....	.....	.....	.....	127	.....
Conductors.....	do.....	57	68	.....	.....	1	1	124	1
Total.....		115	137	.....	.....	1	1	251	1
United Railroads of San Francisco—									
Motormen.....	May 1, 1913	892	502	4	263	146	413	981	44
Conductors.....	do.....	872	513	4	242	189	435	950	48
Total.....		1,764	1,015	8	505	335	848	1,931	46
Savannah, Ga.:									
Motormen.....	June 1, 1913	79	104	1	60	37	98	85	120
Conductors.....	do.....	79	174	.....	81	93	174	79	220
Total.....		158	278	1	141	130	272	164	169
Scranton, Pa.:									
Motormen.....	May 31, 1913	166	43	.....	20	19	39	170	23
Conductors.....	do.....	163	29	.....	11	5	16	176	9
Total.....		329	72	.....	31	24	55	346	16
Seattle, Wash.:									
Puget Sound Traction, Light & Power Co.—									
Motormen.....	Dec. 31, 1913	(³)	163	2	129	63	194	(³)	.....
Conductors.....	do.....	1,008	157	.....	113	81	194	940	.....
Total.....		1,008	320	2	242	144	388	940	33
Seattle Municipal Street Ry. ⁵									
Seattle, Renton & Southern Ry. Co.—									
Motormen.....	Nov. 30, 1913	36	19	.....	8	8	16	39	43
Conductors.....	do.....	37	21	.....	6	13	19	39	50
Total.....		73	40	.....	14	21	35	78	46
Sioux City, Iowa:									
Motormen.....	Sept. 1, 1913	64	32	.....	15	8	23	73	34
Conductors.....	do.....	73	44	2	20	26	48	69	62
Total.....		137	76	2	35	34	71	142	51

¹ Motormen and conductors were not reported separately.
² No data reported for gripmen.
³ Included in conductors.
⁴ Including motormen.
⁵ Not organized until May, 1914. No data reported.

202 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Continued.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-signed.	Dis-chg'd.	Total.		
South Bend, Ind.:									
Motormen.....	Sept. 1, 1913	54	69	.....	39	30	69	54	128
Conductors.....	do.....	60	60	.....	36	26	62	58	102
Total.....		114	129	.....	75	56	131	112	114
Spokane, Wash.:									
Spokane & Inland Empire R. R. Co.—									
Motormen.....	Jan. 1, 1914	101	32	.....	18	14	32	101	32
Conductors.....	do.....	107	34	1	24	14	39	102	33
Total.....		208	66	1	42	28	71	203	32
The Washington Water Power Co.—									
Motormen.....	May 15, 1913	143	62	.....	37	30	67	138	44
Conductors.....	do.....	137	75	.....	41	35	76	136	55
Total.....		280	137	.....	78	65	143	274	49
Springfield, Ill.:									
Motormen.....	Dec. 31, 1913	74	63	.....	24	5	29	108	32
Conductors.....	do.....	78	90	.....	24	19	43	125	42
Total.....		152	153	.....	48	24	72	233	37
Springfield, Mass.:									
Motormen.....	June 30, 1913	233	38	1	110	3	14	257	6
Conductors.....	do.....	231	52	3	15	12	20	263	8
Total.....		464	90	4	125	15	34	520	7
Springfield, Ohio:									
Motormen.....	Sept. 1, 1913	75	28	.....	18	5	23	80	30
Conductors.....	do.....	76	52	.....	34	15	49	79	63
Total.....		151	80	.....	52	20	72	159	46
Superior, Wis.:									
Motormen.....	June 1, 1913	42	56	.....	49	4	53	45	122
Conductors.....	do.....	46	64	.....	57	10	67	43	144
Total.....		88	120	.....	106	14	120	88	136
Syracuse, N. Y.:									
Motormen.....	Dec. 1, 1913	264	76	1	39	25	65	275	24
Conductors.....	do.....	262	83	3	39	41	83	262	32
Total.....		526	159	4	78	66	148	537	28
Tacoma, Wash.: ³									
Motormen.....	May 1, 1913	147	76	1	51	17	69	154	46
Conductors.....	do.....	152	123	1	72	49	122	153	80
Total.....		299	199	2	123	66	191	307	63
Toledo, Ohio:									
Motormen.....	Aug. 15, 1913	360	191	2	168	16	186	365	51
Conductors.....	do.....	360	191	2	165	19	186	365	51
Total.....		720	382	4	333	35	372	730	51
Topeka, Kans.:									
Motormen.....	Oct. 15, 1913	64	45	1	30	14	45	64	70
Conductors.....	do.....	60	66	.....	33	34	67	59	111
Total.....		124	111	1	63	48	112	123	90
Washington, D. C.:									
Capital Traction Co.—									
Motormen.....	July 31, 1913	327	156	1	99	48	148	335	45
Conductors.....	do.....	347	180	.....	101	89	190	337	53
Total.....		674	336	1	200	137	338	672	50

¹ Including 1 transferred.

² Including 2 transferred.

³ No data reported for gripmen.

TABLE 29.—CHANGES IN PERSONNEL OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN DURING ONE YEAR IN SPECIFIED CITIES—Concluded.

City, road, and occupation.	In employ at beginning of year.		Taken on during year.	Separations from service during year.				Number in employ at end of year.	Per cent of turn-over during year.
	Date.	Persons.		Died.	Re-signed.	Dischg'd.	Total.		
Washington, D. C.—Concd. Washington Railway & Electric Co.— Motormen.....	June 1, 1913	405	159	1	102	54	157	407	39
Conductors.....	do.....	409	212	4	100	97	201	420	48
Total.....		814	371	5	202	151	358	827	44
Wheeling, W. Va.: Motormen.....	May 31, 1913	88	24	2	17	8	27	85	28
Conductors.....	do.....	87	17	1	19	19	19	85	20
Total.....		175	41	3	26	17	46	170	24
Wichita, Kans.: Motormen.....	Oct. 1, 1913	59	15	.....	4	1	5	69	8
Conductors.....	do.....	61	25	.....	3	9	12	74	18
Total.....		120	40	.....	7	10	17	143	13
Wilmington, Del.: People's Ry. Co.— Motormen.....	Sept. 1, 1913	51	26	.....	8	10	18	59	33
Conductors.....	do.....	54	42	1	16	25	42	54	78
Total.....		105	68	1	24	35	60	113	55
Wilmington & Philadelphia Traction Co.— Motormen.....	Sept. 1, 1913	98	10	1	6	8	15	93	10
Conductors.....	do.....	98	29	2	13	17	32	95	30
Total.....		196	39	3	19	25	47	188	20

¹ Estimated.

CHAPTER IV.—MISCELLANEOUS DATA RELATIVE TO CAR CREWS.

APPLICATION FOR EMPLOYMENT.

In making application for employment the applicant is required generally to fill out a form giving more or less personal history, statements as to previous employment, and enter into various agreements as conditions of service. The scope of the inquiries and agreements varies with the different companies. See Appendix A.

PHYSICAL EXAMINATION.

Applicants for the positions of motorman and conductor are required to submit to physical examination in many companies, while in others no examination whatever is required. These examinations range from rigid and thorough ones given by a physician down to eye tests only, given by a company official.

A general medical examination, similar to that given to applicants for life insurance, is required in Altoona, Birmingham, Boston, Butte, Charleston (S. C.), Chicago (C. S. L. and C. E. Ry. Co.), Danvers, Denver, Des Moines, Detroit, Evansville, Grand Rapids, Houston, Jacksonville, Little Rock, Lincoln, Nashville, Newark, New York (B. R. T. Co., N. Y. & Q. Co. Ry. Co., I. R. T. Co., N. Y. Rys. Co., and Third Ave. Ry. Co.), Norfolk, Oklahoma City, Omaha, Peoria, Philadelphia, Portland (Oreg.), Providence, Richmond, Rochester, Sacramento, Saginaw, Salt Lake City, Scranton, Seattle (S. M. S. Ry. and P. S. T. L. & P. Co.), Sioux City, South Bend, Spokane (W. W. P. Co. and S. I. E. R. R. Co.), Springfield (Ohio), Syracuse, Tacoma, Topeka, Washington (W. Ry. & E. Co. and C. T. Co.), and Wichita. A general examination, but less rigid, is required in Atlanta, Buffalo, Dallas (N. T. T. Co.), Kansas City, Los Angeles, Milwaukee, Minneapolis and St. Paul, New Britain, New Haven, Oakland, Pittsburgh, Pueblo, San Antonio, San Francisco (U. R. R.), and Springfield (Mass.).

An examination for sight and color sense is made by a physician in Brockton, Lowell, New Bedford, and Wheeling, and a similar examination is made by a company official in Binghamton and Wilmington (Del.) (W. & P. T. Co.). In Charlotte a physician examines the applicant's sight and hearing and a similar test is made by a company official in Louisville. No medical examination is required in San Francisco (M. Rys. Co.), but physical tests are given in running,

jumping, lifting, etc. In St. Louis tests of sight and for rupture are made by the employment agent, and in Manchester a physician's certificate of good health is required.

No physical examination is required in Augusta, Chattanooga, Cleveland, Dallas (D. E. Corp.), Memphis, Mobile, Portland (Me.), Reading, San Francisco (C. S. C. R. R. Co.), Savannah, Seattle (S. R. & S. Ry. Co.), Springfield (Ill.), Superior, Toledo, and Wilmington (Del.) (P. Ry. Co.).

Blank forms used by some companies are published as Appendix B. These forms illustrate the wide difference in degree of thoroughness required in making medical examinations.

AGE ENTRANCE REQUIREMENTS, TIME UNDER INSTRUCTION, AND AMOUNT OF BOND OR CASH DEPOSIT.

Age requirements for motormen and conductors on entering the service are shown in Table 30. It will be seen that all but 4 cities require applicants to be within a certain age limit as a condition of hiring. The prevailing age requirement for entrance is 21 years. Only 3 cities have a lower age limit. Springfield, Mass., employs men who are 18 years of age; Reading, Pa., employs those who are 20, and Altoona has this age as a minimum for conductors. In 18 of the cities covered by the inquiry the minimum hiring age is over 21 years; the highest entrance requirement, 25 years, is found in 5 cities.

Eight cities having a minimum age requirement have no maximum age limit. The lowest maximum age is found in Minneapolis and St. Paul, where motormen and conductors are not employed if over 28 years of age. The next lowest is St. Louis, 33 years, followed by 10 cities each having a maximum of 35 years. Charlotte, Chattanooga, Davenport, and Reading are the only cities having a maximum entrance of over 45 years. In these cities men of 50 years of age may be employed.

These requirements indicate that motormen and conductors are not hired until they have reached an age of discretion and good judgment, and that men who might be unable physically to perform the duties of these occupations on account of age infirmity are barred from employment.

All street railway companies require newly employed motormen and conductors to take a course of instruction in order to learn the duties of their occupations, and to become familiar with cars and their operation, streets, etc. The time that must be spent under instruction varies in the different cities, as may be seen by referring to the table below under the heading "learners' period." Altoona has a learners' period of 2 weeks; Atlanta, 3 weeks; Augusta, 10 days, etc.

In many of the cities no definite period of training is set, but the period varies according to the ability of an employee to become familiar with his new duties. For instance, in Charleston the period is given as from 10 to 14 days. A bright and alert employee might be considered ready for service after 10 days of instruction, while one less quick to learn would require the full 14 days.

The cities in which trainmen are paid for service rendered during their learning period, with amounts paid, are as follows:

Boston (elevated), guards (brakemen) only, 21 $\frac{1}{4}$ cents per hour.

Boston (surface); Buffalo; Milwaukee, paid after 1 month's service; Wilmington, Del. (W. & P. T. Co.), \$1 per day.

Brooklyn (elevated), motormen only, \$2 per day.

Chicago (elevated), guards only, 21 cents per hour.

Grand Rapids, \$1.50 per day, paid after 1 year's service.

Kansas City, 50 cents per day, paid after 3 months' service.

Minneapolis and St. Paul, and Superior, 10 cents per hour unless employee voluntarily leaves service within 1 year. No deduction if discharged within year.

Newark, \$10 for 14 days' learning period, paid after 1 year's service.

New York (I. R. T. Co.), motormen, \$3 per day; guards, \$2 per day. Conductors are promoted from guards.

San Antonio, 75 cents per day as motormen; nothing as conductors. All trainmen learn duties of both occupations.

Springfield, Ill., 2 cents per hour.

It will be observed that several companies withhold pay for the learning period until after a certain length of service, thus insuring to the company no loss of wages for wholly nonproductive time.

Not only do some companies not pay a learner during his period of learning, but provide that the learner, should he not stay for a certain time in the employ of the company, shall himself pay for the instruction that he has received. This provision is illustrated by the following paragraph drawn from a blank application of one company:

In consideration of the necessity of the * * * Street Railway Company instructing me through the supervision of experienced motormen or conductors in the duties of the employment herein applied for, which course of instruction covers a period of from * * * to * * * days, and for which the company pays the instructor, I agree that in case I fail to render satisfactory service for a period of three months, dating from the day of my employment, and either resign or am dismissed from the employment of the company for cause, that the company shall deduct from the money due me by them the sum of five dollars (\$5), which it is agreed covers the average cost to them of my course of instruction.

Many cities require a cash deposit or surety bond of motormen and conductors. The cash deposit is usually a small one to cover the cost of badge, buttons, punch, tools, etc., furnished by the com-

pany, and is returned when an employee terminates his service. A larger deposit or a surety bond to insure faithful service or to cover shortages sometimes is required. In many instances the premiums on surety bonds were paid by the companies, though in some cities employees were required to pay them. The amount of bond or cash deposit required in each city is shown in the table below. The largest cash deposit, \$25, is required in Buffalo, New Orleans, Oakland, Pueblo, and Washington (C. T. Co.). It is interesting to note that in three of these cities interest is paid by the company on the money deposited. The largest surety bond required is \$500. This is the amount of the bond in Evansville, Little Rock, Los Angeles, Toledo, and Washington (W. R. & E. Co.). The latter requires also a small cash deposit.

TABLE 30.—AGE REQUIREMENTS, INSTRUCTION PERIOD, AND BOND OR DEPOSIT REQUIRED.

City.	Age entrance requirements for—				Learners' period.		Amount of bond or cash deposit required of—	
	Motormen.		Conductors.		Motormen.	Conductors.	Motormen.	Conductors.
	Mini- mum.	Maxi- mum.	Mini- mum.	Maxi- mum.				
Altoona, Pa.	25	45	20	45	2 weeks...	2 weeks...	\$1 deposit...	\$2 deposit.
Atlanta, Ga.	21	40	21	40	3 weeks...	3 weeks...	do.	\$2.85 deposit.
Augusta, Ga.	21	40	21	40	10 days...	10 days...	do.	\$1 deposit.
Binghamton, N. Y.	21	45	21	45	15 days...	15 days...	None.	None.
Birmingham, Ala.	21	40	21	40	12 days...	12 days...	do.	Do.
Boston, Mass.: Surface lines.	21	45	21	45	12 to 20 days.	12 to 20 days.	Surety bond \$100; com- pany pays premium first year.	Same as mo- tormen.
Elevated lines.	1 21	1 35			60 days ¹ ...		None.	None.
Brockton, Mass.	21	40	21	40	2 weeks...	2 weeks...	\$5 deposit...	\$5 deposit.
Buffalo, N. Y.	21	38	21	38	10 days...	10 days...	\$25 deposit ² ...	\$25 deposit. ²
Butte, Mont.	21	40	21	40	2 weeks...	2 weeks...	None.	None.
Charleston, S. C.	21	35	21	35	10 to 14 days.	10 to 14 days.	do.	\$5 deposit.
Charlotte, N. C.	21	50	21	50	10 days...	10 days...	do.	None.
Chattanooga, Tenn.	21	50	21	50	15 days...	15 days...	\$5 deposit...	\$5 deposit.
Chicago, Ill.: Chicago Elevated Railways. Chicago Surface Lines.	1 21	1 35			60 days ¹ ...		None.	None.
Cincinnati, Ohio.	21	40	21	40	7 to 10 days.	7 to 10 days.	do.	Do.
Cleveland, Ohio.	21	35	21	35	10 days...	10 days...	do.	Do.
Dallas, Tex.: Dallas Electric Cor- poration.	21	42	21	42	140 hours..	140 hours..	\$100 surety bond; com- pany pays premium.	Same as mo- tormen.
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.	21	40	21	40	do.	do.	do.	Do.
Davenport, Iowa.	21	50	21	50	14 days...	14 days...	\$1 deposit...	\$1 deposit.
Denver, Colo.	21	35	21	35	10 days...	10 days...	\$50 bond...	\$50 bond.
Des Moines, Iowa.	25	40	25	40	12 to 14 days.	12 to 14 days.	\$20 deposit...	\$15 deposit.

¹ For guards only. Conductors and motormen promoted from guards.

² Deducted from wages at rate of \$2 per month.

³ None.

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TABLE 30.—AGE REQUIREMENTS, INSTRUCTION PERIOD, AND BOND OR DEPOSIT REQUIRED—Continued.

City.	Age entrance requirements for—				Learners' period.		Amount of bond or cash deposit required of—	
	Motormen.		Conductors.		Motormen.	Conductors.	Motormen.	Conductors.
	Mini-mum.	Maxi-mum.	Mini-mum.	Maxi-mum.				
Detroit, Mich.....	23	45	21	45	10 days minimum.	10 days minimum.	None.....	None.
Evansville, Ind.....	21	(1)	21	(1)	Average 10 days.	Average 10 days.	\$500 bond at \$1 cost each year to each man.	\$500 bond at \$1 cost each year to each man.
Grand Rapids, Mich...	24	40	24	40	13 days...	10 days...	\$4 deposit...	\$4 deposit.
Houston, Tex.....	21	45	21	45	About 2 weeks.	About 2 weeks.	\$2 deposit...	\$2 deposit.
Indianapolis, Ind.....	21	45	21	45	10 to 20 days.	10 to 20 days.	\$100 surety bond; employee pays premium.	Same as motormen.
Jacksonville, Fla.....	21	40	21	40	10 to 15 days.	10 to 15 days.	\$1 deposit....	\$2.50 deposit.
Kansas City, Mo.....	23	38	23	38	12 to 17 days.	12 to 17 days.	\$5 deposit....	\$5 deposit.
Lincoln, Nebr.....	21	45	21	45	6 to 10 days.	6 to 10 days.	\$2 deposit....	\$2 deposit.
Little Rock, Ark.....	21	45	21	45	10 days....	10 days....	\$500 surety bond; company pays premium.	Same as motormen.
Los Angeles, Cal.....	21	40	21	40	15 days....	15 days....	\$500 surety bond; \$5 premium paid jointly by company and employee.	Same as motormen.
Louisville, Ky.....	23	38	23	38	14 days minimum.	14 days minimum.	\$3.65 deposit.	\$15 deposit.
Lowell, Mass.....	21	40	21	40	14 days....	14 days....	\$5 deposit....	\$5 deposit.
Manchester, N. H.....	21	38	21	38	do.....	do.....	\$3 deposit....	\$15 deposit.
Memphis, Tenn.....	21	40	21	40	8 to 20 days.	8 to 20 days.	\$20 deposit; \$5 of above not returned if leave employment before 3 months on account of unsatisfactory service.	Same as motormen.
Milwaukee, Wis.....	21	40	21	40	10 days....	10 days....	\$5 deposit....	\$5 deposit and \$100 surety bond; employee pays premium.
Minneapolis and St. Paul, Minn.	23	28	23	28	Average 18 days.	Average 18 days.	\$2 deposit; returned with first pay.	Same as motormen.
Mobile, Ala.....	(2)	(2)	(2)	(2)	Average 2 weeks.	Average 2 weeks.	\$10 deposit; returned if contract is not violated.	Same as motormen.
Nashville, Tenn.....	21	45	21	45	8 days....	8 days....	\$1 deposit....	\$3.50 deposit.
Newark, N. J.....	21	40	21	40	14 days....	14 days....	do.....	\$150 surety bond.
New Bedford, Mass....	21	35	21	35	2 to 3 weeks	2 to 3 weeks	\$3.50 deposit.	\$5 deposit.
New Britain, Conn.....	21	(1)	21	(1)	2 weeks...	2 weeks...	\$3 deposit....	Do.
New Haven, Conn.....	21	(1)	21	(1)	do.....	do.....	do.....	Do.

¹ 45 with experience or 35 without experience.

² None.

TABLE 30.—AGE REQUIREMENTS, INSTRUCTION PERIOD, AND BOND OR DEPOSIT REQUIRED—Continued.

City.	Age entrance requirements for—				Learners' period.		Amount of bond or cash deposit required of—	
	Motormen.		Conductors.		Motormen.	Conductors.	Motormen.	Conductors.
	Mini-mum.	Maxi-mum.	Mini-mum.	Maxi-mum.				
New Orleans, La.....	25	45	21	45	10 days....	7 days....	\$25 deposit; company allows 4 per cent interest.	Same as motormen.
New York, N. Y.: Brooklyn Rapid Transit Co.— Surface lines ...	21	45	21	45	14 days minimum.	7 days minimum.	\$3.25 deposit.	\$4.25 deposit and bonded; employee pays premium, \$1 per year.
Elevated lines .	21	45	.....	.....	3 weeks...	1 week ²...	.....do.....	\$3.25 deposit. ³
New York & Queens County Ry. Co.	21	45	21	45	14 to 20 days.	12 to 14 days.	None.....	None.
New York Rys. Co.	21	45	21	45	15 to 30 days.	6 to 8 days.	.....do.....	Do.
Third Avenue Ry. Co.	(1)	(1)	(1)	(1)	2 to 3 weeks	About 12 days.	\$2 deposit....	\$2 deposit.
Interborough Rapid Transit Co. (elevated and subway lines).	421	445	.....	.....	(6)	(6)	None.....	None.
Norfolk, Va.....	21	45	21	45	1 to 3 weeks	1 to 3 weeks	\$3.15 deposit.	\$4 deposit.
Oakland, Cal.....	22	35	22	35	12 days....	12 days....	\$25 deposit; company allows 6 per cent interest.	Same as motormen.
Oklahoma City, Okla..	21	40	21	40	Average 14 days.	Average 14 days.	\$400 surety bond.	\$400 surety bond.
Omaha, Nebr.....	21	40	21	40	About 10 days.	About 10 days.	None.....	None.
Peoria, Ill.....	21	40	21	40	10 days....	10 days....	.....do.....	\$15.75 deposit.
Philadelphia, Pa.....	23	36	23	36	6 to 14 days.	6 to 14 days.	.....do.....	Do.
Pittsburgh, Pa.....	25	45	25	45	About 10 days.	About 10 days.	\$1.25 deposit.	\$3.25 deposit.
Portland, Me.....	21	(1)	21	(1)	14 days....	14 days....	None.....	None.
Portland, Oreg.....	23	35	23	35	10 days....	10 days....	\$5 deposit....	\$5 deposit.
Providence, R. I.....	21	35	21	35	19 to 26 days.	Average 12 days.	None.....	\$500 surety bond.
Pueblo, Colo.....	21	35	21	35	10 days....	10 days....	\$25 deposit; company allows 6 per cent interest.	Same as motormen.
Reading, Pa.....	20	50	20	50	14 to 20 days.	14 to 20 days.	50 cents deposit.	50 cents deposit.
Richmond, Va.....	21	45	21	45	7 to 21 days.	7 to 21 days.	\$5 deposit....	\$5 deposit.
Rochester, N. Y.....	25	35	21	35	10 days....	8 days....	\$200 surety bond first year only; employee pays premium.	Same as motormen.
Sacramento, Cal.....	21	40	21	40	14 days....	7 to 10 days.	\$5 deposit....	\$5 deposit.
Saginaw, Mich.....	21	(1)	21	(1)	2 weeks minimum.	2 weeks minimum.	\$2.50 deposit.	\$2.50 deposit.

¹ None.
² For guards only. Conductors promoted from guards.
³ Guards deposit \$1.25.
⁴ For gatemen only. Gatemen are promoted to guards and guards to conductors and motormen.
⁵ Guards 3 days but serve as gatemen before eligible. Conductors promoted from guards. Motormen 5 days, but serve 1 year as guards and at least 1 year as switchmen before eligible.

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TABLE 30.—AGE REQUIREMENTS, INSTRUCTION PERIOD, AND BOND OR DEPOSIT REQUIRED—Concluded.

City.	Age entrance requirements for—				Learners, period.		Amount of bond or cash deposit required of—	
	Motormen.		Conductors.		Motormen.	Conductors.	Motormen.	Conductors.
	Mini-mum.	Maxi-mum.	Mini-mum.	Maxi-mum.				
St. Louis, Mo.....	23	33	23	33	10 days....	10 days....	\$10 deposit; \$5 returned after 30 days' service.	Same as motormen.
Salt Lake City, Utah...	21	45	21	45	12 to 14 days.	12 to 14 days.	None.....	None.
San Antonio, Tex.....	21	35	21	35	About 16 days.	About 16 days.	\$3.50 deposit.	\$3.50 deposit.
San Francisco, Cal.: Municipal Railways of San Francisco.	21	(¹)	21	(¹)	7 days....	7 days....	\$3 deposit....	\$3 deposit.
California Street Cable R. R. Co.	21	(¹)	21	(¹)	10 days....	10 days....	\$1.50 deposit.	\$2.50 deposit.
United Railroads of San Francisco.	21	40	21	40	7 days....	7 days....	\$3 deposit....	\$5.50 deposit.
Savannah, Ga.....	21	45	21	45	2 weeks...	2 weeks...	\$2 deposit; company allows 6 per cent interest.	Same as motormen.
Scranton, Pa.....	21	45	21	45	2 weeks...	2 weeks...	None.....	None.
Seattle, Wash.: Puget Sound Traction, Light & Power Co.	21	45	21	45	15 days....	15 days....	.....do.....	Do.
Seattle, Municipal Street Ry.	23	45	23	45	Only experienced men employed.	Only experienced men employed.	.....do.....	Do.
Seattle, Renton & Southern Ry. Co.	21	(¹)	21	(¹)	10 days....	10 days....	\$1.75 deposit.	\$3.50 deposit.
Sioux City, Iowa.....	21	(¹)	21	(¹)	10 to 14 days.	10 to 14 days.	\$10 deposit...	\$10 deposit.
South Bend, Ind.....	21	40	21	40	10 to 20 days.	10 to 20 days.	None.....	None.
Spokane, Wash.: Spokane & Inland Empire R. R. Co.	21	² 40	21	² 40	...do.....	...do.....	\$100 surety bond.	\$100 surety bond.
The Washington Water Power Co.	23	35	23	35	10 days....	10 days....	\$3 deposit....	\$3 deposit.
Springfield, Ill.....	(¹)	(¹)	(¹)	(¹)	5 or 6 days.	5 or 6 days.	None.....	Do.
Springfield, Mass.....	18	40	18	40	No specified time.	No specified time.	\$3 deposit....	\$5 deposit.
Springfield, Ohio.....	21	45	21	45	10 to 12 days.	10 to 12 days.	\$5 deposit....	Do.
Superior, Wis.....	21	40	21	40	No specified time.	No specified time.	.....do.....	Do.
Syracuse, N. Y.....	21	40	21	40	15 days....	15 days....	None.....	None.
Tacoma, Wash.....	21	45	21	45	10 days....	10 days....	.....do.....	Do.
Toledo, Ohio.....	21	(¹)	21	(¹)	2 weeks...	.....do.....	\$500 bond. Employee pays premium.	Same as motormen.
Topeka, Kans.....	21	45	21	45	8 to 14 days.	8 to 14 days.	\$300 bond....	\$150 bond.
Washington, D. C.: Capital Traction Co.	21	40	21	40	10 days....	10 days....	\$25 deposit....	\$25 deposit.
Washington Railway & Electric Co.	23	40	23	40	8 to 12 days.	8 to 12 days.	\$3.50 deposit and \$500 bond.	\$5 deposit and \$500 bond.
Wheeling, W. Va.....	21	(¹)	21	(¹)	14 days....	14 days....	\$1 deposit....	\$3 deposit.
Wichita, Kans.....	21	45	21	45	6 to 24 days.	6 to 24 days.	.....do.....	Do.
Wilmington, Del.: People's Ry. Co....	(¹)	(¹)	(¹)	(¹)	1 week....	1 week....	\$10 deposit....	\$10 deposit.
Wilmington & Philadelphia Traction Co.	21	40	21	40	15 days....	15 days....	\$1 deposit....	\$1 deposit.

¹ None.

² For inexperienced men.

PURCHASE OF UNIFORMS.

Carmen purchase their uniforms in open market in practically all cities. The company designates the concerns from which uniforms shall be purchased in Binghamton, Memphis, Minneapolis and St. Paul, Nashville, Newark, New York (B. R. T. Co., N. Y. Rys. Co., and I. R. T. Co.), Oklahoma City, Pueblo, San Antonio, Savannah, and Washington (C. T. Co.). Usually two or more concerns are designated in each city. In Buffalo and Portland, Oreg., the concerns from which uniforms are to be purchased are chosen by the carmen's union, and in Louisville and Salt Lake City by committees of employees. In New York (Third Ave. Ry. Co.) the company selects a tailor, subject to the approval of the carmen, and in Philadelphia uniforms are purchased by the men through a cooperative association. The company furnishes cloth for uniforms at cost in Milwaukee, and each carman has his suit made by a tailor chosen by himself. In Denver the men are required to purchase their uniforms for the first three years of service, from a tailor chosen by the company, after which time they are furnished by the company. In Grand Rapids carmen purchase their uniforms in open market, but are given 1 suit or overcoat each year by the company, after 5 years of service. The same condition exists in Springfield, Ill., and Topeka, Kans., with the variation that 1 uniform is furnished each year after 5 years of service, and in the former city 1 uniform and an overcoat, and in the latter city 2 uniforms each year after 10 years of service. This plan also is in vogue in Kansas City, where the company, in addition to furnishing 1 uniform a year after 5 years of service and 2 a year after 10 years, allows the men \$3 to apply on uniforms after 2 years, \$5 after 3 years, \$8 after 4 years.

CHANGE CARRIED BY CONDUCTORS, DAILY ASSIGNMENT OF RUNS, REPORTING TIME, FREQUENCY OF PAY DAYS, AND "HOLD BACK."

The second column of Table 31 shows the amount of change conductors are required to carry while on duty. As will be seen by a reference to the table, the prevailing amounts of change required to be carried are \$2 and \$5. For a few companies the amount is as high as \$10 and \$20. In Butte and Charleston conductors are not required to carry any change. In 11 companies there is no rule on the subject; the amount of change to be carried is not specified, but is left to the discretion of each conductor. In Peoria, Rochester (on P. A. Y. E. cars), and St. Louis change is furnished the conductors by the company.

It is customary to post in car barns each afternoon a working board for the following day. This board shows the motorman and conductor for each run leaving the car barn. If the regular man

holding a run has not been excused, his name remains opposite the run. If he has been excused, the name of the extra man who is to take the run for the following day is inserted. An extra man posted for a regular run usually is not required to report earlier than is necessary to go on the run assigned. In the table below the time when the working board is posted each day is shown under the heading "Time extra trainmen are assigned to runs for the following day" for each city. When no board is posted, extra men are usually notified verbally by the car-house foreman as soon as they are assigned to runs.

In all cities each regular motorman, conductor, guard, and gripman is required to report at the car barn a few minutes before his car is scheduled to leave the barn. This is to enable the car-barn foreman to assign an extra man to a run in sufficient time to have the car leave the barn in accordance with the schedule, if one of the regular crew fails to report. This reporting time is paid for in the following cities:

Boston (surface lines).
Charlotte.
Denver.
Des Moines.
Detroit.

Jacksonville.
Portland, Me.
San Francisco (C. S. C. R. Co.)
Springfield, Ill.

Boston (elevated lines), paid for 2 minutes for each report, or 2, 4, or 6 minutes per day.

Chicago (surface lines), paid for 10 minutes for each report.

Chicago (elevated lines), paid for 8 to 30 minutes per day on straight runs, and to maximum of 60 minutes on swing runs.

New Bedford, paid for one-half of each report, or 5 to 20 minutes per day.

New York (I. R. T. Co.—elevated lines), paid for 10 to 30 minutes per day; (subway lines) paid for 10 to 20 minutes per day.

New York (B. R. T. Co.—elevated lines), paid to those who started from yards.

Portland, Me., paid for 20 minutes per day for each of 8 runs and for 10 minutes for other runs.

Brockton, paid for on early runs only.

Portland (Oreg.) and Syracuse, paid for one-half of the reporting time.

Sacramento, paid for one-half of reporting time to those who pulled cars out of barn in the morning, and for 5 minutes to those who pulled cars into barn after completion of runs.

San Francisco (M. Rys.), paid for 5 minutes for each report to those who pulled cars out of barn, and 2 minutes to those who pulled cars into barn after completion of runs.

San Francisco (U. R. R.), paid for 5 minutes to those who pulled cars out of barn, and for 2, 3, 3½, 4, or 4½ minutes per day to those who pulled cars into barn after completion of runs.

Crews taking cars out of the barn are paid for reporting time in Manchester, Okla., homa City, Rochester, Sacramento, and Salt Lake City.

The table below shows also the frequency with which employees are paid and the time that elapses between the end of the pay period and pay day. The frequency varies from daily, in Denver, Sacramento, and Washington (W. R. & E. Co. and C. T. Co.), to monthly in San Francisco (M. Rys. Co.), Spokane (S. I. E. R. R. Co.), and Superior.

Semimonthly pay days are in vogue in a majority of the cities covered by the inquiry, but in many places employees are paid weekly.

Employees are seldom paid up to the last day of service. Time is required to prepare the pay rolls and make up the pay envelopes. As a consequence there is usually a holdback or delay in the payment of wages after the end of a pay period for a time, varying from 1 day to 15 days.

TABLE 31.—CHANGE CARRIED BY CONDUCTORS, ASSIGNMENT OF RUNS, REPORTING TIME, FREQUENCY OF PAY DAYS, AND "HOLDBACK."

City.	Amount of change conductors are required to carry.	Time extra trainmen are assigned to runs for the following day.	Time required to report before starting on run (minutes).		How employees are paid.	Time between end of pay period and pay day (days).
			Motor-man.	Conductor.		
Altoona, Pa.	About \$2.	5 p. m.	5	5	Semimonthly.	5
Atlanta, Ga.	\$2.	4 p. m.	10	10	do.	8
Augusta, Ga.	do.	do.	10	10	do.	5
Binghamton, N. Y.	\$3 city; \$5 suburban.	2 p. m.	10	10	do.	5
Birmingham, Ala.	\$5.	5 p. m.	5	5	do.	5
Boston, Mass.: Surface lines.	do.	Between 2 and 3 p. m.	5	5	Weekly.	6 to 7
Elevated lines.	None.	Before 5 p. m.	{ 12 25	{ (3)	do.	6 to 7
Brockton, Mass.	\$5.	5 p. m.	45	45	do.	5
Buffalo, N. Y.	\$5.	6 p. m.	(4)	(5)	4 times a month.	7
Butte, Mont.	None.	4 p. m.	15	15	Semimonthly.	5
Charleston, S. C.	do.	1.30 p. m.	15	15	Weekly.	3
Charlotte, N. C.	\$5.	(5)	10, 15, 20	10, 15, 20	Semimonthly.	3 to 5
Chattanooga, Tenn.	No specified amount.	(5)	10	10	do.	3
Chicago, Ill.: Chicago Elevated Railways.	None.	4 p. m.	8 to 30	(6)	do.	10
Chicago Surface Lines.	\$10.	5 p. m.	10	10	do.	7
Cincinnati, Ohio.	\$5.	5 p. m.	10	10	do.	5
Cleveland, Ohio.	\$20.	3.30 p. m.	5	5	do.	5 to 7
Dallas, Tex.: Dallas Electric Corporation.	\$5.	4 p. m.	10	10	do.	5
Northern Texas Traction Co.	do.	6 p. m.	10	10	do.	5
Davenport, Iowa.	do.	4.30 p. m.	10	10	do.	5
Denver, Colo.	\$10.	Between 11 a. m. and 12 noon.	10	10	Daily.	-----
Des Moines, Iowa.	\$5.	12 noon.	5	5	Semimonthly.	5
Detroit, Mich.	\$15 for tickets and change; at least \$3 must be change.	4 p. m.	10	10	do.	5
Evansville, Ind.	\$5.	do.	10	10	do.	7
Grand Rapids, Mich.	do.	5 p. m.	5	5	do.	6 to 8
Houston, Tex.	do.	do.	10	10	do.	4
Indianapolis, Ind.	do.	4 p. m.	10	10	Weekly.	4
Jacksonville, Fla.	No specified amount.	5 p. m.	10	10	Semimonthly.	3
Kansas City, Mo.	\$2.	Between 5 and 6 p. m.	15	15	do.	6 to 12
Lincoln, Nebr.	\$5.	4 p. m.	10	10	do.	10

1 At terminal.
 2 At yards.
 3 Conductors (guards) and guards (brakemen) same as motormen.
 4 On early runs.
 5 No specified time.
 6 Conductors and guards same as motormen.

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TABLE 31.—CHANGE CARRIED BY CONDUCTORS, ASSIGNMENT OF RUNS, REPORTING TIME, FREQUENCY OF PAY DAYS, AND "HOLDBACK"—Continued.

City.	Amount of change conductors are required to carry.	Time extra trainmen are assigned to runs for the following day.	Time required to report before starting on run (minutes).		How employ-ees are paid.	Time be-tween end of pay period and pay day (days).
			Motor-man.	Conduc-tor.		
Little Rock, Ark.....	No specified amount.	4 p. m.....	10	10	Semimonthly.	5
Los Angeles, Cal.....	\$5.....	Between 4 and 5 p. m.	10	10	Weekly.....	7
Louisville, Ky.....	\$20.....	4 p. m.....	(1)	(1)	Semimonthly.	9 or 10
Lowell, Mass.....	No specified amount.	6 p. m.....	(1)	(1)	Weekly.....	5
Manchester, N. H.....	\$10.....	5 p. m.....	10	10	do.....	5
Memphis, Tenn.....	\$2.....	4 p. m.....	10	10	Semimonthly.	5
Milwaukee, Wis.....	\$5.....	do.....	10	10	do.....	5
Minneapolis and St. Paul, Minn.	\$5.....	Between 4 and 6.30 p. m.	10	10	do.....	10
Mobile, Ala.....	\$2.....	(1)	10	10	do.....	3
Nashville, Tenn.....	do.....	(1)	10	10	Weekly.....	3
Newark, N. J.....	\$5.....	5 p. m.....	10	10	do.....	1 to 6
New Bedford, Mass.....	\$2.....	4.30 p. m.....	2 10	2 10	do.....	4
New Britain, Conn.....	No specified amount.	5 p. m.....	5	5	do.....	4
New Haven, Conn.....	do.....	do.....	5	5	do.....	4
New Orleans, La.....	\$2.....	(3)	10	10	Semimonthly.	6
New York, N. Y.: Brooklyn Rapid Transit Co.	\$2.....	5 p. m.....	10	10	Weekly.....	4 to 7
New York & Queen's County Ry. Co.	\$2.....	6 p. m.....	10	10	do.....	5
New York Rys. Co.	\$5.....	4 p. m.....	10	10	do.....	5
Third Avenue Ry. Co.	\$2.....	do.....	10	10	do.....	3
Interborough Rapid Transit Co.— Elevated lines.....	None.....	(3)	10 to 30	10 to 30	do.....	5 to 7
Subway lines.....	None.....	(3)	10 to 20	10 to 20	do.....	5 to 7
Brooklyn Rapid Transit Co. (elevated lines).	None.....	Before 5 p. m.	4 10	(3)	do.....	4 to 7
Norfolk, Va.....	\$10.....	About 5 p. m.	10	10	Semimonthly.	5
Oakland, Cal.....	\$5.....	3.30 p. m.	10	10	4 times a month.	4
Oklahoma City, Okla.	\$2.....	5 p. m.....	10	10	Semimonthly.	5
Omaha, Nebr.....	\$5.....	4 p. m.....	10	10	do.....	15
Peoria, Ill.....	Provided by company.	5 p. m.....	10	10	do.....	1
Philadelphia, Pa.....	\$2.....	1.30 p. m.....	10	10	Weekly.....	4
Pittsburgh, Pa.....	\$5.....	4 p. m.....	5	5	Semimonthly.	3 to 6
Portland, Me.....	\$2.....	Between 4 and 5 p. m.	10	10	Weekly.....	5
Portland, Oreg.....	\$3 to \$5.	4.30 p. m.....	10	10	Semimonthly.	9
Providence, R. I.....	\$5.....	5 p. m.....	5	5	Weekly.....	5
Pueblo, Colo.....	do.....	4.30 p. m.....	10	10	Semimonthly.	5
Reading, Pa.....	Not specified.	(1)	10	10	do.....	10
Richmond, Va.....	\$10.....	5 p. m.....	10	10	do.....	4 and 8
Rochester, N. Y.....	\$5 except on P. A. Y. E. cars where company fur-nishes \$16.	6 p. m.....	6 5	6 5	4 times a month.	3
Sacramento, Cal.....	\$5.....	4 p. m.....	6 10	6 10	Daily.....	.....
Saginaw, Mich.....	\$20 for tickets and change.	4.30 p. m.....	10	10	Semimonthly.	5
St. Louis, Mo.....	Provided by company.	4 p. m.....	8	8	do.....	5 to 8
Salt Lake City, Utah.....	\$2.....	5 p. m.....	6 10	6 10	do.....	10
San Antonio, Tex.....	\$3 and half-fare book—\$2.	do.....	5	5	do.....	5
San Francisco, Cal.: California Street Cable R. R. Co.	No specified amount.	3.30 p. m.....	5	5	Weekly.....	3
Municipal Railway of San Francisco.	do.....	1 p. m.....	5	5	Monthly.....	3

1 No specified time.

2 For day men.

3 Assigned for the day at reporting time.

4 For those taking trains out of yards.

5 Conductors and guards same as motormen.

6 For those who take car out of barn.

TABLE 31.—CHANGE CARRIED BY CONDUCTORS, ASSIGNMENT OF RUNS, REPORTING TIME, FREQUENCY OF PAY DAYS, AND "HOLDBACK"—Concluded.

City.	Amount of change conductors are required to carry.	Time extra trainmen are assigned to runs for the following day.	Time required to report before starting on run (minutes).		How employ-ees are paid.	Time between end of pay period and pay day (days).
			Motor-man.	Conduc-tor.		
San Francisco, Cal.—Con. United Railroads of San Francisco.	\$5.....	4 p. m.....	5	5	Weekly.....	2 to 6
Savannah, Ga.....	\$2.....	do.....	10	10	Semimonthly.....	5
Scranton, Pa.....	\$2.....	4 p. m.....	5	5	do.....	21
Seattle, Wash.: Puget Sound Traction, Light & Power Co.	\$5.....	5 p. m.....	10	10	do.....	10
Seattle Municipal Street Ry.	No specified amount.	(¹)	10	10	do.....	10
Seattle, Renton & Southern Ry. Co.	\$5, minimum..	4.30 p. m.....	10	10	do.....	3
Sioux City, Iowa.....	\$10.....	do.....	10	10	do.....	5
South Bend, Ind.....	do.....	4 p. m.....	10	10	do.....	7
Spokane, Wash.: The Washington Water Power Co.	\$5.....	do.....	10	10	do.....	7
Spokane & Inland Empire R. R. Co.	do.....	do.....	10	10	Monthly.....	5
Springfield, Ill.....	\$3.....	do.....	10	10	Semimonthly.....	7
Springfield, Mass.....	No specified amount.	(²)	10	10	Weekly.....	5
Springfield, Ohio.....	\$15.....	6 p. m.....	10	10	Semimonthly.....	5
Superior, Wis.....	\$10.....	5 p. m.....	10	10	Monthly.....	10
Syracuse, N. Y.....	\$2.....	4 p. m.....	10	10	4 times a month.	3
Tacoma, Wash.....	\$5.....	3 p. m.....	10	10	Semimonthly.....	7
Toledo, Ohio.....	do.....	4.30 p. m.....	10	10	do.....	5
Topeka, Kans.....	do.....	5.30 p. m.....	10	10	do.....	5 to 10
Washington, D. C.: Capital Traction Co.	\$2.....	(¹)	10	10	Daily.....	..
Washington Railway & Electric Co.	\$3.....	About 3 p. m.	10	10	do.....	..
Wheeling, W. Va.....	\$2.....	4 p. m.....	10	10	Semimonthly.....	5
Wichita, Kans.....	\$10.....	5 p. m.....	10	10	do.....	5
Wilmington, Del.: People's Ry. Co.	\$2.....	3 p. m.....	10	10	do.....	2
Wilmington & Philadelphia Traction Co.	\$5.....	4.30 p. m.....	10	10	4 times a month.	4

¹ No specified time.

² Assigned for the day at reporting time.

SEATS FOR CAR EMPLOYEES, TOILET FACILITIES, INCLOSED CARS, AND HEATING METHODS.

The next table (Table 32) shows the cities in which seats are provided for motormen and conductors. It will be noted that in practically all cities seats are provided for motormen, but that as a rule seats are not furnished for conductors. A conductor is required to walk through his car to collect fares in the older styles of cars, but in those of the newer types he is stationed at the entrance to the car and collects fares as the passengers enter. In the first instance it may not be practicable to furnish a seat for the conductor, but in cars of the type last mentioned seats are being installed in some cities.

The table also shows the cities in which toilet facilities are provided by the company at other than starting points and the longest

period of time that trainmen are without an opportunity to use toilets. In some cities where the company does not provide such facilities, public toilets or other places are accessible. The inquiry concerning toilets was answered merely "Yes" or "No" in most cases, but additional information was given in some instances, as "Yes, at all reporting places," and "Yes, at end of each route." The answers are shown below as given. The time reported as the longest period which trainmen are without opportunity to use toilets appears to be rather long in some cities. It is presumed that in some of these cases the time reported refers to the use of toilets provided by the company, while as a matter of fact other conveniences are accessible within a much shorter period of time.

In a few cities a part of the cars have inclosed vestibules and a part do not, and in a few instances the cars are partially inclosed—that is, the front of the vestibule is inclosed but the sides not inclosed.

The most generally used system of car heating is electric. In the northern cities stoves, hot air, and hot water are used to a considerable extent. In several southern cities there is no provision for heating the cars.

TABLE 32.—SEATS FOR TRAINMEN, TOILET FACILITIES, INCLOSED CARS, AND HEATING METHODS.

City.	Seats provided for—		Toilet facilities provided by company at other than starting points.	Longest period without opportunity to use toilet (minutes).	Cars provided with inclosed vestibules.	Method of heating cars.
	Motormen.	Conductors.				
Altoona, Pa.....	About 60 per cent.	No.....	Yes; at all reporting places.	45	Yes.....	Electricity or stoves.
Atlanta, Ga.....	Only on suburban cars.	No.....	Yes.....	30	Partly inclosed.	Electricity.
Augusta, Ga.....	Yes.....	Yes.....	No.....	80	Nearly all cars.	Not heated.
Binghamton, N. Y.....	Yes.....	No.....	No.....	45	Partly inclosed.	Hot water, hot air, or electricity.
Birmingham Ala.....	After 60 days' service.	No.....	Yes.....	30	85 per cent entirely; 15 per cent partially.	Electricity.
Boston, Mass.: Surface lines.....	Yes.....	On prepayment cars only.	Yes; at ends of all lines.	50	Yes.....	Do.
Elevated lines.....	Yes.....	No.....	Yes; at every station.	3	Yes.....	Do.
Brockton, Mass.....	Yes.....	No.....	Yes; at end of each route.	30	Yes.....	Do.
Buffalo, N. Y.....	Yes.....	Yes.....	Yes.....	30	Yes.....	Do.
Butte, Mont.....	No.....	No.....	Yes.....	20	Yes.....	Do.
Charleston, S. C.....	No.....	No.....	No.....	30	Yes.....	Not heated.
Charlotte, N. C.....	Yes.....	No.....	Yes.....	40	Yes.....	Electricity.
Chattanooga, Tenn.....	Yes.....	No.....	Yes.....	30	Yes.....	Do.
Chicago, Ill.: Chicago Elevated Railways.....	Yes.....	No.....	Yes.....	80	Yes.....	Electricity or hot water.
Chicago Surface Lines.....	Yes.....	Yes.....	No.....	(1)	Yes.....	Electricity.

¹ Use public toilets, hotels, etc.

TABLE 32.—SEATS FOR TRAINMEN, TOILET FACILITIES, INCLOSED CARS, AND HEATING METHODS—Continued.

City.	Seats provided for—		Toilet facilities provided by company at other than starting points.	Longest period without opportunity to use toilet (minutes).	Cars provided with inclosed vestibules.	Method of heating cars.
	Motormen.	Conductors.				
Cincinnati, Ohio.....	Yes.....	Yes.....	Yes.....	20	Yes.....	Electricity or hot air.
Cleveland, Ohio.....	Provide own seats.	No.....	Yes.....	90	Yes.....	Hot air.
Dallas, Tex.; Dallas Electric Corporation.	Yes.....	No.....	Yes.....	55	Yes.....	Electricity.
Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.	Yes.....	Yes.....	Yes.....	25	Yes.....	Do.
Davenport, Iowa.....	Yes.....	Yes.....	Yes.....	45	Yes.....	Electricity, hot water, or hot air.
Denver, Colo.....	Provide own seats.	No.....	Yes; at ends of lines.	45	Yes.....	Electricity.
Des Moines, Iowa.....	Yes.....	Yes.....	No.....	75	Yes.....	Forced hot air.
Detroit, Mich.....	Yes.....	No.....	Yes; at ends of lines and loops.	54	Yes.....	Stoves.
Evansville, Ind.....	Yes.....	No.....	Yes; arrangement made with fire department and others.	30	Yes.....	Hot water, hot air and electricity.
Grand Rapids, Mich.....	Yes.....	No.....	Yes.....	40	Yes.....	Hot water or stoves.
Houston, Tex.....	Provide own seats.	Provide own seats.	Yes.....	80	Yes.....	Not heated.
Indianapolis, Ind.....	do.....	No.....	Yes; at ends of lines.	30	Yes.....	Steam heat or forced hot air.
Jacksonville, Fla.....	Yes.....	Yes.....	No.....	90	Partly..	Not heated.
Kansas City, Mo.....	Yes.....	Yes.....	Yes.....	60	86 $\frac{2}{3}$ per cent.	Electricity.
Little Rock, Ark.....	Yes.....	No.....	Yes.....	66	Yes.....	Do.
Lincoln, Nebr.....	Yes.....	No.....	No.....	20	Yes.....	Hot air or hot water.
Los Angeles, Cal.....	Yes.....	Yes.....	Yes; at or near ends of lines.	60	25 per cent.	Not heated.
Louisville, Ky.....	Yes.....	Yes.....	Yes; at ends of lines.	60	Yes.....	Electricity, hot water, or hot air.
Lowell, Mass.....	Yes.....	No.....	do.....	60	Yes.....	Electricity.
Manchester, N. H.....	Yes.....	No.....	No.....	30	Yes.....	Do.
Memphis, Tenn.....	Yes.....	No.....	Yes.....	60	Yes.....	Do.
Milwaukee, Wis.....	Yes.....	Yes.....	Yes.....	45	Yes.....	Stoves, hot air or hot water.
Minneapolis & St. Paul, Minn.	Yes.....	No.....	Yes; at ends of lines.	60	Yes.....	Hot water.
Mobile, Ala.....	No.....	No.....	Yes.....	45	Yes.....	Not heated.
Nashville, Tenn.....	Yes.....	No.....	No.....	90	Yes.....	Electricity.
Newark, N. J.....	Yes.....	About 50 per cent.	Yes.....	60	Yes.....	Do.
New Bedford, Mass.....	Some.....	No.....	No.....	60	Yes.....	Do.
New Britain, Conn.....	Yes.....	No.....	Yes.....	20	Yes.....	Do.
New Haven, Conn.....	Yes.....	No.....	Yes.....	20	Yes.....	Do.
New Orleans, La.....	Yes.....	Yes.....	Yes.....	20	Yes.....	Not heated.
New York, N. Y.: Brooklyn Rapid Transit Co.	5 per cent.....	No.....	Yes; at all switchback points	60	5 per cent	Electricity.
New York & Queen's County Ry. Co.	No.....	No.....	No.....	50	Partly..	Do.
New York Rys. Co.....	50 per cent.....	No.....	Yes.....	20	50 per cent.	Do.
Third Avenue Ry. Co.	Yes; except storage battery cars.	No.....	No.....	60	Yes.....	Do.

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TABLE 32.—SEATS FOR TRAINMEN, TOILET FACILITIES, INCLOSED CARS, AND HEATING METHODS—Continued.

City.	Seats provided for—		Toilet facilities provided by company at other than starting points.	Longest period without opportunity to use toilet (minutes).	Cars provided with inclosed vestibules.	Method of heating cars.
	Motormen.	Conductors.				
New York, N. Y.—Con. Interborough Rapid Transit Co. (elevated and subway lines).	Yes.....	No.....	Yes; at all stations.		Yes.....	Electricity.
Brooklyn Rapid Transit Co. (elevated lines).	Yes.....	No.....	Yes.....	20	Yes.....	Do
Norfolk, Va.....	Some.....	No.....	No.....	60	Yes.....	Do.
Oakland, Cal.....	Yes.....	Yes.....	Yes; at nearly all terminals.	70	Only a few.	Not heated.
Oklahoma City, Okla...	Yes.....	No.....	Yes.....	30	Yes.....	Hot air or electricity.
Omaha, Nebr.....	Yes.....	Yes.....	No.....	(1)	Yes.....	Hot water, hot air, or electricity.
Peoria, Ill.....	Yes.....	Yes.....	Yes.....	20	Yes.....	Electricity or stoves.
Philadelphia, Pa.....	Yes.....	Yes.....	Yes; at terminals.		Yes.....	Electricity.
Pittsburgh, Pa.....	Yes.....	No.....	Yes.....	30	Yes.....	Electricity or hot air.
Portland, Me.....	Yes.....	No.....	No.....	60	Yes.....	Electricity.
Portland, Oreg.....	Yes.....	No.....	Yes; at terminals.	45	Yes.....	Do.
Providence, R. I.....	Yes.....	Only on owl cars.	No.....	90	Yes.....	Do.
Pueblo, Colo.....	Yes.....	No.....	Yes; at ends of lines.	90	Yes.....	Do.
Reading, Pa.....	No.....	No.....	Yes; at ends of some lines.	55	Yes.....	Electricity or hot water.
Richmond, Va.....	Partly.....	No.....	No.....	85	Yes.....	Electricity.
Rochester, N. Y.....	Yes.....	No.....	Yes; on some lines.	75	Yes.....	Hot water or forced hot air.
Sacramento, Cal.....	Yes.....	Yes.....	Yes; at ends of lines.	30	No.....	Not heated.
Saginaw, Mich.....	Yes.....	No.....	No.....	30	Yes.....	Stoves.
St. Louis, Mo.....	Yes.....	Yes.....	Yes; on some lines.	60	Yes.....	Forced hot air.
Salt Lake City, Utah....	Yes.....	Yes.....	No.....	60	Yes.....	Electricity.
San Antonio, Tex.....	No.....	No.....	No.....	60	Yes.....	Not heated.
San Francisco, Cal.: California Street Cable R. R. Co.	Yes.....	No.....	Yes; at ends of lines.	45	No.....	Do.
Municipal Railways of San Francisco.	Yes.....	Yes.....	do.....	20	No.....	60 per cent not heated; electricity, 40 per cent.
United Railroads of San Francisco.	Yes.....	Yes.....	Yes; on some lines.	30	No.....	Not heated.
Savannah, Ga.....	On air-brake cars only.	No.....	Yes.....	20	Partially	Do.
Scranton, Pa.....	No.....	No.....	No.....	75	Yes.....	Electricity or hot water.
Seattle, Wash.: Puget Sound Traction, Light & Power Co.	Yes, except on cable cars.	Yes, except on cable cars.	Yes.....	40	Partially.	Not heated.
Seattle Municipal Street Ry.	Yes.....	Yes.....	No.....	80	Yes.....	Do.
Seattle, Renton & Southern Ry. Co.	Yes.....	Yes.....	Yes.....	30	45 per cent; 55 per cent partially.	Electricity 45 per cent; not heated, 55 per cent.
Sioux City, Iowa.....	Yes.....	Yes.....	No.....	90	Yes.....	Forced hot air.
South Bend, Ind.....	Yes.....	Yes.....	No.....	60	Yes.....	Electricity or hot water.
Spokane, Wash.: Spokane & Inland Empire R. R. Co.	Yes.....	No.....	Yes.....	30	Yes.....	Electricity.
The Washington Water Power Co.	Yes.....	Yes.....	Yes; at terminals.	30	Yes.....	Do.

¹ May leave cars at any time.

TABLE 32.—SEATS FOR TRAINMEN, TOILET FACILITIES, INCLOSED CARS, AND HEATING METHODS—Concluded.

City.	Seats provided for—		Toilet facilities provided by company at other than starting points.	Longest period without opportunity to use toilet (minutes).	Cars provided with inclosed vestibules.	Method of heating cars.
	Motormen.	Conductors.				
Springfield, Ill.	Yes.	No.	No.	45	Yes.	Electricity.
Springfield, Mass.	Yes.	Yes.	No. ....	.....	Yes.	Do.
Springfield, Ohio.	Yes.	No.	Yes.	30	Yes.	Do.
Superior, Wis.	Yes.	No.	Yes; at ends of lines.	60	Yes.	Stoves or hot water.
Syracuse, N. Y.	Yes.	No.	Yes.	90	Yes.	Hot air, hot water, or stoves.
Tacoma, Wash.	Except on cable cars.	No.	Yes.	60	12 cars, yes; 88 cars, partially; cable cars, no.	Electricity in 12 cars; others not heated.
Toledo, Ohio.	Yes.	Only on P. A. Y. E. cars.	No.	50	Nearly all cars.	Hot air or hot water.
Topeka, Kans.	Yes.	No.	No.	50	Yes.	Hot air.
Washington, D. C.:						
Capital Traction Co.	Yes.	No.	Yes.	44	Yes.	Electricity.
Washington Railway & Electric Co.	Yes.	No.	Yes; on long runs.	40	Some entirely, some partially.	Do.
Wheeling, W. Va.	67 per cent.	No.	No.	120	Yes.	Electricity, hot air, or hot water.
Wichita, Kans.	Yes.	No.	No.	60	Yes.	Hot air.
Wilmington, Del.:						
People's Ry. Co.	No.	No.	No.	45	Yes.	Electricity.
Wilmington & Philadelphia Traction Co.	No.	No.	Yes; at each terminal.	33	Yes.	Do.

ACCIDENT, SICK, AND DEATH BENEFITS.

In connection with the present inquiry concerning wages, hours, and working conditions, data were obtained as to existing provisions made by companies for the relief of street railway employees injured while on duty, and for payment by benefit associations of accident, sick, and death benefits.

On pages 270 to 274 a statement is given of the relief provided by the Amalgamated Association of Street and Electric Railway Employees as a national body and by the several local divisions of that association in addition.

A tabular statement is here presented showing: (a) The relief provided by the employing companies to employees or their dependents; and (b) relief given by local benefit associations not affiliated with any labor organization.

The relief extends to: (a) Employees in case of accident; (b) employees in case of sickness, and (c) dependents of an employee in case of his death.

State compensation acts operative in 42 of the cities covered by the present inquiry make provision for an employee injured while on duty, or for his dependents in case of his death from accident. In Bulletin No. 203 of this bureau detailed information is given as to the benefits paid under these compensation laws.

Where compensation is not provided by law, the companies themselves provide relief, usually for employees injured while on duty, but sometimes also for dependents of an employee, in case of his death caused by accident on duty. Such relief as the companies provide is set forth in the first two columns of the table below.

Opposite each city, under the heading "Benefit associations," will be found a short statement showing whether the association is managed by the employees alone or jointly with the company, together with company donations. Also the extent of the membership, dues, and assessments, sick and accident benefits, and death benefits. As stated above, the benefit associations mentioned in this table do not include local divisions of the Amalgamated Association of Street and Electric Railway Employees.

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit associations.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
1	Altoona, Pa.	Customary to pay regular wages.	No provision made.	By employees.
2	Atlanta, Ga.	Pays for hospital service, surgeon, and nurse.	...do.....	Jointly by employees and company.
3	Augusta, Ga.	Pays physician and regular wages.	...do.....	No association.
4	Binghamton, N. Y.	State compensation act.	State compensation act.	By employees.
5	Birmingham, Ala.	Pays wages and gives medical attention if not fault of employee.	No provision made.	Membership compulsory for motormen and conductors.
6	Boston, Mass.: Elevated and surface lines.	State compensation act.	State compensation act.	Two associations, managed by employees; company pays expenses up to \$6,000 per year.
7	Brockton, Mass. ....	...do.....	...do.....	No association.
8	Buffalo, N. Y. ....	...do.....	...do.....	Jointly by employees and company.
9	Butte, Mont.	No provision made.	No provision made.	By employees.
10	Charleston, S. C.	Pays regular wages; also for physician, hospital, and medicines.	...do.....	...do.....
11	Charlotte, N. C. ....	...do.....	...do.....	No association.
12	Chattanooga, Tenn.	Pays wages and physician.	...do.....	By employees; only white employees of operating department eligible for membership.
13	Chicago, Ill.: Chicago Elevated Railways.	Pays medical and hospital bill and from half to full pay.	...do.....	By employees; company contributes \$1 for each week's sick benefit paid and \$100 for each death benefit.
14	Chicago Surface Lines.	Pays part or full wages and medical expenses when not fault of employee.	...do.....	By employees; company pays for 100 memberships.
15	Cincinnati, Ohio.	State compensation act.	State compensation act.	By employees.

¹ All white employees; per cent of total employees not reported.

FOR STREET RAILWAY EMPLOYEES.

Benefit associations.				Line No.
Ap-proxi-mate per-cent of all em-ploy-ees who are mem-bers.	Dues and assessments.	Sick and accident benefits.	Death benefits.	
90	50 cents per month and as-sessed \$1 for death of mem-ber and 50 cents for death of member's wife.	For sick-ness, \$5 per week after third day; minimum period for pay-ment, 10 days; maxi-mum, 26 weeks. For acci-dent, \$5 per week; maxi-mum period, 26 weeks.	Amount equal to \$1 per mem-ber; for death of mem-ber's wife amount equal to 50 cents per mem-ber.	1
98	50 cents per month.....	For sick-ness, \$1 per day after 5 days, and furnished medi-cines and physi-cian; maxi-mum period, 90 days during any one year.	\$100.....	2
				3
25	50 cents per month; also as-sessed \$1 for death of mem-ber and 50 cents for death of member's wife or child.	\$5 per week for not over 10 weeks in any one year.	Amount equal to \$1 per mem-ber; for death of mem-ber's wife or child, amount equal to 50 cents per mem-ber.	4
70	\$1 per month.....	\$1 per day for 60 consecutive days; maximum of \$100 in any one year; physi-cian and hos-pital service furnished at any time.	\$100 for first year and in-creases \$100 each year there-after to a maximum of \$500.	5
67	50 cents per month; one as-sociation levies assessment of \$1 when death-benefit fund contains less than \$1,000.	\$7 per week; maximum period for pay-ment, 10 weeks.	One, \$1,000; other, none paid.	6
				7
65	50 cents per month.....	\$1 per day after 7 days; not to exceed 90 days in any one year; physi-cian and medi-cine free.	\$150.....	8
109	\$1 per month.....	Medical, surgical, drug, and hos-pital bills paid.	None.....	9
(4)	50 cents per month.....	\$1 per day; minimum for which paid, 7 days; maxi-mum, 10 weeks in any one year.	\$100; for death of wife, \$75, and for child under 14 years of age, \$25.	10
				11
39	50 cents per month.....	\$5 per week after 5 days for not to exceed 15 consecutive weeks, and not over \$150 in any calendar year.	\$100.....	12
25	.....do.....	\$8 per week, after 7 days, for maximum of 14 weeks in one year.	\$200.....	1
	50 cents per year and assess-ments; annual cost, \$3 to \$6.50.	None.....	\$500.....	14
44	\$1 per month and death as-sessments.	\$7 per week first 12 weeks; \$3.50 per week second 12 weeks; \$2 per week third 12 weeks; not to exceed \$150 in one year. If illness continues into second year, not to ex-ceed \$78, payable \$3.50 for first, \$2 for second, and \$1 for third 12 weeks, and for third year, \$1 per week for 36 weeks. For loss of both hands, both feet, or entire sight, may elect to receive \$800 in lieu of benefit pay-ments.	\$800.....	15

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit association.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
16	Cleveland, Ohio.....	State compensation act.	State compensation act.	By employees.....
17	Dallas, Tex.: Dallas Electric Corporation.	Pays medical and hospital expenses and full wages if not fault of employee; if fault of employee, 60 per cent of wage loss after first week.	No provision made.	No association.....
18	Northern Texas Traction Co., Ork Cliff division of Ft. Worth lines.	Pays medical expenses and full wages.	.....do.....	.....do.....
19	Davenport, Iowa.....	State compensation act.	State compensation act.	.....do.....
20	Denver, Colo.....	Pays medical and hospital expenses if employee was not at fault.	No provision made.	No. 1, jointly by employees and company; company pays \$25 for every \$100 paid by employees and makes up deficits. No. 2, by company.
21	Des Moines, Iowa.....	State compensation act.	State compensation act.	No association.....
22	Detroit, Mich.....	.....do.....	.....do.....	.....do.....
23	Evansville, Ind.....	Medical and hospital expense, and regular pay, paid on recovery in lump sum.	No provision made.	.....do.....
24	Grand Rapids, Mich.....	.....do.....	.....do.....	By employees.....
25	Houston, Tex.....	Pays full wages and, usually, physician's fee.	.....do.....	No association.....
26	Indianapolis, Ind.....	No provision made	.....do.....	By employees; company pays physician and donates proceeds of sale of lost articles.
27	Jacksonville, Fla.....	Pays all medical and hospital expenses and regular wages when not fault of employee.	.....do.....	Jointly by employees and company; company contributes sum equal to dues paid by employees.
28	Kansas City, Mo.....	Pays wages and hospital expense when not caused by employee's gross negligence.	.....do.....	Jointly by employees and company.

¹ Fifty-two per cent of all white employees; per cent of total employees not reported.

FOR STREET RAILWAY EMPLOYEES—Continued.

Benefit associations.				Line No.
Ap-proxi-mate per cent of all em-ploy-ees who are mem-bers.	Dues and assessments.	Sick and accident benefits.	Death benefits.	
20	50 cents per month.....	\$3.50 for first 7 days, \$1 per day for next 63 days, 50 cents per day for next 35 days; not to exceed \$84 in any one year.	\$500, less amounts of benefits received by member during membership for sickness, death of wife, etc.; for death of wife, \$50; maximum amount for illness, disability, and death of wife, \$300.	16
				17
				18
				19
73	Class 1, \$1 per month; class 2, 75 cents per month; class 3, 50 cents per month.	Class 1, \$6 per week; class 2, \$4.50 per week; class 3, \$3 per week; nothing for first 10 days unless disability caused by accident.	Class 1, \$1,000; class 2, \$750; class 3, \$500.	20
100	50 cents per month.....	Medical and surgical attendance, including medicines, and hospital service when authorized by company physician.	No death benefits.....	21
				22
				23
75	75 cents per month.....	\$1.50 per day for 100 days; physician and medicine.	\$500.....	24
				25
80	\$1 per month.....	\$30 per month for total disability for not to exceed 6 months; nothing for first 7 days, if due to illness; for partial disability, half of above amount.	Death due to accident, \$200; death due to illness, \$100; amounts paid as benefits for illness or accident causing death deducted from death benefit.	26
(1)	50 cents per month.....	Physician provided and \$1 per day for not to exceed 20 weeks in one year; nothing paid for first week if disability due to illness.	\$200.....	27
89	80 cents per month; if married, 15 cents additional for wife and 10 cents additional for each child; assessed 50 cents for death of each member.	\$1.50 per day after first 5 days, not to exceed 80 days in any one year.	An amount equal to 50 cents for each member; \$50 for death of wife; \$35 for death of child.	28

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit associations.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
29	Lincoln, Nebr.....	No provision made..	No provision made..	By employees; membership compulsory for motormen and conductors.
30	Little Rock, Ark.....	do.....	Pays premiums on \$1,000 policy for each employee.	No association.....
31	Los Angeles, Cal.....	do.....	do.....	Compulsory membership; company deducts dues from wages.
32	Louisville, Ky.....	Pays wages and for medical attendance.	No provision made..	By employees; only white employees earning \$1.50 or more a day are eligible.
33	Lowell, Mass.....	State compensation act.	State compensation act.	No association.....
34	Manchester, N. H.....	Pays regular wages and physician's fees.	No provision made..	By employees; compulsory membership for trainmen and inspectors.
35	Memphis, Tenn.....	Pays regular wages; also medical and hospital expenses.	do.....	No association.....
36	Milwaukee, Wis.....	State compensation act.	State compensation act.	Jointly by employees and company; company contributes an amount equal to that paid as dues by employees and pays operating expenses.
37	Minneapolis and St. Paul, Minn.....	State compensation act.	State compensation act.	No association.....
38	Mobile, Ala.....	No provision made..	No provision made..	By employees; membership compulsory; only white males eligible.
39	Nashville, Tenn.....	Pays wages if not fault of employee.	do.....	No. 1 and No. 2, jointly by employees and company; only white employees eligible. No. 2, death benefit association.
40	Newark, N. J.....	State compensation act.	State compensation act.	No association; company welfare plan.
41	New Bedford, Mass.....	do.....	do.....	By employees.....
42	New Britain, Conn.....	do.....	do.....	No association.....
43	New Haven, Conn.....	do.....	do.....	do.....
44	New Orleans, La.....	Pays half of regular wages and physician's bill.	No provision made..	Six associations, managed by employees.

¹ Or 98 per cent of motormen and conductors.

FOR STREET RAILWAY EMPLOYEES—Continued.

Benefit associations.				
Ap- proxi- mate per cent of all em- ploy- ees who are mem- bers.	Dues and assessments.	Sick and accident benefits.	Death benefits.	Line No.
63	75 cents per month; if married, 15 cents additional for wife, and 10 cents additional for each child; assessed \$1 for death of each member.	\$1.50 day after first five days, not to exceed 80 days in any one year.	An amount equal to \$1 for each member; \$50 for death of wife; \$35 for death of child.	29
				30
100	50 cents per month.....	Services of physician and surgeon, and medicines.	No death benefits.....	31
46	.....do.....	90 cents per day, after 7 days, for 6 months, then 50 cents per day indefinitely unless permanent disability.	\$150; for death of wife, \$50; and child under 14 years, \$25.	32
				33
71	50 cents per month.....	\$7 per week after first week for not to exceed 13 weeks in any one year.	\$100.....	34
				35
179	50 cents per month.....	\$1 per day for 100 days and 50 cents per day for next 100 days, with medical and surgical attendance.	\$300.....	36
				37
56	50 cents per month; assessed \$1 for death of member.	\$1 per day after fourth day; not over 60 days in any one year; medicines furnished.	\$200; one-half paid by company; \$50 for death of wife and \$25 for death of child, paid by company.	38
75	No. 1, 10 cents per week.....	\$2.50 for first week, \$5 per week thereafter, not to exceed 7 successive weeks.	No death benefit.....	39
15	No. 2, assessed \$1.10 for death of each member.	None.....	Amount equal to \$1 for each member.	40
	None.....	\$7 per week.....	\$300.....	40
30	50 cents per month; assessed \$1 for death of member and 50 cents for death of member's wife.	\$1 for first week; \$7 per week to sixteenth week; \$6 for sixteenth week; not over \$105 in one year.	An amount equal to \$1 for each member, but not to exceed \$200; for death of wife, one-half above amount.	41
				42
				43
30	No. 1, 75 cents per month; assessed \$1 for death of member.	Drugs and physician for member, wife, and children under 15 years of age.	Amount equal to \$1 for each member.	44
	No. 2, 25 cents per month....	\$3 first week; \$5 thereafter; not over 13 weeks in year.	No death benefits.	
	No. 3, 75 cents per month plus 25 cents per quarter; assessed \$1 for death of member.	\$5 per week; not over 13 weeks in year; drugs and physician furnished for member and family.	Amount equal to \$1 for each member; \$15 for death of wife and \$7.50 for child under 15.	

TABLE 34.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	Provision made by company for—			
	City.	Employees injured while on duty.	Insuring lives of employees.	How managed.
	New Orleans, La. (con.).			
45	New York, N. Y.; Brooklyn Rapid Transit Co.: Ele- vated and surface lines.	State compensation act.	State compensation act.	Jointly by employees and company; transporta- tion department em- ployees must join.
46	New York & Queens County Ry. Co.	.....do.....	.....do.....	Jointly by employees and company; membership compulsory for motormen and conductors.
47	Interborough Rapid Transit Co.	State compensation act; also provides for cases not covered by act.	.....do.....	Jointly by company and employees; company pays running expenses and deficiencies.
48	Third Avenue Ry...	State compensation act. Insured for \$1,000, life or accident, or both; members of association pay 15 cents per week; others 24 cents. Association pays \$250 on life policy of its members. Only applicable to transportation men and other employees who elect to join in a body.	.....do.....	Jointly by employees and company; company contributes amount equal to that paid by members.
49	New York Rys. Co..	Compensation act; also donates in deserving cases.	.....do.....	Jointly by company and employees.
50	Norfolk, Va.....	Employees in service 10 years and totally disabled given pension of \$15 per month.	No provision made..	Jointly by company and employees; company pays initiation fee of \$1 for each member and \$250 for death of member.
51	Oakland, Cal.....	State compensation act.	State compensation act.	.....do.....
52	Oklahoma City, Okla...	Pays wages.....	No provision made..	.....do.....
53	Omaha, Nebr.....	Usually pays doctor and regular wages.	.....do.....	By employees.....

¹ 85 per cent of employees on elevated lines; 59 per cent of employees on subway lines.

² All white employees; per cent of total employees not reported.

³ Or 65 per cent of motormen and conductors.

FOR STREET RAILWAY EMPLOYEES—Continued.

Benefit associations.				Line No.
Approximate per cent of all employees who are members.	Dues and assessments.	Sick and accident benefits.	Death benefits.	
	No. 4, 75 cents per month.....	\$3 per week for not over 8 weeks within 12 consecutive months; not paid for less than 2 weeks; drugs and physician furnished member and family.	Amount equal to 50 cents for each member; for death of wife, 25 cents for each member.	
	No. 5, 25 cents per month....	\$5 per week for not over 10 weeks in year; not paid for less than 2 weeks.	No death benefits.	
	No. 6, \$1 per month.....	\$3 per week for not to exceed 13 weeks in year; drugs and physician furnished member and family.	Amount equal to \$1 for each member; for death of wife, 25 cents for each member.	
65	50 cents per month.....	\$1 per day after 8 days'; maximum period for payment, 90 days in any one year; free medical attendance.	\$200.....	45
41	50 cents per month.....	\$1 per day after first 7 days, for not over 90 days in one year.	\$100; \$50 for death of member's wife.	46
(1)	Class 1, 75 cents per month..	50 cents per day for 52 weeks, then 25 cents per day.	\$250; additional benefits may be secured by following payments on each \$250.	47
	Class 2, \$1.50 per month.....	\$1 per day for 52 weeks, then 50 cents per day.	\$500; not over 45 years, 30 cents per month; over 45 and not over 60 years, 45 cents per month.	
	Class 3, \$3 per month.....	\$2 per day for 52 weeks, then \$1 per day.	\$1,000; over 60 years, 60 cents per month.	
70	50 cents per month.....	\$1.50 per day after 5 days; from first day in case of accident or serious injury; maximum, 90 days in one year; physician and medicine furnished.	\$250; if insured by company, applies on \$1,000 policy.	48
67	50 cents per month.....	\$1 per day after 7 days; not to exceed 90 days in one year.	\$300.....	49
(2)	50 cents per month; assessed 50 cents for death of member.	For sickness, \$1 per day after 4 days for 150 days, then 50 cents per day for 100 days. For accident, from first day, not to exceed \$200 for any one disability or cause.	\$500; \$50 for death of wife or for death of mother of single man.	50
29	\$1 per month.....	\$4 for first week and \$10 per week for next 15 weeks; limited to 16 weeks for one disability or in one year.	\$75.....	51
57	50 cents per month.....	\$7 per week.....	\$300.....	52
75	.....do.....	\$1 per day after 6 days; not to exceed 182 days in one fiscal year.	\$100.....	53

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit associations.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
54	Peoria, Ill.	State compensation act.	State compensation act.	.....
55	Philadelphia, Pa.	Pays wages and for medical attention.	Insures for \$500 after 2 years' continuous service.	Company pays running expenses and contributes amount equal to that paid by employees.
56	Pittsburgh, Pa.	Pays wages.....	Insures for 1 year's wages; paid monthly.	Jointly by company and employees; company pays running expenses and contributes amount equal to 50 per cent of dues.
57	Portland, Me.	Pays wages and for medical attendance; provision made for permanent injury.	Beneficiary given \$300 by company if employee had served 1 year.	By employees.....
58	Portland, Oreg.	Pays regular wages and provides physician.	Pays beneficiary \$100.	Two associations; membership compulsory: No. 1, trainmen; No. 2, mechanical.
59	Providence, R. I.	State compensation act.	State compensation act.	Jointly by company and employees; company guarantees benefits and makes up deficits.
60	Pueblo, Colo.	If by unavoidable accident, pays wages, medical and hospital bills.	No provision made..	No association.....
61	Reading, Pa.	Pays for hospital treatment and expenses.	.....do.....	By employees.....
62	Richmond, Va.	Employees in service 10 years, and totally disabled, given pension of \$15 per month.	.....do.....	Jointly by company and employees; company pays initiation fee of \$1 for each member and \$250 on death of member.
63	Rochester, N. Y.	State compensation act.	State compensation act.	Jointly by employees and company.
64	Sacramento, Cal.	.....do.....	.....do.....	No association.....
65	Saginaw, Mich.	.....do.....	.....do.....	.....do.....
66	St. Louis, Mo.	Pays wages.....	No provision made..	Jointly by company and employees; company pays salaries and expenses and contributes amount equal to dues paid by members.
67	Salt Lake City Utah	Usually pays wages and hospital bills unless caused by violation of rules.	No provision made..	By employees.....

¹ All white employees; per cent of total employees not reported.

FOR STREET RAILWAY EMPLOYEES—Continued.

Benefit associations.				
Ap- prox- imate per cent of all em- ploy- ees who are mem- bers.	Dues and assessments.	Sick and accident benefits.	Death benefits.	Line No.
47	Not reported.....	None.....	\$1,000.....	54
90	25 cents per month.....	\$1 per day after 7 days; not to exceed 100 days in any consecutive 12 months.	\$150.....	55
75	\$1 per month.....	After 7 days, \$1.50 per day for first 6 months; 75 cents per day for second 6 months; 37½ cents per day for second year; benefits cease after second year. If illness continues over 60 days, first 7 days are paid for.	\$300.....	56
75	50 cents per month.....	After first week, \$7 per week for not more than 10 weeks in any year.	\$50.....	57
100	75 cents per month and assessed \$1 for death of member.	No. 1, \$10 per week after first week, not to exceed 16 weeks in year; physicians' services and medicine. No. 2, \$7 per week after first week, not to exceed 10 weeks in year; physicians' services and medicine. Nos. 1 and 2, if illness continues over 4 weeks, then first week is paid for.	No. 1, amount equal to \$1 per member; for death of wife, 25 cents per single member and 50 cents per married member. No. 2, amount equal to \$1 per member.	58
20	Class A, earning less than \$9 per week, 10 cents per month; class B, earning less than \$12 per week, 15 cents; class C, earning \$12 or more per week, 20 cents.	Class A, \$4 per week; class B, \$6; class C, \$8.	Class A, \$500; class B, \$750; class C, \$1,000.	59
				60
67	13 cents per week.....	\$4 per week for 52 weeks, then \$2 per week during disability.	\$100; for death of wife, \$50...	61
(1)	50 cents per month; assessed 50 cents for death of member.	For sickness, \$1 per day after 4 days for 150 days, then 50 cents per day for 100 days. For accident benefits are paid from first day, not to exceed \$200 for any one disability or cause.	\$500; \$50 for death of wife or for death of mother of single man.	62
65	75 cents per month.....	\$1 per day after first 3 days, but not to exceed \$100 in any one year.	\$150.....	63
				64
				65
	50 cents per month.....	\$1 per day after first 7 days, for 100 days; 50 cents per day for next 100 days; not to exceed \$150 in any 12 months.	\$300.....	66
85	\$1 per month; assessed \$1 for death of member and 50 cents for death of member's wife.	\$7 per week after first week for 16 weeks, then \$3.50 per week for 16 weeks; limited to 32 weeks for same illness.	\$500; \$100 for death of wife..	67

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit associations.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
68	San Antonio, Tex.....	Pays wages and medical expenses.	No provision made..	No association.....
69	San Francisco, Cal.: California Street Cable R. R. Co.	State compensation act.	State compensation act.	.....do.....
70	Municipal Railways of San Francisco.	State compensation act.	State compensation act.	No association.....
71	United Railroads of San Francisco.	.....do.....	State compensation act; also insures 4th-year men for \$300; 5th-year men, \$500; and over 5th-year men, for \$1,000.	.....do.....
72	Savannah, Ga.....	Pays regular wages and physicians' and hospital bills.	No provision made..	By employees; company contributes amount equal to dues paid by members.
73	Scranton, Pa.....	None.....	No provision made..	By employees.....
74	Seattle, Wash.: Puget Sound Traction, Light & Power Co.	State compensation act.	State compensation act.	By employees; membership compulsory unless wages less than \$25 per month; company makes up deficits.
75	Seattle Municipal Street Ry.	Full pay for 30 days and half pay for not over 6 months; hospital service furnished.	No provision made..	No association.....
76	Seattle, Renton & Southern Ry.	State compensation act.	State compensation act.	No association.....
77	South Bend, Ind.....	No provision made..	.....do.....	Jointly by employees and company; company pays running expenses and contributes \$500 annually.
78	Sioux City, Iowa.....	State compensation act.	State compensation act.	No association.....
79	Spokane, Wash.: Spokane & Inland Empire R. R. Co..	.....do.....	.....do.....	Jointly by company and employees; membership compulsory; company makes up deficit up to \$250.
80	The Washington Water Power Co.	.....do.....	.....do.....	Jointly by company and employees; membership compulsory.
81	Springfield, Ill.....	Pays hospital and physicians' bills.	No provisions made.	By employees.....
82	Springfield, Mass.....	State compensation act.	State compensation act.	No association.....

FOR STREET RAILWAY EMPLOYEES—Continued.

Benefit associations.				Line No.
Approximate per cent of all employees who are members.	Dues and assessments.	Sick and accident benefits.	Death benefits.	
				68
				69
				70
				71
50	50 cents per month.....	\$1 per day for 60 days, then 50 cents per day for 60 days; first week not paid for unless disability continues more than 14 days.	\$250.....	72
15	25 cents per month.....	\$5 per week; not over 13 weeks in any one year; free medical attention.	\$100; for death of wife, \$50; for death of mother of unmarried man, \$50.	73
87	75 cents per month.....	After first week, \$10 per week for not to exceed \$260 in any one period of 12 months.	\$250.....	74
				75
				76
98	Class A, 50 cents per month; Class B, \$1.	Class A, 50 cents per day for illness and 75 cents for accident; Class B, \$1 per day for illness and \$1.50 for accident; benefits limited to 120 days in any one year.	Class A, \$200; Class B, \$400.	77
				78
100	Wages under \$100 per month, 50 cents per month; wages \$100 to \$200 per month, \$1 per month; wages over \$200 per month, \$2 per month.	Medical and surgical treatment, hospital and nurse provided.	\$75.....	79
100	Wages under \$75 per month, 50 cents per month; wages \$75 to \$100 per month, 75 cents per month; wages \$100 to \$200 per month, \$1 per month; wages over \$200 per month, \$2 per month.	.....do.....	\$100.....	80
75	50 cents per month.....	\$1.25 per day for maximum of 26 weeks; nothing paid for less than 7 days' disability.	\$75; \$50 for death of wife or child.	81
				82

TABLE 33.—ACCIDENT, SICK, AND DEATH BENEFITS

Line No.	City.	Provision made by company for—		Benefit associations.
		Employees injured while on duty.	Insuring lives of employees.	How managed.
84	Springfield, Ohio.....	State compensation act.	State compensation act.	Compulsory membership..
85	Superior, Wis.....	do.....	do.....	No association.....
86	Syracuse, N. Y.....	do.....	do.....	do.....
87	Tacoma, Wash.....	Pays first aid and hospital bill; also State compensation act.	do.....	do.....
88	Toledo, Ohio.....	Pays medical and hospital expenses.	No provision made..	do.....
89	Topeka, Kans.....	State compensation act.	State compensation act.	Company contributes amount equal to dues paid by members.
90	Washington, D. C.: Capital Traction Co..	Pays regular wages if not fault of employee.	No provision made..	By employees.....
91	Washington Rail- way & Electric Co.	Pays for medical, surgical, and hospital attendance.	do.....	Jointly by employees and company.
92	Wheeling, W. Va.....	State compensation act.	State compensation act.	No association.....
93	Wichita, Kans.....	do.....	do.....	Company contributes amount equal to dues paid by members.
94	Wilmington, Del.: People's Ry. Co.....	No provision made..	No provision made..	No association.....
95	Wilmington & Phil- adelphia Traction Co.	Pays half wages.....	do.....	By employees.....

¹ Or 100 per cent of motormen and conductors.

FOR STREET RAILWAY EMPLOYEES—Concluded.

Benefit associations.				Line No.
Ap- proxi- mate per cent of all em- ploy- ees who are mem- bers.	Dues and assessments.	Sick and accident benefits.	Death benefits.	
161	50 cents per month.....	\$5 per week, not to exceed \$75 in one year; not paid for first week unless disability caused by injury on duty or going to or returning from work.	\$200.....	84
				85
				86
				87
				88
	Assessed 30 cents when reserve fund falls below \$200.	\$8 per week; not over 14 weeks in one year; nothing for first week unless disability continues four weeks.	\$100.....	89
62	\$1 per month; assessed \$1 for death of member and 50 cents for death of member's wife.	\$6 per week first 6 months, \$3 per week second 6 months, then benefits cease; no benefits for first 6 days.	\$500; \$250 for death of wife..	80
	\$1 per month.....	\$3 for first week and \$1 per day thereafter; not to exceed \$200 in any one year.	\$250; for death of mother of single member or wife of member, \$50.	91
				92
100	Assessed 30 cents when reserve fund falls below \$200.	\$8 per week, not to exceed 14 weeks in one year.	\$100.....	93
				94
80	50 cents per month.....	\$5 per week for 13 weeks, then \$2.50 for 13 weeks; maximum, \$150 in one year.	\$100; for death of wife or mother of member, \$30.	95

CHAPTER V.—EMPLOYEES OTHER THAN CAR CREWS.

While the major portion of this report is devoted to the consideration of motormen, conductors, and other car-crew occupations, data as to rates of wages and regular working hours are given in Table E, Chapter VIII, for such other occupations as are distinctively found in street railway operation, and also for certain other occupations employed in large number in street railway work, necessary in street railway operation, though not distinctive therein. The table does not include the various power-plant employees or those in a variety of miscellaneous trades and occupations who, while employed by street railway companies, were engaged in work not materially differing from what they would have done had they worked at their trade or occupation in any other industry. The several trades and occupations were found on the pay rolls of the several companies expressed in many different terms, which has made it necessary to group them under more general titles, in order to reduce the tabular space and permit comparison between companies.

The occupations in Table E are arranged in alphabetical order under three general classifications: Track and line occupations; transportation occupations; barn and shop occupations. On pages 11 to 16 a list is given of all occupations for which data are presented in the several tables of this report together with brief definitions thereof. The list shows the grouping of terms under the occupation designations that appear in Table E.

To illustrate the use that can be made of Table E and to afford a ready comparison for three of the leading occupations—laborers, line and track; linemen, line and track; and car repairers—Table 34 has been prepared. The table shows the number of persons employed at each classified wage rate per hour. The classification is made in 1-cent groups.

Reading the table for laborers, line and track, it is seen that the 22 men in the occupation in Altoona were paid 17 and under 18 cents per hour. In Atlanta 59 were paid 12 and under 13 cents per hour, 113 were paid 14 and under 15 cents per hour, etc. With these illustrations it is believed the table is clear.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

LABORERS: LINE AND TRACK.

Line No.	City.	Under 12 cents.	12 and under 13 cents.	13 and under 14 cents.	14 and under 15 cents.	15 and under 16 cents.	16 and under 17 cents.	17 and under 18 cents.
1	Altoona, Pa.							22
2	Atlanta, Ga.		59		113	2	2	1
3	Augusta, Ga.	2	26			1		
4	Binghamton, N. Y.					29		3
5	Birmingham, Ala.		44	5		2		
	Boston, Mass.:							
	Boston Elevated Ry. Co.—							
6	Surface lines							
7	Elevated lines							
8	Brockton, Mass.							
9	Buffalo, N. Y.						267	
10	Butte, Mont.							
11	Charleston, S. C.			25				
12	Charlotte, N. C.		12	1				
13	Chattanooga, Tenn.			29				
	Chicago, Ill.:							
14	Chicago Elevated Railways							
15	Chicago Surface Lines	1						1,514
16	Cincinnati, Ohio							9
17	Cleveland, Ohio							
	Dallas, Tex.:							
18	Dallas Electric Corporation							38
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.					6		
20	Davenport, Iowa							
21	Denver, Colo.							
22	Des Moines, Iowa							
23	Detroit, Mich.					1		505
24	Evansville, Ind.					20		1
25	Grand Rapids, Mich.		1					
26	Houston, Tex.					161		
27	Indianapolis, Ind.							82
28	Jacksonville, Fla.			10		16	27	
29	Kansas City, Mo.							550
30	Lincoln, Nebr.							20
31	Little Rock, Ark.					66		
32	Los Angeles, Cal.				4	427		433
33	Louisville, Ky.							157
34	Lowell, Mass.							39
35	Manchester, N. H.					1		26
36	Memphis, Tenn.		144	9		52		67
37	Milwaukee, Wis.							
38	Minneapolis & St. Paul, Minn.					36		
39	Mobile, Ala.		30			8	2	
40	Nashville, Tenn.					104		
41	Newark, N. J.							
42	New Bedford, Mass.							
43	New Orleans, La.		1	4	1	141	3	
	New York, N. Y.:							
44	Brooklyn Rapid Transit Co.			2		4		178
45	New York & Queens County Ry. Co.					8		155
46	New York Rys. Co.							99
	Third Avenue Ry. Co.—							
47	The Bronx			4				55
48	Manhattan				2			110
	Interborough Rapid Transit Co.—							
49	Elevated lines							17
50	Subway lines							15
51	Norfolk, Va.	1		2		86		
52	Oakland, Cal.							
53	Oklahoma City, Okla.						13	
54	Omaha, Nebr.							16
55	Peoria, Ill.							39
56	Philadelphia, Pa.: Philadelphia Rapid Transit Co. (surface lines).					1		352
57	Pittsburgh, Pa.				3			479
58	Portland, Me.							
59	Portland, Oreg.							
60	Providence, R. I.					2		102
61	Fueblo, Colo.							
62	Reading, Pa.				100			
63	Richmond, Va.			102	2	26		
64	Rochester, N. Y.							
65	Sacramento, Cal.							

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES, CITIES.

LABORERS: LINE AND TRACK.

18 and under 19 cents.	19 and under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.	24 and under 25 cents.	25 and under 26 cents.	26 and under 27 cents.	27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 cents and over.	Line No.
													1
1													2
													3
													4
													5
			150	63			1						6
			21										7
	2												8
	391		12										9
												14	10
													11
													12
													13
25	1	214											14
238	17	329	32	16		2	51		3	1		3	15
													16
	610	149											17
													18
													19
		11											20
		100					7						21
		54					5						22
	1	532		4									23
			1	1	142								24
													25
113		16	25										26
	142	29	1	61		15							27
													28
		20		2			5						29
75			3										30
													31
6		4											32
													33
													34
													35
													36
735		14	16	2									37
		381											38
													39
		32											40
	58			19									41
							1						42
130		125											43
14				6			10						44
													45
36													46
		2											47
30			1										48
													49
14		94	28										50
14		15	9										51
							571		7				52
													53
													54
													55
89	42	71		1									56
													57
5	8	33	3	9			2						58
	56	16		7	2		2						59
		110		42									60
7	8	48	1				2						61
		15											62
5													63
	85	27	6	5									64
							76						65

240 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

LABORERS: LINE AND TRACK—Concluded.

Line No.	City.	Under 12 cents.	12 and under 13 cents.	13 and under 14 cents.	14 and under 15 cents.	15 and under 16 cents.	16 and under 17 cents.	17 and under 18 cents.
66	Saginaw, Mich.							17
67	St. Louis, Mo.							18
68	Salt Lake City, Utah.							178
69	San Antonio, Tex.					167	2	
	San Francisco, Cal.:							
70	California Street Cable Ry. Co.							
71	Municipal Railways of San Francisco							
72	United Railroads of San Francisco.							
73	Savannah, Ga.			24		39		
74	Scranton, Pa.			2		2		33
	Seattle, Wash.:							
75	Puget Sound Traction, Light & Power Co.							
76	Seattle Municipal Street Ry.							
77	Seattle, Renton & Southern Ry. Co.							
78	Sioux City, Iowa.							
79	South Bend, Ind.							17
	Spokane, Wash.:							
80	Spokane & Inland Empire R. R. Co.							
81	The Washington Water Power Co.							
82	Springfield, Ill.							50
83	Springfield, Mass.							
84	Springfield, Ohio.							50
85	Syracuse, N. Y.					1	50	23
86	Tacoma, Wash.							
87	Toledo, Ohio.							50
88	Topeka, Kans.					19	5	2
	Washington, D. C.:							
89	Capital Traction Co.						8	30
90	Washington Railway & Electric Co.		4			137	78	31
91	Wheeling, W. Va.							
92	Wichita, Kans.							2
	Wilmington, Del.:							
93	People's Ry. Co.						32	
94	Wilmington & Philadelphia Traction Co.						15	3

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES,
CITIES—Continued.

LABORERS: LINE AND TRACK—Concluded.

18 and under 19 cents.	19 and under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.	24 and under 25 cents.	25 and under 26 cents.	26 and un ler 27 cents.	27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 cents and over.	Line No.
		999		1			3		1				66
													67
													68
													69
										2	6	3	70
												20	71
		245	1	203	1		6						72
													73
9	18				1								74
								55	8			1	75
												6	76
							16						77
		28		4									78
													79
								42					80
	1						130				1		81
	28			5									82
				5									83
		5											84
	3	1		1				1					85
			3										86
			35		18								87
													88
													89
11		1											90
6	1	4											91
			2	42	10								92
				1									93
													94
1	1												

242 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

LINEMEN: LINE AND TRACK.

Line No.	City.	Under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.	24 and under 25 cents.	25 and under 26 cents.	26 and under 27 cents.
1	Altoona, Pa.							1	
2	Augusta, Ga.	1			5				
3	Binghamton, N. Y.					1	1		
4	Birmingham, Ala.	2	1		3			2	
5	Boston, Mass.								
6	Boston Elevated Ry. Co. (surface lines)								
7	Brockton, Mass.								
8	Buffalo, N. Y.								
9	Charlotte, N. C.	1	2						
10	Chattanooga, Tenn.		8		3	1		7	
	Chicago, Ill.:								
11	Chicago Elevated Railways								1
12	Chicago Surface Lines								
13	Cleveland, Ohio.	4	2	3	1		5	7	1
14	Dallas, Tex.: Dallas Electric Corporation.								
15	Davenport, Iowa.								
16	Denver, Colo.								
17	Des Moines, Iowa.								
18	Detroit, Mich.							1	
19	Evansville, Ind.								
20	Grand Rapids, Mich.					1			
21	Houston, Tex.								
22	Indianapolis, Ind.								
23	Jacksonville, Fla.							8	
24	Kansas City, Mo.						6		4
25	Lincoln, Nebr.					1		1	1
26	Little Rock, Ark.					1		3	
27	Los Angeles, Cal.								
28	Louisville, Ky.				2			1	
29	Lowell, Mass.								
30	Manchester, N. H.				2			1	
31	Memphis, Tenn.		1		11			1	
32	Milwaukee, Wis.			1		3			1
33	Minneapolis and St. Paul, Minn.							2	
34	Mobile, Ala.								
35	Nashville, Tenn.								4
36	Newark, N. J.						2	1	
37	New Bedford, Mass.				3				3
38	New Orleans, La.								
	New York, N. Y.:								
39	Brooklyn Rapid Transit Co.							6	
40	New York & Queens County Ry. Co.								
41	New York Rys. Co.		1	3	23				
	Third Avenue Ry. Co.—								
42	The Bronx								
43	Manhattan			1	3			3	
44	Norfolk, Va.		9		3				
45	Oakland, Cal.								
46	Oklahoma City, Okla.								
47	Omaha, Nebr.								
48	Peoria, Ill.								
49	Philadelphia, Pa.: Philadelphia Rapid Transit Co. (surface lines).					1		5	
50	Pittsburgh, Pa.							1	8
51	Portland, Me.				8			3	
52	Portland, Oreg.								
53	Providence, R. I.								
54	Pueblo, Colo.								
55	Reading, Pa.				3				
56	Richmond, Va.	4			5		5		
57	Rochester, N. Y.								
58	Sacramento, Cal.								
59	St. Louis, Mo.	12		2	3			2	1
60	Salt Lake City, Utah.								
61	San Antonio, Tex.								

1 15 cents per hour.
 2 1 at 16 cents and 2 at 17½ cents per hour.
 3 50½ cents per hour.
 4 2 at 15.1 cents, 3 at 17.8 cents, and 2 at 19.2 cents per hour.
 5 42½ cents per hour.
 6 45 cents per hour.
 7 12 at 41½ cents, and 1 at 42½ cents per hour.
 8 53½ cents per hour.

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES, CITIES—Continued.

LINEMEN: LINE AND TRACK.

27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 and under 31 cents.	31 and under 32 cents.	32 and under 33 cents.	33 and under 34 cents.	34 and under 35 cents.	35 and under 36 cents.	36 and under 37 cents.	37 and under 38 cents.	38 and under 39 cents.	39 and under 40 cents.	40 cents and over.	Line No.
			4											1
														2
			2											3
2														4
			14	1	3	12	2	1	7		2		7	5
			4			6	2		2	1				6
														7
														8
1			1											9
														10
1	2	2	2		1		2	5						11
			1	3			2		2				38	12
3			1					1		1				13
														14
			1		1					2	4		1	15
											3			16
			3		1				9	4			14	17
														18
1		1				3				4				19
			4			2								20
			1			6								21
1						1								22
			4											23
			5											24
6			2											25
1			1											26
1	5			3			2					4	13	27
1			1	1	1			1	1					28
														29
			1											30
2														31
			7		4									32
							2	2						33
1			2											34
			19						1					35
1					1					1				36
			4						4					37
														38
23	7		6											39
9														40
														41
1			2											42
														43
														44
													13	45
													3	46
									5		1			47
					1								1	48
12			2											49
3	1	1	9	4	17			3						50
7			2			2								51
													6	52
	2	2	4		6									53
												2		54
														55
3								2	1					56
														57
3			13										1	58
													3	59
													5	60
													5	61

⁹ 42 cents per hour.

¹⁰ 40 cents per hour.

¹¹ 2 at 53.1 cents, and 4 at 56.3 cents per hour.

¹² 2 at 17 cents, and 2 at 19 cents per hour.

¹³ 56½ cents per hour.

¹⁴ 1 at 17 cents, 8 at 19.2 cents, and 3 at 19.4 cents per hour.

¹⁵ 54 cents per hour.

¹⁶ 43.8 cents per hour.

244 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

LINEMEN: LINE AND TRACK—Concluded.

Line No.	City.	Under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.	24 and under 25 cents.	25 and under 26 cents.	26 and under 27 cents.
62	San Francisco, Cal: Municipal Railways of San Francisco.								
63	United Railroads of San Francisco.								
64	Savannah, Ga.							1	
65	Scranton, Pa.					3	1		2
66	Seattle, Wash.: Puget Sound Traction, Light & Power Co.								2
67	Seattle, Renton & Southern Ry. Co.								
68	Sioux City, Iowa.							1	
69	South Bend, Ind.								2
70	Spokane, Wash.:								
71	Spokane & Inland Empire R. R. Co.								
72	The Washington Water Power Co.								
73	Springfield, Ill.								
74	Springfield, Mass.				1				5
75	Springfield, Ohio.						1		
76	Syracuse, N. Y.								
77	Tacoma, Wash.							1	
78	Topeka, Kans.		2						
79	Washington, D. C.: Washington Railway & Electric Co.	7	1					6	
80	Wheeling, W. Va.								
81	Wichita, Kans.								
82	Wilmington, Del.: People's Ry. Co.			1		1			
83	Wilmington & Philadelphia Traction Co.							1	

¹ 59½ cents per hour.

² 3 at 41½ cents, and 8 at 44½ cents per hour.

³ 52.7 cents per hour.

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES,
CITIES—Continued.

LINEMEN: LINE AND TRACK—Concluded.

27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 and under 31 cents.	31 and under 32 cents.	32 and under 33 cents.	33 and under 34 cents.	34 and under 35 cents.	35 and under 36 cents.	36 and under 37 cents.	37 and under 38 cents.	38 and under 39 cents.	39 and under 40 cents.	40 cents and over.	Line No.
													1 1	62
													2 11	63
	1		1			7			1					64
						7			1					65
													3 6	66
							1				1		4 1	67
			5											68
	3													69
													5 2	70
													6 4	71
												1		72
														73
									6		3			74
				1		1					4		5 4	75
														76
														77
														78
									5					79
											1			80
			1											81
														82

⁴ 42.6 cents per hour.

⁵ 44½ cents per hour.

⁶ 45 cents per hour.

⁷ 47½ cents per hour.

246 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

CAR REPAIRERS: BARN AND SHOP.

Line No.	City.	Under 18 cents.	18 and under 19 cents.	19 and under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.
1	Altoona, Pa.	14	4	7	2			
2	Atlanta, Ga.		1	5	7	2	7	2
3	Augusta, Ga.	27					1	
4	Binghamton, N. Y.	23		1	1	7		
5	Birmingham, Ala.	43			16		10	
	Boston, Mass:							
	Boston Elevated Ry. Co.—							
6	Surface lines				1			27
7	Elevated lines							
8	Brockton, Mass.							5
9	Buffalo, N. Y.					5	1	
10	Butte, Mont.							
11	Charleston, S. C.	55			2		1	
12	Charlotte, N. C.	74			1			
13	Chattanooga, Tenn.	83			9			
	Chicago, Ill.:							
14	Chicago Elevated Railways	41		3	1			14
15	Chicago Surface Lines					4	45	1
16	Cincinnati, Ohio				49	4	31	1
17	Cleveland, Ohio				7		80	
	Dallas, Tex.:							
18	Dallas Electric Corporation	10	14		4		6	
19	Northern Texas Traction Co., Oak Cliff division of Fort Worth lines.	4	2		1			
20	Davenport, Iowa						1	
21	Denver, Colo.						4	4
22	Des Moines, Iowa					4	4	8
23	Detroit, Mich.				2	3	22	
24	Evansville, Ind.				5		3	
25	Grand Rapids, Mich.					7	3	7
26	Houston, Texas	4	5		12		4	
27	Indianapolis, Ind.			18		10	3	3
28	Jacksonville, Fla.	11	4				15	
29	Kansas City, Mo.			3	4	6	47	
30	Lincoln, Nebr.				6			
31	Little Rock, Ark.				2		2	
32	Los Angeles, Cal.		7		1		21	
33	Louisville, Ky.	12	1	2	6	2	3	1
34	Lowell, Mass.		2		1		3	2
35	Manchester, N. H.				2	2		1
36	Memphis, Tenn.				7		5	
37	Milwaukee, Wis.	14	4		3	6	13	12
38	Minneapolis and St. Paul, Minn.				23		49	1
39	Mobile, Ala.				3			1
40	Nashville, Tenn.		5		2		6	
41	Newark, N. J.				26		26	
42	New Bedford, Mass.		2	2	1	1	7	
43	New Orleans, La.							
	New York, N. Y.:							
44	Brooklyn Rapid Transit Co.	15	80		67		41	
45	New York & Queens County Ry. Co.	4	1		3		7	
46	New York Rys. Co.				5		2	4
	Third Avenue Ry. Co.—							
47	The Bronx	4	2	15	1			5
48	Manhattan	16	1	37		19	66	16
	Interborough Rapid Transit Co.—							
49	Elevated lines		11		1		5	14
50	Subway lines				5	5	2	34
51	Brooklyn Rapid Transit Co. (elevated lines).	15	3		38		18	
52	Norfolk, Va.	17	9		5		2	
53	Oakland, Cal.							2
54	Oklahoma City, Okla.	4	2		2			
55	Omaha, Nebr.				1		10	
56	Peoria, Ill.			6	4		1	

1 2 at 16½ cents, and 2 at 17½ cents per hour.
 2 1 at 12½ cents, 1 at 13 cents, and 5 at 15 cents per hour.
 3 1 at 16 cents, and 2 at 17 and under 18 cents per hour.
 4 17½ cents per hour.
 5 43½ cents per hour.
 6 3 at 15 and under 16 cents, and 2 at 16½ cents per hour.
 7 1 at 16 cents, and 3 at 17½ cents per hour.
 8 2 at 15 cents, and 1 at 17½ cents per hour.
 9 37 cents per hour.

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES, CITIES—Continued.

CAR REPAIRERS: BARN AND SHOP.

24 and under 25 cents.	25 and under 26 cents.	26 and under 27 cents.	27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 and under 31 cents.	31 and under 32 cents.	32 and under 33 cents.	33 and under 34 cents.	34 and under 35 cents.	35 and under 36 cents.	36 and under 37 cents.	37 cents and over.	Line No.
														1
2	2	4	1		1	1		1						2
														3
	6	1	2											4
														5
			49	4	118	2								6
		11			23			1	10					7
2		5	1		1			1						8
41	1	1		1	1									9
													10	10
														11
														12
														13
24	23	16	9	10	13	15	12	8	6		1			14
3	6	65	7	223	131	3		5					9 3	15
	22	2	4				1							16
53	3	6	5			4		1			1			17
														18
	2													19
				2										20
5	3	4	9		5	1		1		1				21
	2		1	4	1		1							22
1	15	1	8	1		2				1	1			23
														24
			1											25
	3		2											26
	7	17		2										27
	3		2											28
2				6	1		1							29
11														30
	2		1											31
	2		12			2					1			32
12	147		1			1		1	2				9 1	33
		14	1											34
				1			1						13 1	35
19	4		1											36
40	12	5	6	2	1			2	5					37
	5	27	17						1					38
				1										39
														40
	2		1											41
	3													42
	1		50		1	2	2							43
														44
1	38		1	1		2			1					45
16	1		17	9		1								46
														47
		1		2										48
		7												49
2	3		2											50
	6		4	4										51
	41		7	13		6			6					52
														53
	1		15			9							18 23	54
						1								55
	13		5											56
	1		1											57

¹⁰ 5 at 15 cents, and 9 at 17½ cents per hour.
¹¹ 1 at 13½ cents, 2 at 15 cents, and 1 at 17½ cents per hour.
¹² 17 cents per hour.
¹³ 40 and under 41 cents per hour.
¹⁴ 1 at 14½ cents, 1 at 15 cents, and 2 at 17½ cents per hour.
¹⁵ 17½ cents per hour.
¹⁶ 16 cents per hour.
¹⁷ 17 and under 18 cents per hour.
¹⁸ 21 at 37 and under 38 cents, and 2 at 39 cents per hour.

248 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE 34.—NUMBER OF LABORERS AND LINEMEN (LINE AND TRACK) AND CAR BY

CAR REPAIRERS: BARN AND SHOP—Concluded.

Line No.	City.	Under 18 cents.	18 and under 19 cents.	19 and under 20 cents.	20 and under 21 cents.	21 and under 22 cents.	22 and under 23 cents.	23 and under 24 cents.
	Philadelphia, Pa.:							
	Philadelphia Rapid Transit Co.—							
57	Elevated lines.....	1 1		16		1	9	
58	Surface lines.....	1 3	4	76	1	9	154	2
59	Pittsburgh, Pa.....	3 4	8	34	16	12	18	9
60	Portland, Me.....		2			1		
61	Portland, Oreg.....						1	1
62	Providence, R. I.....			5	14	6	3	24
63	Pueblo, Colo.....							
64	Reading, Pa.....	4 9		1	5			
65	Richmond, Va.....	5 7			9		2	10
66	Rochester, N. Y.....			1		10		
67	Sacramento, Cal.....							
68	Saginaw, Mich.....	7 10			23		2	1
69	St. Louis, Mo.....			1	55		63	
70	Salt Lake City, Utah.....						3	
71	San Antonio, Texas.....							
	San Francisco, Cal.:							
72	California Street Cable R. R. Co.....							
73	Municipal Railways of San Francisco.							
74	United Railroads of San Francisco.							
75	Savannah, Ga.....	12 4	2		1		1	1
76	Scranton, Pa.....						1	2
	Seattle, Wash.:							
77	Puget Sound Traction, Light & Power Co.							
78	Seattle Municipal Street Ry.....							
79	Seattle, Renton & Southern Ry. Co.....							
80	Sioux City, Iowa.....				3		4	
81	South Bend, Ind.....	3 1			2		1	
	Spokane, Wash.:							
82	Spokane & Inland Empire R. R. Co.....							
83	The Washington Water Power Co.....							
84	Springfield, Ill.....				1	4	1	1
85	Springfield, Mass.....						10	6
86	Springfield, Ohio.....				1	3	3	
87	Superior, Wis.....						1	
88	Syracuse, N. Y.....		1	1	1	9	4	13
89	Tacoma, Wash.....							
90	Toledo, Ohio.....				9		10	7
91	Topeka, Kans.....	5 1			1		1	
	Washington, D. C.:							
92	Capital Traction Co.....	15 3	1		7		4	
93	Washington Railway & Electric Co.....			5	17		22	
94	Wheeling, W. Va.....	16 6	2	2	5		1	
95	Wichita, Kans.....		1				1	
	Wilmington, Del.:							
96	People's Ry. Co.....	17 4		1			1	1
97	Wilmington & Philadelphia Traction Co.				2		1	

¹ 17 cents per hour.² 37 cents per hour.³ 17½ cents per hour.⁴ 6 at 15 cents, 1 at 16 cents, and 2 at 17½ cents per hour.⁵ 6 at 15 cents, and 1 at 17½ cents per hour.⁶ 40½ cents per hour.⁷ 5 at 14 and under 15 cents, 1 at 15 and under 16 cents, 2 at 16 and under 17 cents, and 2 at 17 and under 18 cents per hour.⁸ 37½ cents per hour.

REPAIRERS (BARN AND SHOP) EARNING EACH CLASSIFIED RATE OF WAGES, CITIES—Concluded.

CAR REPAIRERS: BARN AND SHOP—Concluded.

24 and under 25 cents.	25 and under 26 cents.	26 and under 27 cents.	27 and under 28 cents.	28 and under 29 cents.	29 and under 30 cents.	30 and under 31 cents.	31 and under 32 cents.	32 and under 33 cents.	33 and under 34 cents.	34 and under 35 cents.	35 and under 36 cents.	36 and under 37 cents.	37 cents and over.	Line No.
11			5			1								57
15		1	6	2	5		1						2 1	58
11	7	1		3		3				1				59
							1							60
17	4	10		43	1		26		1	1				61
	9			1				1			1			62
	1		1	2	1									63
	1													64
4	11	9	13	1	3		1						6 4	65
1									8			2		66
	1	1												67
	56			21		5								68
2	8		8			9								69
	2			1			12			1			8 1	70
					2								9 2	71
													10 22	72
	2	1	3	1	1	30		50	20		5		11 4	73
		1	4											74
2	7		1				1							75
														76
	4		38			6			2			3		77
													8 4	78
1	2		4											79
			1											80
														81
	4		2			2								82
	4		8			4							13 1	83
2														84
2	1													85
				1										86
	1			1										87
3	5	3	1	1		3								88
	5		4	4		2			1				14 1	89
7		1	4		1									90
														91
1	1		1			3			4			1		92
	7		1	1			1			1				93
	1					2								94
														95
				1										96
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⁹ 39½ cents per hour.
¹⁰ 6 at 37½ cents, 14 at 43½ cents, and 2 at 50 cents per hour.
¹¹ 1 at 38⅞ cents, 2 at 39⅞ cents, and 1 at 42⅞ cents per hour.
¹² 1 at 15 cents, and 3 at 17½ cents per hour.
¹³ 38⅞ cents per hour.
¹⁴ 39⅞ cents per hour.
¹⁵ 1 at 13 cents, and 2 at 17 cents per hour.
¹⁶ 1 at 12½ cents, 1 at 15 cents, 1 at 16⅞ cents, and 3 at 17⅞ cents per hour.
¹⁷ 1 at 16 cents, and 3 at 17½ cents per hour.

CHAPTER VI.—ASSOCIATIONS OF EMPLOYERS AND EMPLOYEES.

AMERICAN ELECTRIC RAILWAY ASSOCIATION.

The American Street Railway Association (now the American Electric Railway Association) was organized at Boston on December 13, 1882, by 56 street railway men of the United States.

The plan of organization was conceived by about a dozen interested street railway officials scattered throughout the country, who had been considering the idea for more than a year prior to the formation of the association. Just prior to the Boston convention much missionary work had been done by the original promoters throughout the Middle West in the interest of closer relationship between street railway companies, and the following letter had been mailed to all street railway companies throughout the United States and Canada:

LOUISVILLE CITY RAILWAY Co.,

LOUISVILLE, KY., *November 8, 1882.*

DEAR SIR: Permit me to call your attention to a matter which has for some time been considered by a number of street railroad men, viz.: The formation of an association based upon well established principles governing similar organizations, the object of which shall be the promotion and advancement of knowledge, scientific and practical, in all matters relating to the construction, equipment and management of street railways; the establishment and maintenance of a spirit of fraternity among the members of the association, by social intercourse and friendly interchange of information and ideas, to the end that the best service may be obtained at the least possible cost.

With this object in view I have been requested by a number of street railway officials both in the East and the West to issue this circular, and urge that your company send a representative to a convention to be held in the city of Boston, on the 12th day of December, 1882, for the purpose of organizing and adopting a constitution for the government of such an organization.

It is expected that most of the prominent street railroad companies in the United States will be represented. Will you be kind enough to notify Mr. J. E. Rugg, superintendent, Highland Street Railway Co., Boston, Mass., at once whether your company will send delegates, in order that adequate accommodations for the convention may be made in advance? As soon as replies are received arrangements will be made, and you will be notified of the location and the hour the convention will meet.

Very respectfully,

(Signed) _____,

Superintendent, Louisville City Railway Co.

The growth of the association as well as the growth of the industry are set forth in the journal of the association—*Aera*, of April, 1915 (pp. 980–983), as follows:

There was at that time [1882] in the United States and Canada an investment of \$150,000,000 in street railway properties, while 3,000 miles of track and 35,000 employees composed the total mileage and employees of the companies who carried for that year 1,212,400,000 passengers. To-day [1915], however, instead of an investment of \$150,000,000 there are more than \$4,000,000,000 so invested; instead of 3,000 miles of track there are 43,000 miles—37,000 miles, or 86 per cent, being mileage of association companies; instead of 35,000 employees there are 300,000 and instead of a billion and a quarter passengers being carried more than 12,000,000,000 passengers are carried, or an equivalent of more than seven times the population of the globe. Further, of the \$533,000,000 gross earnings of electric railway companies of the United States and Canada, \$500,000,000, or 94 per cent, is earned by companies who are members of this association. Instead of there being 62 companies represented in the association as in 1882 there are now 400. Substantially every street railway company in the United States and Canada of any size is a member of this association. * * * There can be little doubt, therefore, that the American Association with its affiliated associations, including the manufacturers, does substantially represent the entire electric railway industry in North America.

The association first opened offices in Brooklyn. In 1896 they were transferred to Chicago and later moved to New York City. The present location is No. 8 West Fortieth Street, New York City.

THE ERA OF HORSE RAILWAYS.

During the first few annual conventions of the association much time was spent in discussion of such problems as what were the best remedies for numerous horse diseases.

Those were the days of the horse railway, and members were then all "hoss-car" men and naturally interested in matters concerning the care of horses. A most instructive as well as interesting report to one of those early conventions was that made by the Committee on Stables and Care of Horses to the third annual meeting of the association held at New York City October 15, 1884.

ADOPTION OF THE CABLE SYSTEM.

During the transitional period from animal to electric power on the street railways of the country the proceedings of the annual meetings of the association were largely taken up with the consideration of the application of electricity to transportation purposes.

It was believed that the substitution of electricity for animal power would elevate the business to a higher plane. Attention became directed to the application of better methods, better service, and generally better appliances.

The apparent attitude of the association in this regard was very aptly expressed by Mr. C. Densmore Wyman in a response to "Our Association" at the thirteenth annual meeting held at Atlanta, Ga., October 17-19, 1894, in which he said:

We soon found we wanted something better for our use in the conduct of our roads, and questioning each other we discovered that our longing for growth and development was mutual and all-absorbing. So with one accord we placarded the walls of our convention hall with great interrogation points and to them we called the attention of the inventive genius and intelligence of our country. We said to them, "Come and help us."

The cable men responded and the electric inventor said "Here!" and to our meetings by invitation came such experts and skilled workers in the departments of science and engineering as Van Depoele and Edison, Westinghouse and Short, Sprague and a host of others, who sat down and told the story of what might be and predicted what was to come. We were eager seekers, earnest listeners and honest believers, and we were hungry for help.

* * * Our sole aim, as so well expressed in our constitution, is the "acquisition of experimental, statistical, and scientific knowledge relating to the construction, equipment, and operation of street railways and the diffusion of this knowledge among the members of the association, with the view of increasing the accommodation of the passengers, improving the service, and reducing its cost.

Among the earlier reports to the annual meetings of the association and at the time of the first period of transition from animal power to endless cables there was issued a report by the Committee on The Cable System of Motive Power. This report occasioned much discussion, as did a subsequent report on the "Progress of the cable system as a motive power, for the reason that there was serious doubt as to its universal application as a motive power." The first report was made to the third annual meeting held in New York City October 15, 1884.

As showing the problems before the association at that time and the development of the cable system, the following extracts are quoted from the report of the Committee on the Cable System of Motive Power, as published in the proceedings of the third annual meeting of the association, held in New York City, October 15, 1884, pages 145 to 148.

* * * The fertile genius of Mr. A. S. Hallidie conceived the idea that transportation, which could not be accomplished by animal power, might be secured by endless ropes, and to him and his associates all credit is due for the first successful construction and operation of the system, 11 years ago [1873].

What seems so easy and natural in the retrospect lay before those men an untried, and in the opinion of many, a foolhardy undertaking. The money invested was regarded as squandered, and the whole scheme a trifling with the impossible. But through innumerable difficulties and trials they persevered, until intelligent experi-

ment and dauntless courage wrought success. Clay Street Hill (San Francisco) became world-renowned for its novel and ingenious railway, the advantages of which soon caused parallel lines on steep grades to be constructed on Sutter Street, California Street, Geary Street, Union Street, and recently one on the more level line of Market Street and its branches.

After the first four lines had been built, covering short distances and carrying few people, a road was constructed in Chicago in 1881. The latter city claims not one iota of credit for the invention of the cable system, but did undertake the somewhat serious task of demonstrating:

First, that the system could be utilized in a region of harsh winters, deep snow, and frost, the antipodes of the balmy climate and perpetual summer of California; and

Second, that it could be expanded into a suitable system for moving the vast population of our largest cities.

The former could not be accomplished by any fragile construction, but required great strength and compactness to resist the strains inevitable in a large commercial city and the powerful pressure of the frost in a northern winter. The latter could not be accomplished by any mile, or mile and a half, of timid trying; but with unshaken faith in its method of construction and the possibilities of the system, 20 miles of track were constructed, and the daily transportation of 100,000 people attained, with the ability to move five times as many.

In addition to the lines indicated above, cars have been moved by cable for 15 months over the New York and Brooklyn Bridge; an extensive system is building in Philadelphia; a line in New York; one in Kansas City, and one in Hoboken, and comprehensive systems have been proposed for New York and Brooklyn. Recently, under the superintendence of American engineers, this purely American system has been introduced and short lines constructed in London, England, South Wales, and New Zealand.

* * * In Chicago a speed of $8\frac{1}{2}$ miles an hour is attained over one-half the lines, and $9\frac{1}{2}$ miles over the other half, except in a few places, where the speed is one-half the above rates, and can be made as much less at any point, as may be desired.

* * * In hilly sections, where horses and locomotives would be useless for the purpose, the cable system can move cars as quickly and swiftly as on a level road; and on level roads it is found to be only one-half as expensive in operation as the ordinary horse railway system, while its capacity for moving vast numbers of people is practically unlimited.

* * * As regards humanity for horses and consideration for the nerves of passengers, it commends itself to all. In point of cleanliness, a system which saves the use of thousands of animals in a city is of great sanitary value, and the comparative quietness of its operation is highly appreciated by those who reside beside it.

ELECTRICITY AS A MOTIVE POWER.

The possibility of electricity as a motive power was the leading topic presented and discussed at the meetings of the association beginning with the year 1885. Little progress had been made in the

application of electricity to the moving of cars prior to 1888, although the solution of the problem was deemed not far distant. At the annual meeting in 1890 the president of the association stated that there were 1,600 miles of electric street railways in the country, and he predicted that electricity would be the coming power for street railways (except on heavy grades, where cable is best suited), which would prove so effective as a means of rapid transit for cities that later conventions of the association never would seriously consider horses for the operation of street railways

In the 11 years from 1890 to 1901 the mileage of electric street railways increased from about 1,600 miles to approximately 25,000 miles.

Probably the greatest activity displayed during the years 1901 and 1902 was the development of the suburban and interurban properties, as distinguished from the purely local service of city companies. The development became notable not only in increased mileage, but in equipment and volume of business transacted, plus the extent of the field occupied and the service rendered. Another striking development was toward consolidation of the street railway properties in the smaller cities with electric and gas lighting companies.

The electrification of certain portions of some of the great steam railroads had begun to show progress by 1906. A campaign for the consolidation of small street railway properties into large and strong organizations was undertaken by the steam railroads. It was claimed that these larger organizations had the means to employ men of greater skill and experience in the mechanical and operating departments, to provide better tracks and equipment, and to give better service than would be possible for small and financially weak companies.

The extension of electric railway service introduced new problems for discussion into the annual meetings, such as fares; transportation of freight; operating expenses; the most advanced electrical engineering methods, not only in the transmission of the power at high voltage necessary to operate cars, but in the car equipment as well; electric-welded joints; and right of way. The papers presented on these subjects at the annual meetings became highly technical, and often were read by men of note in the scientific world.

The growth of the association, as presented elsewhere, seems to have kept pace with the development of the industry. The history of the association is similar to that of the industry itself, which has been one of constant growth and development, from the original small group of 56 street-railway men meeting in Boston in 1882, to the present huge association of electric railway men in 1915, with a membership representing 94 per cent of the gross earnings of all electric railway companies of the United States and Canada.

The development of the industry was summed up by the president of the American Electric Railway Association at the 1908 convention as follows: ¹

First. The old horse car carrying from 16 to 20 passengers, with one man serving in the dual capacity of driver and conductor, the passenger depositing his fare in a box provided for that purpose.

Second. The discarding and consigning to the scrap pile of the original horse cars and light track and the substitution of larger and more modern cars and heavier track.

Third. The discarding and consigning to the scrap pile of the entire horse railway system and the substitution of the underground cable railway system, requiring power houses and new cars, as well as the entire reconstruction of roadbed and track.

Fourth. The discarding and consigning to the scrap pile of the entire underground cable railway system, with all its expensive construction and appliances and the substitution of the originally invented system of street railways propelled by electric power.

Within a short time following these changes began the discarding of the original equipment of electric street railways, including power-generating apparatus and machinery, tracks and cars, and the substitution continuously thereafter, from year to year, of the latest type of electric apparatus manufactured with high power and large capacity, heavier track and construction, as well as modern street cars.

EDUCATION OF STREET RAILWAY LABOR.

As the street railway became more necessary to the public a higher standard was required of employees. More attention was paid to their qualifications and training. The instruction car and other educational apparatus became regular features of the equipment of many of the larger companies. All motormen were required to demonstrate their ability to operate a car before they were assigned to cars. In addition, in some instances, such instruction was supplemented by schools where lectures were given on technical and popular subjects by men of prominence in the street railway world. It was believed that as the conditions attending street and interurban railway employment were continually being improved, the business becoming firmly established, standardized, and recognized as one offering solid and substantial rewards, men would take it up as a life work.

In the report of the Committee on Labor and the Graduated System of Compensation made to the meeting of the association in 1884 a suggestion was made as to the attitude a company should assume toward its employees and the graduated system of compensation, now so general, was advocated. Extracts from the report follow:

LABOR AND THE GRADUATED SYSTEM OF COMPENSATION.

The labor system of street railway companies has this peculiarity, viz: It is intimately connected with metropolitan society, and is consequently much exposed to disturbing influences; it is also distin-

¹ Volume III of the Annual Meetings, p. 99.

guished by the fact that the entire income of the corporation is collected in small amounts by a numerous set of employees. These features render its regulation a matter of considerable perplexity and make it all the more important that it should be systematized on simple, practical principles.

Street railways are public carriers running through dense populations, their relations to the public being determined in a large measure by their employees. Hence it is that at the outset of an inquiry as to the best means of regulating their labor system arises the obvious necessity for mutual good will between the companies and the labor they control.

* * * From a purely business standpoint it is true of all forms in which invested capital depends for returns on regular, continuous labor that to awake in the employees an interest in their duties and a personal friendliness toward the corporation employing them is the best basis for permanent profits.

* * * It should be a settled principle that discharges, as far as possible, shall not be capricious or without cause and that promotions will be made on the basis of length of service and personal merit. The labor system of an ordinary line is not sufficiently varied or extensive to embrace a regular scale of promotions, but the principle should be recognized and established that the management is influenced by the relative merits of their employees, that there is no favoritism tolerated, and that a faithful and efficient man will not be overlooked nor unfairly treated. When the men are educated or understand this, an esprit du corps will gradually spring up and a guaranty of good work secured obtainable in no other way. In enforcing a system of fair promotions and a strictly equitable treatment of labor much dependence must necessarily be placed upon the reports of under-officers. It is therefore of essential importance that they should be honorable and just men, as well as energetic and vigilant, and that their reports should be reviewed carefully by the chief executive officer, through whose individuality flows the inspiration of management. A graduated system of compensation regulated according to length of service and general efficiency would also, if judiciously introduced, be productive of beneficial results. Such a system could not be created summarily, but by establishing conditions as to the filling of vacancies and fixing a lower rate of pay for new appointees and the terms upon which their advancement will take place a complete system may soon be created, the features of which can be adjusted to suit the particular circumstances surrounding the operation of each individual line. A man who possesses experience and whom the company has tested and found reliable and competent is certainly worth more wages than a comparatively new appointee. His services are more pecuniarily profitable, and there is a corresponding loss when a new man is placed upon the same footing.

A graduated system of compensation should be based upon a permanent and well known classification of the men, and by this means there might be, if desirable, a saving of wages and a better recognition of individual merit and demerit. The system once established would tend to promote fidelity and self-respect among the employees. Seeing its justice, they would cooperate in its maintenance; and at the same time, it would improve the relation of

capital to labor, and give to the men a stronger personal interest in the permanency of their employment.

The use of all kinds of registers and other detective arrangements and contrivances simply expresses distrust; all of them represent the same efforts of experience and ingenuity to devise a substitute for personal honesty; all of them are imperfect and irritating, tending to blunt moral sensibilities, and foster want of confidence.

It is true, undoubtedly, that these devices can not be dispensed with under the conditions that now exist, and the views here expressed have reference rather to general principles of the regulation of labor, than to the details of detective measures; yet we can not fail to see in their introduction a great disturbing element. We will not, therefore, discuss the relative values of the various contrivances, but insist that, were it an established fact, that these artificial means were indispensable, yet even then the principles herein set forth ought to control the labor system of street railways. The losses incurred by strikes, from which we have not been exempt; the ceaseless discussion of the relation between labor and capital, incident to modern times; and the increasing sensitiveness of capital to social disquiet, all unmistakably suggest that, so far as possible, corporations employing large forces of men should ground their policy on equity, avoid unnecessary antagonism, and consequent hostile legislation. We owe this duty to society, and we owe it to the large interests confided to our charge. It may be impossible to prevent occasional disputes, but when they arise, we should not be found evidently in the wrong, and bearing the stigma of oppressing labor, or of neglecting wise and just rules for its employment and control.

REORGANIZATION PERIOD

In 1903 there began, among those interested in electric transportation, an effort to broaden the scope of the activities of the association.

Prior to 1904 the association was known as the American Street Railway Association and held meetings annually. The work of this association consisted mainly of the presentation of reports and of an exchange of opinions or experiences regarding the handling of the problems on the different street railway properties, but no plan had been developed to establish an association which would embrace the numerous allied electrical railway activities.

The president of the association in his address to the twenty-first annual meeting held at Detroit, Mich., in 1902, pointed out that—

It may seem desirable to welcome the participation of all companies engaged in electric railway transportation for the reason that there is no organization in the country which has accomplished so much, or at its annual conventions and exhibitions can afford anywhere near the same opportunity for instruction to those interested in electric transportation in its different phases. Heretofore no manager or engineer of a trunk line company which is contemplating or has installed a system of electric traction, could join this association except as a representative of some street railway company; but in view of the interest which is being taken in electric railway equip-

ment by some of the large trunk line interests and the undeniable future which electric power will have for such transportation, especially for terminal and suburban work, the question will arise in the near future, if it has not already done so, whether the benefits which this association can confer are available for companies which are not now eligible to membership.

At the St. Louis convention, held in 1904, it was felt that the association would be placed upon a much firmer basis by the formation of a parent organization surrounded by affiliated and allied associations interested in the upbuilding of the electrical street railway industry.

The convention of the association, held in 1903, had already appointed a committee of five manufacturers, and it was empowered to add five others, for the purpose of reporting on a plan of organization, under which the annual exhibit should be taken charge of by the manufacturers. On February 29, 1905, the plan of organization reported by this committee was accepted by the American Street Railway Association, which appointed a subcommittee to act with the manufacturers. The first exhibition under the direction of the Manufacturer's Association was held at the Philadelphia convention in 1905. In 1906 a constitution and by-laws were adopted by the manufacturers, who thus formed a permanent organization.

At the convention held in Philadelphia in 1905, the present form of organization was adopted. At the same meeting the name of the association was changed to the American Street and Interurban Railway Association. In September, 1905, a secretary was appointed to devote all his time to the association's affairs. At the 1910 convention of the association the name was changed to The American Electric Railway Association and the names of the affiliated and allied associations altered to comply with such change.

The constitution as amended to January 1, 1914, here quoted in part, sets forth the objects and character of membership of the association.

CONSTITUTION.

NAME AND LOCATION.

I. (a) The name of the association shall be the "American Electric Railway Association."

(b) The headquarters of the association shall be located in the city of New York.

OBJECTS.

II. The objects of the association shall be as follows:

(a) The discussion and recommendation of methods of construction, management, and operation of urban and interurban railways and the electrified sections of steam railways, and of safeguarding the interests of the same.

(b) The establishment and maintenance of a spirit of cooperation among the members, and the encouragement of friendly relations between the companies and the public.

(c) The acquisition of experimental, statistical, and scientific knowledge relating to the construction, equipment, and operation of urban and interurban railways, and of the electrified sections of steam railways and the diffusion of this knowledge among the members.

MEMBERSHIP.

III. The membership of this association shall consist of two classes, as follows:

(a) Company members, consisting of American urban and interurban railway companies, or lessees, or individual owners of urban and interurban railways or steam railways having electrified sections. Each member company shall be entitled to one vote, which shall be cast by the properly accredited delegate.

(b) Members, consisting of individuals, copartnerships, and corporations who are actively identified with urban and interurban railway interests, or with those of steam railways having electrified sections, and other persons who, in the opinion of the executive committee, have had experience of such a nature as to render desirable their connection with the association. Members may ally themselves either directly with the American Association or with its Engineering Association, its Claim Agents' Association, or its Transportation and Traffic Association, provided such membership conforms to the constitution and by-laws of the designated organization. Only those eligible, as determined by its executive committee, to the executive sessions of the American Association conventions may be allied directly with the American Association. Excepting that they shall not be entitled to vote or hold office, the privileges of the members shall be similar to those of the company members. * * *

(c) Associations of electric railway companies, or of individuals engaged in or affiliated with the electric railway business in the United States or other countries, organized for the purpose of the advancement and protection of the interests of the electric railway industry and for the purpose of dealing with specific local problems affecting their respective countries, sections, or localities, may, upon application, become sectional associations of this association, and the relationship between such associations and this association shall be governed and controlled as follows:

1. The membership of such sectional associations shall be composed of company members, or individual members, who are members of this association.

2. A committee of this association shall be appointed to promote the welfare of such sectional associations, and is to be known as the committee on sectional associations. * * *

3. Sectional associations shall be entitled to all the benefits and privileges enjoyed by members of this association, except the right to vote, without the payment of any membership dues other than those paid by the company or individual members of such sectional association as members of this association.

(d) Foreign members consisting of urban and interurban railway companies or lessees or individual owners of urban and interurban or steam railways having electrified sections, located outside of the United States of America and its possessions, Canada, and Mexico. Each member shall be entitled to one vote, which shall be cast by the properly accredited representative. * * *

THE EXECUTIVE COMMITTEE.

VI. (a) The entire charge and management of the affairs of the association shall be in the hands of an executive committee. * * *

AFFILIATED ASSOCIATIONS.

XII. This association shall do all in its power to promote the welfare of other associations organized with its approval to investigate technical matters connected with street and interurban railway construction and operation. To this end it will, in the following ways, and in others which may be determined by the executive committee, assist in the work of such affiliated associations:

(a) By authorizing the formation and approving the constitutions of such associations.

(b) By admitting to the executive committee a member from each of such associations.

(c) By granting financial assistance to such associations.

(d) By editing, printing, and binding the reports of the proceedings of such associations.

(e) Through its secretary and executive committee it will assist in arranging for conventions, suggesting suitable subjects for investigation; it will file information for reference and distribution and in every way endeavor to stimulate interest in all of the affiliated associations.

FEES.

The association has an admission fee of \$10 for each company joining and annual dues depending on the gross receipts of the company represented, varying from \$25 to \$750. The dues of individual members are \$5 per year.

CODE OF PRINCIPLES.

The attitude of the association on the relations of street railways to the public is set forth in a code of principles adopted at the convention held in 1914.

CODE OF PRINCIPLES.

1. The first obligation of public utilities engaged in transportation is service to the public. The first essential of service is safety.

Quality of service must primarily depend upon the money received in fares. For this reason it is necessary that the rate of fare should be sufficient to permit the companies to meet the reasonable demands of patrons and to yield a fair return on a fair capitalization.

2. Regulated private ownership and operation of electric railways is more conducive to good service and the public welfare than Government ownership and operation because the latter are incompatible with administrative initiative, economy, and efficiency, and with the proper development of cities through the extension of transportation lines. The interests of the public are fully protected by the authority given to regulatory bodies.

3. In the interest of the public and good service local transportation should be a monopoly and should be subject to regulation and protection by the State rather than by local authorities.

4. Short-term franchises are detrimental to civic welfare and growth because they ultimately check the extension of facilities and discourage good service.

5. In order to render good service, electric railways must be allowed to earn a fair return on a fair capitalization, and the foundation for this result will be obtained if the issuance and sale of securities representing such fair capitalization shall be legally authorized on such terms as will produce the requisite funds.

6. Securities which have been issued in accordance with the law as it has been interpreted in the past should be valid obligations on which an electric railway is entitled to a fair return.

7. The relation of adequate wages to efficient operation should always be recognized, but electric railways, being public servants regulated by public authorities, should be protected against excessive demands of labor and strikes.

8. The principle of ownership of securities of local companies by centralized holding companies is economically sound for the reason that the securities of the latter have protection against the varying business conditions of a single locality or company and because money for construction and improvements can thus be more readily obtained.

9. In the appraisal of an electric railway for the purpose of determining reasonable rates, all methods of valuation should have due consideration.

10. Full and frank publicity should be the policy of all transportation companies to the end that proper information may be available to the investor and the public.

SCOPE AND WORK OF ASSOCIATIONS.

Individual members may affiliate with such association as they choose or may, upon payment of dues to each, affiliate with two or more associations. In general, the scope of the various associations is:

American Association.—In general the fulfillment of the object set forth in the Section B of Clause II of the constitution, as follows: "The establishment and maintenance of a spirit of cooperation among the members and the encouragement of friendly relations between the companies and the public, and in particular the consideration of matters concerning general welfare, public policy, fares, taxation, insurance, general policy, and kindred subjects."

Accountants' Association.—The consideration of questions relative to the standardization of accounts and reports and other matters relating to accounting for electric railways.

Engineering Association.—The consideration of engineering questions covering construction and maintenance of electric railway equipment and apparatus, standardization, block signals, multiple-unit operation, etc.

Claims Association.—The consideration of work for the prevention of accidents, the reduction of the damages account, the maintenance of an index bureau service, and other matters relating to the claims department of an electric railway.

Transportation and Traffic Association.—The consideration of general operating methods in detail, rules, freight and express, time-tables, the hiring and training of employes, block signals, multiple-unit operation, and other matters relative to traffic and transportation.

Sectional associations.—To avoid duplication of work and to knit together all organizations having as their general purpose the advancement of electric railway interests, and to establish cooperation between the American Electric Railway Association and other organizations, representing sections of the United States and foreign countries, provision for close relationship with such organizations is made. When membership in such association is confined to member companies and individual members of the American Electric Railway Association, such organizations may become affiliated with the parent association, and their presidents, in this event, become ex officio members of the committee on sectional associations.

Company sections.—Company sections may be formed on the property of any member company or group of member companies, provided the membership be confined to company and individual members of the parent association. A committee of the parent association looks after the organization and interest of such sections.

THE WORK OF COMMITTEES.

The work of the parent association and its affiliated associations is largely done through committees. As the constitution of each of these bodies leaves their management to their executive committee, it is the practice to have the working committees appointed by the presidents with the approval of the executive committees.

WORK OF HEADQUARTERS.

Supplementing the work of the committees is that performed by the various bureaus—either under the direction of committees or under the personal supervision of the secretary and by the office force at the association's headquarters. Among the most important of these activities are:

Information bureau.—It is the function of this bureau, which is under the direction of the secretary, to collect and compile information on subjects relating to management, operation, and other subjects of interest to member companies.

Insurance bureau.—The work of the insurance bureau is in charge of an insurance expert, under whom is a chief engineer. The bureau is under the direction of the committee on insurance. It began its labors by collecting data which proved that basic rates and deficiency charges on electric railway properties were excessive; it worked out plans and specifications for the protection of electric railway properties and it formed, ready for operation, an insurance company among electric railway and light companies, for the purpose of carrying the insurance on their own properties.

The committee on insurance cooperated with the National Fire Protection Association in improving conditions surrounding electric railway property and the old line companies offered their cooperation and organized the Central Traction and Lighting Bureau, which had charge for the insurance companies of insurance on electric railway and lighting properties and through which negotiations could be conducted for better conditions and rates.

The insurance bureau, through its experts, conducts such negotiations; it examines, recommends, and oversees changes and improvements in conditions surrounding the property of its members and suggests and oversees the installation of fire protective apparatus; it is in touch and acts for its members in arranging for rates and conditions with the old line insurance companies, factory mutual companies, State rating bureaus; represents the association in the National Fire Protection Association and in fact assists in every way its members in all matters connected with insurance.

The cost of membership in this bureau varies with the gross receipts of the company.

Educational courses.—Two educational courses for officers and employees of electric railway companies are conducted under the auspices of committees of the association.

The courses for shopmen and others connected with the mechanical and electrical departments are conducted by a correspondence school with the committee on education of the American Association acting in an advisory capacity.

The following courses are offered to electric railway employees:

- A. Mechanical shop course. (1) Forge and blacksmith work; (2) machine work.
- B. Electrical shop course.
- C. Line and track work course. (1) Outside line work; (2) track work.
- D. Power house and substation course.

Varying fees are charged for these courses.

The course for accountants is conducted by John R. Wildman, C. P. A., professor of accounting, New York University School of Commerce, Accounts, and Finance, under the auspices of the committee on education of the Accountants' Association.

The topics for the first year are as follows:

1. The purpose and scope of accounting.
2. The relation of accounting to allied subjects such as economics, law, finance, and organization.
3. The method of keeping books and the media for recording financial transactions.
4. Accounts; their philosophy, construction, and classification.
5. Discussion of the balance-sheet accounts.
6. Discussion of the revenue and expense accounts.
7. Preparation, interpretation, and use of balance sheets, income statements, etc.
8. Graphs, charts, and statistics as aids to operation and management.

The topics for the second year embrace the following subjects:

1. Organization and development.
2. Operation.
3. Merger.
4. Consolidation.
5. Holding company.
6. Receivership.
7. Reorganization.
8. Dissolution.

Identification bureau.—This association is a member of the ——— Information Bureau, and through this membership the services of this concern are thrown open to every member company.

The ——— Information Bureau is a clearing house for the exchange between transportation and accident insurance companies of information concerning claimants for personal-injury damages.

Bureau of fare research.—This bureau began operation in 1914. Its province is to study the problems of rates and fares. It has to do with the costs of service, the relation between revenues received and services rendered, and fare and rate readjustments. The bureau receives monthly reports of operating statistics from the companies.

Bureau of public relations.—At its convention in 1914 the association authorized its committee on public relations to proceed with the establishment of a bureau of public relations, under the supervision of a director, whose appointment is in the hands of the committee which has general charge of the bureau's activities.

The work of the bureau was outlined in the report of the committee as follows:

I. The dissemination of information and literature on subjects of general importance to public service corporations, including particularly:

- (a) Relations with employees.
- (b) Public relations.
- (c) Regulatory laws and commissions.
- (d) Publicity concerning facilities, service, and accounts.
- (e) Rate making.
- (f) Depreciation and reserve accounts.
- (g) Taxation.
- (h) Franchises.

The above contemplates close association between the bureau and member companies of the association as to the furnishing and distribution of reports, information, and statistics, and it is suggested that each member company be requested to designate a representative through whom correspondence with the bureau may be conducted.

II. Cooperation with similar committees of other public service associations.

III. Influencing the sources of public education, particularly by:

(a) Lectures on the Chautauqua circuits.

(b) Formation of a committee of prominent technical educators to promote the formulation and teaching of correct principles and public service questions in technical and economic departments of American colleges through courses of lectures and otherwise.

(c) Formation of a similar committee in each of the great technical societies, such as the electrical engineers, mechanical engineers, civil engineers, chemists, hydraulic engineers, telephone engineers.

(d) Formation of a similar committee to work in connection with the various civic and economic societies.

(e) Discussions at institutions of learning and Young Men's Christian Associations on subjects pertinent to the relations between the public and service corporations.

IV. The publication in magazines and periodicals of signed popular articles on public service questions by prominent workers in the electric railway industry.

V. Newspaper advertising when desirable and financially possible.

Monthly magazine.—Aera is the monthly magazine of the association. Its publication is under the direction of the secretary of the association and an advisory committee, upon which each affiliated and allied association is represented.

ORGANIZATION OF STREET RAILWAY EMPLOYEES.

It is not the purpose here to trace in minute detail the history of organization among street railway employees, but to present as accurately as possible the salient features in the development of the aims and objects of the association.

The composition of the organization of street railway employees is singularly different from that of any other industrial association. The membership is peculiar to itself. Acquisition is made from all crafts and callings in the world of industry. Few continue in the service and grow old as street railway men. The great majority who engage in these occupations soon leave to take up active careers in other lines.

During the past 40 years occupations in street railway service have undergone a tremendous change. The occupation commonly known as "street car man" had its origin in November, 1832, contemporary with the actual operation of the first street railway line built in America, the horse car line running from Fourteenth Street to City Hall in the city of New York. The equipment comprising the early systems was known as the one-horse "pay-box" systems, there being no one but a driver in charge of the car, fares being deposited by passengers into a box arranged in the front end of the car. As street railways developed this style of car was changed to what was known as the "two-horse" car. The street car man of those days was engaged more particularly for his skill in the handling and care of horses than for his ability to handle traffic. The terms familiar to the public in the old horse-car days were conductors, drivers, truck drivers, head changers, hostlers, hitchers, tow boys, snow-plow drivers, sweeper drivers, harness cleaners, car cleaners, lamp men, feed men, and helpers.

With the advent of the "two-horse" car, carrying a conductor, came the abolition of the pay-box system. Following this came

the introduction of large, heavy, double-truck cars, subways, and elevated systems, electric power, and air brakes. With this approach of modern electric street railroading came the development of responsibility and necessarily the requirement of a higher type of skill in its operation.

Consistent with the transition in street railway equipment and service there naturally developed a change in the types of membership of the organization of street railway men. Originally only drivers and conductors were enrolled as members of the association; the organization now embraces the entire range of street railway employments, including repair-shop and power-house men.

EARLY ORGANIZATION UNDER THE KNIGHTS OF LABOR.

The first horse railroad employee to join the Knights of Labor in New York was initiated in a printers' local assembly. A printer riding up and down on the cars entered into conversation with the driver, and showed him the advantages of being a knight. The driver was convinced, made application, was initiated, and finally persuaded 13 more drivers to join. They then obtained transfer cards, and started the first local assembly of horse railroad employees, in September, 1883. Owing to the opposition of the railroad officials, great caution at first was necessary. By December the membership was increased to about 500, and another local assembly was formed in East New York. Then assemblies were formed in Flatbush in January, 1884; and in Greenwood and at Greenpoint in February.

A traitor to the cause obtained entrance to the first assembly organized, and gave to the company's officials a copy of the constitution, the names of the officers of the assembly, and of those most active in its interests. Soon after this information was given, 3 of the officers and about 20 members were discharged by the company. This caused a panic in the organization and the railroad employees feared to visit any assembly, knowing they would be discharged if such visits were found out. The company's inspectors and superintendents followed the men after they were through work for the day to see where they went and where the meetings were held, and those seen attending the meetings were discharged. This caused the assembly, which numbered 600, to drop to 13 members in good standing in three months. These, however, determined to carry on the cause they had espoused, and to form a district assembly of their own. In July, 1884, a district charter was procured from the Knights of Labor. At first it was impossible to procure members, owing to the terrible boycott of the companies. But in September 11 men were secured to start the first assembly in New York. This assembly prospered until January, 1885, when 40 of its members were discharged by their employers, and the work of organization was checked.¹

The next attempt was made on the "East Side," where 3 drivers met in a basement, knowing well what would become of them if the company knew they had joined the Knights of Labor. Working cau-

¹ The Labor Movement—The Problem of To-day. George McNeill, Ch. XIV, pp. 383, 384.

tiously they secured 3 more within a week. In another week these 6 secured 22, who started the assembly which conducted the strike on the Third Avenue line. The second assembly on the "East Side" started with 9 members, who worked so carefully that none were discharged for being members of the order. Another assembly was formed on the "West Side" in July, 1885. These four assemblies each initiated some 200 members weekly, until, by January, 1886, nearly all the horse-car drivers in New York had been initiated. After this was accomplished they began to initiate the conductors, and in a few weeks succeeded in getting all of them.

Following the victory of organization in New York City and the general agitation for the 8-hour workday by the organized forces of labor throughout the country, in May of the same year, 1886, the street car men of the various cities were encouraged to organize, and, as a result, organizations sprang up in most of the leading cities of the country, and through these organizations the 16 and 18 hour workdays which had universally prevailed previous to this time were wiped out, and the 12-hour day was established.¹

ORGANIZATION UNDER THE AMERICAN FEDERATION OF LABOR.

Notwithstanding the conspicuous successes of organization many of the local assemblies were immediately abandoned. This is accounted for by the fact that many of the members of the hastily organized assemblies of the Knights of Labor knew comparatively little of the aims and objects of the labor movement, and therefore believed that when a single victory had been won there was no need for further continuance of an organization. Moreover, the methods of handling grievances of street railway men by the Knights of Labor were unsatisfactory, inasmuch as men unacquainted with street railway conditions or street railway occupations were often delegated to meet the companies in an endeavor to adjust grievances. Coupled with the decline in membership of street railway men in the Knights of Labor, came a vigorous campaign of organization among members of this craft by the American Federation of Labor. In the spring of 1888 the work of organizing street railway employees into federal unions of their craft was undertaken by the American Federation of Labor and pushed forward rapidly. The success achieved apparently warranted the Federation of Labor at its Birmingham convention December, 1891, in concentrating its efforts to further organize the street railway employees into a national or international union, and in accordance with instructions of the convention a meeting for this purpose was held at Indianapolis, Ind., September 12, 1892.

¹ The Labor Movement—The Problem of To-day. George McNeill, Ch. XIV, pp. 383, 384.

In the call issued for the Indianapolis meeting, President Gompers, of the American Federation of Labor, cited the necessity for solidarity in the following language:

Many efforts have been made to organize the men who are employed by the street railway companies, but only to a very limited extent have they been successful; and then mainly upon the lines of local interests. Experience has demonstrated that singly and alone unions have too often been defeated in the contests with concentrated capital, and that if the toilers are seriously inclined to disenthral themselves from the slavery of long hours of burdensome toil, to improve their conditions, and participate in some of the progresses and advantages of modern life, it is essential that they must not only organize unions of their respective localities, but to have these unions formed into a national organization, thus enabling all to concentrate their efforts upon a given point to obtain success, where otherwise by isolated action defeat would necessarily ensue.¹

In response to the call, issued July 11, 1892, representatives of 40 local organizations met at Mansur Hall, Indianapolis, Ind. There were 51 delegates present, representing local organizations of the Knights of Labor, federal unions of the American Federation of Labor, and several who represented independent organizations of street railway employees. After several inharmonious sessions, during which the representatives of the Knights of Labor of New York and Chicago argued against affiliation with the American Federation of Labor, it was decided to form a national organization independent of the American Federation of Labor or the Knights of Labor. It was finally decided that the organization should be known as the Amalgamated Association of Street Railway Employees of America.

During the first year of the life of the new national organization little attention or direction was given to its growth by the general officers. Considerable effort, however, was made to build up and keep intact the local divisions, but by the time the second convention assembled in Cleveland, Ohio, October 9, 1893, only 15 divisions were represented. A complete change of front was announced by the president of the national association and his recommendation of affiliation with the American Federation was unanimously agreed to by the convention. In accordance with this decision a telegram was forwarded from the convention to the president of that body, and a charter was issued by the American Federation of Labor to the Amalgamated Association of Street Railway Employees of America November 8, 1893.²

Among the many resolutions adopted by the second convention was one which "requested that each local division should set apart one-half hour each meeting for a school of instruction in their duties

¹ History of Organization Among the Street Railway Employees of America, by W. D. Mahon in the *Motorman and Conductor*, March, 1909, p. 36.

² In 1903 the name of the association was changed by adding the words "and Electric" after the word "street."

of properly operating and conducting their cars." Probably the most important action of this convention was the selection of a president and the fixing of his salary at \$800 per year, a reduction of \$100 from that fixed for the president the previous year.¹

During the year 1895 an official organ of the association, known as "The Motorman and Conductor," was established. The objects of this magazine are to act as a medium of communication between the association and its members and between members of the association and the labor movement in general, the education of electric railway employees by imparting a practical knowledge of modern and improved methods and systems of transportation and trade matters generally, and the presentation of official records of the association.

GROWTH OF THE ORGANIZATION.

During the spring of 1896 efforts were made to organize the eastern cities. The president of the association and a corps of organizers took up the work in New York City, Buffalo, Syracuse, Pittsburgh, Reading, and Baltimore. Their undertakings met with varying success, but subsequent events would seem to indicate that the seed sown developed later on into several comparatively healthy organizations.

The growth of organization was most rapid in the Middle West.

During the period of four years covering the existence of the Amalgamated Association, or from September, 1892, to May, 1896, there had been granted 77 charters for the institution of local divisions. Only 11 of these charters were granted to eastern cities. However, the association had up to this time invaded 20 different States.

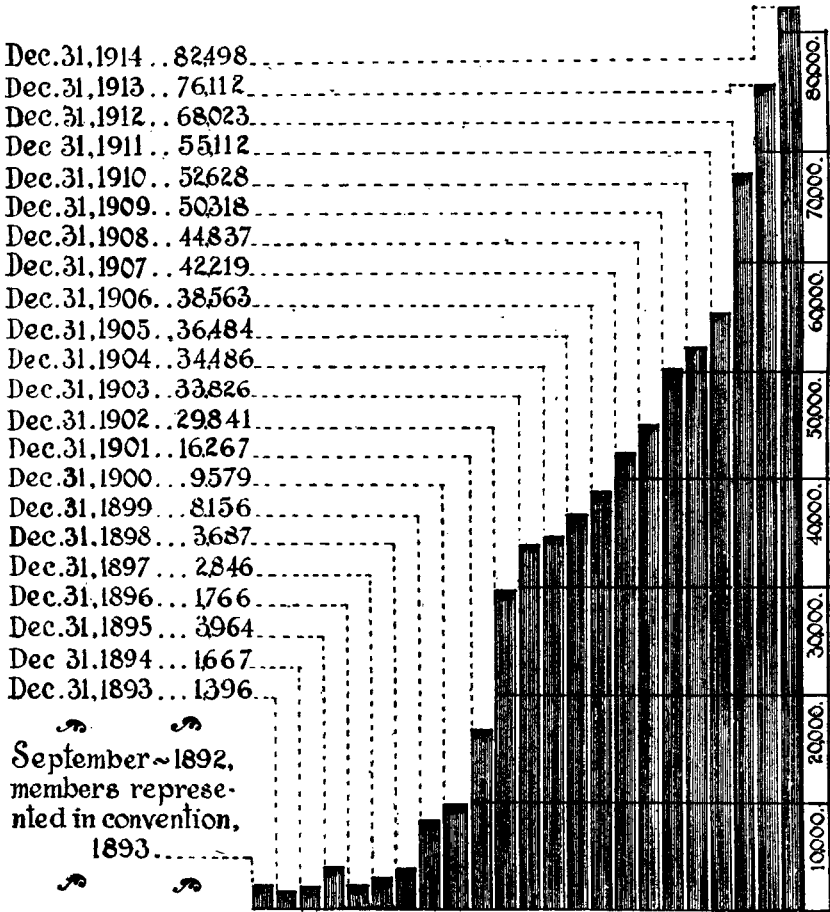
The instituting convention of 1892 comprised representatives from Detroit, Mich.; Toledo, Canton, Columbus, Cleveland, and Youngstown, Ohio; Colorado Springs, Colo.; Milwaukee, Wis.; Indianapolis, Fort Wayne, and Terre Haute, Ind.; St. Louis, Mo.; Wheeling, W. Va.; Topeka, Kans.; Duluth, Minn.; Memphis, Tenn.; Chicago and Stony Island, Ill.; New Orleans, La.; New York, N. Y.; Tacoma, Wash.; street and electric railway systems of 21 different cities with 51 delegates representing various independent, Knights of Labor, and American Federation of Labor federal unions.

At the founding of the organization, September 15, 1892, its affiliated membership was 2,368. A year later, or October, 1893, the association affiliated with the American Federation of Labor with a membership reduced to 1,893. During the succeeding three years its membership growth was irregular, but from the year 1896 the

¹ In 1913 the convention fixed the salary of the president at \$6,000 per year.

growth has gradually increased until the year 1914 shows a membership of 82,498. The divisions represented in the association in 1915 number 206, distributed through 33 different States.

Graphic Chart Showing the Membership Growth of the Association



The constitution and general laws of the street railway employees' association, which is here quoted in part, shows the object and methods of the organization.

CONSTITUTION AND GENERAL LAWS.

NAME.

SECTION 1. This organization shall be known as the Amalgamated Association of Street and Electric Railway Employees of America, and shall consist of division associations composed of street and electric railway employees.

SEC. 2. The following abbreviations, when used in the Amalgamated Association of Street and Electric Railway Employees of America, shall have these meanings, viz:

A. A. of S. and E. R. E. of A.—Amalgamated Association of Street and Electric Railway Employees of America.

I. P.—International president.

I. T.—International treasurer.

G. E. B.—General executive board.

L. D.—Local division.

R. S.—Recording secretary.

F. S.—Financial secretary.

L. T.—Local treasurer.

L. C.—Local correspondent.

M. & C.—Motorman and Conductor.

OBJECTS.

SEC. 3. The objects of this association shall be to organize division associations.

SEC. 4. To place our organization upon a higher plane of intelligence, efficiency, and skill; to encourage the formation in division associations of sick and death benefit funds in order that we may properly care for our sick and bury our dead; to establish schools of instruction for imparting a practical knowledge of modern and improved methods and system of transportation and trade matters generally; to encourage the settlement of all disputes between employees and employers by arbitration; to secure employment and adequate pay for our work; to reduce the hours of labor and by all legal and proper means to elevate our moral, intellectual, and social condition.

ADMISSION OF LOCAL DIVISIONS.

SEC. 36. A local division may be formed by ten (10) or more street or electric railway employees, who must apply to the I. P. and send \$10 for a charter fee, outfit and seal, which will be forwarded, providing the applicants are qualified according to the constitution.

SEC. 37. No new charter shall be granted in cities where an L. D. in affiliation with this organization already exists, except with consent of the G. E. B.

SEC. 38. The by-laws and rules for L. D.'s must be adopted by a two-thirds vote of the members voting and submitting to the I. P. for approval.

FINANCES AND DUES.

SEC. 47. The initiation fee of a member shall be no less than one dollar (\$1). Dues shall be no less than one dollar (\$1) per month. Upon the initiation of a member the financial secretary of the L. D. shall forward to the general office twenty-five (25) cents, in payment of the member's registration fee and certificate of membership. The certificate of membership shall be filled out in the general office, and returned to the financial secretary of the L. D., who, in turn, shall see that it is delivered to the member. A member losing his certificate of membership may secure a duplicate by forwarding, through the financial secretary of the L. D., to the general office, the sum of 25 cents to cover the cost of inspection of the records and issuance of a duplicate certificate. No registration fee shall be charged to the ten charter members. Their certificates shall be made out and forwarded to them with the charter and supplies of the L. D. when instituted. No officer or member shall be exempt from the payment of dues and assessments, nor shall any dues or assessments be remitted or canceled in any manner to any member.

SEC. 49. Each L. D. shall pay, through its financial secretary, monthly, to the international office the sum of 50 cents per member. This amount shall be to cover all per capita tax, covering the general expense of the Association, the defense fund, the death, disability, and old-age benefit fund, and "M. & C." Eleven (11) cents per month of said moneys received shall be used as a fund for the general management of the association; twenty-six (26) cents per month shall be used to create a fund for the payment of death, disability, and old-age benefit claims; nine (9) cents per month

shall be used to create the defense fund of the association for the protection of the membership of the various divisions in case of lockouts and strikes; four (4) cents per month shall be paid to the "M. & C." for the purpose of furnishing and forwarding said journal to each and every member in good standing in the association.

SEC. 50. For the purpose of protecting its members and defraying the legitimate expenses of members on strike and locked out and for conducting strikes and lockouts authorized by the proper authority of the A. A. of S. and E. R. E. of A., there shall be established and maintained a fund to be known as the defense fund, in which all members shall participate as provided by section 49, and which shall be used as hereinafter provided.

SEC. 51. For the maintenance of the defense fund there shall be set aside nine (9) cents per member, each month, from the regular per capita tax, as provided in sections 49 and 50 of this constitution. The I. P. shall keep a correct record of all receipts from local divisions for this purpose, and make regular report in connection with the general reports of the association of the amount received from each L. D. When this fund has reached one million dollars (\$1,000,000), that part of the per capita tax applied to the defense fund shall be discontinued until such time as the fund falls below that amount.

SEC. 52. The L. T. of the L. D., through the financial secretary of the L. D., shall send per capita tax to the I. P. on the first of each month for the month preceding. All moneys shall be payable by post-office order, bank draft, or express money order to the I. P., who shall receipt for the same.

QUALIFICATION OF MEMBERSHIP.

SEC. 56. A candidate, to be admitted to membership in any L. D. of the A. A. of S. and E. R. E. of A., must be of good moral character and a competent workman in his line of work. He shall be working at the occupation in some capacity in which he is eligible to membership at the time he applies and is initiated into the association.

SEC. 57. No manager, superintendent, foreman, or other officer of a street railway, having the working rules and regulations of the company to enforce over the employes, can become a member of this association. Where members of this association are appointed to such official position, as above described, they shall withdraw from membership in this association by taking out a withdrawal card. Should they return to the service again and desire to renew their membership they can do so by depositing their withdrawal card, subject to the provisions of this constitution, and with the consent of the L. D. become members again. When members of this association are holding, or are appointed to such minor positions as starter, dispatcher, timekeeper, inspector, street man, or barn, shop, and track foremanship, working with their fellow workers, and having not the power of discipline, in the way of suspending or discharging of employes, they may retain their membership by paying their dues and keeping themselves in good standing as the laws of this association require. But, while holding such positions, they shall not attend the meetings of the division, nor participate in, nor take any part in the work of the association, in so far as its negotiations or dealings with the company are concerned. Any violation of this provision by members holding these minor positions shall subject them to suspension by the L. D. Former members qualified for reinstatement under the provisions of this section, the date of whose withdrawal cards is subsequent to January 1, 1912, may return to membership with full seniority respecting death, disability, and old-age benefits by making application for reinstatement on or before January 31, 1914, and paying back dues and assessments for the number of months representing the period of withdrawal. Former members, the date of whose withdrawal is prior to January 1, 1912, and qualified for reinstatement under the provisions of this section may return to membership as new members by filing their withdrawal cards as applications on or before January 31, 1914.

FUNERAL, OLD-AGE, AND DISABILITY BENEFITS.

SEC. 82. In order to establish a funeral benefit for the proper burial of members in case of death, a disability benefit to aid them in cases of total disability, and an old-age benefit to assist them in old age, these laws are hereby adopted by this association, and will go into effect on the first day of January, 1912, and all former laws on funeral and total disability benefits and old-age pension are hereby repealed.

SEC. 83. Members of this association shall be entitled to one of the following benefits: Funeral, total disability, or old-age, providing they and their local divisions are in good financial standing and have complied with the rules laid down in the constitution and laws of this association.

SEC. 84. A member to be entitled to a funeral, total disability, or old-age benefit of this association shall be when he joins this organization in sound health, and not

afflicted with any disease likely to injure his health or cause permanent disability, *Provided, however*, That when a member is over two (2) years in continuous membership in this association there shall be no question relative to the condition of his health at the time he became a member of this association.

SEC. 91. A member of this organization in good standing as provided in this constitution and general laws, will be entitled to any one of the following claims: Funeral, total disability, or old-age benefit, but he will be entitled to only one of these benefits. Should a member receive his funeral benefit, he will not be entitled to any other benefit. Should a member receive a disability benefit, he will not be entitled to any other benefit. Should a member receive an old-age benefit, he will not be entitled to any other benefit.

SEC. 92. Should the funds providing for payment of death, disability and old-age benefit claims become exhausted because of any unusual increase of deaths to the membership of this association, the G. E. B. is hereby authorized to levy a special assessment of fifty cents (50c.) per member to be placed upon the monthly working cards of the membership of this association for such month as the board may determine, but the membership shall be assessed not to exceed two assessments amounting to one dollar (\$1) in any one calendar year. Such assessments shall be applied solely to the death, disability, and old-age benefit fund.

SEC. 94. On the death of a beneficiary member the funeral benefit shall be paid as follows: First, it shall be the duty of the L. D. to see that the deceased member is respectfully buried and the expenses of the funeral properly paid, for it must be distinctly understood that this is not an insurance fund, but a funeral benefit, created for the express purpose of giving to our members a proper and respectful burial, and none of the moneys for funeral benefits must be used for any other purpose or converted to any other use until all expenses in connection with the funeral have been paid. If the funeral arrangements are looked after by the family or friends of the deceased, the L. D. shall see that all financial expenses are or will be properly paid before paying the benefit to anyone. If the division had charge of the funeral arrangements, it shall pay the funeral expenses, receiving receipted bills for the same, and then turn over to the person entitled thereto the balance of the benefit, together with the receipted bills for all expenses paid in connection with the funeral, and receive therefor a receipt in behalf of the association for the full amount of the claim.

SEC. 95. Payment of funeral benefits shall be made as follows:

1. To the widow of the deceased; such widow to receive any and all balance due upon said benefit. The widow shall be the sole beneficiary, subject to the provisions of section 94.

2. There being no surviving widow, payment shall be made to the lineal descending heirs, who are the children and grandchildren of the deceased, share and share alike.

3. There being no lineal descending heirs as above described, payment shall be made to the following ascending lineal heirs, in order—mother, father, grandmother, and grandfather.

4. There being no surviving lineal heirs as above described, payment shall be made to collateral heirs, brothers and sisters.

5. In case there survives no lineal or collateral heirs, as herein provided, to whom payment may be made, the local division to which the deceased belonged shall provide a respectful burial of the deceased, and for the erection of a tombstone at the grave of the deceased; such tombstone or monument not to exceed forty dollars (\$40) in cost. The local division shall then submit to the international president an itemized statement of the funeral and tombstone expense, said statement and itemized account to bear the approval of an authorized committee of the local division, attested by the local president and financial secretary. The international association shall then pay the accounts shown to be due by such itemized statements, and payment of such funeral and tombstone expenses shall be a settlement in full of the claim, subject to the provision that in no case shall the said accounts exceed the benefits due upon the deceased member. Any residue of the benefit shall remain as of the death, disability, and old-age benefit fund of the association. Neither shall the Amalgamated Association of Street and Electric Railway Employees of America be held responsible for any further benefits in the name of the deceased.

SEC. 96. The amounts of funeral benefit to which the association is responsible for payment in case of death of members shall be:

In the event of death of a member during the second consecutive year of continuous membership, one hundred dollars (\$100).

In the event of death during the third consecutive year of continuous membership, one hundred and fifty dollars (\$150).

In the event of death during the fourth consecutive year of continuous membership, two hundred and fifty dollars (\$250).

In the event of death during the fifth consecutive year of continuous membership, four hundred dollars (\$400).

In the event of death during the sixth consecutive year of continuous membership, five hundred dollars (\$500).

In the event of death during the seventh consecutive year of continuous membership, six hundred dollars (\$600).

In the event of death during the eighth consecutive year of continuous membership, seven hundred dollars (\$700).

In the event of death during the ninth consecutive year of continuous membership, or thereafter, eight hundred dollars (\$800).

SEC. 97. A member legally in benefit according to this constitution and general laws and suffering the loss of a hand at or above the wrist, the loss of a foot at or above the ankle joint, the loss of the sight of both eyes, or receives an injury through sudden accident, or is suffering from any affliction, the cause of which can be traced directly to the occupation while in the service as a street and electric railway employee, that will totally disable him from ever following occupation as a street and electric railway worker, shall be entitled to disability benefit in accordance with his term of membership in this association, as follows:

For disability sustained during the second consecutive year of continuous membership, the afflicted member shall receive one hundred dollars (\$100).

When said disability is sustained during the third consecutive year of continuous membership, the afflicted member shall receive one hundred and fifty dollars (\$150).

When said disability occurs in the fourth consecutive year of continuous membership, the afflicted member shall receive two hundred and fifty dollars (\$250).

When said disability is sustained in the fifth consecutive year of continuous membership, the afflicted member shall receive four hundred dollars (\$400).

When said disability is sustained in the sixth consecutive year of continuous membership, the afflicted member shall receive five hundred dollars (\$500).

When said disability is sustained in the seventh consecutive year of continuous membership, the afflicted member shall receive six hundred dollars (\$600).

When said disability is sustained in the eighth consecutive year of continuous membership, the afflicted member shall receive seven hundred dollars (\$700).

When the affliction is sustained in any consecutive year of continuous membership after eight years, the member shall receive eight hundred dollars (\$800).

OLD-AGE BENEFITS.

SEC. 102. A member of this association who has been in continuous membership for twenty (20) years and over and has complied with the constitution and laws of this association, and has reached the age of sixty-five (65) years, and because of his age is totally disabled from following the occupation of a street and electric railway employee, shall be entitled to the old-age benefit of eight hundred dollars (\$800), as prescribed by the constitution.

STRIKES AND LOCKOUTS.

SEC. 107. When any difficulty arises between the members of any L. D. of this association and their employers, regarding wages, hours of labor, or any other question that may result in a strike or lockout, the dispute shall be first taken up by the executive board of the L. D., or by a committee appointed by the L. D. for that purpose, and they shall make a thorough investigation, and seek, through conferences with the company, to get the matter satisfactorily adjusted. The committee, after having finished the work of negotiating with the company, shall submit a full report to a meeting of the L. D.

SEC. 108. If by compliance with sec. 107, the committee has been unable to secure a settlement of the matters in dispute satisfactory to the L. D., and the L. D. believes that the matters in dispute are of such importance that a strike should be ordered, the question of a strike shall be submitted to a secret ballot vote of the entire membership of the L. D. If necessary to reach the entire membership of the L. D. the ballot shall be taken by referendum, ballots being prepared and so distributed to give every member an opportunity to vote. If two-thirds of the membership voting upon the question decide in favor of suspending work, the L. D. shall at once notify the I. P. The I. P., upon receipt of such notice, shall proceed to the scene of dispute in person or by deputy, and in conjunction with the committee of the L. D. shall make a thorough investigation and attempt to settle the matter in dispute. In case of failure thus to secure a settlement he shall then, in conjunction with the local committee, prepare propositions of arbitration defining the points in dispute and the basis upon which

they shall be arbitrated. If the company refuses to accept arbitration as tendered, the I. P. or his deputy shall then communicate with the membership of the B. E. B. in writing or by telegram and obtain the consent of a majority of the G. E. B. before in-dorsing the strike.

SEC. 109. In case the international representative, who is handling questions in dispute between an L. D. and the employing company, has propositions that he believes should be considered by the entire membership, he shall acquaint the membership with such propositions, either through a circular carefully outlining and explaining the propositions, or through a general meeting of the L. D. After having acquainted the membership with the proposition or propositions, he shall then have a referendum vote of the entire membership of the L. D. taken upon the same. If the L. D. has by-laws providing for a referendum vote of its membership, he shall follow such provisions. If the L. D. has no by-laws governing such vote, he shall then make arrangements and have such vote taken in the best and easiest manner possible—either by appointing a special election day and having the membership come to the hall or headquarters of the L. D. and cast their vote, or through a committee who shall take the vote of the members at the different stations or barns. Every member shall be given an opportunity to vote upon said propositions and the majority of the votes cast by the membership of the L. D. shall decide the question.

SEC. 110. The G. E. B. shall have the power to sustain or refuse to sustain the action of the L. D., providing the L. D. has complied with this constitution. The I. P. shall notify the L. D. of the decision without delay.

SEC. 111. In case the G. E. B. refuses to sustain the L. D. in its application for support, the L. D. can appeal for a vote of all L. D.'s in request for support, and it shall be the duty of the I. P. to submit the appeal and facts in the case to a vote of the general membership, which vote shall be returned to the I. P. within thirty (30) days, and if the appeal is sustained the L. D. making the same shall be notified and shall be entitled to all support in accordance with the constitution.

SEC. 112. L. D.'s going on strike without the consent of the G. E. B. shall forfeit all right to assistance and be subject to expulsion from the association.

SEC. 113. A lockout is where the members of a division are discharged for membership in this association. It shall not apply to a member or members suspended or discharged for any other cause. No lockout can take place in divisions recognized by the respective employing companies and having provisions for settling grievances and disputes. Lockout must be officially declared to exist by the G. E. B. before lockout benefits will be paid.

AMOUNTS OF BENEFIT AND WHEN PAYABLE.

SEC. 114. The defense fund is the only fund available for the support of strikes and lockouts. The I. P. shall notify the L. D.'s going on strike or involved in a lockout in a legal manner of the exact amount that there is available for the support of the strike or lockout, which shall be paid in accordance with the provisions herein provided, until the fund is exhausted. The G. E. B. is also empowered to transfer from time to time, either in cases of emergency or when it feels the general fund will warrant it, such amounts from the general fund to the defense fund as the G. E. B. deems advisable.

SEC. 115. When, in accordance with the rules herein provided, the members of this association have inaugurated a strike or lockout and a settlement is effected within two (2) weeks thereafter, the said members shall receive no financial benefit; but if the strike or lockout shall continue for a longer period they shall receive benefits from the beginning of the second week of the strike or lockout.

SEC. 116. The striking or locked-out members, subject to the provisions of sections 119 and 120, shall be paid at the rate of five dollars (\$5) per week, payable weekly. The secretary of the L. D. on strike or involved in lockout shall forward to the I. P. each week a list of each and every member entitled to strike or lockout benefits. These lists shall be made out in ink and approved by, and bear the signature of the local executive board. The I. P. shall, upon receipt of the list of members entitled to strike or lockout pay, make out pay roll for that week and return to the F. S. of the L. D. the pay roll with the amount of funds sufficient to pay the members. The F. S. of the L. D. shall receipt him upon receiving the fund for the men. He shall then disburse the same to the members and have each one sign the pay roll as they are paid and then return the receipted pay roll to the I. P. Each F. S. shall keep a correct account of all moneys received and disbursed by him.

SEC. 117. In case a division or divisions are on strike or involved in a lockout and the money in the defense fund becomes exhausted, the I. P. may then appeal to all

the local divisions of the association for donations to assist them in continuing the struggle, such donations to be distributed in accordance with the laws herein provided.

SEC. 118. In case an L. D. is on strike or involved in a lockout and the money in the defense fund becomes exhausted, the G. E. B. is hereby authorized to assess all local divisions not less than ten (10) nor more than twenty-five (25) cents per member per week; and all L. D.'s shall, upon such assessment being levied, forward to the international headquarters the necessary sum to cover their assessment at least every fifteen (15) days. Any L. D. failing to make good such assessment within said period of fifteen (15) days shall be considered delinquent, and shall be fined or suspended, or both (fine to be not less than double the amount of that portion of the assessment for which such L. D. may be delinquent), subject to the decision of the G. E. B., which decision shall stand, unless reversed by the next regular convention.

SEC. 119. It shall be the duty of all members of an L. D. on strike or involved in a lockout to report once each day and answer roll call. They shall report and answer roll call either to the secretary of the L. D. at a headquarters designated by the L. D., or to the captains of their barns, as the L. D. may determine at the time of going on strike or being involved in a lockout. Any member refusing to answer to roll call and do picket duty, as prescribed by the L. D., shall be debarred from his strike or lockout benefits.

SEC. 120. Should any member of an L. D., while on strike or lockout, work at other employment over two days in any one week, said member shall not be entitled to strike or lockout benefits for that week. Should a member secure permanent employment and remain at the same over seven days, such member shall not be restored to the pay roll without approval of the G. E. B.

OUR PRINCIPLES.

Resolved. That we hold it as a sacred principle, that trades-union men above all others should set a good example as good and faithful workmen, performing their duties to their employers with honor to themselves and to their organization.

Resolved. That we hold a reduction of hours for a day's work increases the intelligence and happiness of the laborer and also increases the demands for labor and the price of a day's work.

Resolved. That we hold a liberal education of the young to be a preeminent preparatory to life's social and industrial work, and that the principles and purposes of organized labor demand free and compulsory education.

LEGISLATIVE ACTIVITIES AND LEGISLATION SECURED.

INCLOSED-VESTIBULE CARS.

The first important work undertaken in the direction of securing legislation was carrying out the policies of the association as regards legislation for vestibule cars. In the spring of 1895, in accordance with instructions of the Milwaukee convention, bills were drafted and presented to the Legislatures of Michigan, Wisconsin, and Indiana. The work of securing the passage of this legislation was vigorously pushed. The campaign during this first year resulted in having the measures enacted by the Legislatures of Michigan, Indiana, and Wisconsin.

Twenty-nine States in the Union have enacted laws which are commonly known as inclosed-vestibule laws for the protection of street-railway employees, and this legislation, the officials of the organization claim, was largely due to the activities of the organization. The general intent of such laws is to guard the health and provide for the safety of the employees in the course of their employment, and they are therefore within the general scope of the

police power of the State. The gist of these laws is found in the provision which prescribes that the platform of street-railway cars shall be protected by means of a shield or inclosure during certain months of the year, usually from December 1 to April 1. The list of States having such legislation and the dates of enactment are as follows:

Colorado.....	1901	Ohio.....	1893
Connecticut.....	1897	Nebraska.....	1897
Delaware.....	1911	New Jersey.....	1897
District of Columbia...	1904, 1905	New Hampshire.....	1899
Illinois.....	1903	New York.....	1903
Indiana.....	1895	North Carolina.....	1901
Iowa.....	1898	Oregon.....	1901
Kansas.....	1909	South Carolina.....	1902
Louisiana.....	1904	Tennessee.....	1901
Maine.....	1905	Utah.....	1901
Massachusetts.....	1906	Virginia.....	1902
Michigan.....	1895	West Virginia.....	1901
Minnesota.....	1893	Washington.....	1895
Mississippi.....	1912	Wisconsin.....	1895
Missouri.....	1899		

The brief summary of these laws which here follows aims merely to point out some of the common provisions included in all of these laws as well as some of the more striking differences in them. Practically all the States having inclosed-vestibule laws require such inclosures only during the months of December, January, February, and March, although some laws require them during the month of November. The Washington act merely requires them to be installed "during the rain or winter season," while West Virginia makes no specification as to the period of time, this being left to the discretion of the railroad commission of that State. Failure to comply with the law is usually a misdemeanor punishable by fine or imprisonment, or both, and each day's failure to comply is considered a separate offense; in New York the fine is \$25 for each separate offense, while some States prescribe as high as \$50. The provisions of the law are not made applicable as a rule to those cars termed "trailers" where such are mentioned; some States explicitly exempt from the operation of the law the rear platforms of cars. Only one State, Ohio, requires the maintenance of a specified temperature (60° F.) within the inclosed vestibule, while the Kansas law directs that the inclosed platform shall be heated in the same manner at all times as the interior of the car.

Maine makes exception to the requirement of the law possible in the case of temporary service in emergency, and also gives to the railroad commissioners authority to grant exceptions as to any line where it would be consistent with safety to permit the operation of a car without an inclosed platform; such exception, however, may

be granted only after hearing and investigation. The Maine law requires an inclosed platform during the months of December, January, February, and March only.

The law of Mississippi applies to municipalities of 5,000 and over only; it also requires that the company shall "provide some means of heating the cars."

The act of Montana excepts from the provisions of the law "summer or open cars," and provides merely that a shield of glass shall be installed across the whole front, not requiring a complete inclosure of the platform. A similar provision is contained in the laws of North Carolina, Tennessee, and Virginia. The New York law specifies that both vestibules of the car must be inclosed.

North Carolina permits of an exception to the requirements of its law on fair days falling within the months designated in the law, but then only in case of emergency, no such exception to be permitted for a longer period than four days in any one month.

The legislation of Oregon, in addition to the usual requirements, provides for the installation of seats for the motormen, and directs that the motormen "shall be permitted to occupy said seats at least one-half the time while operating said cars."

Utah has inserted in its law a provision which exempts from its operation trailing cars, construction or repair cars, and open or summer cars.

The act of Virginia contains the following provision: "That such vestibule fronts need not be used upon open summer cars, run, operated, or transported by them [the electric railway companies] during the months of November and April."

In connection with these vestibule laws attention is called to the fact that seats for motormen are required by the legislation of six States: Connecticut, Louisiana, Missouri, New Jersey, Oregon, and Vermont.

HOURS OF LABOR.

Next in importance was the promotion of legislation for a shorter workday. The aim of the organization was to secure legislation by which the workday should be fixed at not to exceed 10 hours, with a view to ultimately fixing it at 9 hours. Prior to the legislative campaigns for the shorter day efforts were made to secure voluntary concessions from street railway companies for what was known as the "two-turn system," which in reality was a 9 and 10 hour day.

The proceedings of the sixth convention, held at Louisville, Ky., May 6, 1899, would seem to indicate that but few local divisions had secured the "two-turn system"; instead, the system generally in use was what was known as the swing system. This system is illustrated as follows: "Two cars, each scheduled at 18 hours, the two

making 36 hours per day, or 72 one-man hours per day, should be allotted to three crews so designed that the workday of the six men would average 12 hours each. Not being enabled to make an equal division of these 72 hours among the six men, any marginal time in the division of the hours was accorded to the early and late runs, leaving the swing-run crew with the least number of hours, so that the hours of the service day of the early and late men oftentimes far exceeded 12 hours, and to the swing-run men the service day would be less than 12 hours, making the service day range anywhere from 10 to 13 or 13½ hours per day, as the circumstances required, to meet the pleasure of the operative management in the division of the hours among the three classes of crews—early, late, and swing.”

The tenacity with which the railway companies generally held to this system occasioned bitter arraignment by the delegates to this convention, and inspired the enactment of resolutions directing the officers of the association to seek legislative remedy. It was pointed out that, in all probability, in securing the shorter workday through legislation an increase in wage rates would ultimately follow. Efforts to secure the enactment of this type of legislation were vigorously opposed by street railway companies. In fact, the first attempts were ignored or defeated, but by persistent efforts on the part of the officers of the association and friendly legislators 10 States have enacted measures bearing on the hours of labor of street railway employees.

The true intent or purpose of these laws is to provide against long and continuous hours of service of street railway employees; or, in other words, to limit the usual hours of labor within a stated number of hours in a given day in the absence of agreements as to such hours between employers and employees.

The most advanced step taken in regulating the number of hours of street railway men has been by the State of Massachusetts, where the law provides that a day's work shall not exceed 9 hours, and so arranged that it must be performed within 11 consecutive hours.

The law of New York makes provision for 10 consecutive hours' labor, including within that time one-half hour for dinner. Rhode Island makes 10 hours a day's work, to be performed within 12 consecutive hours. New Jersey provides that 12 hours' labor be performed within 12 consecutive hours, with not less than one-half hour for meals.

The States of Louisiana and Washington make 10 hours constitute a day's work, the former within 12 hours, and the latter within 24. California makes an exception in the requirement by providing that 12 hours' labor be within 12 hours, and regulating the pay for overtime beyond that of a regular day's work by a provision of 30 cents

per hour for said overtime. Pennsylvania, Maryland, and South Carolina permit service of 12 hours to be performed within 24 hours.

A brief summary of these laws shows that practically all of the States make failure to comply with the provisions a misdemeanor, punishable by fine or imprisonment, or both. In California a penalty of \$50 is provided in case of a violation of this law, and a contract for a greater number of hours per day "shall be and is considered void at the option of the employee." There is also a provision for a penalty of \$50 for nonpayment of overtime at the rate of 30 cents per hour. Failure to comply with the law in Louisiana makes the company liable to a fine of \$50. In Massachusetts a similar provision makes the company liable to a fine of \$100. The same penalty is prescribed in Maryland for the same offense, but the company is liable to a forfeiture of its charter for misuse. Violation of the law of New Jersey is considered a misdemeanor, but no penalty is attached. Pennsylvania makes a violation of the act a misdemeanor, punishable by a fine or imprisonment of from 30 days to 6 months. Rhode Island, while considering a violation of the act a misdemeanor, punishable by a fine of from \$100 to \$500, does not forbid a contract between street railway employers and employees to work a greater number of hours. In Washington a violation of the provisions of the act is considered a misdemeanor, punishable by a fine of \$25 to \$100. South Carolina makes a violation of the act a misdemeanor, punishable by a fine of \$100, but permits employees to work a greater number of hours if they so desire.

California, 1887.—Twelve hours' labor constitutes a day's work on the part of drivers and conductors and gripmen of street cars for the carriage of passengers. Any contract for a greater number of hours' labor in one-day shall be and is void, at the option of the employee, without regard to the terms of employment, whether the same be by the hour, day, week, month, or any other period of time, or by or according to the trip or trips that the car may, might, or can make between the termini of the route, or for any shorter distance. Any and every person laboring over 12 hours in one day as driver or conductor or gripman on any street railroad shall receive from his employer 30 cents for each hour's labor over 12 hours in each day.

Louisiana, 1886, 1902.—Ten hours' labor in 24 shall constitute a day's labor in the operation of all street railroads owned or operated by corporations incorporated under the laws of this State, whatever motive power may be used in the operation of such railroads; the said 10 hours' work to be performed within 12 consecutive hours.

Maryland, 1886, 1898.—No street railway company incorporated under the laws of this State shall require, permit, or suffer its conductors or drivers, or any of them, or any employees in its service,

or under its control, to work more than 12 hours during each day of 24 hours, and shall make no contract or agreement with such employees which stipulates that they shall work more than 12 hours during each or any day of 24 hours.

Massachusetts, 1912.—A day's work for all conductors, guards, drivers, motormen, brakemen, and gatemen who are employed by or on behalf of a street railway or elevated railway company shall not exceed 9 hours, and shall be so arranged by the employer that it shall be performed within 11 consecutive hours.

New Jersey, 1887.—Twelve hours' labor to be performed within 12 consecutive hours, with reasonable time for meals, not less than half an hour for each, shall constitute a day's labor in the operation of all cable, traction, and horse-car street surface railroads, and of all cable, traction, and steam elevated railroads.

New York, 1907.—Ten consecutive hours' labor, including one-half hour for dinner, shall constitute a day's labor in the operation of all street, surface, and elevated railroads, of whatever motive power, owned or operated by corporations in this State, whose main line of travel or whose routes lie principally within the corporate limits of cities of the first and second class.

Pennsylvania, 1887.—It shall be unlawful for the president, board of directors, superintendent, or other agents of any horse, cable, or electric railway company to permit or suffer any conductor, driver, or any other person in the employ of any such company to work more than 12 hours on any one day in the service of such company; provided, that all necessary labor over and above the time set by this section shall be considered overtime, for which the laborer shall receive additional compensation.

Rhode Island, 1902.—A day's work for all conductors, gripmen, and motormen now employed or who may hereafter be employed in the operation of all street railways, of whatever motive power, in this State shall not exceed 10 hours' work, to be performed within 12 consecutive hours.

South Carolina, 1897.—No incorporated horse railway company, or other street railway company, shall require, permit, or suffer its, his, or their conductors, motormen, or drivers or other such employees, or any of them, in its or his service, or under his, its, or their control, to work more than 12 hours during each day or any day of 24 hours, and shall make no contract or agreement with such employees, or any of them, providing that they or he shall work for more than 12 hours during each day or any day of 24 hours.

Washington, 1895.—No person, agent, officer, manager, or superintendent or receiver of any corporation or owner of street cars shall require his or its gripmen, motormen, drivers, or conductors to work more than 10 hours in any 24 hours.

COLLECTIVE BARGAINING.

The question of agreements in the early history of the organization was left to the local divisions. Some of the agreements were in writing; others were oral, the policy being left entirely to the local organization. In 1901 this policy was changed, and the international union adopted a policy of having all agreements in writing and having the local divisions, before making their agreements, submit copies of their demands to the international office for approval or disapproval, as the case might be, before submitting them to the companies, and from that time on the policy of the international union has been to secure from the operating companies written contracts, making them as nearly uniform as possible, and to have adopted wherever possible the provisions of arbitration.

In 1901, when the latter policy was adopted, there were 22 written agreements. In 1907 there were 114; in 1913 there were 186, and on July 21, 1915, there were 203 written agreements.

These contracts usually determine wages, hours of labor, and working conditions for a given period of time. The thirteenth convention, held at Salt Lake City, Utah, September, 1913, indorsed the policy of the previous convention by the inclusion of the following section in the constitution and general laws:

SECTION 141. The only agreements that are accepted as binding upon this association are those that are in writing, specifying the association, giving the division number, and legally signed by the officers of the same. It shall be the aim of the local division to make short-term contracts, and no contract of any kind shall be entered into to exceed a period of three years by any division of this association, and when the continuous contract form is used it shall be so provided as to open every year, if possible, and in no case shall it exceed the provisions of three years without being opened up for revision.

In late years almost invariably the agreements have included provisions for mediation and arbitration. The international president in his report to the thirteenth convention took issue with those who advocated the abandoning of the laws of the association which provided for arbitration. He expressed the belief that whatever success had been attained by the association could be attributed to the fact that—

Arbitration was the corner stone upon which the association had been built.

The assurance to the employer and to the public that in cases of disputes between us there will be no strike but that the matters in dispute will be submitted to arbitration has been the means by which you have secured your agreements and through which you have established this splendid organization. You are not only the employees of a corporation, but you are also the servants of the public, and you must take that fact into consideration. You must also remember that the public sentiment is more necessary to you in your contests

than it is to almost any other class of workers in their contests. If we sum up the entire situation and measure the disappointments we have had by the conditions that we have gained through arbitration we will find that we have not been the losers, but that we have been heavy gainers by the same, and to abandon that principle now would be to change the entire policy of your organization and leave you practically without an anchor, and I repeat you can not afford to take that position. It would spell disaster and destruction to this magnificent organization.

I agree that there are drawbacks and disappointments in arbitration. One of the dissatisfactions is the selection of a third arbitrator, but that we have been unable to overcome and it is a situation that we have to meet.

My recommendation to this convention would be for you to say to the membership of this association * * * they must maintain arbitration in the future as we have in the past, and to show to the world that we have no demands but what are just, and are not asking for anything but what we consider is fair and honorable, and that we are willing to leave all of these questions to an unbiased board of arbitration composed of our fellow citizens and to abide by their decision.

AGREEMENTS AND ARBITRATION CLAUSES IN PUBLIC FRANCHISES.

The first attempt to secure an arbitration clause in any public utility franchise was made in Toledo in 1896. The street railway company was then seeking an extension of its franchise. In conformity with the policy of the Amalgamated Association of Street Railway Employees its president presented to the city council a clause providing for the arbitration of differences between the employees and the employing company. The section submitted to the city council to be embodied in the proposed franchise was as follows:

Should any difference arise at any time during the limits of this franchise between the street railway company and their employees regarding wages, hours, or any other disputes that can not be settled by the company and its employees, the matter in dispute shall be submitted, at the request of either party, to a board of arbitrators composed of five aldermen then serving in the city council; two of said aldermen to be chosen by the employees, two to be chosen by the company, and the four thus chosen to choose the fifth one. The five shall constitute a board of arbitration to hear complaints and render a decision which shall be binding on both parties for at least six months.

This amendment was defeated.

It is worthy of note that such provisions now exist in franchises in four municipalities in the United States—Detroit, Mich.; Wheeling, W. Va.; Monroe, La.; and East Liverpool, Ohio. The provision in three of these cities is here given.

MONROE, LA.

ORDINANCE NO. 2020.

Authorizing the mayor to enter into and sign an agreement and contract with the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 667, of Monroe, Louisiana.

SECTION 1. Be it ordained by the council of the city of Monroe, in regular session convened: That the mayor be and is hereby authorized, directed, and empowered to make, sign, and execute for and on behalf of the city of Monroe, Louisiana, a contract with the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 667, of Monroe, Louisiana, in the following form, substance, letters, and terms, to wit:

This agreement, made and entered into by and between the Municipal Street Railway Company, their successors and assigns, party of the first part, hereinafter called "The Department," and the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 667, of Monroe, Louisiana, party of the second part, hereinafter called "The Association."

Witnesseth: That in the operation of the lines of the party of the first part, both parties hereunto mutually agree that for and in consideration of the covenants and agreements hereinafter stated further the party of the first part agrees with the party of the second part as follows:

A. Wages of motormen and conductors:

For the 1st six months.....	17 cents per hour.
For the 2d six months.....	18 cents per hour.
For the 3d six months.....	19 cents per hour.
For the 4th six months.....	20 cents per hour.
For the 5th six months.....	21 cents per hour.
For the 6th six months.....	22 cents per hour.
For the 7th six months.....	23 cents per hour.
For the 8th six months.....	24 cents per hour.
For the 9th six months.....	25 cents per hour.
For the 10th six months.....	26 cents per hour.
Thereafter.....	27 cents per hour.

B. Time and one-half time for all overtime after 12 o'clock midnight.

C. Any regular man missing his run at barn for three (3) days during any one month, except by permission of the superintendent of transportation, or for sickness or death in his immediate family, shall be placed at bottom of extra board at his present salary.

D. All passengers not paying cash fares must have employees' ticket or employees' badge in full view.

E. When car, on road, has been reported in bad order, all responsibilities of motormen and conductors cease until same has been fixed.

F. All headlights must be cleaned and adjusted in barn by barn men.

G. All doors and windows in cars must be kept in good order.

H. Motormen and conductors to be promoted to best runs, in accordance with the length of time they have been in continuous service of the company.

SEC. 2. All business matters arising between the parties hereto shall be transacted between the properly accredited officials of the department and the properly accredited officials of the association or duly appointed committee thereof.

SEC. 3. All motormen and conductors, or other employees, shall be entitled to free transportation, subject to the rules of the company.

SEC. 4. Where employees are laid off to look up evidence or to act as witnesses in court, in behalf of the city of Monroe, such employee or employees shall be paid full time for the time consumed in attending court or looking up evidence in behalf of said city of Monroe, payment to be made at the next regular pay day.

It is further agreed that any motorman or conductor, member of the association, who shall be elected to office or assigned to any duties by the association which require his or their temporary absence from runs shall be granted leave of absence at any time his or their attention is required, except during special occasions, without pay, and upon their return shall be entitled to their respective runs or place on the board.

SEC. 5. An employee suspended, but upon investigation found not guilty of charge for which said employee was suspended, shall be reinstated to his former position and paid the wages he would have earned had he been working.

SEC. 6. No employee, serving time,¹ shall be asked to report, and any employee serving time and called back to work before said time has expired, shall be considered to have served his full time.

SEC. 7. Where leave of absence is granted to a regular man, and he is off for a period exceeding five (5) days, his time shall be so divided between the extra men as to give each five days' regular work, in so far as is possible.

SEC. 8. There shall be no sympathetic strike, or no strike of any kind, provided the department is willing to submit any and all grievances to arbitration where an adjustment can not be secured in conference.

SEC. 9. Except in cases of discharge on account of irregularities in registering fares or transfers, an employee of the department who may be a member of the association, feeling that he has been unjustly treated, may ask the superintendent for a review of his case; and, on his failing to secure satisfactory adjustment, may appeal to the association for consideration, and if the officials of the association feel that such employee is entitled to further consideration, then such question or grievance shall be submitted to a temporary board of arbitration, one member thereof to be selected by the proper officials of the department and one by the executive committee of the association, and the two so chosen before entering upon the performance of their duties shall select a third in case they do not agree, and the decision of the majority of said board submitted in writing to the department and to the association shall be binding upon the parties hereto.

The association and the department shall select their arbitrators within five (5) days from the time either party shall notify the other in writing that an arbitration is desired, and shall state in said writing the points to be arbitrated. Failure of either the department or the association to name an arbitrator within five (5) days shall constitute a default and cause the defaulting party to lose the case. Said two arbitrators so chosen shall hold daily meetings to adjust the matter referred to them, and if they fail to agree shall immediately call the third arbitrator already selected as above, and said board of three (3) arbitrators shall likewise meet daily to consider the matter so submitted, unless by mutual consent the time shall be extended.

The executive board shall first hear and pass upon all grievances before they are submitted to the department.

Should the department desire arbitration of any such question the same ruling as above shall apply.

SEC. 10. The committee of the association shall have the privilege of examination of the report of an inspector on any conductor or motorman discharged for irregular registering of fares or transfers.

SEC. 11. Any member expelled from the association, pursuant to the rules of the association, shall be discharged by the department upon the request of the association in writing, accompanied by a copy of the resolution, certified by the mayor and city council and attested by the seal of the association.

¹ Suspended.

Sec. 12. All motormen and conductors who are members of the association shall remain members in good standing, according to the rules of the association.

The department further agrees that all new employees shall become members of the association within thirty (30) days from the date of employment.

It is understood by both parties hereto that such new employees are on probation for thirty (30) days, and the purpose of this clause is that such new employee shall not have the right to the protection of the association in matters of discharge or other grievances.

Sec. 13. There shall be suitable closets, and motormen and conductors given reasonable time to visit same.

Sec. 14. All regular men after six (6) months' service shall provide at their own expense, and wear constantly while on duty, a uniform composed of material, color, and pattern prescribed by the superintendent.

Sec. 15. Should negotiations be necessary for a new contract at the expiration of this one, it is mutually agreed that said renewal shall be executed at least thirty (30) days previous to the expiration of the contract then existing.

Sec. 16. This agreement shall be binding upon the department, their successors, transfers, and assigns, and the Amalgamated Association of Street and Electric Railway Employees of America, Division No. 667, and the members of said association, individually, and the employees of the Municipal Street Railway Company for a period of three (3) years from the 1st day of January, 1915, to the 1st day of January, 1918, at Monroe, Louisiana.

EAST LIVERPOOL, OHIO.

The East Liverpool, Ohio, franchise provision is as follows:

It is a condition of the granting of this franchise that in case said company and its employees are unable to amicably settle without strike, or other interference with the public rights, any controversy or difference which may arise between them, at the request of either the company or its employees, or if they refuse at the request of the mayor or president of council, such controversy shall be submitted to a board of arbitration consisting of five disinterested persons, one of whom may be selected by said company, one by the employees, and three of whom shall be appointed by the judge of the court of common pleas of Columbiana County. In case any of the arbitrators thus chosen shall refuse to act his place shall be filled by such judge of the court of common pleas. The finding of a majority of this board shall be final and binding upon all parties to the controversy.

DETROIT, MICH.

Franchise provision adopted at a special election held on April 7, 1913, to revise the city charter:

SECTION 19. In case of dispute over wages or condition of employment, said board [the board of aldermen] is hereby authorized and directed to arbitrate any question or questions, provided each party shall agree in advance to pay half the expense of such arbitration.

DEATH, DISABILITY, AND OLD-AGE BENEFITS.

CONDITIONS UNDER WHICH BENEFITS ARE PAID.

The year 1896 is marked by the introduction of death and disability benefits. The old-age benefit fund did not become operative until January 1, 1912.

Each member is entitled to only one of the three benefits. A member to be entitled to a funeral, total-disability, or old-age benefit of this association shall be, when he joins this organization, in sound health and not afflicted with any disease likely to injure his health or cause permanent disability; provided, however, that when a member is over two years in continuous membership in this association, there shall be no question relative to the condition of his health at the time he became a member of this association. (See page 270.)

In order to be entitled to any of the benefits he must be in good standing, that is, must have all dues, fines, and assessments paid up on or before the 15th of each month, in compliance with the laws of the association. He also must be a member of a local division in good financial standing, as required by the laws of the association or the international organization.

According to section 87 of the constitution of the association, members belonging to divisions in bad financial standing with the international organization may at once communicate with the international president and place their membership with the international association.

Section 88 of the constitution specifies that no death or disability claim be allowed or paid to members whose death or disability has been caused while on duty as a volunteer militiaman, policeman, or paid city fireman, or engaged in any other hazardous occupation.

DEATH AND DISABILITY BENEFITS.

The amount of benefit, which depends on the length of membership, is identical in cases of death and of total disability. In the former the legitimate heirs of the deceased—widow, lineal or collateral heirs—receive the compensation. The provisions and scale of benefits are set forth on page 271.

OLD-AGE PROVISIONS.

Any member of the association who has had a continuous membership for twenty years and over and has complied with the constitution and laws of the association, and has reached the age of 65 years, and because of his age is totally disabled for following the occupation of a street and electric railway employee, is entitled to a lump-sum benefit of \$800.

FILING CLAIMS.

The procedure of filing claims is as follows: When death or disability occurs to any member, or when a member desires to make application for total-disability benefit, the person applying for the benefit is required to present to the local division concerned a certificate of the facts from the attending physician, upon approval of

facts presented by the authorities of the local division. The claim is forwarded by the financial secretary of the local division to the international president. The benefit is then paid out of the treasury of the international organization.

AGGREGATE PAYMENTS.

The payments that have been made by the Amalgamated Association are set forth below.

TABLE 35.—AMOUNT OF DEATH, DISABILITY, AND OLD-AGE BENEFITS PAID EACH YEAR BY THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, 1896 TO 1914.

Year.	Death claims.	Disability claims.	Old-age benefit claims.	Total.
1896.....	\$200			\$200
1897.....	375			375
1898.....	400			400
1899.....	550			550
1900.....	675			675
1901.....	1,000	\$150		1,150
1902.....	1,375	150		1,525
1903.....	6,275	925		7,200
1904.....	15,175	675		15,850
1905.....	12,900	400		13,300
1906.....	12,300	1,600		13,900
1907.....	16,900	1,200		18,100
1908.....	16,700	1,300		18,000
1909.....	17,500	800		18,300
1910.....	22,100	600		22,700
1911.....	24,900	500		25,400
1912.....	109,750	5,200		114,950
1913.....	134,000	4,200		138,200
1914.....	189,793	8,700	\$1,600	200,093
Total..	582,868	26,400	1,600	610,868

LOCAL DIVISION BENEFITS.

In addition to the benefit provisions of the international association, many local divisions pay sick and death benefits. Reports from 37 local divisions state the total of death benefits paid in 1913 as \$59,841.50. In the same year 70 local divisions reported payment of \$59,692.85 in sick benefits.

DEATH BENEFITS OF LOCAL DIVISIONS.

The amounts of the death benefits paid by the local divisions independent of the amount paid by the international organization, so far as reported, are as follows:

Division No. 22, Worcester, Mass., pays a death benefit of \$50 after 6 months' membership.

Division No. 26, Detroit, Mich., pays a death benefit of \$2,000, raised by an assessment on the membership of \$1 each. This division also pays a benefit of \$2,000 in case of total disability and \$1,000 for partial disability.

Division No. 85, Pittsburgh, Pa., pays a death benefit of \$150.

Division No. 98, Akron, Ohio, pays \$25 to a member who loses his wife or child.

Division No. 99, Winnipeg, Manitoba, pays a death benefit of \$25.

Division No. 103, Wheeling, W. Va., pays a death benefit of \$250 after 6 months' membership, by assessing each member \$1.

Division No. 125, East St. Louis, Ill., makes a special assessment of 25 cents per member and pays the amount received as a death benefit.

Division No. 132, Troy, N. Y., pays a death benefit of \$100 after 1 year's membership.

Division No. 164, Wilkes-Barre, Pa., pays a death benefit of \$100.

Division No. 168, Scranton, Pa., pays a death benefit of \$50.

Division No. 169, Easton, Pa., pays a member \$25 on the death of his wife.

Division No. 194, New Orleans, La., pays a death benefit of \$100 on a membership of 1 year or less, and \$200 on a longer membership.

Division No. 241, Chicago, Ill., which comprises all the men employed on the surface lines, pays a death benefit of \$100 during the first 2 years' membership and \$200 thereafter.

Division No. 256, Sacramento, Cal., assesses the membership 50 cents each and pays \$100 death benefit after 6 months' membership.

Division No. 265, San Jose, Cal., levies an assessment of \$1 each on the membership and pays the amount received as a death benefit.

Division No. 268, Cleveland, Ohio, levies an assessment of 25 cents each upon the membership, and pays the amount received as a death benefit to the beneficiary of a deceased member.

Division No. 272, Youngstown, Ohio, levies an assessment of \$1 each upon the membership and pays the amount received as a death benefit to the beneficiary of a deceased member.

Division No. 282, Rochester, N. Y., pays a death benefit of \$1,000, raised by special assessment of \$1.

Division No. 308, Chicago, Ill., pays a death benefit of \$200 after 1 year's membership.

Division No. 312, Davenport, Iowa, pays a death benefit as follows: On a membership of less than 6 months, an assessment of 50 cents; over 6 months, an assessment of \$1. On death of a member's wife there is an assessment of 50 cents, and on death of a member's child, of 25 cents.

Division No. 313, Rock Island, Ill., on the death of a man who has been a member over 30 days and less than 6 months, assesses the membership 50 cents each, or, if the deceased has been a member over 6 months, \$1, to be paid as a death benefit.

Division No. 329, Dubuque, Iowa, pays death benefits; amount not given.

Division No. 343, Kalamazoo, Mich., pays death benefits; amount not given.

Division No. 379, Niles, Ohio, levies an assessment of \$2 each on the membership and pays the amount received as a death benefit to the beneficiary of a deceased member.

Division No. 380, Elyria, Ohio, pays a death benefit of \$100.

Division No. 382, Salt Lake City, Utah, pays a death benefit of \$500, also \$100 on death of a member's wife and \$10 on death of a member's child.

Division No. 441, Des Moines, Iowa, pays \$300 on death of a member, \$150 on death of a member's wife, \$75 on death of a member's child, and \$150 on death of a mother or father of a single member.

Division No. 456, Madison, Wis., pays death benefits; amount not given.

Division No. 519, La Crosse, Wis., on the death of a member levies an assessment of \$1 each on the membership, on the death of the wife of a member an assessment of 50 cents, and on the death of a child of a member an assessment of 25 cents, to be paid as a death benefit.

Division No. 576, Schenectady, N. Y., levies an assessment of \$1 each on the membership and pays the amount received as a death benefit to the beneficiary of a deceased member.

Division No. 580, Syracuse, N. Y., levies an assessment of \$1 each on the membership and pays the amount received as a death benefit.

Division No. 582, Utica, N. Y., levies an assessment of \$1 each on the membership and pays the amount received as a death benefit to the beneficiary of a deceased member.

Division No. 589, Boston, Mass., pays a death (or disability) benefit of \$100 on a membership of under 6 months, \$150 on a membership of 6 months and under 12 months, and \$200 thereafter.

Division No. 590, Columbia, S. C., levies an assessment of 50 cents each on the membership and pays the amount received as a death benefit.

Division No. 592, Fredonia, N. Y., levies an assessment of \$1 each on the membership and pays the amount received as a death benefit.

Division No. 618, Providence, R. I., assesses the membership an amount which, with what is paid from the international office, will amount to \$1,000 and pays this as a death benefit.

Division No. 645, Indianapolis, Ind., pays a death benefit of \$50 after a membership of 6 months.

SICK BENEFITS OF LOCAL DIVISIONS.

The figures, so far as available, of the amounts of the sick benefits paid by local divisions, are as follows:

Division No. 103, Wheeling, W. Va., pays a sick benefit of \$2 for the second week, \$3 for the third week, \$4 for the fourth week, and \$5 for not exceeding 10 more weeks.

Division No. 168, Scranton, Pa., pays a sick benefit of \$3 per week.
 Division No. 235, Brockton, Mass., pays a sick benefit of \$5 per week for 6 weeks in any 6 months.

Division No. 280, Lowell, Mass., pays a sick benefit of \$5 per week for 10 weeks in any 1 year.

Division No. 281, New Haven, Conn., pays a sick benefit of \$5 per week for 10 weeks in each of 3 consecutive years.

Division No. 312, Davenport, Iowa, pays a sick benefit of \$7 per week for 10 weeks in 1 year.

Division No. 382, Salt Lake City, Utah, pays a sick benefit of \$7 per week for 16 weeks, and \$3.50 per week for the second 16 weeks in any year, and \$1.50 per month thereafter, as long as a sick member is unable to work.

Division No. 441, Des Moines, Iowa, pays a sick benefit of \$7 per week for not exceeding 10 weeks in any consecutive 12 months.

Division No. 448, Springfield, Mass., pays a sick benefit of \$7 per week after the first week for a period of not more than 13 weeks in any 1 year.

Division No. 618, Providence, R. I., pays a sick benefit of \$5 per week for 13 weeks in any consecutive 12 months.

Division No. 623, Buffalo, N. Y., reports a sick-benefit association which pays a sick benefit of \$7 per week and provides free medical attendance after the first 7 days of sickness for a period not exceeding 12 weeks. The dues of this association are 50 cents per month.

Division No. 645, Indianapolis, Ind., reports having a sick and accident association which pays \$1 per day after the first week for 10 weeks and then \$3 per week for 3 months.

Division No. 662, Pueblo, Colo., pays a sick benefit after 30 days' membership of \$6 per week after the first week for a period of 10 weeks.

STRIKES AND LOCKOUTS.

The following tabular statement presents the number of strikes and lockouts, by years, from 1893 to 1914, the number of persons affected each year, total number of lockouts each year, and the number of strikes and lockouts won or lost during each year. The number of persons affected represents only those who were eligible to strike benefits from the union.

The data of the strikes or lockouts tabulated were obtained from the records in the office files of the Amalgamated Association of Street and Electric Railway Employees of America.

In recording strikes and lockouts as won or lost, the method of determination has been that with the return of locked out men to their former positions without submitting to the proposed changes in conditions of employment by the employing companies, the lockout is considered as having been won.

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TABLE 36.—NUMBER OF STRIKES AND LOCKOUTS, NUMBER WON OR LOST, AND NUMBER OF PERSONS AFFECTED, AS REPORTED BY THE AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA, FOR THE YEARS 1893 TO 1914.

Year.	Strikes and lockouts.	Persons affected. ¹	Lock-outs.	Strikes and lockouts.	
				Won by employees.	Lost by employees.
1893.....	6	(2)	.....	2	4
1894.....	1	(2)	.....	1	.....
1895.....	1	(2)	.....	1	.....
1896.....	2	(2)	.....	2	.....
1897.....	2	(2)	.....	2	.....
1898.....	6	(2)	.....	5	1
1899.....	4	(2)	.....	4	.....
1900.....	} 20	2,546	.....	10	10
1901.....			.....	.....	.....
1902.....	} 23	2,000	.....	12	6
1903.....			.....	.....	.....
1904.....	4	2,626	.....	3	1
1905.....	3	275	2	1	2
1906.....	13	2,850	.....	10	3
1907.....	4 19	6,955	.....	10	7
1908.....	14	2,730	11	5	9
1909.....	11	9,832	3	7	4
1910.....	15	8,000	9	13	2
1911.....	18	3,673	6	8	10
1912.....	9	8,270	4	5	4
1913.....	26	7,272	16	13	13
1914.....	16	1,008	10	10	6
Total.....	5 213	58,037	61	124	82

¹ Includes only those eligible to strike benefits from the union.² Not reported.³ Including 5 strikes pending at time of reporting.⁴ Including 2 strikes pending at time of reporting.⁵ Including 7 strikes pending at time of reporting.

NOTABLE STRIKES.

The following data relates to the most notable street railway strikes that have occurred in the United States between 1883 and 1915. The test of importance of such strikes is, first, the settlement of a specific issue as between the employing company and the men; second, the amount of apprehension aroused by its occurrence, as regards violence and the apparent necessity for calling out the militia; third, the amount of publicity given to it by reason of the disregard of either or both parties of a public demand for arbitration; fourth, number of men involved; fifth, losses resulting to the company and the men in consequence of a suspension of operations; sixth, the serious inconvenience to the public; and seventh, its general significance for capital and labor.

New York City—Strikes of December, 1885, and April 15, 1886.—The first difficulty to occur between the street car men, organized by the Knights of Labor in 1884, and the street railway companies in New York City and Brooklyn was in consequence of the Sixth Avenue company refusing to recognize the organization. Recognition had been granted previously by the Third Avenue company, when the men had presented a list of grievances, which were satisfactorily adjusted by that company.

A list of grievances were submitted to the Sixth Avenue company on December 18. They were ignored by the company for a period of 3 weeks, whereupon the men ordered a strike. After 5 hours the company consented to sign an agreement and the men returned to work. The next strike was ordered on the Broadway line. It lasted only 10 hours, the company then signing an agreement. A strike on the Fourth Avenue line followed. The company readily signed an agreement, but broke it within 2 weeks. After a series of conferences, which lasted 5 days, it refused to make another agreement. A strike was then ordered, and the men gave up their cars, but after 16 hours the company consented to sign an agreement.

The Dry Dock company, which was considered by the men the most formidable corporation in New York City, was left until the last. It was believed that the successes attained with the other companies would be helpful in adjusting the difficulties expected with this company. However, being unable to secure even recognition from the company, a strike was ordered. At the expiration of 5 days the company agreed to a settlement.

An agreement with the Bleeker Street and Twenty-third Street Railroad was next sought, but the president of the road said, "I do not propose to allow any labor organization to dictate to me how much I shall pay my employees nor how many hours they shall work." A strike was ordered which lasted 1 day and resulted in the signing of an agreement, which was to become effective in 10 days. Negotiations were then undertaken with the Brooklyn companies, and no trouble was experienced except with the Broadway company and the Atlantic Avenue company. The former company agreed to a settlement, after a strike had been ordered against the company and it had been in effect for a period of 24 hours. An agreement was secured with the Atlantic Avenue company without recourse to a strike.

April 15, 1886, the men on the Third Avenue company's line presented a list of grievances, 14 in all, 13 relating to hours of labor, and 1 asking for the discharge of 6 men. To these the president of the company demurred. Later an appeal was made to the executive officers of the company to effect a settlement but without results. A strike was then determined upon as the only means left to the men. The strike after several hours' duration was settled.

Chicago, Ill.—Strike of June, 1885.—"Against the discharge of 16 of our leading members and an attempt to break up our organization. We used every means possible to avoid a strike and asked repeatedly for arbitration through a committee; our communications were destroyed in presence of our representatives and arbitration refused. We had the full sympathy of the public. At the time we organized our union we were paid about 12½ cents per hour for the trip; if it

required 10 hours to make two trips the men only received 25 cents pay; now we receive 20 cents per hour from the time we report for duty; this, with many other advantages, we owe to our being organized. The strike terminated successfully in eight days."

Brooklyn, N. Y.—Strike of January 14, 1895.—What was considered the most notable strike of the decade (1885–1895) took place in Brooklyn, January 14, 1895. Its importance engaged the attention of the Assembly of the State of New York to the extent that on the 7th day of February the assembly adopted the following resolution relative to the strike of the employees of the surface railroads in that city:

Whereas the city of Brooklyn is now in a state of siege and under martial law, arising from the disturbances incident to the great trolley strike; and whereas the First and Second Brigades of the National Guard of the State have been summoned to perform active duty to protect the lives and property of the residents of that city; and whereas as the railroad companies refuse to accede to the demands of their employees, and the men are firm in their determination to hold out for what they claim are but just and reasonable demands and fair compensation for service rendered; and whereas the lives of the citizens of Brooklyn have been and are being imperiled in consequence, property has been destroyed and the city put to untold expense for the maintenance of military forces to enforce the laws of our common people: Now, therefore, be it resolved, for a better protection of the lives and property of our citizens, this legislature appoint a special committee of five of its members to examine into the causes leading up to the strike, fix the basis of responsibility therefor, and report to this legislature at the earliest possible moment their conclusions, with such recommendations as will prevent a recurrence of the same. That said committee shall have full power and authority to investigate all and singular the aforesaid matters and charges, and that such committee have full power to prosecute its inquiries in any and every direction in its judgment necessary and proper to enable it to obtain and report the information required by this resolution.

Under this resolution, the committee proceeded to investigate; it endeavored to discover the true cause of the strike, its extent and duration, its consequences, and those things which contributed to its prolongation; to fix the responsibility, not only for the strike itself, but for the disorders consequent upon it, and particularly for the calling out of an armed force of about 7,500 men to maintain the public peace.

The strike began on the 14th of January, 1895, and continued until the 24th day of February, 1895. During the greater part of this time about 5,000 men left their employment. The operation of the surface railroads upon which the strike occurred was, for the time being, more or less completely paralyzed, and the fear of serious breaches of the public peace led to the calling out of the First and Second Brigades of the National Guard of the State.

"There was no time during the strike when the railroad companies so wholly failed to perform their duty as carriers as to justify a forfeiture of their charters; but from the 13th and 19th of January such performance was technical and nominal rather than actual, owing to

the inability on the part of the roads at that time to secure men to act as motormen and conductors in sufficient number to run the customary number of cars and the customary number of trips without submitting to the terms of their late employees.”¹

For many years the employees of these roads were organized into a district assembly of the Knights of Labor, and the contracts entered into between the Brooklyn City Railroad Co. and the companies merged into it, on the one part, and their conductors, drivers, or motormen, had been made, not between the companies and the employees individually, but between the companies and the employees through the intermediation of the executive board of the Knights of Labor, and these contracts so made governed the companies and the men in their relations to each other.

The contracts sought to be entered into with each of these roads were practically the same in all respects, save that the contract with each company made special provisions with regard to the number and proportion of regular cars and so-called tripper cars to be operated upon particular lines.

The chief points in the contracts submitted were: First, the provisions with regard to the length of the working day; second, the agreement between the companies and the men as to how many trips should be run daily over each line to constitute a full day's work; third, that the company agreed with its men as to the proportion of so-called tripper to so-called regular cars; fourth, the recognition of the principle of seniority among the employees themselves; fifth, that the employees should have the right to hearing before discharge; sixth, that the cleaning of the cars and the changing of the horses should be done by persons other than conductors and drivers, thus relieving the former while on “stand”; seventh, the provision as to the meal time; and, eighth, the establishment of the \$2 rate for conductors and drivers on full-day cars, and \$1.50 for those on tripper cars or cars running a part of the day.

“A careful estimate by the committee shows that the loss to the employees who went out on the strike, and who were wholly out of employment from the 13th of January to the 24th day of February, was not less than \$350,000. Cost to the city for the pay and maintenance of an armed force of 7,500 men, \$200,000. Extra cost to the city for police service during the strike, \$75,000.”¹

The committee reported to the assembly that it had very carefully investigated, “among other subjects, the question of compulsory arbitration, the licensing of railway employees, of the amendment of the 10-hour law, the enlargement of the duties of the State Board of Mediation and Arbitration, and other cognate questions.”

¹ Report of special committee of the Assembly of New York, p. 3.

The committee concluded that no radical legislative remedy for such conditions and disorders was necessary, but expressed the belief that "such disorders grew out of social facts and economic conditions which are too deep for radical cure by legislation, and the only ultimate cure must come naturally from better relations and a greater feeling of sympathy between employers and employed."

Milwaukee, Wis.—Strike of May 4, 1896.—Strike of the employees of the Milwaukee Electric Railway & Light Co. The causes of the strike in part were occasioned by a demand for an increase in wages to 20 cents per hour; the running time of cars to be equally divided among day and night crews; preference in runs to men in order of their seniority; men working 2 hours or less in any one day to be paid at the rate of 25 cents per hour; time of all men to begin from the time of reporting; 8 hours to constitute a day's work in power houses; 10 hours in repair shops, with time and a half for overtime; free transportation for all employees; the right to procure uniforms wherever the men desire; that a grievance committee be received by the company and matters discussed, and that all differences which can not be settled by voluntary agreement of both parties be submitted to arbitration.

The company in its communication to the men considered the most important demands to be "that motormen or conductors be paid 20 cents per hour, and that differences which can not be settled by voluntary agreement of both parties be submitted to an arbitration board of disinterested persons." To all other demands the company demurred. The company reminded the men that wages of conductors and motormen had been increased on May 1, 1893, from 18 cents to 19 cents per hour, and that they considered the scale just and reasonable, judged by the standards prevailing in other cities. As to arbitration, "we can not under any circumstances yield the right of deciding for ourselves all questions as to the executive management and policy of the company."

The State board of arbitration met with the committee of the strikers, as well as the officers of the company, several times, finally prevailing upon the men to withdraw all their demands except that the men who had already left the company be restored to their former places without exception. In view of the fact that the company had secured new men and promised them permanent employment, they declined to assume responsibility for this state of affairs and refused the request. A conference was arranged between a committee of the strikers and officials of the company the day preceding the strike; but on account of exceptional activities on the part of the company officials in regard to the importation of new men, for which the men charged the company with bad faith, the conference was broken off and a strike ordered. The strike involved 700 men, lasted several weeks, and was accounted as lost to the employees.

Cleveland, Ohio—Strikes of June 10 and July 17, 1899.—The first strike was inaugurated on Saturday morning, June 10, and resulted in a complete tie-up of the entire system. The number of men involved was approximately 900.

The issue between the Cleveland Electric Railway Co. and the men, which was formally presented early in June, had been preceded by a spirit of general discontent among the employees for several months prior to that time.

During the progress of their meetings the executive board representing the organization of the employees presented for the signature of the company a memorandum which contained, among other provisions, the following:

Complete recognition of the union.

That whenever an employee is discharged or laid off a full report shall be filed with the organization, which shall indicate its acquiescence or otherwise in the proposed action, and that failure on the part of either party to notify or answer shall constitute a forfeiture of the right of said party to demand arbitration as provided in the agreement.

That all time schedules which may be adopted or changed shall first be submitted to the union.

That in order to dismiss any employee for interfering with or disturbing the service of the company the proof must be satisfactory to the organization as well as to the company.

That free transportation shall be provided the business agent of the union, and that all members thereof shall be permitted to ride free, while not on duty, without wearing their badges on their hats.

That in case the representatives of the union and the company fail to adjust any differences that may arise the former may order the case to arbitration, the decision thereof to be binding upon the respective parties.

That if any member of the union is laid off and investigation shows that he was not at fault he shall be paid in full for time thus lost.

That upon the request of the union any employee shall be suspended without pay until such time as the association requests his reinstatement.

That any member of the association who upon being elected to office therein is required to absent himself from work shall be reinstated by the company, upon his retirement from office, without prejudice to his rights as an employee.

That all conductors and motormen shall be members or be permitted to become members of the association within 60 days from date of employment, and that where learners are to be instructed the company shall obtain a permit from the union, for which it shall pay \$1 for each man.

That runs shall be in consecutive order and be completed in less than 12 hours, with dinner relief of not less than one hour.

That all conductors or motormen who have been in the service 12 months or over shall receive 20 cents per hour; those employed less than 12 months, 18 cents per hour; service of short duration in any one day shall be paid at a higher rate.

That no employee shall be held personally responsible for any damage inflicted or obligation incurred while in the operation of his car.

That the first run of less than nine hours shall be considered as "first extra," and where a man misses his run he shall lose that day only; where he misses his run in the middle of the day he shall lose the balance of that day and the day following; where he does not show up for two hours after his run goes out he shall be laid off seven days, and where he misses twice in 30 days he shall be laid off for seven days only.

That when a regular man asks off before the board is "marked up" the first extra man shall have the privilege of his run.

That mistakes in conductors' reports shall be reported to the office of their division within three days, and that upon the delivery of a conductor's report at the division office he shall be given a receipt showing that such report has been deposited in the safe.

The Ohio State Board of Arbitration visited Cleveland immediately after the strike was called and put itself in communication with the officers of the street railway company and the executive board representing the striking railway employees.

On Sunday evening, June 11, the board of arbitration held separate conferences with the contending parties. The board learned from the men that although they had presented to the company a form of agreement for its signatures, they would not exact the demands at that time, provided the company would acknowledge the executive board of the union and permit all employees to return to work.

The company declined to accede to the proposition of the men, declaring "that while its employees had the right to organize as they may desire, it can not and will not enter into any contract with such organization." The company expressed its willingness to meet its employees to discuss and redress any reasonable complaint, but beyond that it would not go. Later, however, out of deference to the board of arbitration the officers of the company met with the representatives of the union. The board presented a plan which seemed a fair and reasonable method of adjustment, but it failed because of inconsiderate expressions and actions of a few representatives of the company. The board continued its efforts for a period of a week with varying results, but was unable to bring about a settlement. Thus matters continued until June 19, when the city council ap-

pointed a committee of five members to confer with the railway company with the aim of bringing about a settlement of the strike.

The committee appointed began its conferences with the contending sides on June 19 and continued to meet from day to day until June 24, when the following agreement¹ was entered into, and the strike declared at an end:

The committee appointed by the city council to aid in adjusting, if possible, the strike between the Cleveland Electric Railway Co. and its late employees can to-day obtain such an adjustment upon the following terms, to which the said company on its part assents:

1. The restoration of former schedules to stand, as publicly announced to the city authorities.

2. Upon questions of wages of the men working short hours, the distribution of extra runs and the pay therefor, as well as upon other grievances, the company will receive a committee of its own employees for the purpose of considering the same, and if unable to reach a conclusion with such employees or their committee as to the reasonableness thereof the company will submit these differences to disinterested arbitrators, to be chosen in the usual way.

3. In order that the men in the company's employ may have a proper sense of security in their employment the company shall not discharge any man except for cause, which cause shall, at his request, be given him, and he shall be given a full and fair opportunity to explain or disprove the same, by himself or a committee of said company's employees, to be selected by said discharged employee.

4. Questions of schedules and of wages shall not be submitted to arbitration. The company shall have the ultimate right to hire and discharge men, contracting with them individually and not collectively. It shall take back into its employment such of its former employees as its business demands, aggregating at the present time 80 per cent of such employees, and as other vacancies occur shall give preference to such former employees, excepting always those who have committed unlawful acts against the company, its property, or its employees during the present strike; but the rehiring of all men shall be upon the express condition that their service with the company's present employees must be loyal and the latter must not be subject to annoyance or abuse by them, and any violation of this condition shall be deemed cause for discharge.

5. The service of the employees shall be distributed as equitably as possible under existing conditions. The company shall at once upon the return of its former employees to its service give 80 per cent of the runs to the former employees and 20 per cent of the runs to its present employees; the remainder of its former and present employees to be placed on the extra list in the same proportion. The method of apportioning these runs between former and present employees shall be as follows:

The first four runs on the time table of each line shall go to the former employees, the fifth run to the present employees, the next four runs to the former employees, and the tenth run to the present employees, and so on through the time table with the day runs, late runs, and extra list.

Temporarily this adjustment may work some inequalities to some men, but the same will be adjusted as equitably and promptly as possible on these lines.

These propositions the committee deem equitable to both present and former employees and to the company, and recommend the same for your acceptance. Unless acted upon and accepted at once the committee believes its service will be of no further avail. The committee is fully aware that the public service can not longer await the adjustment of this difficulty. Some means will have to be adopted at once to provide for the public needs on this company's lines.

¹ Report of Ohio State Board of Arbitration for 1899, p. 36.

The second strike occurred on the morning of July 17, just three weeks after the settlement of the first strike and for substantially the same reasons as the first strike, plus the declaration made by both parties that each were violating the agreement signed June 24. In addition it was declared that the superintendent had publicly announced that he would break up the union within 60 days. The State Board of Arbitration endeavored to bring the parties together and by mediation or conciliation effect a settlement or persuade them to submit the matters in dispute to arbitration. In this they failed.

The union declared its intention of fighting the strike out to the bitter end. The company publicly announced its regret for the temporary inconvenience which must accompany the strike, but at the same time declared itself entirely blameless.

The strike continued for a period of about five weeks. The civil authorities claimed they could not control the situation, and on July 25 the militia was called to protect life and property, restore and maintain public order. Gradually order was restored, and on or about February 1, 1900, the street car men's organization declared the strike at an end.

St. Louis, Mo.—Strike of May 8, 1900.—On May 8, 1900, a strike was declared by the employees of the St. Louis Transit Co., involving approximately 3,500 employees who had become members of the Amalgamated Association of Street and Electric Railway Employees of America.

On May 7 the union's officials demanded that such of their fellow employees as would not join the Amalgamated Association of Street and Electric Railway Employees of America be discharged. They further demanded that thereafter no one but members of that association be employed. To these demands the directors of the railway company refused to accede.

The street railway officials and the unions were importuned by the State commission of labor to submit their differences to arbitration, but without avail.

The attorney for the transit company in reply to the commissioner of labor concerning the submission of differences between the company and the men to arbitration expressed his regrets at the unwillingness of the president of the company to submit to arbitration. Concerning his reply to the commissioner, it is, in part, as follows:

There may be no dispute between the company and those recently employed by it, but there is a serious difficulty between the company and some 3,500 men who were engaged in its employment at the time this controversy arose, some three weeks ago. This army of men engaged in the service of the company had what they deemed just causes of complaint against the company. They made known their complaints to the officers of the company, and respectfully requested that their causes of grievance should be removed. Out of these requests differences arose between the company and its employees which they were unable, or at least failed, to settle between themselves.

Thereupon the employees expressed a willingness and proposed to submit the questions of difference to arbitration. The company refused either to correct the abuses complained of or to submit the differences between it and its employees to arbitration, and in consequence thereof the strike from which the public has since been suffering was precipitated. Since then efforts have been made to bring about a compromise and settlement of the questions at issue between the parties. But upon two or three of these questions they were unable to bring about an agreement. One of these questions relates to the recognition of the labor union to which the employees belong, and another relates to the reinstatement of the employees to their positions in the service of the company. The employees submitted to the company certain tentative propositions upon these subjects, which were rejected by the company, and the company in turn made certain counter propositions which were not acceptable to the men. Again, the men proposed to submit these questions to arbitration, agreeing to abide by the award of the arbitration whether it should be wholly or in part for or against them; and again the company refused to take the judgment of just and impartial men.¹

The chief executives of the Merchants' Exchange, the mayor and the president of the board of police held many conferences in an effort to develop means by which a settlement could be reached, but without results. Meanwhile the governor of the State was importuned to call out the State Guards. This he refused to do.

The strike continued in its most aggressive phase for nearly three months, during which time it is estimated by the commission of labor that the transit company lost over \$100,000, the employees over \$225,000, and the business public more than \$25,000,000. There were 14 people killed and approximately 200 wounded during that time.

San Francisco, Cal.—Strike of April 19, 1902.—The cause of the strike and the demands of the union briefly enumerated are as follows: Recognition of the union; the right to present for consideration all grievances of the men; reinstatement of former employees who were discharged for adhering to union principles; the hours of duty not to exceed 10 within 12; minimum wage of 25 cents per hour; time and one-half for overtime; company to abolish the system of insurance of its employees; full liberty of employees on days off; that employees be granted the right to ride on cars on their badges; that employees shall not be marked off their runs oftener than 1 day in 10 unless by request or because of infringement of the rules by an employee; the company to agree that all motormen, conductors, gripmen, and drivers shall become members of the union prior to the expiration of 30 days from the time their course of instruction is completed; pending negotiations the company to agree not to attempt to run cars except mail cars, and the men to keep a constant patrol of their members for the protection of all cars, barns, and other property of the company; that no agreement be effective till the Geary Street Railroad signs a similar agreement; the interpretation of any signed agreement to be decided by arbitration; pending such arbitration the company not to declare

¹ Twenty-second Annual Report of the Bureau of Labor Statistics and Inspection of the State of Missouri, p. 430.

lockout nor men to order a strike; the terms of any agreement to be for 1 year.

Upon presentation of the demands a strike was declared and all of the company's lines were "tied up," involving approximately 1,850 men. For a period of seven days the company resisted the demands, but finally granted all except one, which it subsequently granted, to wit: The company declined to recognize the union as such, but agreed to treat with committees of its own employees.

Chicago, Ill.—Strike of November 12, 1903.—About 2,600 men in the service of the Chicago City Railway Co., working under an agreement which expired September 30, 1903, demanded an increase of 4 cents an hour for men on the electric lines, so as to make the minimum wage 28 cents an hour. The wages under the old contract were at the rate of 24 cents an hour, except on the cable lines on State Street and Cottage Grove Avenue, where the men were paid by the trip, averaging about 28 cents an hour. In addition demands were made on the company for a complete unionization of the lines and some minor concessions in the shape of fewer hours on duty for the extra men or men on tripper runs and some changes in the running schedules. The State Board of Arbitration endeavored through the tender of its services to avoid a strike, but to no avail. The strike went into effect Thursday, November 12, completely tying up the train service of the company. The city council of Chicago at once instructed Mayor Harrison to name a committee to confer with both sides in an effort to bring about a settlement.

The conferences between the committee of the city council and representatives of both sides continued for several days, until common ground for settlement was reached.

The terms of the agreement were in the nature of a compromise, both sides making concessions, the question of wages and hours to be settled by a committee representing the trainmen and the company, and the company agreeing not to discriminate against members of the union. Future grievances were to be disposed of by properly accredited officers of the company and a committee of the union. The strike terminated November 25, having lasted 13 days.

Cleveland, Ohio—Strike of May 16, 1908.—The apparent cause of the Cleveland strike was the determination of the Municipal Traction Co. to ignore or modify the then existing agreement between Division No. 268 of the Amalgamated Association of Street and Electric Railway Employees of America and the Cleveland Electric Railway Co. Briefly, a repudiation of the wage provision of the agreement was demanded by the company. The men accepted a wage reduction of 1 cent per hour, but almost immediately a large number of men were discharged and new men employed to take their places on the best early runs. This had the effect of forcing men from 3 to 12

years in the service back on the late runs and upon the extra list, destroying the seniority rights provided by common practice in Cleveland and by the agreement.

It was evident from the first that the people of Cleveland believed they were interested partners in the Municipal Traction Co. and that an effort was being made to give them transportation at no more than the actual cost, based upon expenses of operation and 6 per cent income upon the actual investment.

The strike was conceded a failure industrially at the end of the second week and was declared off by the officials of the association.

Philadelphia, Pa.—Strikes of May 28, 1909, and February 19, 1910.—The strike of February 19, 1910, had its origin in the discharge of 40 Philadelphia Rapid Transit Co. employees in November, 1908. These men claimed they were discharged from the service for "union activity" in the attempts, then seriously begun, to organize the men into a local of the Amalgamated Association of Street and Electric Railway Employees of America. The discharged men were reinstated through the intervention of the mayor and others of the city upon the promise that their efforts at organization in the future should not be a disturbing element among the company's men and destructive of discipline.

Organization of the men slowly continued and on May 28, 1909, a mass meeting was held and a strike called. The membership of the union at this time was reported to be "about 425 paid-up members." Notwithstanding this, two-thirds, or 4,500, of the motormen and conductors responded to the strike order. After a strike lasting seven days, an agreement was signed and the men returned to work. The men had demanded the abolition of the "swing-run system," a 3-cent-an-hour increase in wages, that there should be at least one union firm from which they should be free to buy their uniforms, and that grievances should be adjusted at regular meetings with "accredited representatives" of the employees.

The company conceded the first demand, refused the increase of pay, specified five firms, one union, from which uniforms might be bought, and agreed to meet representatives of the men for the adjustment of grievances.

The agreement which was drawn up between the company, as party of the first part, and the "accredited representatives" of the employees, party of the second part, was signed by men (acting as individuals) who were actually elected by the union as their "accredited representatives."

Under this agreement more or less friendly relations were maintained for a period of about five months. In the autumn of 1909 complaint was made that the company was violating the agreement of June 24 by meeting for the adjustment of grievances a committee

composed of employees other than those who had signed the agreement. The committee to which objection was made was selected from an association of about 2,500 men commonly known as the "Keystone men." The union men claimed that this was an outlaw organization, fostered by the company, and that there was gross discrimination by minor officials and division superintendents in favor of the Keystone men. It was the fostering of this organization by the company which formed the real issue that brought about the strike of 1910.

During the conferences which were held between the company's officers and representatives of the Amalgamated Association efforts were made by the men to get the company to agree to give recognition to members of their association, but the company declined, suggesting that the agreement then in operation be modified by the insertion of the following clause:

Employees shall be free to join or not to join any organization and may present their grievances to the company individually, or, if members of any organization of employees, by a committee of the representatives thereof, and there shall be no intimidation or discrimination against any employee so doing by any official of the company or their subordinates.

This proposed amendment became the crucial point in the negotiation. The conferees on the part of the Amalgamated Association declined to enter into an agreement that recognized the existence of two unions. This action, and the discharge of 174 union men, brought about a deadlock in the proceedings, which later resulted in the ordering of a strike on February 19. Subsequently 76 of the 174 discharged men were reinstated.

The strike lasted approximately 9 weeks, 3,400 of the 4,800 men returning to work April 24 without an agreement and at the wages offered just prior to the beginning of the strike (23 cents an hour, increasing to 25 cents for men who remained in the service until 1914).

The strike, which cost the Rapid Transit Co. \$2,395,000 and the men approximately \$800,000, was considered a draw.¹

Columbus, Ohio—Strike of April 29, 1910.—This strike was called, first, in accordance with the belief that the Columbus Railway & Light Co. had discharged 35 of its men for joining the union; second, because of a violation of an agreement to reinstate discharged employees with a promise that in the future no discrimination would be made against employees because of membership in any union. A subsequent agreement to reinstate all employees, giving them the freedom of joining any union, ended the strike, which lasted four days.

The second strike (July 26), which was called because of an alleged violation of the April agreement, was declared off, after having con-

¹ Daniel T. Pierce in *Annals of the American Academy of Political and Social Science*, vol. 1, No. 37, p. 99.

tinued 13 weeks. It was the longest strike in the history of the city, and cost the State \$200,000 for military service. The estimated cost to the company in extraordinary expenses was \$450,000. The loss in wages to the employees was estimated at approximately \$75,000. In support of the strike the unions expended \$35,000.¹

Boston, Mass.—Strike of June 7, 1912.—It appears that about the first of May, 1912, an organizer of the Amalgamated Association of Street and Electric Railway Employees of America was sent to Boston in response to a call from one of the employees of the Boston Elevated Railway Co. to organize the men in the employ of said company. Activities in connection with the perfection of such an organization, such as obtaining a charter and the election of officers, were communicated by minor officials of the company to superior officers.

Men active or identified with the formation of the union were advised by the company's officials not to join the union. Subsequently a statement submitted by counsel for the company to the Massachusetts Board of Arbitration showed that during the six weeks prior to the 7th day of June 262 men were discharged for various offenses, and of this number 149 were discharged without explanation other than "unsatisfactory service." The men discharged under this designation declared that the reason given was only a subterfuge, and assumed that the action of the company was an unwarranted restriction or an invasion of their lawful rights, as set forth in sections 18 and 19 of chapter 514, Acts of 1909, as follows:

SECTION 18. No person shall, by intimidation or force, prevent or seek to prevent a person from entering into or continuing in the employment of any person or corporation.

SEC. 19. No person shall, himself or by his agent, coerce or compel a person into a written or oral agreement not to join or become a member of a labor organization as a condition of his securing employment or continuing in the employment of such person.

The State Board of Arbitration, after an investigation, commented as follows: "These laws make for industrial freedom alike for the individual and for organized labor. The discharge of men, if for the reason that they had become members of a labor organization or contemplated such membership, is contrary to the spirit of the law. The controversy seriously affects the public, and the board recommends to the parties that in conference they endeavor by agreement to accomplish an amicable settlement, which shall be alike just to the company and its employees and the public which it is its duty to serve." Subsequently the parties met in conference and agreed to terminate the controversy. The agreement in part contained the following: "The company shall restore to their former positions and ratings such employees as desire to return who were discharged from

¹ Ohio State Board of Arbitration, Eighteenth Annual Report, pp. 25-44.

May 1 to June 7, 1912, for the reason designated as 'unsatisfactory service,' and those who voluntarily left its service on June 7, except such as have been charged before the court with the offense of being guilty of a breach of peace or acts of violence against persons or property and have not been acquitted, or, if convicted and appeal taken, have not been acquitted by the superior court." The board suggested that all who were to be reemployed should be returned to their employment in order of their seniority, but all prior to August 19, 1912.

The strike, which terminated in favor of the union, involved approximately 2,000 employees and lasted from June 7 to July 30, 1912. The subsequent arbitration proceedings occupied nearly three months.

Cincinnati, Ohio—Strike of May 10, 1913.—The strike was for recognition of the union. The company sought to disrupt the union by discharging a number of union men. The strike, which began May 10, terminated on May 19, the company signing an agreement granting recognition, covering wages, working conditions, and arbitration of all disputes.

CHAPTER VII.—AGREEMENTS BETWEEN EMPLOYERS AND EMPLOYEES.

BETWEEN COMPANIES AND THE AMALGAMATED ASSOCIATION (UNION OF EMPLOYEES).

This chapter presents a study of contracts between certain street railway companies of the United States and their employees, collectively, as expressed in agreements between the companies and local divisions of the Amalgamated Association of Street and Electric Railway Employees of America, which agreements were furnished to this bureau by the officials of the international association for this purpose. Agreements applying to employees in strictly interurban service are not included in the study, but only those applying to employees on city lines, or city and interurban lines combined; those sections of the agreements referring solely to interurban employees or conditions are omitted. The basis of presentation is the agreement itself, without regard to the number of employees or miles of trackage within its scope. Eighty-four agreements, applying to the members of 108 local divisions of the Amalgamated Association in 119 cities, are represented. Between 13,000 and 14,000 miles of city trackage are operated by the companies who are parties to the agreements. Each of these 84 agreements was in effect in 1914.

In the following discussion the word "company" refers to the street railway company and the word "association" to the local division of the Amalgamated Association of Street and Electric Railway Employees of America, parties to the agreements examined.

PURPOSE, SCOPE, AND DURATION OF AGREEMENTS.

Nine of the agreements contain a clause setting forth the purpose of their existence, the clause appearing in four of the agreements being as follows:

Whereas it is agreed by both parties that it is for their mutual interest and the convenience of the public that there should be continuous and uninterrupted street railway service, and there being no disposition on the part of the association to make unjust and vexatious demands on the company, and it being the desire of the company to treat its employees fairly, justly, and without prejudice or discrimination, it is hereby mutually understood and agreed:

Clauses in three agreements state that their purpose is to provide the best and most satisfactory service to the public, to provide the best possible working conditions for the men, at the same time having

due regard to the economical operation of the company's cars. The other two are similar to this, specifying in addition as follows:

Believing it is to the best interest of the parties hereto and of the patrons of such street railway system that there is no interruption of traffic by reason of misunderstanding upon the part of either party hereto, and believing it to be to the best interest of the parties hereto and to the public generally that fixed terms as to the relationship of the parties to this agreement be agreed upon and specified, whereby the relations of the parties may be known in advance and the circumstances under which they are to operate be definitely fixed, it is hereby agreed:

As a rule the agreements cover all employees who are members of the local divisions of the association, without regard to the nature of their employment. One agreement, however, is limited in its application to such employees of the company as are engaged in the employments for which wage schedules are set out and fixed by it (motormen, conductors, and barn men), while in five instances agreements apply to members of the association except dispatchers, inspectors, foremen, clerks, and timekeepers.

Agreements are made for periods of time varying from 1 to 10 years, or for indefinite periods. Of the 84 agreements studied, 23 are for a period of 1 year, 12 for 2 years, 35 for 3 years, 4 for 4 years, 3 for 5 years, 1 for 6 years, 1 for 10 years, and 5 for no definite period. Fifty of these agreements contain a clause providing for continuing the agreement under certain stipulated conditions after the expiration of the period for which it was drawn. This clause is found in practically the same form in 30 of the agreements, as follows:

This agreement and provisions thereof shall continue in force and be binding upon the respective parties hereto until ——— and from year to year thereafter, unless changed by the parties hereunto. Either of the parties hereunto desiring to change any section or sections of this agreement shall notify the other party, in writing, of the desired change thirty (30) days prior to the ending of each year, which is the first day of ———. Under such notice the agreement shall be open to consider whatsoever change or changes are desired.

A variation is made in several instances by the addition of a clause providing for the submission to arbitration of any disagreements arising in considering desired changes which can not be amicably adjusted between the parties, the decision of the arbitration board to become a part of the agreement. It seems that under the terms of those agreements which contain a general section providing for arbitration, as well as one for the continuation of the contract from year to year, disputes as to desired changes could be referred to arbitration without a specific clause to that effect. However, a specific clause removes all doubt that might arise as to whether such disputes are subject to arbitration.

In three of the agreements 15 days' notice only instead of 30 days' notice of desired changes is required. Two agreements having a term of 3 years, and continuing from year to year thereafter, provide that

desired changes, except matters relating to the wage scale, may be taken up at the end of 1 and 2 years, respectively, from their date. The same provision is found in a third 3-year agreement, with the addition that matters referring to hours of labor are exempt from changes until after 3 years, other matters being subject to change at the end of the second year.

Two agreements which contain the section quoted above, and which continue from year to year after May 1, 1916, also contain the following clause:

Either party hereto may terminate this agreement on January 1st, 1920, or at the expiration of any five (5) year period thereafter by giving the other party thirty (30) days' written notice.

Sections in other agreements which provide for a continuation after the date of expiration are, in effect, as follows: "Until terminated by either party upon 2 years' notice"; "until terminated by either party upon 30 days' notice"; "as long as * * * has the management of the company"; "until changed by mutual consent of parties"; "until a new agreement is made and entered into by and between the parties."

In two cases it is provided that the agreement shall continue for 1 year after the date of its expiration, under a stated optional wage scale, unless either party gives 60 days' notice that it is desirable that changes should be considered. Two others are similar to these, the difference being that there is no optional wage scale for the fourth year; and one requires only 30 days' notice. Another provides that if at the date of termination a new agreement has not been made, and negotiations are pending, the old agreement is to remain in effect for a further period of 10 days.

It is doubtful whether the following section, which is found in three agreements running for 2, 3, and 5 years, respectively, with no provision for a continuation thereafter, could be construed as continuing such agreements after their expiration:

Should negotiations be necessary for a new contract at the expiration of this contract, it is mutually agreed that said renewal shall be executed at least 30 days previous to the expiration of the contract then existing.

The effect of a section found in one contract—

This agreement shall be in force and effect until January 1, 1915, and any change or alteration desired by either party to this agreement must be submitted to the other at least thirty (30) days previous to its expiration—

is also doubtful. The language indicates an intention to continue the contract after January 1, 1915, but it would seem that such an effect had not been produced.

Two agreements, one for 4 and one for 10 years, vary somewhat from the others in that the former provides that either party may ask

for a revision of the wage schedule 2 years from the date of the contract, and the latter grants permission to take up wage questions, or any other grievance that may be in contention, 3 years and 6 years from the date of the contract. Each of these contracts terminates at a definite period.

One contract, terminating in 3 years, provides that "in order to guarantee the public uninterrupted street car service the negotiation of a new agreement shall be taken up by the parties hereto at least 60 days prior to the expiration of this agreement." If the parties fail to agree within 10 days before the old agreement terminates the matter is referred to arbitration.

CONFERENCES.

A provision to the effect that the company, through its properly accredited officers, will meet and treat with the properly accredited officers and committees of the association upon all questions, differences, or grievances that may arise is found in 77 agreements. In some instances new employees on probation, who have not yet become members, are not given the right to appeal through the association and are not entitled to its protection in matters of discharge or other grievances. The probationary period varies from 30 to 90 days. Some companies limit the matters upon which they will treat with the association to those covered by the agreement, and in one contract the matter of wages is exempted on the ground that wages are fixed by the agreement itself. The last-mentioned agreement provides for conferences with members of the international executive board of the association in case the company's representatives can not agree with the representatives of the local division of the association, and the same provision is found in another agreement with the variation that the international president or vice president, as well as members of the international executive board, may be called in conference.

MEMBERSHIP IN ASSOCIATION.

The matter of employees becoming members in the association is referred to in 67 agreements. Membership is compulsory as a condition of employment under the terms of 30 agreements, while the other 37 contain optional clauses only. A summary of the sections which require membership in the association, with the number of agreements containing each section, is shown below.

1. *Three agreements:* All motormen and conductors employed by the company to become and remain members in good standing. One of these states also that all cars are to be operated by members of the association, and one contains a time limit of 15 days within which new employees must make application for membership.

2. *Seven agreements:* No person allowed to act as motorman or conductor who is not a member of the association or a recognized

student. A time limit of 30 days in which new employees must join is found in one of these, while three specify that motormen and conductors must have a permit card from the association before being allowed on a car.

3. *Two agreements:* No person allowed to act as a regular on car or in barn who does not become a member of the association within 30 days from date of employment.

4. *One agreement:* All motormen, conductors, car movers, and placers are to make application immediately for membership upon entering service of company.

5. *Four agreements:* All motormen and conductors to be members of the association, new men to be turned in for initiation (a) within 90 days (3); (b) within 60 days (1); but to procure a permit card from the association, paying \$1 for the same, (a) within 48 hours after being employed (2); within no specified time (2).

6. *One agreement:* All employees, except trackmen and laborers on emergency work, who are eligible for membership, to become members within 30 days after being hired. Must secure permit card from the association before being put to work.

7. *One agreement:* All employees except construction gang to file application for membership before entering employ of company. If not accepted as a member within 30 days, company may refer case to arbitration. All cars to be operated by members of the association.

8. *One agreement:* All motormen and conductors to be members of the association, old employees to become members upon execution of agreement and new employees to become members within 60 days after date of their employment. Car-barn and power-house men free to elect whether they become members.

9. *One agreement:* All motormen, conductors, and employees of crafts and trades affiliated with the association to become members.

10. *One agreement:* All employees to secure a permit from the association within 5 days from date of employment, and become members at the end of 30 days' probationary period, if retained in service of company.

11. *One agreement:* Motormen, conductors, barn men, and substation operators entering the service of the company to secure permits from the association and become members within 30 days. New men not allowed on any car to learn road without permit from association.

12. *One agreement:* All motormen, conductors, sprinkling and freight car men, pitmen, pitmen's helpers, doper pitmen's helpers, car washers, and present curve oilers who are members of the association to remain members in good standing. All new men entering above employments, except curve oilers, to become members of the association within 3 months from date of employment.

13. *Three agreements:* All motormen and conductors who are members to remain members and new motormen and conductors to become members after 60 days' probationary service. One contains an additional clause to the effect that the company recommends that all motormen and conductors become members, notices to that effect to be posted.

14. *One agreement:* All motormen, conductors, and car repairers who are members to remain members while employed by the company. New employees of these classes to become and remain members.

15. *One agreement:* Motormen and conductors now members to retain membership, new men to become members within 60 days. Students pay \$1 for permit from the association.

16. *One agreement:* No student motorman or conductor to receive instruction without first securing permit card from the association. Copy of application blank filed by each motorman and conductor to be furnished the association when motorman or conductor is placed as a student. Must become member at termination of 30 days' probationary period.

From the above it will be seen that each of the 30 agreements requires motormen and conductors to become members of the association, while but 11 refer to employees in other occupations. Of those referring to motormen and conductors, 21 require that they become and remain members while in the service of the company, 6 that present members shall retain and new employees procure and retain membership, and 3 that new employees shall become members.

One agreement providing that the company is to employ only motormen and conductors who are members of the association, provides also that—

The association on its part agrees that it will not refuse membership to any person whom the company sees fit to employ as regular or extra motormen or conductors except to such as have been expelled or suspended from or rejected by any local division of the Amalgamated Association of Street and Electric Railway Employees of America or other local union. Neither will the association suspend or expel any person from membership in the association except for a good and sufficient cause. Causes for rejection, suspension, or expulsion of any regular or extra motorman or conductor shall be stated to the company in writing when so requested.

OPTIONAL MEMBERSHIP.

The following section taken from one agreement is representative of 12 having sections giving employees the right to elect whether they shall become members of the association, without discrimination on the part of either the company or the association:

The railway company agrees that it will not oppose any of its employees in joining the Amalgamated Association, and the Amalgamated Association agrees that it will not coerce or use any undue influence to compel any such employees to join the union;

that is, it is understood that the men are to be free in their election to join the union or not, and that it shall not be construed as "using undue influence" for any member of the Amalgamated Association to endeavor, by argument or persuasion, to induce the employees to join the union.

Two of these 12 agreements provide also that the company will not discriminate against employees for performing duties imposed by the association. The employees of one company recognize the right of the company to operate as it deems best, provided there are no violations of the agreement, while two companies reserve the right to employ, dismiss, and discipline employees as seen fit, except for membership in the association. A restriction upon the activities of the association is found in one agreement which provides that if a nonmember is once requested to join the association and refuses to do so, he shall not be requested again to join.

The following shows provisions found in agreements not mentioned above, with the number of agreements in which each is found:

To be no discrimination on the part of the company favorable to employees who are nonmembers, or against those who are members (10 agreements).

To be no discrimination for performing duties imposed by the association (1 agreement).

The company not to oppose employees belonging to the association (3 agreements).

The company to furnish the association with names of new employees (1 agreement).

All employees may become and remain members at their option (2 agreements).

No distinguishing badge or emblem of the association to be worn by employees on the company's cars or property (1 agreement).

The company reserves the right to employ whom it chooses (1 agreement).

The company reserves the right to retain men who make proper application to join the association, but are not permitted to do so, unless furnished with proof that such men are not fit and proper persons to act as motormen or conductors (1 agreement).

The company recommends that all employees now in the association remain members, and it also recommends that all new men that may enter the service and who are eligible to membership in the association become and remain members, as it prefers to deal with employees through the association (2 agreements).

COLLECTION OF DUES.

Three agreements permit officers of the association to collect dues from members in car houses and other places without interference on the part of the company. In one of these is the restriction that

collections in shops and car houses are not to interrupt men in the performance of their work. Sections from two other agreements which relate to dues and their collection are as follows:

1. The company hereby guarantees the payment to the association by its employees of all regular dues.

2. The business agent will be allowed at all times during working hours to visit any member of the association, providing he notifies the superintendent or foreman in charge of the various departments of his desire to interview such member. Said interview to be held in the building where the department is located, in some suitable place as may be designated by the superintendent or foreman and to be private.

NOTICES OF ASSOCIATION.

The association is permitted to maintain bulletin boards in car houses and shops for use in posting its notices under the terms of seven agreements. Two of these provide that notices must be approved by the general manager of the company before being posted.

SUSPENSION, DISCHARGE, AND GRIEVANCES.

All but three of the 84 agreements examined deal with the question of suspending and discharging employees. The basis of a majority of the sections relating to this topic is the provision that a member of the association suspended or discharged, and after investigation found not guilty of charges on which the action was based, is to be reinstated in his former position and paid for all time lost by reason of such suspension or discharge at the same rate as if he had been operating his car. A clause to this effect is found in 70 agreements, although five of these agreements provide that the employee shall be paid for such time lost as may be decided upon by the officials of the company and of the association. If the employee is an extra man, he is paid an amount equal to that earned by the extra man who took his place (2 agreements), the average amount earned by all extras during the period of suspension or discharge (1 agreement), or, if the last extra man, the same amount earned by the extra man ahead of him on the list (1 agreement). Two other agreements provide for reinstatement as above, but in one instance pay for time lost is not allowed when the suspension or discharge was caused by irregularity in registering fares, tickets, or transfers, while the other makes no mention of pay for lost time. By another agreement pay for time lost is not granted if the conduct of the employee was such as to give reason to believe him guilty.

Sixteen agreements provide that a member of the association summoned to the office to answer charges is to be summoned as soon as possible after the alleged offense is committed. Two others fix the time in which employees are to be summoned as 24 and 72 hours, respectively. Under twenty-two agreements members of the asso-

ciation are entitled to receive a copy of the charges preferred against them, and in nine instances they are allowed time in which to make answer. A number of agreements, however, provide that an adjournment may be had to enable an employee to answer charges and prepare his defense, at the option of the superintendent of the company.

Five agreements provide that members suspended or discharged are to be notified of the reason for the action and length of suspension, the time in which this is to be done varying up to within three days. The same information must be furnished the association upon request under the terms of 11 agreements, with no time limit stated in 5, and with a limitation of 24 or 48 hours in the others.

Employees are required to answer the specific charges only on which they were summoned, under 7 agreements. If found guilty, the right to appeal to a higher official is granted in 14 instances, but this clause might properly be held to apply to all of those agreements which provide for an investigation after suspension or discharge. Other features found in the agreements are that notices of appeals and requests for investigations must be made within a specified time; that employees are entitled to advisers while answering charges; that petty charges are to be answered without loss of time; that either the company or the association may have the accused employee present at the investigation; that the investigation must be made within a certain time after being requested or the employee returns to work.

Sections taken from typical agreements are as follows:

The railway companies agree that any of their employees who are members of the Amalgamated Association, believing themselves to be aggrieved, shall have the right to appeal to the president or general manager of the railway companies or either of them and to state such grievance orally, in writing, in person, or by representative, and the railway companies agree that the said grievance or supposed grievance shall have a full and complete investigation by the president or general manager, or either of them, and if members are found not at fault they shall be reinstated and paid for all lost time.

When a member of the association is summoned before the superintendent or official in charge to answer a charge it must be as soon as possible after the alleged offense was committed. He shall lose no more time than is actually necessary, and after a fair and impartial hearing before the official of the company and committee of the association, if not found guilty of the alleged offense shall be reimbursed for all time lost. When any member is summoned before the superintendent or official in charge for the violation of rules, he shall upon request have time after hearing the charge against him to present any defense which he may have to the charge. He shall, if he so desires, be entitled to adviser or advisers, and an adjournment for a reasonable time of the hearing for the purpose of enabling him to present his defense shall be granted. This time to be mutually agreed upon at the time of such adjournment.

Whenever a member of the association is summoned to appear before the superintendent or official in charge to answer a charge he is to be handed a written copy of the charges if he so desires, to which charge he shall be given five (5) hours to answer. In case he is not satisfied with the decision of the superintendent or official in charge

he shall have the right to appeal to the general manager, and in this appeal he will be entitled to adviser or advisers and final decision shall be given within a week, and if the member is not found guilty of the charge alleged he shall be reinstated in his former position and paid for all time lost. When any member is summoned to answer charges before the superintendent or official in charge and has been excused or has not been proved guilty of the alleged offense, no other charge shall be preferred against him and he shall be paid for all time lost.

That where any member of the association employed by the company has been suspended or discharged and the association feels after a careful investigation on its part (the company cooperating to a reasonable extent) that an injustice has been done him, the association shall have the right to take the case up first with the division superintendent, and if it can not reach a satisfactory adjustment with the division superintendent it shall have the right to appeal the case to the general superintendent, and if it can not reach a satisfactory adjustment with the general superintendent it shall have the right to appeal the case to the general manager. If it is determined that such conductor, motorman, or employee was unjustly laid off or discharged he shall be reinstated in his former position and paid for all time lost.

Should any motorman or conductor have any grievance in connection with his work for the company, he shall bring same to the attention of the manager, himself or by committee, and will always receive a hearing.

Eight agreements provide that nothing is to be placed against an employee's record until he has been given the right to a hearing, while 11 have a provision that on the records of the company showing violations of its rules the defense made by an employee as well as the offense with which he is charged is to be made a matter of record.

Some companies reserve the right to discharge employees for any cause except membership in the association and to administer discipline as they deem proper for infraction of their rules, while one company agrees that employees are not to be discharged except for violations of its rules and regulations. Failure to render faithful service and to cooperate with the company in making relations between the association and company mutually agreeable and profitable is sufficient cause for dismissal under 1 agreement, while in 13 others the following provision is found in practically the same form:

Any member of the association by act or word interfering with or disturbing the course of negotiations between the association and company, upon any subject whatsoever, or interfering with or disturbing the service in any manner contrary to the spirit and conditions of this agreement, shall upon proof of the same be dismissed from the service and from the association.

The time within which discipline must start after investigation shows an employee to be guilty is given in some agreements, while 1 provides that no employee is to be discharged without two weeks' notice or two weeks' pay, unless dismissed for dishonesty. A clause canceling an employee's suspension when it is deferred on account of a shortage of men is found in 1 agreement. Each of the clauses given below is found in 1 agreement only:

A committee of the association has the right to examine report of inspector on any member discharged for irregularity in registering fares.

Complaints regarding fares to be passed upon by the general manager of the company and a committee of the association.

Conductor discharged for irregularity in registering fares to have a hearing before association and company officials.

All orders and reprimands to be given employees in private.

Employees to have merit marks for meritorious service as well as demerits for wrongdoing, record to be open to employees.

No man to be given more than 7 days at foot of extra list unless offense is sufficient for dismissal.

No suspension or discharge of a motorman or conductor to be made public.

DISCHARGE AT REQUEST OF ASSOCIATION.

Twenty-six agreements contain a provision under which members who are suspended or expelled by the association are suspended or expelled by the company upon request of the association. The cause of suspension or discharge must be a violation of the agreement (3 agreements), violation of the laws or rules of the association (12 agreements), or misconduct (6 agreements), although in some instances (5 agreements) the cause of suspension or discharge is not mentioned. After an employee has been suspended or discharged from the association he is to be suspended or discharged by the company, when requested by the association, upon satisfactory proof of the misconduct, etc., which was the basis of the association's action (12 agreements), or merely upon request, without proof of misconduct, etc. (14 agreements). Two of the agreements which provide that the company is to suspend or discharge upon request of the association, and without proof of misconduct, also provide that the company may submit the case to arbitration if it feels that the suspension is unjust. By the terms of one of these the suspended employee also may refer his case to arbitration. When the association requests the suspension or discharge of an employee the request must be accompanied by a copy of the resolution suspending or expelling the employee from the association, certified to by the officials of the association and attested by its seal, under some of the agreements.

The sections from three agreements quoted below illustrate the wording of a majority of those outlined above:

In cases of suspension or expulsion of any member of the association the company agrees to suspend or dismiss such member on satisfactory proof of misconduct for which such suspension or expulsion is made.

Any member expelled from the association pursuant to the rules of the association shall be discharged by the railway company upon the request of the association, in writing, accompanied by a copy of the resolutions certified by the president and secretary and attested by the seal of the association.

If any member of the association is expelled or suspended from his membership therein for violation of any of the provisions of this agreement, the company, being satisfied that such expulsion or suspension was for such reason and was justifiable, shall dismiss such employee from its service.

If an employee refuses to pay dues or assessments for which he became liable to the association during his membership, and before he notified the association of his withdrawal therefrom and the surrender of his membership, 3 companies agree to discharge or suspend such employee from service until all dues and assessments for which he is liable are paid.

Under the provisions of 9 agreements employees are to be dismissed from the service of the company at the end of their probationary period, usually 30 days, if they are unsatisfactory to the association.

ARBITRATION.

Sixty-nine agreements provide for the arbitration of differences arising between the association and the company. The clause generally used is to the effect that all differences, grievances, or matters in controversy not amicably adjusted between the officials of the company and association are to be submitted to arbitration upon request of either party (54 agreements), with a modification in some instances that questions must arise under the agreement to be subject to arbitration (8 agreements). In 2 agreements arbitration is limited to questions arising over desired changes in the agreements themselves at the end of each year, and in 1 each, to the establishment of a new wage scale at the termination of the agreement; whether a member was suspended, discharged, or disciplined on account of his membership in the association; to differences not specifically covered by the agreement; to misunderstandings as to the interpretation of the contract; and to the performance of the agreement, i. e., whether either party has or has not lived up to the agreement.

Questions of discipline; hours of labor, except as to observance of the agreement itself; complaints as to irregularities in collecting fares; the wage scale; and matters affecting the organization of the company, or general policy to which the company may be obligated when not affecting the employment of members of the association, are exempted from those questions listed above as being subject to arbitration, in 2, 2, 7, 2, and 3 agreements, respectively.

In several instances the matter in dispute is referred to the president or general manager of the company before being sent to arbitration, and 3 agreements require a reference to the president of the company and the international president of the association. One agreement covering several locals of the association provides that arbitration is not to be requested on any question before the various locals have passed upon it, 1 requires reference to the international association before the local asks for arbitration, and 1 that both the officials of the company and the executive committee of the association must consider differences before arbitration is requested. An

interesting feature is disclosed by 2 agreements which show that the company's franchise requires differences to be submitted to arbitration, the mayor or president of common council having authority to order arbitration if the parties to the agreement refuse to do so.

The method of bringing about arbitration is practically the same in all the agreements. Either party desiring arbitration advises the other party to that effect, in writing. Usually the arbitration board consists of 3 persons, 1 selected by the company, 1 by the association, and the third chosen by the 2 thus selected (65 agreements). Some of these agreements provide that the arbitrators must be disinterested persons (17 agreements), or persons skilled in the matters and things to be determined (2 agreements), while 1 requires that the arbitrator appointed by the company be its president or some person connected with it other than an attorney; and that of the association its international president or member of the international executive board. The third arbitrator is not chosen unless the first 2 selected can not agree and decide the matters submitted to them after a single conference or adjournment thereof, under the terms of 16 agreements.

Four of the agreements provide for an arbitration board of 5 members, 2 appointed by each party and 1 by the 4 thus appointed (1 agreement); 1 selected by each party and 3 by the judge of a designated court (2 agreements); or 1 selected by each party and 3 by the mayor or president of the city council (1 agreement).

A time limit varying from 2 days to 15 days, within which each party must name its arbitrator after being notified that arbitration is desired, is found in 41 of the agreements. Twenty-eight of these provide that the party failing to name its arbitrator within the prescribed time forfeits its case.

The method of choosing a third arbitrator if the arbitrators named by the company and association fail to do so, varies in the different agreements. A summary of the methods employed in such cases follows:

Failure to agree within 10 days, arbitrators discharged and new ones appointed.

Either party may, on the third Tuesday of month, remove arbitrator appointed by other, provided third arbitrator has not been appointed.

Failure to select within 10 days, discharged and receive no pay.

Selected by governor of State, but not to be a member of or an attorney for a labor union, or stockholder, officer, or attorney for any traction company.

Appointed by judge of designated court.

If not selected within 10 days, representatives of company and association confer with 2 arbitrators and these 4 select a third

arbitrator. Upon failure to do so within 10 days, third to be appointed by judge of designated court, or 2 discharged and new ones appointed.

Third arbitrator selected from list of 5 names prepared by arbitrator named by party requesting arbitration. If no selection made within 3 days, other party prepares list of 5 names. Alternate in preparing list of 5 names every 3 days until third arbitrator is agreed upon, the same name not to be submitted twice.

If not selected within 10 days, representatives of company and association confer with 2 appointed and select a third arbitrator or make arrangements that will result in his selection.

Some of the agreements prescribe how and when hearings shall be held, but usually this is left to the discretion of the arbitration board. Others require that questions submitted for arbitration must be specified in writing. The decision of a majority of the board, in writing, is final and binding upon the parties to the agreement. That each party shall pay its arbitrator and an equal proportion of other arbitration expenses, is provided in 48 agreements, while 3 which provide for 5 arbitrators require each party to bear half the expense. The others contain no provision for paying expenses of arbitration.

Sections from 3 agreements which contain the principal features relating to arbitration are given below:

1. Upon failure of adjustment of any case * * * , either party hereto is hereby authorized to order such case or cases to arbitration by written notice. Such written notice for arbitration shall specify the subject matter to be submitted to arbitration and contain the names and addresses of the arbitrator of the choice of the party submitting such notice. Upon receipt of such notice, written by either party the party receiving such notice shall, within five (5) days from receipt of same, make acknowledgment in writing of receipt of such notice, such acknowledgment to bear the name and address of the arbitrator of the responding party. Neglect in acknowledgment as herein provided and within said five (5) days, shall be forfeiture of case by respondent. The two arbitrators thus chosen, one each by the parties hereto, shall meet from day to day for the purpose of the selection of a third arbitrator to complete the board of arbitration. In the event that within ten (10) days from the date of the appointment of the arbitrator by the respondent there shall have been no third arbitrator chosen by the arbitrators selected by the parties hereto, then immediately upon expiration of said ten (10) days there shall be a meeting of the properly authorized representatives of the parties hereto in conjunction with the two arbitrators already selected. Such meeting is provided for the purpose that a joint endeavor shall be made to select a third arbitrator or adjust the case. Immediately after an arbitration board is created by the provisions hereto such board of arbitrators shall meet and receive all of the evidence to be submitted for arbitration. After all of the testimony and evidence have been submitted in the case, the said board of arbitrators shall submit their findings in writing to both parties hereto, and the decision of a majority of such board shall be final and binding upon the parties hereto during the life of this agreement. Each party hereto shall bear the expense of its own arbitrator and both parties shall share and share alike in paying the expense of the third arbitrator and such other necessary expenses incurred by order of the board of arbitration.

2. Any differences between the company and the association concerning the performance of the terms of this agreement, shall be adjusted as follows:

Any such differences, which can not be adjusted between the employee and the head of his department, shall be submitted to the general manager of the company by the properly accredited officers of the association, and if they can not agree, the case shall be submitted to a board of arbitration as soon as possible. The board of arbitration shall be constituted as follows: A temporary board of three (3) disinterested persons; one selected by the company, one by the association, and the two so chosen shall choose the third arbitrator; said third arbitrator shall be an impartial party. Either party failing to appoint its arbitrator within five days after agreeing to arbitrate shall forfeit its case.

The arbitrators shall meet daily until the third arbitrator is chosen, and in case the two arbitrators chosen can not agree in five (5) days on the third arbitrator, then the company, the executive committee, and the two arbitrators shall meet and try to adjust the matter, and if they can not agree then both arbitrators shall be dismissed and two new ones chosen in the manner aforesaid. The board shall receive all evidence desired to be submitted by either party, and a majority decision of the board shall be final and binding on both parties hereto. Each party shall pay its own arbitrator and the parties hereto shall jointly pay the third arbitrator.

3. In case there should be any serious difference or differences between the parties hereto in respect to matters not covered by this agreement, or in respect to the true intent and meaning of any provision hereof * * *, and after a consideration of the difference or differences by the association and a determination by said association that the difference or differences is or are sufficiently serious to be called to the attention of the company, and after notice to the company and consideration by the association and the company, if the parties find that the difference or differences can not be amicably adjusted between them, the said difference or differences shall be submitted, upon request of either party to the other in writing, to a special board of arbitration to consist of three disinterested persons.

The said special board of arbitrators shall be appointed as follows: The company shall select one member, the association shall select one member, and the two members so selected shall select a third member, and the finding or decision of the said board, or of the majority thereof, shall be binding upon the company and upon the association.

In case a difference or differences be submitted to arbitration, the question or questions to be determined by the board of arbitration shall be specified in writing and each party shall select its arbitrator within five days after such specification of difference or differences shall have been given by either party to the other, and the two arbitrators shall meet daily until the third arbitrator has been by them selected, and the failure of either party to select its arbitrator within five days shall warrant a hearing and finding by the arbitrator selected by the other party on the difference or differences submitted in the written specifications.

The cost and expense of arbitration to be paid by each of the parties to its own arbitrator and both parties jointly pay the third arbitrator.

STRIKES.

Twenty agreements contain provisions relative to strikes and lockouts. Each of these also contains a provision for referring differences to arbitration. The provisions referring to strikes and lockouts, and the number of agreements in which each provision is found, are given below:

To be no sympathetic strike, 10 agreements.

To be no sympathetic lockout, 1 agreement.

To be no strike during life of agreement, 4 agreements.

To be no lockout during life of agreement, 3 agreements.

To be no strike pending matters submitted to arbitration, 15 agreements.¹

To be no lockout pending matters submitted to arbitration, 7 agreements.

To be no strike unless company refuses to arbitrate, 2 agreements

To be no strike except for violation of agreement, 1 agreement.

RESIGNATIONS.

Closely related to the question of strikes are the following clauses from three separate agreements:

Employees are to give 48 hours' notice before resigning, not more than 25 conductors and 25 motormen to resign within 24 hours, resignations to take effect in the order of receipt of application, in writing.

No regular employee to leave the service of the company, unless by mutual consent, except on 10 days' written notice to the general superintendent.

No employee to quit the service without 2 weeks' notice to the company, except in case of accident, sickness, or unavoidable cause. Quitting without notice forfeits 2 weeks' pay.

HOURS OF LABOR.

Seventy-four agreements contain some reference to hours of labor for trainmen or other employees. The sections referring to hours of labor can not be combined to any extent on account of the many variations found in them. The provisions relating to motormen and conductors and to other employees are shown separately below, the number of agreements to which each provision refers being given.

MOTORMEN AND CONDUCTORS.

One agreement: Scheduled run is any run of 8 to 9½ hours of platform time; platform time of not less than 40 per cent of scheduled runs not to exceed 9 hours, remainder not to exceed 9½ hours; not less than 80 per cent of these runs to be completed within 12 hours; 40 per cent to be completed within 11 hours.

Outside time of 20 per cent of scheduled runs may exceed 12 hours but not 16 hours, but actual platform time of not less than one-half of these runs must not exceed 9 hours and of remainder 9½ hours.

Company to arrange as many runs as possible of 8½ to 9½ hours' platform time, balance to be not less than 8 hours.

All platform work other than scheduled runs shall be considered as extra runs, which are to be completed within 14 hours, except

¹ One agreement makes exception when strike is ordered by international president or executive board.

limit may be exceeded on Saturday, Sunday, emergency, or unusually heavy traffic, as circus week, etc.

One agreement: Eight to $10\frac{1}{2}$ hours to be a day's work on regular runs, divided equally, as near as possible, into early and late runs.

One agreement: Eight to $10\frac{1}{2}$ consecutive hours to be a day's work on regular runs, divided equally between early and late runs as near as possible.

One agreement: All regular runs: Maximum of 10 hours, minimum of 8 hours; completed within 12 consecutive hours.

One agreement: "All regular runs shall be early and late straights, known as the two-turn system, with minimum 8 hours."

One agreement: Minimum 9 hours, maximum 10 hours, with leeway of $\frac{1}{2}$ hour to complete schedule when necessary; except that of freight crews, which may be $10\frac{1}{2}$ hours.

One agreement: Regular runs to average 9 hours per day as near as possible, with minimum of 8 hours and maximum of 11 hours.

One agreement: Runs to conform to 9-hour day as near as possible.

One agreement: "Nine consecutive hours, not exceeding 10 hours, shall constitute a day's work."

One agreement: Nine consecutive hours a day. Distribution of regular runs—one week early and one week late shifts.

One agreement: Hours for early and late straight runs and swing runs to be on basis of maximum of 11 hours and minimum of 9 hours (except on all-night or owl cars), but to be made as near 10 hours as possible.

All early and late straight runs to be completed as nearly as practicable within 12 consecutive hours and in no case to exceed 13 hours.

All swing runs to be completed as nearly as practicable within 15 hours and in no case to exceed 16 hours.

Owl-car and all-night car runs not to exceed 8 hours.

One agreement: Maximum of $9\frac{1}{2}$ hours to constitute a day's work on regular runs.

One agreement: Runs to be as near 9 hours as possible.

One agreement: Regular runs to be divided into 2 runs of 9 hours or $9\frac{1}{2}$ hours, each to be known as day runs and late runs, with leeway of 30 minutes for completion. Week's work, 7 days.

One agreement: Regular runs to be, as nearly as possible, 11 hours, with a minimum of 9 hours (except Sundays and holidays or because of discontinuance of service where cars are operated in factory service or unless legislative action necessitates rearrangement of runs.)

One agreement: Regular motormen and conductors, 9 to 10 hours, with one-half trip leeway, to be day's work; completed within 12 consecutive hours, excepting where absolutely necessary for service it may be $12\frac{1}{2}$ hours.

Regular run is run of 8 hours or over completed within 12 to 12½ hours. No schedule to show less than 52 per cent regular runs, nor more than 48 per cent swing runs.

Swing run is scheduled run of 6 hours or over, not completed within 12 hours. Swing runs to be made in shortest number of hours possible. Company to reduce percentage of swing runs and increase regular runs whenever possible.

One agreement: Runs to be divided into a. m. and p. m. runs, each as near 9 hours as possible.

One agreement: Nine hours to constitute a day's work.

One agreement: All runs based on two-turn system, "straight early and straight late." No scheduled run to be less than 9 hours.

One agreement: Nine hours' work in not more than 12 consecutive hours to constitute a day's work.

One agreement: All regular runs to be as nearly as possible 10 hours, with minimum of 9 hours, except Sundays and holidays, or discontinuance of factory service where cars are not required, unless rearrangement of runs is made necessary through legislative action.

One agreement: Maximum, 11 hours; minimum, 9 hours (except Sunday and night cars). All runs to be as near 10 hours as possible.

Present percentage of week-day straight time runs (Nov. 7, 1912), is 27.5 per cent. Company not to decrease percentage but to endeavor to increase it.

Percentage of week-day swing runs completed in 13 consecutive hours, 17 per cent; completed within 13 to 15 hours, 36 per cent; 15 to 16 hours, 4.5 per cent. Percentage of week-day runs which may be swing runs, 14 per cent.

Company not to increase consecutive hours for these runs but to endeavor to decrease such hours. All swing runs requiring 16 consecutive hours or over (at present 14 per cent) to be brought down to 16 hours or under within a period not to exceed one year (by Sept. 5, 1913).

All runs on Sunday to be straight time, as near 8 hours as practicable. Company to comply with this provision within a period of not to exceed 1 year from date of agreement (by Sept. 5, 1913).

Same rules regarding hours of service to govern night and day cars.

One agreement: Forty per cent of scheduled runs to be completed within not to exceed 11 hours; 20 per cent within 11 to 11½ hours; and 40 per cent within 12 to 16 hours.

Sixty per cent to have platform time not to exceed 9 hours; remaining 40 per cent not to exceed 9½ hours.

Company to arrange scheduled runs as far as possible with platform time of 8½ to 9½ hours, rest of scheduled runs to have not less than 8 hours platform time.

Extra runs to be completed within 14 hours, except on Saturdays, holidays, and occasions of unusually heavy traffic.

One agreement: Day men, $9\frac{1}{4}$ hours completed in 11 hours.

Night runs commence at expiration of day runs, and continue until relieved or excused.

One agreement: Working day to be not less than 9 nor more than 11 hours; runs to be as near 10 hours as possible.

Two agreements: Day's work not to exceed 9 hours, completed within 11 consecutive hours as nearly as practicable, except as hereafter provided;

At least 60 per cent of scheduled runs to be not more than 9 hours; not less than one-third to be completed in 11 consecutive hours; not more than one-third in 12 consecutive hours; and the remainder in $11\frac{1}{2}$ consecutive hours.

Not more than 40 per cent of scheduled runs may be as much as $9\frac{1}{2}$ hours, and no run may exceed $9\frac{1}{2}$ hours; not less than one-half to be completed within 11 consecutive hours; not more than one-half, within 12 consecutive hours.

One agreement: Regular runs to be as near 10 hours as possible, with a minimum day of 9 hours, except Sundays, holidays, and discontinuance of factory service cars not required, and unless legislative action makes rearrangement necessary.

One agreement: Cars to be operated in 2 shifts of 9 hours each as near as possible; 1 shift a day's work.

One agreement: Minimum, 9 hours; maximum, 10 hours; with half-hour leeway to complete schedule when necessary.

Straight runs to be completed within 12 consecutive hours.

Swing runs completed within 14 hours; in no case to exceed 15 hours.

Number of swing runs not to exceed 45 per cent of number of regular runs.

Two agreements: All runs to be of 10 consecutive hours as nearly as practicable.

One agreement: Company to arrange week-day schedule so as to make as many runs of 10 hours as possible. Remaining runs to be 8 hours or more, as nearly as possible.

Ten hours to constitute day's work except on Saturdays, Sundays, and holidays, when extra time will be worked. Extra time to be worked also in case of accident, storm, unavoidable delays and failure of reliefs to appear.

One agreement: Ten hours with 30 minutes' leeway to constitute a day's work, except under unusual conditions.

Runs to be divided into day and night runs as nearly equal as practicable.

Run of 7 hours or less considered an extra run.

One agreement: Day's work not to exceed 10 hours.

Not over 5 per cent of runs to require longer period than 14½ hours; all other runs to be completed in 14 consecutive hours, except straight runs, which shall be completed in 11½ hours.

One agreement: Runs early and late, two-turn system, divided as nearly equal as practicable. No runs to be scheduled to exceed 10½ hours and to be completed within 10½ consecutive hours.

Two agreements: Runs to conform to as near 10-hour work day as possible; no run to exist that can not be completed inside of 11 hours.

Men to shift to equalize hours, subject to approval of officials in charge of car service.

One agreement: All runs to be early and late, two-turn system, equally divided as nearly as possible.

No runs to be scheduled to exceed 10½ hours.

Eleven hours a day's work on all line, sand, freight, and work cars.

One agreement: Straight runs to consist of 10 hours' work in 11 consecutive hours.

None of present straight runs of 8 hours to be changed to swing runs.

Swing runs to consist of not more than 10 hours' work, completed in 12 consecutive hours, except in extreme cases.

One agreement: Runs not to exceed 10½ hours.

One agreement: All runs to conform to 10-hour workday as nearly as possible; no straight runs to exist that can not be completed within 12 consecutive hours, with leeway of half a trip to complete schedules. Swing runs to be completed in shortest hours possible.

One agreement: Early and late runs to conform as nearly as possible to 10-hour day. All regular runs to be completed in 12 consecutive hours.

One agreement: As nearly as possible all runs to be 10 hours, completed within 12 consecutive hours. When impossible to complete in 12 hours, longer runs not to be considered violation of agreement.

One agreement: Ten hours with 30 minutes' leeway, completed within 12 hours, to constitute a day's work. When runs of less than 10 hours and not under 8 hours have been completed, crews are not to be called on for extra work, except in emergency.

Runs divided into day and night runs equally as nearly as possible.

Runs less than 8 hours, extra runs.

One agreement: Regular hours based upon not to exceed 20 hours of two shifts. Day cars operating less than regular hours may be operated by shifts most advantageous to company, provided service does not exceed 10 hours.

Regular runs to conform as nearly as practicable to 9-hour day and not to exceed 10 hours, except in emergency or unusual occasions.

One agreement: Ten hours per day as nearly as practicable, to be completed within 12 consecutive hours.

One agreement: Runs to conform as nearly as possible to 10-hour workday, to be completed within 12 consecutive hours.

One agreement: Ten hours per day as nearly as practicable, to be completed within 12 consecutive hours.

No regular runs to be less than 8 hours.

One agreement: All regular runs to be as nearly as possible 10 hours and not over 12 hours. Short runs operated as extra runs.

Three agreements: Schedules for regulars as near to 10 hours as practicable, to be completed within 14 consecutive hours.

One agreement: Hours to conform to as near 10-hour workday as possible. No run to exist that can not be completed within 15 consecutive hours. Run of less than 8 hours to be placed as extra run, unless some regular man chooses it.

One agreement: Runs to be completed within 11 consecutive hours as nearly as possible.

One agreement: Workday to be 11 hours or as near thereto as possible.

One agreement: Outside time to be within 12 consecutive hours when possible, including meal time. No regular run to be less than 8 hours, except by mutual consent.

One agreement: Twelve hours shall constitute a day's work.

One agreement: A day's work shall be made, when possible, within 12 consecutive hours, including time for meals.

No regular run shall be less than 8 hours except by mutual consent.

Two agreements: All runs to be divided into two equal shifts as nearly as possible.

One agreement: To remain same as present. (Present hours not stated in agreement.)

One agreement: To be fixed as required by laws of State.

One agreement: Thirteen hours to constitute extra man's day.

Following are miscellaneous provisions relating to hours of labor which are not included above:

A motorman or conductor going off duty after 12 midnight is not required to report before time of regular run next day (1 agreement) or before 9 a. m. next day (3 agreements). After a trainman has worked 16 hours he must have 8 hours' rest before being marked up again for work (2 agreements). All runs are called according to the clock in the barn, according to 1 agreement, and motormen and conductors must report in person 10 minutes before leaving time. When regular men are allowed to change runs to get through earlier, they are not to be compelled to work later than the schedule time of the run traded for, or the time agreed upon (1 agreement). Schedules

to be arranged to allow 2 minutes lay over at one terminus, and at both if possible (1 agreement).

One company agrees that its officials will meet "with the properly accredited officers of the association, and will make the hours of service as near as practicable to suit the said officers of the association, so far as compatible with satisfactory service to the public and economical operation of the company's cars. * * * The company shall have the right to fix the number of cars running at all hours, and the length of time they shall be on the street." The latter part of this section is found also in another agreement.

OTHER EMPLOYEES.

One agreement: Eight-hour day for all power-house men; 10-hour day for day car-barn men, linemen, linemen's helpers, drivers, trackmen and switchmen; 12 hours for night car-barn men.

One agreement: Towermen, 8 hours per day.

One agreement: Towermen, 8 hours per day, 5 stations; 10 hours per day, 1 station.

One agreement: Towermen, 8 hours per day, 1 station; 10 hours per day, 2 stations.

One agreement: Barn men, 9 hours per day; power-house repair men, 9 hours per day.

One agreement: Barn men, 9 hours, completed in 10 consecutive hours; Sundays, 8 hours, completed in 9 hours. Company may reduce Sunday working force at its discretion.

One agreement: Car-station employees, 9 hours per day, to be completed within 10 hours.

One agreement: Shops, 9 hours per day, completed in 10, 6 days in week. Car house, maximum, 10 hours; minimum, 9 hours; completed in 1 hour more. Track, 10 hours, to be completed within 12 hours. Power house, 8 hours and 12 hours "as at present." In case of sickness power-house men telephoning 2 hours before reporting time are excused from duty, men on duty in such cases to remain on duty not to exceed 3 hours.

Four agreements: Shop department, 9 hours per day; 8½ hours, Saturday. During June, July, and August, main repair shop 9½ hours per day; 5 hours, Saturday.

Two agreements: Shop and shed men, 9½ hours per day.

One agreement: Road and track department, 56 hours per week. Shops, 51 hours per week.

One agreement: Shopmen, 54 hours per week, ending at noon Saturday, except watchmen. Barn men, 10 hours per day, completed in 11 consecutive hours; also switch tenders, curve greasers, and electric-shovel men.

Two agreements: Ten hours per day for all except car-service men.

One agreement: Ten hours for shop, barn, line, and track men.

One agreement: All employees mentioned in agreement, outside of train service, to have 10 hours for day's work.

One agreement: Shopmen to work 10 hours per day; inspectors, 12 hours per day.

One agreement: Shopmen, 10 hours completed in 10½ hours; 5 hours Saturday. Linemen, 10 hours completed in 11 hours.

Three agreements: Substation men, 10 hours per day after June 1, 1913 (12 hours before).

Four agreements: Trackmen, 10 hours per day.

Four agreements: Car cleaners, 10 hours per day.

Three agreements: Power-house men, 10 hours per day.

Three agreements: Battery men, 10 hours per day.

Four agreements: Lamp men, 10 hours per day.

One agreement: Towermen, 10 hours per day; 8 hours on Sunday with 10 hours' pay.

One agreement: Watchmen, 10 hours per day, no heat on cars; 12 hours per day, heat on cars.

One agreement: Car repairers, workday to be 11 hours or as near thereto as possible.

One agreement: Power house and substation, 2 shifts 12 hours each. Barn men, 10 hours per day.

Two agreements: Flagmen, 12 hours per day.

One agreement: Bridgemen, 12 hours per day.

Three agreements: Watchmen, 12 hours per day.

Five agreements: Station porters, 12 hours per day.

One agreement: Platform men, 12 hours per day; 11 hours on Sunday.

One agreement: Towermen, 12 hours per day with 8 hours on Sunday, receiving 10 hours' pay.

Five agreements: Ticket agents, men, 12 hours per day; women, 10 hours per day.

One agreement: Guards, to be completed within 14 consecutive hours.

One agreement: Hours of substation operators to be adjusted by company and association.

Twelve hours per day for crews operating emergency trucks.

One agreement: Thirteen hours to constitute night barn man's day.

One agreement: For shopmen, pitmen, and car cleaners to remain as at present (not given).

EXTRA MEN.

Motormen and conductors on regular runs are to be called for extra work only when extra men are not available, according to the provisions of 31 agreements. Holidays, circus days, and special oc-

casions are excepted by 3 of these and 2 provide that a regular who is able to secure a substitute when called for extra work shall be allowed to do so. A provision that regulars are not to be required to work overtime unless necessary by reason of the failure of the relief crew to appear is found in 5 agreements. Two of these limit the extra work in such cases to 2 trips; 1, to 1 trip; and 1, to such time as may be necessary to furnish relief. Two agreements make it optional with regular crews as to whether they shall work in excess of their regular scheduled hours; 1 provides that men required for a. m. and p. m. tripper runs shall be assigned to bench duty in preference to other men; and 1, that men operating night or owl cars are not to be required to work extra runs or tripper runs when extras are available.

Extra men are usually given work in the order of "first in, first out" (14 agreements). An exception is made in 2 agreements which provide that an extra man is to remain at the top of the list until he receives 5 hours' work, and in 1 containing a similar provision providing for 8 hours' work before rotating to the bottom of the list. Working the extra list according to seniority of service is provided for in 3 agreements. One of these limits the amount of work to be given to 1 man in any 1 day to 10 hours when other extras are idle; 1 states that the extra list is not to be reversed on Sunday, and the other contains the following provision:

The oldest extra man in point of continuous service of company shall head the list on the 1st of each month, and thereafter each extra man shall hold his place in the following way: The first extra man completing a full day's work shall be the first man to drop to the bottom of the list and work up. If an extra man refuses to accept a run in his turn on any day, he shall drop to the bottom of the list for that day only, retaining his place on the list for the next and following days.

Extras are given preference for work each day in the order of reporting for work by 1 agreement, and 1 provides that no subextra is to be given work until regular and extra men are supplied.

References to the hours extras are required to work are found in the following provisions:

All extras but first 3 conductors and 3 motormen allowed off from 7 a. m. to 10 a. m. and from 12 noon to 3 p. m. (1 agreement); extras to report at 5 a. m. for roll call unless excused or marked up for work. Those not working to report again at 2.30 p. m. Extras held for first tripper runs, if regular men do not report, and receiving no regular work, to be given last 5 tripper runs (1 agreement); extras working after midnight (a) not required to report before 9 a. m. next morning (1 agreement), (b) to be excused when possible when requested of car-house night clerk (1 agreement); extras working 14 hours per day or over, or who have reported 2 days in succession at first morning report and were required to work later than 11 o'clock p. m., not to be deemed as missing if not reporting at first next regular

report (1 agreement); extras to derive work from late runs (1 agreement); reporting time to be decided upon by company and association (1 agreement).

One agreement requires that the company shall keep "sufficient extra men"; 1, an "adequate and proper extra list"; 1, that there shall be at least 1 subextra for every 3 regular crews on each line; and 2 designate the number of extra men to be employed.

Extra men laid off for lack of work have the privilege of reinstatement to first vacancy that occurs on the line, under the terms of 1 agreement.

Wages guaranteed to extra men who report for duty and answer roll calls as required, are as follows: \$50 per month (1 agreement); \$19 each half month, for first 3 months (1 agreement); \$10.50 per week (2 agreements); \$10 per week (1 agreement); \$1.25 per day (1 agreement).

SCHEDULES.

Schedules of runs are to be arranged by the division superintendent and a committee of the association, under the terms of two agreements. Two others provide that schedules shall be made by the company, but under the terms of one of these, are to be submitted to the association before going into effect. If the "association can show where swing runs can be consolidated into a regular run without interference with the demands of the traffic, or the regular scheduled runs, the same will be put into effect." The following section taken from one agreement gives the association a voice in the making of schedules:

Whenever it can be shown that the schedule of any line can be improved in the way of shortening the hours and bettering the runs, giving the same service desired by the company and required by the traffic, the association shall have that right and such alteration shall be made in the schedule.

CHOICE OF RUNS.

Of 75 agreements which refer to the assignment of runs, 74 provide that seniority of service shall prevail in such assignments. The other provides that "the company shall assign runs according to a pre-arranged schedule of rotation for each month, alternating between night and day."

The following sections, taken from 3 different agreements, are fairly representative as showing the methods by which runs are assigned:

1. In the assignment of runs, men shall be given the privilege of choosing the same in accordance with their seniority rights, and based upon their continuous service and qualifications at the car house where they report.

The oldest man in the service shall be given first choice of runs, and so on down through the entire list.

The officials at the various barns shall place at least four (4) days ahead of the "Third month" a list showing the run number and the hours and minutes each run works; also route number for which runs are scheduled.

Also a list of names shall be placed in the crews' room starting with the oldest man in service, and so on, in rotation through the entire list. These shall be posted one day before choosing begins.

The early straight man, or others whose seniority would entitle them to an early straight run will choose between the hours of 2 p. m. and 6 p. m., on the second day after the list has been posted. The late straight men, or others whose seniority would entitle them to a late straight run, shall choose between the hours of 11 a. m. and 3 p. m. on the third day.

Any man failing to sign up within the specified time, the division superintendent shall be empowered to sign him upon the highest and best run that may be open.

This choosing or picking of runs shall take place every three months, or at such other times as the operating conditions make it necessary for another selection of runs.

2. Seniority rights shall prevail in the adjustment of all runs on general choice days semiannually, except where men are incompetent to hold such runs. In such event the company will take up the case with the proper committee of employees and after a mutual satisfactory understanding has been reached, then the employee next in seniority shall choose.

3. The names and numbers of all runs will be posted and each man will bid for his choice of runs, but the oldest man in the service of the company who bids for the run will be assigned to it. All vacancies in regular runs will be assigned to the first regular extra men, except when more than one run is open at the same time. In such case, the first regular man entitled to a run will bid for the run he desires, and the preference will be given to the oldest man in the service of the company. At the end of each six months from the date of this agreement, or within a few days from such date, all runs on all lines will be declared vacant and new bids will be received for all runs in the same manner as described above. When the number of runs on any line are reduced, the last extra men assigned to runs will be placed first on the regular extra runs and the last regular extra men will be placed first on the extra list, and the men whose runs were taken off will replace the ones who were put back on the regular extra runs. They will remain on these runs until the next semiannual adjustment of runs, when they can again bid for any run they desire.

The object of this method of assigning men to runs is to permit the oldest men in the service of the company to have the choice of working on whatever runs they most desire. The method of bidding for runs will be as follows:

- 1st: I prefer No. — & No. — runs.
- 2nd: I prefer No. — & No. — runs.
- 3rd: I prefer No. — & No. — runs.

Bidding for runs he prefers until all runs are exhausted. If a man bids for runs that an older man in the company's service bids for he will not be given the runs, but will be considered for his next choice of runs, and so on until his length of service entitled him to a run. A man who does not bid for runs inside of three days from the time notice is posted that bids will be received may be assigned to any runs that bids have not been received for.

The time in which schedule changes must be posted in advance in order to give employees an opportunity to examine them before choosing runs is 1 day in 1 agreement, 2 days in 8 agreements, 3 days in 6, 4 days in 1, 5 days in 5, 6 days in 3, 8 days in 1, and 10 days in 2. The frequency of choosing or picking runs is as follows:

Yearly, 4 agreements; twice a year, 14 agreements; twice a year, if requested by association, 2 agreements; 3 times a year, 1 agreement; 3 times a year, if requested by association, 1 agreement; 4 times a year, 13 agreements; when schedules change or runs are added or taken away, 16 agreements; when vacancies occur, 21 agreements. Of the 21 last mentioned 6 provide that the choice of runs shall be limited to those employees who are listed on the seniority list below the employee who held the run made vacant. Several of the agreements contain a provision that a general choice of runs may be made at certain designated times or when necessary, and the use of emergency schedules without a general choice of runs is permitted by 4 agreements for not to exceed seven days.

Five of the agreements permit a representative of the association to be present when runs are chosen. If an employee is absent, his run is chosen for him by the representative of the association (4 agreements); or he is assigned to the earliest finishing run open by the superintendent (2 agreements). If an employee fails or refuses to choose a run, he is assigned to one by the representative of the association (3 agreements), by the superintendent (3 agreements), or placed at the foot of the extra list until runs are again chosen (4 agreements).

The right of motormen and conductors to choose their runs is limited by 16 agreements, which provide that they must be competent to hold the run chosen, such employees not being allowed to choose a run which they are unfit to operate by reason of age or other disability. In such cases the officials of the company, either alone or after conference with the officials of the association, place employees on runs which they are competent to operate. One agreement provides that the choice of runs shall be based upon seniority of continuous service, "coupled with the satisfactory physical and mental qualifications determined according to proper medical examinations and fair and reasonable standards."

That employees shall choose both a day and a night run, alternating in work one week on day run and one week on night run, is a provision of one agreement. Another provides that motormen and conductors off duty shall be notified when runs are to be chosen.

RUNS TEMPORARILY VACANT.

Runs temporarily vacant by reason of regular employees being absent from duty usually are held by the first man on the extra list. This is the provision of 23 agreements, while 5 others provide that such runs are to be taken by extras in turn for periods of 5 days. If the vacancy is to continue for two weeks or longer, it is filled by a temporary move-up or choice by men younger in seniority than the man on leave, according to one agreement. The same provision is found

in 6 other agreements with a time limit of 10 days in 1 and 30 days in 5. Two agreements provide that if the vacancy is a day run and is to continue for over 1 week the senior night man takes the vacant run, the night run being held by the senior extra. Vacancies of less than 1 week are filled by assignment by the superintendent. In another agreement the same method is adopted if the vacancy is for 1 month or longer, while still another provides that a vacancy in an early run is to be filled by the senior late man, extra men deriving work from late runs. One agreement provides that temporary vacancies only shall be filled from the extra list, while another states that a car man, in case of sickness, shall be allowed to secure the services of the first available competent man employed by the company.

A provision that the run of an employee who has been discharged shall be filled by choosing within 15 days is found in 1 agreement, limited by the clause, "provided that if the association shall claim he was unjustly discharged his run shall remain open until such time as his case has been fully investigated in accordance with the provisions of this agreement."

PROMOTIONS.

Seniority of service, coupled with efficiency and competence, is observed in filling vacancies other than in train service under the provisions of 16 agreements. Five of these refer to members of the association in all occupations, 4 to employees on track and line, 4 to shop and barn employees, and 3 to power-house employees. An interesting feature in connection with promotion in power houses is found in one agreement, as follows:

In case of a vacancy in the power house other than chief engineer that oiler shall be promoted who passes most satisfactorily an examination before the chief engineer of the company and two other competent engineers, one of whom is selected by the association, and he and the chief engineer of this company are to select the third. These three are to constitute the examining board.

Three agreements provide that all promotions and reductions shall be based upon efficiency and ability; another, that lay offs are to commence with the youngest employee unless an older employee is less capable; and, three, that increases in force are to be filled first by those who have been laid off.

LEAVE OF ABSENCE.

Several clauses taken from one agreement are given below to illustrate the principal features which refer to leave of absence, each clause being followed by a summary of similar clauses found in the other agreements examined.

The committees of the association who desire leave of absence shall have such leave of absence at any time when the business of the association demands their absence.

A clause similar to this is found in 18 agreements. Of these, 3 require a reasonable notice to the company, 7 are limited by the provision that the application must be made in a reasonable time and the number applying for leave not great enough to be detrimental to the service, 1 that such leave will be given upon reasonable notice when it can be conveniently granted, and 1 grants leave providing the extra list will permit. Fifteen agreements give members of the association preference over other employees in obtaining leave of absence, when such leave is desired to do work of the association, leave being granted at the option of the company and not as a matter of right under the agreements.

The company agrees to permit any member of the association to be absent for not exceeding thirty (30) consecutive days in any year, providing that the extra list is sufficiently large to permit of such leave of absence, without interfering with his position on the seniority list until after the expiration of that time, and the member will have the right to ask for an extension of such leave of absence, either by letter or person. Such extension shall be requested at least five (5) days prior to the expiration of his first leave of absence.

The provision quoted above is found in practically the same form in 1 other agreement. Under the terms of 4 agreements leave of absence is limited to 30 days, illness (4 agreements) and absence from country (1 agreement) excepted. One of these provides that the employee's service will be presumed to have terminated and the run will be filled at the expiration of 30 days. The same provision is found in another agreement with a limitation of 60 instead of 30 days.

Other provisions granting leave to employees are as follows:

Employees to have 2 weeks' vacation each year, providing extra list is sufficient to grant request (1 agreement).

Men granted 10 days' leave each year, except during lake season and fair week, and then if possible (1 agreement).

Men to have 10 days' vacation each year, provided not more than 5 motormen and 5 conductors are on leave at the same time. More excused at one time at option of company (1 agreement).

Motormen and conductors in continuous service 1 year to be allowed 10 days off with full pay during each succeeding year (1 agreement); all regulars to be given leave when extras are available (2 agreements).

Motormen and conductors to have 1 day off each week, at convenience of company (2 agreements).

Motormen and conductors entitled to 3 days' leave each month when extras are available (3 agreements).

Each of the following clauses is found in 1 agreement only:

Employees to be given reasonable leave when consistent with company service, regulars to have 2 days off each month, if desired.

Regulars may lay off at barns in morning if extras are available, but subject to call for extra work unless excused by company.

Regulars to have 1 day's rest in every 10; extras, 1 day in 15.

Trainmen to have 1 day off in 15, upon request.

Any member desiring any more than a five (5) day leave of absence for vacation purposes, shall sign his name on a book provided for that purpose, stating days he desires leaves of absence, and shall notify the official in charge ten (10) days prior to the time he desires his leave of absence to begin, and the official in charge shall notify the member at least three (3) days prior to the date that the member's leave of absence is to commence.

An open book shall be established at each car house for the purpose of allowing men to sign for day or days that they wish to be absent, and the first man registered for a particular day or days shall have first preference. Members registering in this book must sign in person and in ink, to be dated ten (10) days ahead, that is, a man to have the privilege of asking time off ten (10) days ahead of any time he desires to be absent, shall place the date opposite his name on the book at the time his application for leave of absence is made.

Where members are granted leave of absence, such leave of absence shall not be interfered with by being recalled back into service until such leave of absence has expired. Nothing in this section shall prohibit a member reporting for work at an earlier period than that for which he has asked leave of absence. But when returning before the expiration of his leave of absence he shall work upon the extra list until the expiration of such leave of absence.

Nine agreements other than the one quoted above provide that a book shall be kept for the purpose of registering requests for leave. The number of days that books are dated ahead—that is, the number of days in advance in which leave may be requested—is as follows: 30 days, 1 agreement; 14 days, 1; 10 days, 1; 7 days, 4; 5 days, 1; no time specified, 1. Men registered first on any particular day have preference over all others, except over those desiring leave to perform duties imposed upon them by the association, as noted above. One makes an exception of Sundays, which are apportioned equitably instead of giving preference to the person signing up first; while another provides that no one is allowed more than 1 Sunday off in 3 consecutive Sundays if other men desire to get off. One contains a provision that members on leave are not to be recalled for service before the expiration of their leave, and that men returning before the expiration of their leave are to go on the extra list during the period for which leave was granted.

Any employee of the company appointed to any other position than motorman or conductor, may, at the discretion of the company, be allowed to take his former position, upon retirement from such appointed position, and any member of the association selected or appointed to any office in the association whereby his duties take him from his work with the company, shall be allowed, upon his retirement from such office, to take his former position with the company.

Provisions similar to the above are found in 47 agreements. Twenty-five of these provide that members elected or appointed to office in the association, the duties of which require them to be absent from the service of the company, are to be given leave of absence and reinstated to their respective positions upon retirement from

office. These agreements contain no reference to employees placed temporarily in other positions by the company. One of the 25 limits the number to be granted leave for such purposes to 15.

Seventeen agreements contain the above provision that members are to be reinstated to their former positions upon retiring from office, and also a provision as to the reinstatement of men placed in other positions by the company. These provisions are as follows:

Members placed in another position in the service of the company temporarily are to be reinstated to their former positions when such position terminates (8 agreements).

A member whose service is required in the operating department of the company to have leave not to exceed 30 days and reinstated to his former position at end of this period. Second leave not granted without the consent of the association (3 agreements).

A motorman or conductor taking an official or other position, except as substitute for a regular company official, loses his seniority rights after 30 days (4 agreements).

A member accepting an official or other position with the company, except as a substitute, to retain seniority number but not to advance in seniority while holding such position (1 agreement).

A motorman or conductor accepting official position with company, the duties of which require him to enforce the rules of the company, to relinquish his seniority rights after 3 months if he continues to hold such position (1 agreement).

One agreement provides that motormen and conductors absent on leave to perform work for either the company or association are to hold their seniority rights until reinstated, but not to be advanced on the train list while off duty; while 4 do not refer to the reinstatement of members on leave on account of holding office in the association, but contain a reference to absence for other reasons. One of these provides that any motorman or conductor who accepts a promotion such as acting inspector, dispatcher, or foreman shall, after 6 months, turn in his badge and relinquish all seniority rights as a trainman; 1 that a trainman transferring to another department by his own request surrenders all seniority rights, but when transferred by the company not until 30 days after the date of transfer; 1 that members are not to be given leave to engage in other business unless physically incapacitated to hold their position as motorman or conductor, or given the mutual consent of both parties to the agreement; and 1 that a motorman or conductor placed in another position by the company may be reinstated to his former position if the company elect.

The company in hiring experienced men allows them 50 per cent of their experience when placing them on the seniority list under 1 agreement.

Provisions affecting miscellaneous employees are found as follows:

All salaried men are to receive their regular monthly salary when off duty by permission, provided that such time off duty shall not exceed overtime they have worked by direction of the dispatcher, as shown on time slips (1 agreement).

Pit department men, present curve oilers, and car washers to have every other Sunday off with pay "when can be arranged" (1 agreement).

Car repairers and other classes of barn men specified have a right to be absent from duty every other Sunday, provided they register their request 3 days before Sunday desired in book kept by company at car barns (1 agreement).

Day car-barn men and shopmen (except pitmen), linemen and helpers, and drivers have every second Sunday off; pitmen every third Sunday. Linemen have also every other Saturday afternoon from June 16 to September 15. Night barn men entitled to 1 night off every other week (1 agreement).

Substation men, 2 days off each month with pay and work 2 hours extra 2 days each month (3 agreements).

Station porters part of every other Sunday off with pay, weather and conditions allowing (4 agreements); one-half day off on Sundays from April 1 to October 15 with pay (1 agreement).

Power-house men, 2 days off each month with pay (3 agreements).

Power-house porters, one-half day every other Sunday with pay (3 agreements).

EQUIPMENT.

Cars are to be in readiness to go out on the road before being taken from the barn by motormen and conductors, according to 17 agreements. Cleaning, sanding, and coaling the cars are some of the things mentioned as coming within this clause. Two of these agreements require that conductors keep their cars clean while on the road, and one states that car crews are not expected to do repair work except to avoid blockades. Another provides that trainmen will report defective cars and not take them out until repaired.

That "motormen will not be held responsible for accidents arising from defective brakes or sand boxes which have previously been reported to the road officer or shed foreman as unsafe to run and not repaired, provided that reasonable care has been exhibited by motormen in the handling of cars during such defective condition" is a provision of 1 agreement, and practically the same wording is found in 5 others. Two provide that "in no case shall a motorman or conductor be required to pay for any damage unless the same be caused by his own carelessness, neglect, or violation of the company's rules," and 2 that a motorman or conductor is not to be held respon-

sible for an accident when breaking in a student, if at the time of the accident the student was in any way operating the car.

Seven agreements contain provisions relative to vestibules on cars, a summary of the provisions contained in each being given below:

Cars to be operated with close-fitting vestibule doors from October 1 each year until inclement weather discontinues, trainmen having option of keeping doors closed in certain designated districts.

Permanent vestibules, including windows, to remain on cars during summer months.

Motorman not required to run car in inclement weather with door or window of vestibule broken.

Winter cars to be fully vestibuled.

Motorman not to be unnecessarily required to take out car with broken vestibule.

Closed cars to be furnished to regular runs in case of cloudy or inclement weather, if available.

All new service cars and snow plows hereafter built or added to equipment to be vestibuled.

One agreement provides that each car is to have a curtain or screen behind the motorman to prevent the car lights from shining through front vestibule.

The following clauses are found in other agreements:

Each car is to be provided with switch bar and broom (2 agreements).

Motormen not to be compelled to take a nonair car carrying passengers when a car with air working is available.

CAR CREWS.

The provisions relating to car crews and the number of agreements in which each provision is found follow:

All cars are to be operated by a motorman and conductor (6 agreements). One agreement containing this provision excepts trouble cars, 1 allows line cars to be operated by a motorman only, 3 contain the clause "except in emergency," and 1 exempts cars being operated by 1 man at the time the agreement was signed. Two agreements referring to passenger cars only provide that such cars are to be in charge of a motorman and conductor, 1 allowing express, owl, and military cars to be operated by a motorman only, at the option of the company, and the other allowing such cars to be run by a motorman only when no collections of fares are made. One provides that on certain designated lines 1-man cars may be operated, but that no man is to lose his position or suffer financially by reason of the operation of 1-man cars, and 1 that cars may be operated by 1 man or crew of motorman and conductor, at the option of the

company. When 2 or more passenger cars are coupled together, each car is to have a motorman and conductor, according to 1 agreement, while 2 others provide that an assistant conductor is to be furnished for trailers.

A motorman and a conductor are to be on each snowplow and sweeper except in emergency by the terms of 5 agreements, and they are to be given the preference for snowplow and sweeper work according to 9 others, 2 of these being qualified by the clause "when circumstances do not permit them to take their regular runs." Another contains the provision that motormen and conductors desiring snow work are to be given an opportunity to sign up for same during first half of October, a list to be made of those signing and when needed to be assigned according to seniority. Two provide that all freight and work cars are to have a motorman and conductor; 1 that trainmen are to be given the run on a work car operated for 1 day or longer; 1 that the company has the right to select motormen and conductors for work trains and line cars "provided men selected are satisfied and willing to take work-train and line-car runs"; 1 that cars taken out for testing are to be manned by at least 2 competent men; 1 that a third man, either a motorman or conductor, is to be on freight or work trains consisting of 2 or more cars in addition to the motor car; and 2 that all express cars, work cars or trains, snowplows, and utility cars are to be operated by motorman and conductor, positions to be filled according to seniority, and a third man to be placed on such trains when conditions require.

"If any man thinks he is not competent to work either end of car, he will not be required to so do unless absolutely necessary" according to 2 agreements, and another provides that barn men may run extra cars, to be paid the minimum wage scale of motormen and conductors for such runs.

CHANGE OF OCCUPATION.

The following section is typical of sections found in 9 agreements:

Motormen shall rank as motormen on the list from the time they are turned in as such, and conductors shall rank on the list as conductors from the time they are turned in as such, and under no circumstances shall any motorman or conductor be placed on the opposite list except at the foot of the same. This section is not intended to prohibit motormen from conducting or acting as conductor on a run when the necessity demands, or vice versa.

Two of these agreements, however, permit men to change from one list to the other temporarily when the change is approved by a designated company official.

The sections of 2 other agreements which refer to changing from one list to the other are as follows:

Men holding their seniority as conductors shall not be required to work as motormen, and vice versa on the part of motormen, unless they so desire. This section shall not

prevent the company from furnishing adequate service to the public; if such condition should arise, this section shall be taken up for further adjustment between the parties to this contract.

The company reserves the right to assign motormen and conductors to front or rear end service as it may select from time to time, provided it does not interfere with seniority rights.

The following restrictions upon requiring motormen and conductors to do other than train work are found in the agreements:

Not to do barn men's work except in case of emergency (2 agreements).

Not required to operate transfer tables at barns (1 agreement).

Not required to cut or couple hose or carry fenders when car inspectors or car-house hands are present (1 agreement).

Not required to examine motors and put down trap doors (2 agreements).

Not required to grease cars (1 agreement).

Not required to work in any other capacity except by mutual consent and in no case at less pay than regular position pays (1 agreement).

Four agreements contain a clause that any employee required to work in other than his own classification is to receive not less than his own classification rate when doing such work. Another provides that when men are asked to perform the same labor as those receiving a higher wage rate, that the higher rate is to be paid for such labor.

Conductors and motormen are given the preference for flagmen's positions by 2 agreements.

WORKING CONDITIONS.

Provisions found in some agreements that do not properly come under any of the other subheadings of this chapter are shown here. "Comfortable conditions of employment shall be maintained as far as practicable" and a comfortable temperature will be maintained in motorman's vestibule "so far as possible" under the terms of 1 agreement. Two others provide that the company is to furnish heat in motorman's vestibule from October 1 to May 1, if requested, and temperature outside is 40° or less; 5 state that comfortable and sanitary working conditions are to be maintained by the company as far as possible; 2 that working conditions are to continue as at present unless changed by agreement, present working conditions not being shown, and 1 that working conditions not specified in the agreement may be taken up on 30 days' notice by either party. The question of mail bags, newspapers, and packages being loaded and unloaded on passenger cars by crews is to be taken up between the parties to 2 agreements. Drinking water is to be provided at transfer stations by 1 company, and the same company agrees to

install a device on private telephone lines to protect transformer men where these lines are in danger of coming in contact with high-tension wires.

TIME FOR MEALS.

Sections taken from 13 agreements which refer to meal periods of employees are given below.

The company to endeavor not to work men over 6 hours without relief or opportunity to obtain meals. Not to apply to runs completed within 8 hours or to runs which a man elects to choose.

All crews to be relieved sufficient time for meals without the deduction of time. This time to be as near 30 minutes as possible.

Regular men to have one relief for meals, and otherwise, where compelled to swing from one relief to another, they shall be paid for such relief time.

All crews to be relieved a sufficient time for meals.

Motorman and conductor to be given not less than 50 minutes for meals except on public holidays.

Regulars operating extra cars on holidays and special days to be relieved to give at least a half hour for meals.

Trainmen on special cars during summer season allowed 15 to 45 minutes for meals after having been on car for 6 to 8 hours. Time excused determined by company.

Men not to work more than 6 consecutive hours on snow work without a meal period.

Men shift and do their own relief work at meal times (2 agreements).

Existing system of fall-backs for meals allowed (present system not shown).

Same conditions now in force (not shown) regarding dinner and supper relief to be continued. Crews with not sufficient time or lay over to eat to have relief for meals.

Shopmen to have at least a half hour for meals.

The following provision is found in 6 agreements:

On special occasions or holidays, or when business is so heavy that conductor or motorman may not have time to go to their boarding houses or homes for their meals, the company will furnish a lunch or ticket or order for the same. The company to place such order with restaurants within the immediate proximity of car houses when possible.

Another contains the same provision with the variation that the company is to furnish 30-cent meal tickets when employees do not have time to go to their boarding houses or homes for meals.

Employees on snow work are to be furnished meals or meal tickets when they are not given sufficient time to go to usual places for meals, by the terms of 7 agreements, and 1 provides that meals are to be furnished by the company when men are on snowplow work.

One company agrees to pay for meals and provide a proper place to obtain the same when motormen and conductors are not allowed 1 hour for meals.

USE OF STOOLS.

The use of stools by trainmen is allowed by 18 agreements. These may be grouped as follows:

Motormen are allowed to use stools in certain prescribed districts (11 agreements). Of these 4 provide that seats are to be furnished by the company and 2 contain no limitation as to their use. One requires that motormen must furnish and keep in repair a standard stool, violations of rules regarding stools and their use to be punished by discharge.

Stools to be provided by the company for (a) all double-truck cars (2 agreements); (b) all cars (1 agreement); (c) for motormen on double-truck cars to be used except in certain prescribed congested districts (1 agreement).

Motormen and conductors allowed to use stools, privilege to be governed by reasonable restrictions (1 agreement).

Stools to be provided for motormen and conductors on prepayment cars, use to be regulated by the company (2 agreements).

TOILET FACILITIES.

Five agreements contain a provision which requires the company to furnish toilet facilities, as follows:

Comfort stations to be placed at the end of each line "where practicable."

Company to provide suitable retiring rooms for men in charge of cars, with toilet facilities and drinking water.

Company to provide suitable closets on all lines, employees to be given not less than 5 minutes to visit same.

Suitable sanitary arrangements to be provided on all lines and opportunity afforded for their use.

To be suitable closets, and motormen and conductors to be given reasonable time to visit the same.

INJURED EMPLOYEES.

Injured employees are provided for under the terms of 3 agreements only. The provisions found in these are as follows:

Motormen or conductors getting injured in any way while performing their duty and compelled thereby to be off duty shall, upon the receipt of company's doctor's certificate, receive full pay for time lost.

Motormen or conductors getting their eyes burned or flashed while performing their duty and compelled thereby to be off duty, shall receive full pay for such time lost, such rule to be governed by legal restriction.

Any employee injured while performing his duties will receive consideration at the hands of the company.

LOST ARTICLES.

Three agreements provide that lost articles found by employees are to be turned in to the company by the finder and a record made to that effect. Articles not claimed by the owner within 30 days are to be returned to the finder.

The method of handling lost articles found by employees is to be determined by the company and association, by the terms of 1 agreement.

FREE TRANSPORTATION.

Employees are given free transportation over the lines of the company under the terms of 52 agreements. Of these, 19 provide transportation to members of the association, 5 to trainmen, 4 to employees in certain designated occupations, 1 to all employees entitled to badges, and 23 to all employees. The form in which transportation is furnished is not stated in most of the agreements, but in 5 of them "when in uniform" is specified; when wearing badge, is the condition named in 11; on books of coupons or tickets in 10; and by annual passes, in 1.

One of the agreements which provides for the furnishing of coupon books to employees limits the number of coupons to be furnished to 60 per month, but additional coupons may be furnished employees who go home for their midday meal, if approved by the head of the department. Another limits the number of coupons furnished to motormen and conductors to 100 per month.

Three agreements provide that the company shall furnish pass books to the secretary of the association, the secretary and business agent of the association, and the business agent of the association, respectively.

The wives of employees, or other members of the family, are granted free transportation by 8 agreements. These agreements are, in substance, as follows:

The wives of all employees to have free transportation at all times.

Motormen and conductors may transport their wives free of charge on cars that they have charge of.

Employees given book of 24 tickets each month for members of their families (2 agreements).

Transportation to members of families to remain as at present.

Each employee, after 1 years' service, furnished book of 100 tickets every 50 days, to be used by his wife or minor children or, if single, by his mother (2 agreements).

Each employee furnished with 50 tickets per month for self and family.

One agreement contains a clause which provides that the matter of free transportation for men in civilian attire is to be adjusted between a committee of the association and the president of the company.

Below are sections taken from 2 agreements to illustrate the manner in which transportation is furnished:

Employees of the company shall be entitled to free transportation over the lines of the company while in uniform and shall be furnished with 50 tickets per month for use on other occasions by themselves or their families. Should any employee who shall receive tickets under this provision of this agreement sell, assign, transfer, or deliver to any one not a member of his immediate family the tickets referred to in this section, he shall forfeit all rights to any tickets during the life of this agreement.

The company will furnish free transportation to its employees, evidence of the same to be the cap badge or button of said employee.

Each member of the association shall be furnished, if he desires, once in every fifty (50) days one book of one hundred (100) employees' nondetachable tickets, each ticket covering a five cent ride only, to be used solely by the wife or minor children of such member or, if such member be a single man, by his mother, if she lives with him, which book of tickets shall be used only by the persons above stated, whose names shall at the time of issuing the book be furnished to the company, under penalty of having said book taken up and the member denied further free transportation under this clause. The cover and tickets unused at the end of fifty (50) days are to be returned to the company before another book is issued, and no ticket shall be received or offered for fare after such member leaves the service of the company. At the time of leaving service every member shall turn in to the company any unused portion of any book he may have.

PLACE OF RESIDENCE.

That members are to have the privilege of living wherever they may choose, as long as they can reach their work on regularly scheduled cars, is provided by 1 agreement.

CHANGE CARRIED BY CONDUCTORS.

Three agreements provide that sufficient money shall be kept at the office at all times, so that conductors will be able to supply themselves with change. One of these has also a provision that "if, upon request of any conductor, it is impossible to secure change at the office, conductors shall not be held responsible for fares not collected, and at each such instance said conductors shall report same on day of occurrence by means of a note addressed to the general manager."

Conductors are required to have not less than \$5 in change when on duty, by 1 agreement.

TURNING IN MONEY.

The following section from 1 agreement is found in practically the same form in 3 others:

At division points where receivers or cashiers are not employed it will be arranged to provide list of conductors, and opposite each conductor's name space will be pro-

vided for his signature, to indicate that he has deposited envelope containing cash, also additional space for starter or dispatcher to sign as witness.

A conductor or a motorman may be chosen to be present, daily, when money is removed from such safes by representatives of the company, both to sign lists, and the conductor or the motorman may accompany box containing collections to cashier's office and then the money will be counted in the presence of this conductor or motorman, and he will be given list of the cash shortage, if any. Such conductor or motorman will be paid for time actually so employed. The same rule shall be in effect in regard to the counting of tickets.

Claims for shortages are to be treated as follows:

Trip sheets and tickets not correctly made out are to be reported and submitted to the conductor for inspection within 7 days from date of discovery of error (1 agreement); claims for shortage to be made within (a) 7 days, (b) 14 days, after date of shortage, to be accompanied by trip sheet of day of shortage. Conductors on cars equipped with Ohmer registers to be shown register recording sheet of day of shortage if requested, duplex or tear tickets to be returned to car house with claims of shortage (2 agreements); all shortage charges sent from the audit department to be accompanied by trip sheets and registered blotters, if requested (1 agreement); all discrepancies in conductors' returns to be announced to conductor and corrections made within 5 days following the time deposited (1 agreement).

Eight agreements provide that conductors are entitled to a receipt for money turned in. Four of these require that the money be counted in the presence of the conductor, and 2 relieve the conductor of responsibility after the money is counted and a receipt issued.

One company agrees to receive from conductors all United States currency, including pennies.

COLLECTION OF FARES.

Fares are to be collected promptly and registered in the presence of passenger paying the same, the company to direct the manner of collection, registering, and reporting, according to the terms of 2 agreements.

DEPOSITS REQUIRED.

Of the 84 agreements examined only 2 require that motormen and conductors make a deposit with the company at the time of their employment. The sections from these 2 agreements referring to deposits are given below.

Motormen and conductors entering the employ of the railways company shall, as at present required, deposit twenty-five dollars with the railways company, to remain on deposit during their employment only. In case of breach during this agreement, in whole or in part, by the association, the whole of the said fund so created shall be liable to the railways company for any damage it may sustain as a result of such breach.

The agreement containing the above section provides that differences not satisfactorily adjusted between the parties shall be submitted to arbitration; that there shall be no strike of any kind for any cause or any grievance of the employees of the company, and no strike pending any matters admitting of arbitration under the agreement.

Motormen and conductors entering the employ of the company shall be required to deposit twenty-five dollars (\$25) with the company, to remain on deposit during their employment only, the company agreeing to pay interest at the rate of 4 per cent per annum on all such deposits when settlement is had, provided said deposit has been on deposit for one year.

UNIFORMS.

The following section is found in practically the same form in 9 agreements:

All men are privileged to purchase uniforms wherever they please, subject to approval of the company as to style, color, and finish.

Another contains the following section referring to uniforms:

The company reserves the right to describe the style and quality of uniforms, but the employees may have the privilege of purchasing such uniforms in the open market.

Bids may be obtained by a committee of the party of the second part from not less than three responsible bidders, said bids to be opened in the presence of the committee and the officials of the railway company, and all bids rejected, or the lowest bid accepted.

Other references to uniforms are found in 7 agreements, in substance, as follows:

Kind to be worn specified by company.

Present form to continue in use unless changed by mutual agreement.

Letters and uniform buttons to be furnished by company.

Conductor and motorman to report in full regulation uniform, to be provided at expiration of 60-day probationary period.

Regular men to provide themselves with one uniform each year, on the 15th day of April. Style and finish subject to approval of secretary or manager of company and committee of association. Uniform to cost not over \$15.

Prescribed by company. Employees have right to have a representative present at uniform inspections. Questions arising as to the necessity of procuring any article of uniform to be referred to the general superintendent (2 agreements).

PAY DAYS AND PAY CHECKS.

Pay days are referred to in 12 agreements. Three of these set specific days on which wages are to be paid, the 5th and 20th of each month in 2 and the 6th and 21st in the other; 6 provide that the company is to establish regular semimonthly pay days; 1 that employees

are to receive their wages not later than Thursday each week; 1 that the time of payment of weekly wages is to be taken up between the officials of the company and association; and 1 that the present dates (not given in agreement) are to continue.

One agreement provides that employees are to be paid by bank check or in currency, at the option of the company. Three provide for payment by check, with a further provision that the company is to arrange to have the checks cashed at certain designated places, on the date of payment, employees to request that their checks be cashed before noon of the day preceding pay day, in 1 instance.

That money due an employee on account of time shortage is to be paid such employee at the time the error is discovered, and correction made, is a provision of 1 agreement.

NOTICES AND RULES.

All notices, rules, and orders not in the book of rules are to be posted in car barns and remain posted as long as they are in effect, according to 5 agreements. Three of these require posting 48 hours, when possible, before becoming effective, and 1 that emergency rules put into effect without 48 hours' notice are to be brought to the notice of motormen and conductors as most practicable.

Three agreements provide that bulletins referring to duties of motormen and conductors are to be posted at all starting points, or each man notified personally; 1 that all orders of importance are to be posted on bulletin board at car barn so all motormen and conductors may see the order before leaving the barn; 3 that all orders and special rules are to be posted on the bulletin board and kept posted as long as in force; and 1 that a copy of the agreement between the parties and all general rules are to be kept in car houses while effective. All orders posted at suboffices are to have the approval of a general officer of the company within 24 hours after being posted, and copies furnished to the association, by the terms of 1 agreement, and another provides that no employee shall be disciplined for the breach of any special rule or regulation that has not been posted or handed to the employee.

Discipline bulletins are to be posted 24 hours before taking effect, under 2 agreements.

INSTRUCTION OF TRAINMEN.

One agreement provides that all motormen and conductors are to be instructed on all lines of their respective barns within one year from the date of employment.

MEDICAL EXAMINATIONS.

References to medical examinations are found in but 2 agreements. These references are shown below.

1. All conductors and motormen in service of the company will be examined periodically or when the superintendent has reason to believe that their color perceptions, acuteness of vision, or hearing is impaired. Should an indoor test disclose any deficiency of perception, such test may be followed by field test under the direction of the superintendent, the result of which will determine the standing of the person examined.

2. Where a medical examination after the first employment shall be required by the company, the company shall provide the same at its expense. In case of objection to the company's physician, the employee may select some other reputable physician and the company shall pay the expense of such examination by such physician, provided that such cost shall be not to exceed \$3 for the examination.

WORKING BOARD.

Eighteen agreements provide for the posting each day of a working board showing all runs and the motorman and conductor assigned to each run. Boards for each day usually are posted the afternoon before. The summary below shows the requirements of these agreements in this respect.

One provides that the working board is to be posted at approximately 2.30 p. m., 3 at 4 p. m., 1 at 4.30 p. m., 8 at 5 p. m., 1 at 5.30 p. m., 2 at 6 p. m., 1 designates no time, and 1 that board is to be posted not later than 11 a. m. for night runs and 5 p. m. for day runs for following day.

PENALTY FOR "MISSING."

The subject of "missing" is referred to in 32 agreements. What constitutes a miss, as the expression is generally used, is defined by 1 agreement as follows:

"A miss shall consist of an absolute failure on the part of a man to get his car out on time."

Men are usually penalized for missing, but under some circumstances a miss is not charged against a man who fails to get his car out on time. These circumstances are indicated below.

If cars are delayed by accident or blockade so that men riding on them can not reach place of reporting, no miss is to be charged against them (6 agreements); men reporting 1 hour before scheduled to take a car that they are unable to report are not charged with a miss (1 agreement); men who are sick and report within 10 minutes (2 agreements); within 30 minutes (1 agreement); within 1 hour (1 agreement); within 10 minutes a. m., 30 minutes p. m., or 1 hour if car is taken other than at the barn (1 agreement); within 10 minutes a. m., 1 hour p. m., or 1 hour if relief is made other than at the barn (1 agreement).

Below is a table which shows the penalties for missing prescribed by 13 agreements:

TABLE 37.—NUMBER OF AGREEMENTS PRESCRIBING SPECIFIED PENALTIES FOR MISSING.

For missing—	Serve at foot of extra list for—							Not to exceed 30 days.	Cause for dismissal.	Loses run.
	1 day.	2 days.	3 days.	5 days.	7 days.	10 days.	30 days.			
First time in 30 days.....	18	2	22	21						
Second time in 30 days.....		3	4	5	1					
Third time in 30 days.....			3		23	1	1	1	21	2
Fourth time in 30 days.....									2	
While serving as extra.....	3				2					

¹ Under 1 agreement, if not reporting within 2 hours after miss, penalty is 7 days instead of 1.

² Under 1 agreement, when reporting within 2 hours after missing, penalized by serving at foot of extra list rest of day, if morning miss; or rest of day and next day if afternoon miss.

³ Under 2 agreements, same as footnote 2.

Provisions of other agreements and the number of agreements in which each provision is found, follow:

One agreement: First miss, 3 days at foot of extra list; second time in 2 weeks, 7 days at foot of extra list.

One agreement: Loses day's work for first offense, 2 days for second offense, 3 days for third, and 5 days for fourth, in each calendar month. If miss is on last shift, loses 2½ days or 1½ days if reporting within 1 hour.

One agreement: Liable to assignment at foot of extra list for 1 to 3 days, at discretion of company.

Four agreements: Laid off for 3 days.

One agreement: Regular crew held on car by failure of relief crew to show up, relief crew penalized to extent of 2 hours' pay.

One agreement: Penalty to be "as at present" (not given in agreement).

Two agreements: Continuous missing cause for discharge.

Two agreements: Regular serving time as extra not permitted to take out car if extra man is available.

Two agreements: Man not reporting within 3 hours after missing, not regarded as having missed, but as absent without permission.

One agreement: Men not reporting for next relief, after missing, not regarded as having missed, but considered as absent without permission.

One agreement: Men failing to register 10 minutes before leaving time are sharked if extra men notice it and call attention to it.

One agreement: Any employee serving time and called back to his run before time expires considered as having served full time.

One agreement: Missing extra list more than once a week dealt with by division superintendent; maximum punishment being loss of place on list for day.

Three agreements: Missing extra list dealt with by superintendent or station master.

One agreement: Men missing report to starter as soon as possible and work at whatever they are called to do that day.

One agreement: Motormen and conductors serving time not to be required to report more than once a day unless assigned work.

One agreement: Men serving time for missing not to be deprived of work by the use of motormen as conductors, or vice versa, or the use of call men or employees not motormen or conductors.

One agreement: If trainman misses and his car has not left when he reports, and no extras are available, he is given his run.

RATES OF WAGES.

MOTORMEN AND CONDUCTORS.

Below is a summary of the wage scales for motormen and conductors effective during the month of May, 1914, taken from 75 agreements, showing the number of agreements providing for each classified rate of pay, for classified periods of service.

Of the agreements included in the summary below, one which contains a wage scale varying from 19 cents to 22 cents provides that extra men shall be paid 15½ cents per hour and given 19 cents upon becoming regulars. Another, in which the wage scale is from 19 cents to 21 cents, allows extra men 17 cents per hour, and under a third, with a scale of from 22 cents to 24 cents, extras are paid 21 cents for the first year and afterwards, if serving as extras, are increased the same as regular men. One agreement, in which the wage scale is 26 cents per hour for service over 6 months, allows motormen and conductors 28 cents per hour on Decoration Day, Labor Day, and 6 days of fair week. Three others contain a scale for men operating cars without conductors, one allowing 40 cents per hour for one man on a car against a rate of from 33 cents to 38 cents when cars are operated by two men, one allowing 5 cents an hour in addition to the regular rate, which varies from 30 cents for the first year of service to 35 cents for service in the sixth year and over, and one allowing 2 cents an hour in addition to the regular rate of 23 cents to 29 cents per hour.

One agreement not included in the summary above has a scale containing but two rates, 20 cents per hour for extra men and 22 cents per hour for regulars. Four others not included above have a scale which provides a higher rate for motormen than for conductors, as follows:

Regular motormen, first year, 30½ cents; second year and after, 34 cents.

TABLE 38.—CLASSIFIED HOURLY RATES OF WAGES OF MOTORMEN AND
1914, BY PERIODS

Line No.	Period of service.	Number of agreements in which the wage scale for motormen and conductors was—													
		16 and under 17 cts.	17 and under 18 cts.	18 and under 19 cts.	19 and under 20 cts.	20 and under 21 cts.	21 and under 21½ cts.	21½ and under 22 cts.	22 and under 22½ cts.	22½ and under 23 cts.	23 and under 23½ cts.	23½ and under 24 cts.	24 and under 24½ cts.	24½ and under 25 cts.	25 and under 25½ cts.
1	First 6 months.....	1	2	4	4	2	5	2	10	1	16	2	6	2	4
2	Second 6 months.....		2	2	5	2	3	1	11	1	10	3	8	2	2
3	Third 6 months.....			1	3	3	3	2	1	1	8		14	3	7
4	Fourth 6 months.....			1	3	1	5	2		1	7		16	3	7
5	Third year.....				1	3	2	1	4	1	3		8		10
6	Fourth year.....				1	3	2	1	3	2	3		8		8
7	Fifth year.....					3	2	1	2	1	3		7		8
8	Sixth year.....					3	2	1	2	1	3		7		9
9	Seventh year.....					3	2	1	2	1	3		7		9
10	Eighth year.....					3	2	1	2	1	3		7		7
11	Ninth year.....					3	2	1	2	1	3		7		7
12	Tenth year.....					3	2	1	2	1	3		7		7
13	Over 10 years.....					3	2	1	2	1	3		7		7

¹ Including 1 in which rate was 25 cents for second three months.² Including 1 in which rate was 30 cents for second three months.

Extra motormen, first year, 28 cents; second year, 28½ cents; third year and after, 29½ cents.

Regular conductors, first year, 25½ cents; second year and after, 27 cents.

Extra conductors, 24 cents.

Two agreements state that the wage scale is to remain "as at present," neither giving the scale in vogue at the time the agreements were made. One of these provides that the wage question can be taken up January 1 each year, upon notice that either party desires a change. One agreement covering employees of 5 cities does not give the wage rate, but provides that "the wages to be paid motormen and conductors to be at the rate of — cents per hour." Presumably the rate varies in the different cities, making it necessary to vary the agreement accordingly.

The method of rating men who leave the service and are reemployed, or who have had experience elsewhere, is mentioned in 5 agreements. Three provide that motormen and conductors who leave the service and are reemployed are to receive the regular schedule of wages according to time of service prior to date of reemployment; 1 that they are to receive wages according to 50 per cent of time of service prior to reemployment; and 1 that the company is not limited in its right to employ experienced men and give them the benefit of all or part of their previous experience in payment of wages to them.

Some of the agreements provide for an increase of the wage scale at stated intervals, instead of leaving the matter to be adjusted between the parties from time to time while the agreements are in

CONDUCTORS ACCORDING TO 75 AGREEMENTS IN EFFECT DURING MAY, OF SERVICE.

Number of agreements in which the wage scale for motormen and conductors was—																									Line No.
25½ and under 26 cts.	26 and under 26½ cts.	26½ and under 27 cts.	27 and under 27½ cts.	27½ and under 28 cts.	28 and under 28½ cts.	28½ and under 29 cts.	29 and under 29½ cts.	29½ and under 30 cts.	30 and under 31 cts.	31 and under 31½ cts.	31½ and under 32 cts.	32 and under 33 cts.	33 and under 34 cts.	34 and under 35 cts.	35 and under 35½ cts.	35½ and under 36 cts.	36 and under 37 cts.	37 and under 38 cts.	38 and under 39 cts.	39 and under 40 cts.	40 cts.	Line No.			
1	4	1	2	1	3	1	1	3	1		1		
1	7	1	2	2	2	1	1	1	1	4	...	1	1	...	...	...	...	...	...	...	...	2
...	11	...	4	1	2	1	...	1	2	4	...	1	1	...	...	...	...	...	...	...	...	3
...	11	...	3	1	3	1	...	1	2	4	...	1	1	...	...	1	...	...	...	...	...	4
3	11	3	5	...	5	1	2	1	3	2	...	4	1	...	...	...	...	...	...	1	...	5
...	14	3	3	...	5	2	2	1	6	1	1	2	4	...	...	...	...	...	...	...	...	6
...	12	3	4	1	4	2	4	2	6	2	1	2	1	2	1	2	1	...	...	...	...	7
...	9	2	6	...	3	4	4	1	7	2	1	3	1	1	3	1	1	...	...	...	...	8
...	9	2	5	...	2	3	6	1	7	2	1	3	1	1	2	...	...	...	...	...	...	9
...	11	2	4	1	3	3	7	1	7	2	1	3	1	1	2	...	1	...	...	...	...	10
...	10	2	5	...	3	3	6	1	8	2	1	3	1	1	2	...	...	1	...	2	...	11	
...	9	2	5	...	4	3	5	1	9	2	1	3	1	1	2	...	...	...	1	...	1	12
...	9	2	5	...	3	4	3	5	1	9	2	1	3	1	2	...	...	...	...	1	...	13

* Including 1 in which rate was 28.9 cents for sixteenth year and thereafter.

force. Six provide for an increased scale at the end of the first year; 2 at the end of the first and second years; 4 at the end of the first, second, and third years; 1 at the end of the first, third, and fourth years; and 1 after 6 months, 12 months, 18 months, and 24 months.

Provisions relative to pay for snowplow and sweeper work, for instructing students, and for overtime, with the number of agreements in which each provision is found, are given below.

SNOWFLOW AND SWEEPER WORK.

- One and one-half times regular rate, 8 agreements.
- Motormen, 45 cents; others, 35 cents, 1 agreement.
- Thirty-five cents per hour, 1 agreement.
- From 5 a. m. to 10 p. m., 35 cents per hour; from 10 p. m. to 5 a. m., 40 cents per hour, 1 agreement.
- Thirty-five cents for foreman; others, 30 cents, 2 agreements.
- Twenty-five cents per hour, 1 agreement.
- Ten cents per hour in addition to regular rate, 5 agreements.
- Five cents per hour in addition to regular rate, 1 agreement.

INSTRUCTING STUDENTS.

- Fifty cents per day extra pay, 1 agreement.
- Twenty-five cents per day extra pay, 7 agreements.
- One hour's pay additional each day, 2 agreements.
- Five cents per hour extra pay, 3 agreements.
- Two and one-half cents per hour extra pay, 1 agreement.
- Two cents per hour extra pay, 1 agreement.
- Members to break in new men whenever company desires, 1 agreement.

OVERTIME.

Time and one-half for time in excess of regular runs, 13 agreements. (Overtime commences half hour after regular run in one of these, and one provides that overtime rate is not to be paid between Memorial Day and Labor Day.)

Twenty-five per cent additional for first hour or fraction over 12 hours, and 50 per cent extra for time in excess of 1 hour over 12 hours, 1 agreement.

For special cars between 12 o'clock midnight and 5 a. m., 25 per cent extra pay, 1 agreement.

Twenty-five cents per hour (1 cent to 5 cents over scale), 1 agreement.

Ten cents per hour extra pay, 1 agreement.

Seven cents per hour extra pay, 2 agreements.

Five cents per hour extra pay, 3 agreements.

Between midnight and 5 a. m., time and one-half, 1 agreement.

Emergency work after regular cars stop at night and before regular starting time in morning, 50 cents per hour, 1 agreement.

Overtime over 10 hours, if more than 1 hour, time and one-third, 1 agreement.

Regular runs after 12.30 a. m. and special runs after midnight, time and one-half, 1 agreement.

WAGES OF MISCELLANEOUS EMPLOYEES.

Wage scales covering employees other than trainmen are found in 22 agreements. Some of these cover all classes of miscellaneous employees, but only a limited number of occupations are mentioned in most cases. In addition to these, 5 state that the wage rate shall remain "as at present," 2 that an increase of 5 per cent shall be given, 2 that an increase of 10 per cent shall be given, 2 that wages shall be increased 1 cent per hour, 3 that a substantial increase shall be given, and 1 that wage rates are to be adjusted from time to time in conferences between the company officials and committees of the association. None of these gives the wage scale operative at the time the agreement was made.

An increase in wage rates at stated intervals during the life of the agreement is provided for in two instances.

Provisions for overtime rates, and the number of agreements containing each provision, are as follows:

All employees, one and one-half times regular rate, 1 agreement.

Shopmen, one and one-half times regular rate, 5 agreements.

Shopmen, double regular rate, 1 agreement.

Car-barn men, one and one-half times regular rate, 7 agreements.

Car-barn men, double regular rate, 1 agreement.

Curve oilers, power-house men, line drivers, ground and bond men, one and one-half times regular rate, 1 agreement each.

TIME ALLOWANCES.

Provisions which may require the payment of money for which no actual service is rendered the company, and the number of agreements in which each provision is found, are given below. It should be noted that in many instances the time of the employee is consumed as a result of his employment by the company, although he may not be actually working.

A motorman or conductor taken from his regular run for other service is to be paid for at least as much time as his regular run calls for, according to 18 agreements. Two of these provide further that employees may be required to make up any time allowed; and 1 that an employee taken from his regular run is not to be assigned again to his regular run that day. A similar provision is found in 4 agreements referring to snowplow or sweeper work. Two of these 4 provide that a man taken for such work is not to be assigned to any regular run during that day, 1 that he may be assigned to regular runs, and 1 that he is available for work until the expiration of the time covered by his regular run. In 1 agreement is found the provision that a man slated to see the general superintendent or division superintendent, through an error of an agent of the company, is not to be assigned to his run again that day, and is to be paid for the day.

Men required to deadhead from one point to another to take a car, or to make reliefs or reports, are paid for all deadhead time, at their regular rate, according to 19 agreements. Two of these make an exception in cases where a man finishes his day's work at the end of line opposite the starting point, if he lives near the point where he finishes work, and 1 allows deadhead time only when in excess of 10 minutes. The 3 provisions following which refer to pay for deadhead time are each found in 1 agreement only.

An extra man deadheading to relieve a regular man before the completion of his run is to be paid for the deadhead time from the time of the man relieved.

"In case any regular man is selected by the company to take out a special car, the extra man holding the regular man's run shall be entitled to all the time over and above what the regular man makes more than his regular run calls for, while on special car."

Men reporting at their regular station and sent to another station to be paid for the time consumed in going to and returning from the other station, and if not given work at the other station to be paid for an 8-hour day, which includes time deadheading to and from station.

Motormen and conductors are to be paid from the time required to report until excused or relieved, by the terms of 26 agreements, and paid from 10 minutes after time instructed to report by the terms

of 3 others. Under 1 agreement pay is allowed from the time of taking a car until relieved, while another allows one-half pay for the first hour trainmen are held after being required to report, and full pay thereafter until excused.

When cars are delayed, crews reporting to relieve those on the delayed cars are to be paid from the time relief should have been made, and the crews on the delayed cars are paid up to the time they are relieved (7 agreements). This provision is qualified in one agreement by a clause that the car crew is to be paid for delays over 30 minutes, but to receive one and one-half pay for delays of over 10 minutes caused by company officials.

The following provisions refer to men required to report at other than regular reporting times:

Men assigned to extra work after completing their regular runs are to be paid from the time of completion of regular runs (4 agreements).

One agreement containing this provision provides also that time and one-half is to be paid for such work and another is qualified by the clause "if such extra work begins within 1 hour after completing the regular run."

To receive 1 hour's pay for any fractional part of an hour (2 agreements).

Paid for all time between regular reporting time and time ordered to report (4 agreements).

Paid half time until excused or put to work, minimum 1 hour's pay (1 agreement).

Required to report on Sunday when not holding Sunday run, and given no work, to be paid from time reporting until relieved, with minimum of $2\frac{1}{2}$ hours' pay (1 agreement), or 5 hour's pay (1 agreement).

Each order to report to count not less than 1 hour's service (11 agreements).

Each order to report to count not less than $1\frac{1}{2}$ hour's service (1 agreement).

Each order to report to count not less than 2 hour's service (4 agreements).

One agreement provides that regulars called for extra work and given no work be paid for all time held, with a minimum of 1 hour's pay. This provision also applies to extras, but if they receive work within 1 hour after reporting their pay starts from the time of beginning work.

Extras required to report other than at regular reporting time paid for 1 hour for first report and 2 hours for second; no allowance to be made if assigned to work or requested relief is granted, nor to men serving time (1 agreement).

Extras called for extra work or report for same to be paid not less than 5 hour's pay in any 1 day under 2 agreements, and $6\frac{3}{10}$ hours under another. The latter requires that they remain on duty as long as required, but not to exceed 14 hours.

Several of the agreements provide for the payment of a minimum number of hours for regular runs as follows:

No regular run to pay less than 7 hours per day, 1 agreement.

No regular run to pay less than 8 hours per day, 1 agreement.

No regular run to pay less than 9 hours per day, 8 agreements.

No regular run to pay less than 10 hours per day, 5 agreements.

No regular run to pay less than \$1.75 per day, 1 agreement.

Swing runs to pay not less than 8 hours per day, 1 agreement.

Runs of from 5 to 8 hours to pay 8 hours' time, 1 agreement.

Runs of from 8 to $8\frac{1}{2}$ hours to pay $8\frac{1}{2}$ hours' time, 2 agreements.

Runs of from 8 to 9 hours to pay 9 hours' time, 4 agreements.

Runs of from $8\frac{1}{2}$ to 9 hours to pay 9 hours' time, 1 agreement.

Runs of from $8\frac{1}{2}$ to $8\frac{3}{4}$ hours to pay $8\frac{3}{4}$ hours' time if outside time is less than 12 hours, 1 agreement.

Runs of from $8\frac{3}{4}$ to 9 hours to pay 9 hours if outside time is less than 12 hours, 1 agreement.

Runs of from 9 to $9\frac{1}{4}$ hours to pay $9\frac{1}{4}$ hours if outside time is less than 12 hours, 1 agreement.

Runs of from $9\frac{1}{4}$ to $9\frac{1}{2}$ hours to pay $9\frac{1}{2}$ hours if outside time is less than 12 hours, 1 agreement.

Runs of from $9\frac{1}{2}$ to 10 hours to pay 10 hours if outside time is less than 12 hours, 1 agreement.

Runs of 12 hours to pay for 18 hours, 1 agreement.

Runs of 5 hours or less pay time and one-half, 1 agreement.

Time allowances for extra and single trippers are given below:

Extra trips to pay not less than 1 hour for each trip, 4 agreements.

Extra trips to pay not less than $1\frac{1}{2}$ hours for each trip, 1 agreement.

Extra trips to pay not less than 2 hours for each trip, 6 agreements.

Extra trips less than 1 hour pay 1 hour, 2 agreements.

Extra trips more than 1 hour and less than 2 hours pay 2 hours, 1 agreement.

Extra trips more than 2 hours and less than 3 hours pay 3 hours, 4 agreements.

Extra trips more than 3 hours and less than 4 hours pay 4 hours, 4 agreements.

Extra trips more than 4 hours and less than 5 hours pay 5 hours, 4 agreements.

Extra trips more than 5 hours and less than 6 hours pay 6 hours, 4 agreements.

Extra trips more than 6 hours and less than 7 hours pay 7 hours, 4 agreements.

Extra trips more than 7 hours and up to 9 hours pay actual time, 4 agreements.

Eleven agreements allow employees regular pay for time consumed in looking up evidence, making special investigations, or acting as witnesses in court for the company. Two of these allow pay to employees looking up evidence only when they carried out the rules of the company to secure names of witnesses when the accident occurred. Employees are paid for time spent in making out accident reports under the terms of 2 agreements, 2 allow 18 minutes for making such reports, and 1 provides that they are to be paid not to exceed 10 cents for each report. Conductors are allowed 15 minutes each day for turning in and making out their reports, 4 agreements; 1 allows motormen and conductors 10 minutes to cover time consumed in moving cars in and out of barn; 1 allows motormen on cars making the first or last trip of a run 15 minutes for sanding and inspecting cars when such service is performed; 1 allows motormen 5 minutes and conductors 10 minutes at the end of their runs, and 1 provides that—

All trainmen shall be allowed ten minutes when commencing the day's work, ten minutes for the second pull-out, and five minutes after finishing the day's run, for preparing themselves and their cars, making reports or performing such other duties as may be required by the company in the preparation for or the completion of the day's work.

When all the trips of a regular run are not run for any cause, the trainmen are to be allowed a full day's pay, according to 4 agreements. Two of these provide also that such trainmen may be held for other work until their usual quitting time, and 1 excepts trips taken off on account of fires, storms, or emergencies beyond the control of the company. When a car in regular service is disabled and there is no car to take its place, the crew receive full pay up to the minimum of one-half day of such idleness under 2 agreements, and to a maximum of 5 hours of such idleness under another.

Other provisions for pay for time not actually worked are as follows:

Fifteen minutes' pay allowed for fractional parts of 15 minutes' work, 1 agreement.

Work 15 minutes in excess of regular run to pay for 30 minutes, 1 agreement.

Work 45 minutes in excess of regular run to pay for 1 hour, 1 agreement.

Work 30 minutes to 1 hour in excess of regular run to pay for 1 hour, 2 agreements.

Work 20 minutes in excess of regular run to pay for 1 hour, 1 agreement.

Less than 10 minutes excess time not counted, 10 minutes turned in as 1 hour, 1 agreement.

On runs exceeding 9 hours motorman and conductor to receive one-half hour's pay for excess not over 15 minutes and 1 hour's pay for excess not exceeding one-half hour, 2 agreements.

Miscellaneous provisions, each of which are found in one agreement only, and which may be grouped under time allowances, are as follows:

Regular scheduled runs with outside time over 12 hours paid 25 per cent additional for first hour in excess of 14 hours and 50 per cent additional after first hour.

No time to be deducted from regular week-day schedule on Sunday runs, but Sunday runs to start 2 hours later.

Motorman and conductor on special passenger cars to be paid for not less than 4 hours.

Extra work after 9 p. m. to pay not less than \$1.

Motormen and conductors requested to report for relief changes to receive not less than 7 hours' pay, provided they remain at car house during all relief changes and are not assigned to work to the extent of 7 hours.

Any run having a lay-over of 2 hours or less to pay straight time.

Motormen and conductors required to swing from one relief to another and time between reliefs is 30 minutes or less to be paid actual time for such relief.

Scheduled runs having swings of 30 minutes or less to pay straight time.

Extra trainmen marked up on schedule to receive not less than 2 hours' pay.

Regular motorman or conductor required to run tripper or other than regular run oftener than once in 7 consecutive days to be paid double for such work.

Crews required to report at barn more than 30 minutes ahead of time to receive regular pay for all time over 30 minutes.

When a regular late motorman or conductor is required to do extra early service, he shall be paid straight time until the finish of his regular run.

Time allowances granted employees other than trainmen are as follows:

Shopmen are allowed 5 minutes at night for washing up and making out time cards (1 agreement).

Shopmen, trackmen, and repair men called out at unusual times and not given work paid for 2 hours (4 agreements).

Towermen work 8 hours and are paid for 10 hours on Sundays and on holidays when Sunday schedules are used (2 agreements).

Extra agents receive not less than 3 hours' pay for special work (4 agreements).

Line drivers on Sundays and legal holidays to work 8-hour shifts and receive 12 hours' pay.

CONDUCT OF EMPLOYEES.

Thirty-three of the agreements contain a provision setting forth the manner in which employees are to conduct themselves. Sections from 4 of these agreements are quoted below as typical illustrations.

It is further agreed that in consideration of the agreements of the company herein contained, each and all of the employees of said company who are, or may hereafter become, members of said association shall conduct themselves to the best of their ability as becomes gentlemen, be courteous to the passengers of the company, and to the traveling public desirous of using or using the service furnished by said company, and shall work at all times and in all ways and in respect to all matters for the best interests of said company, and will be respectful, loyal and faithful to said company and its officers, will support and defend its reputation and conduct, and endeavor in all ways to promote its success and the quality and efficiency of its service, and will cooperate with its officers, reporting any respects in which such service can be improved or the success of the company promoted.

It is agreed by the association that its members shall comply with all company rules and regulations now in force, or that may hereafter be made and adopted by the company, that do not conflict with the terms of this contract; that they will as a body protect the property of the company from injury at their hands or at the hands of others when in their power to do so; that they will promote the company's good, and expect each and every member to perform faithfully all duties prescribed for them by the company.

In consideration of the foregoing, the association agrees to promote the interests of the company, to discipline such members of the association as may be guilty of conduct unbecoming an employee, and to exercise the good offices of the association in behalf of the company at all times for right and justice, to see that all rules and orders are faithfully and honestly fulfilled to the best of their ability.

In consideration of the foregoing, the association agrees that its membership shall use its influence and best endeavors at all times to promote and advance the prosperity of the company.

BETWEEN COMPANIES AND EMPLOYEES, MEMBERS OF THE ASSOCIATION, BUT NOT CONTRACTED WITH AS SUCH.

The preceding section presents a review of 84 agreements between street railway companies and local divisions of the Amalgamated Association of Street and Electric Railway Employees of America. This chapter presents a study of 14 contracts, company letters, and orders affecting city street railway employees who are organized and belong to the association but with whom, as members of the association, agreements have not been entered into by the railway companies. Five of these are in the form of work orders published by the companies, the subject matter of a part of one of the orders having been submitted to arbitration; 3 are agreements with employees, 2 of these being limited to motormen and conductors, which were

entered into through committees of employees; 1 is an agreement between a railway company and its car-service men, the agreement being signed individually by each employee; 1 an agreement drawn up by an arbitration board and binding on company and employees by virtue of an agreement to that effect entered into during a strike and before arbitration; 1 an agreement between the association and a mediation committee of citizens appointed to bring about a settlement of a strike; and 3 are in the form of company letters, 2 addressed to committees of employees and 1 to the motormen and conductors.

The extent to which these letters, orders, and contracts recognize the association, either directly or indirectly, is brought out under the several topics discussed, which are arranged in the same order as in the previous chapter.

PURPOSE, SCOPE, AND DURATION.

One of the agreements between a company and its employees sets forth its purpose as follows:

Whereas it is agreed by both of the above-named parties that it is for their mutual interest and convenience of the public that there should be continuous and uninterrupted street railway service, and there being no disposition on the part of the said employees to make unjust and vexatious requests on the company, and it being the desire of the company to treat its employees fairly, justly, and without prejudice or discrimination, it is hereby mutually understood and agreed:

This clause is practically identical with the clause quoted on page 305, found in 4 agreements with the association, the principal difference being the substitution of the words "of the said employees" for the words "of the association."

The only reference similar to the one quoted above is found in the agreement signed by the company and each individual employee, as follows:

The parties hereto enter into this contract for the purpose of assuring a continuous and uninterrupted public service to the citizens of * * *. It is the intention of the parties hereto, by entering into this contract, to avoid any possible suspension of the operation of the cars of said company, or of any other cars operated over its tracks, due to any labor controversy, and to that end and in consideration of the mutuality of the obligations hereinafter as well as hereinbefore contained, it is further agreed:

Three of the work orders contain clauses limiting the time during which they are to remain effective. One is for a period of 1 year, and one for 1 year and from year to year thereafter until either the company or employees desire a change, in which event the party desiring a change is to give 15 days' notice to the other before the expiration of any year. The order provides further that if the company and employees are unable to agree, that disputed matters shall be submitted to arbitration. The third order is for a period of 2 years. This period was decided upon by an arbitration board and accepted

by the company and employees, as previously agreed upon. The company had requested that the time be made 5 years, on the ground that it is to the interest of the company, its employees, and the public, and to the interest of good operation and efficient management and for the benefit of all parties concerned that agreements be for long periods, so as to avoid a frequency of disturbance and unrest which occurs during negotiations for new agreements, while the ground of contention of the employees for a 1-year limitation is found in the dissenting opinion of one arbitrator to the effect that it is positively unfair to the employees to fix a wage for a long period of time based upon hard times, with strong probabilities of an improvement, and if the situation were reversed, it would be equally unfair to the company to fix a scale based on good times with a probability of financial stringency. The agreement drawn up by an arbitration board is for a period of 3 years, negotiations for a new agreement to be taken up 60 days before its expiration, while the one made by the mediation committee expired 1 year and 2 months after its date.

The three agreements with employees are for 1, 3, and 4 years, respectively. Each provides for a continuation from year to year thereafter, unless changed by the parties, either party desiring a change to notify the other in writing 30 days prior to the end of any year, the agreement to be open to consider desired changes upon receipt of such notice.

CONFERENCES.

Two work orders, three agreements, the agreement drawn by the mediation board, and one of the company letters contain clauses referring to the manner in which the company will treat with its employees. The clauses found in the two work orders and the three agreements are practically the same in effect, two reading as follows:

1. The company agrees to meet and treat with any committee or committees of their employees on all grievances that may arise. Said committee or committees must consist of employees of the company.
2. The company will at all times treat with its employees or properly accredited representatives from among their number.

The agreement drawn by the mediation committee and one of the company letters directly recognizes the association as such. The clauses from these two are respectively as follows:

1. The company shall recognize the Amalgamated Association of Street Railway Employees Number * * * but no written contract is to be entered into between the parties. * * * Grievance committees representing the Amalgamated Association shall be heard by the proper officers of the company, provided specific complaints are furnished and the complainant is always present with the committee when such complaints are presented and heard.
2. The company agrees to meet and treat with the duly authorized and accredited representatives and committees of the association or of the motormen and conductors on all questions or grievances that may arise.

MEMBERSHIP IN ASSOCIATION.

The statement that "the company has no objection to any of the employees, both present and future, joining the Amalgamated Association of Street and Electric Railway Employees of America" is found in one company work order, while another provides that there is to be no discrimination between union and nonunion men, but all are to be treated alike as employees of the company. Two of the agreements with employees refer to the subject, one providing that there shall be no discrimination against employees on account of affiliation with any organization, and the other that the company is not to discriminate against any member of any association of employees by reason of performing duties imposed by the association while off duty. The agreement signed by each car-service employee provides that the business of the company "shall at all times be conducted on the open-shop principle," and makes no mention of employees belonging to the association or other organizations. The one made with the mediation committee provides that—

The amalgamated association agrees that there shall be no "closed shop" under this agreement and the findings of the mediation board, but that the company shall be free to employ either union or nonunion men, but it shall in no way discriminate against the union men or encourage the growth of any independent or nonunion organization within ranks of its men.

Of the company letters, one which appears to have been written at the close of a strike states that "we will reemploy without prejudice the former employees of the * * * Railway, with the exception of the five men named above," the question of reemploying the men referred to having previously been dropped by the employees. One other company letter refers to the subject as follows:

In the management of this road there shall be no discrimination against union men nor shall there be any against men who are not members of the union. The employment and retention of our men will be based entirely on their fitness for the position they seek to hold. The company will always keep in view the right of the public to demand that the road shall be operated by competent men and as nearly as possible with perfect safety to passengers. In the employment, retention, or discharge of men we shall not ask or consider what political party, sect, church denomination, union, or association they may or may not be members of. It is not the policy of this management to interfere with nor to encourage or discourage unions of our employees. That is a matter the men must determine for themselves.

COLLECTION OF DUES AND POSTING OF NOTICES OF ASSOCIATION.

The only mention of collection of dues is found in one of the company work orders, which provides that the collection of dues for the association is to be permitted in all car houses, and that employees appointed as collectors of dues are to have leave of absence on pay days. Two work orders likewise contain the only clauses giving the association the right to post its notices at terminal points and in car barns.

SUSPENSION AND DISCHARGE.

The provision that an employee suspended or discharged and upon investigation found not guilty of the charges for which punished is to be reinstated and paid for the time lost on account of such suspension or discharge, which is found in many of the agreements with the association, is found also in 5 work orders, 3 agreements with employees, and 2 company letters. The provision for reinstatement is found also in the agreement signed by all car-service employees and in the one drawn up by an arbitration board, but payment for such portion of the time lost as may be agreed upon is provided instead of payment for all time lost.

In cases of suspension or discharge the right to appeal to a higher official from the decision of the official holding the first hearing is granted by 4 work orders, by the agreement signed by each individual car-service man, and by 1 company letter. The right to be represented by a committee of employees when an appeal is made is given by 3 work orders and 1 agreement with employees. The record of the company for violations of the rules is to show the defense of an employee as well as the offense charged, according to 1 company letter, 1 agreement with employees, and 1 company work order.

One work order provides that motormen and conductors who fail to display destination signs properly are to be suspended 1 day for the first failure, 2 days for the second, and thereafter for a period of 3 months from the time of the first failure and then start anew.

ARBITRATION.

Arbitration is referred to in one company work order, one agreement with employees, the agreement signed by individual car-service men, and the agreement made by the arbitration board. The provisions of each follow:

The company work order provides that disputes between employer and employees not mutually adjusted are to be referred to an arbitration board to consist of three members, one chosen by each party, and the third by the two so chosen. If the third arbitrator has not been agreed upon within 10 days, representatives of the company and employees meet and make arrangements that will result in a choice. If unable to agree within 10 days, the third arbitrator is appointed by the judge of the United States district court. Either party failing to name its arbitrator within 15 days after notice that arbitration is desired, forfeits its case. The findings of the board are to be final and binding upon the parties.

The agreement between the company and its employees is similar to the above. The directors of the company are called into conference to attempt to adjust differences before they are referred to

arbitration. If arbitration is resorted to, the arbitrators must be disinterested persons, chosen as above, but there is no provision for the appointment of the third arbitrator if the first two appointed can not agree upon one.

The agreement between the company and individual car-service men provides for arbitration as follows:

If at any time said car-service men or any of them have any grievances of any kind or character as to wages or conditions of labor, such grievances shall be presented to and taken up with the company on the second or fourth Tuesday of each month, at the office of the superintendent. And such employee or employees may appear in person or be represented by any other employee or employees in the same class of service. Said superintendent will give a fair hearing, and from his decision an appeal may be taken on the third Tuesday of the month to the president of the company, who shall hear such appeal and correct any erroneous decision of the superintendent. And within ten days thereafter any such grievance not satisfactorily disposed of in the foregoing manner shall be referred to the public service commission of the State of * * * for final decision. Said commission shall and is hereby agreed to be a permanent board of arbitration of all questions which may be referred to it under the provisions and in harmony with the terms of this contract. The authority and jurisdiction of said commission to revise, reverse, or modify any decision rendered by it on any matter so referred shall be continuous. The evidence may be submitted by affidavit or orally upon oath. It is agreed that all such decisions of said commission shall be binding and conclusive unless so modified, revised, or rescinded by said commission. And the parties hereby mutually agree to at all times conform to and obey any and all such decisions, and that this contract shall in all things be liberally construed so as to provide an effectual and constantly available remedy to adjudicate all controversies which may at any time arise.

In any decision of the said public service commission, said commission may decide when and under what conditions the said decision shall take effect, and to whom it shall apply, and fix any conditions it may deem proper, and either party may at any time file and have heard a motion for a modification or review of such decision. The decision of said commission on any point shall be in harmony with the express terms and provisions of this contract.

The agreement drawn by an arbitration board became binding upon employer and employees by virtue of an agreement that all striking employees were to return to work and disputed matters would be referred to arbitration. This agreement to arbitrate, which was signed by the president of the company and the international president of the association, contains the following clause providing for arbitration in cases of future disagreements:

To prevent the possibility of strikes, grievances complained of shall be formally submitted to the company by the union, then discussed by the accredited representatives of both the company and the union, and if they fail to reach an agreement then the grievances shall immediately be submitted to arbitration by a board of arbitrators composed of three men, one of whom shall be selected by the company, one by the union (both to be named within ten (10) days of the failure of the first-named representatives to agree), and the third by these two. If the two arbitrators selected by the respective parties fail to agree upon a third arbitrator within five (5) days of the time of their selection, then the State Board of Arbitration and Conciliation shall select the third. The decision of any two of these arbitrators shall be final and binding upon both parties.

STRIKES.

The only reference to strikes is found in the agreement between one company and its car-service employees as individuals. This reference is as follows:

* * * it is further agreed as follows:

By each and every employee becoming a party hereto, that he will not participate in any strike of the employees of said company, or interruption of the service to the public, and will not at any time or for any reason engage in any such strike, or counsel or advise any other employee so to do, or enter into any agreement of any kind or character with any person or persons, the purpose of which shall be to induce or procure the employees of said * * * company, or any of them by concerted action, to quit the service of said company in a body or at a given time, or in any way to interfere with the operation of any car or cars or other property of said company, or to prevent its employing persons to run said cars, or otherwise to hamper or obstruct the said company in the discharge of its duties to the public as a common carrier of passengers, but that he will submit to arbitration in the manner above described any grievances or controversy which may arise, or that desiring to leave the service of the company on account of any such grievance or controversy without such arbitration thereof, or for any other cause, he will only do so peaceably and as an individual, singly and without confederation or agreement, as aforesaid, and at such a time and in such a manner that the public service will not be impaired.

And in consideration thereof, said company on its part agrees that it will not lock out its employees in a body or close down its works, or cease operation of its cars, or refuse to employ and keep in its employ a force of suitable and competent men who are willing to abide by the terms of this agreement, or discharge men wholly without cause, or otherwise violate the agreements herein contained.

HOURS OF LABOR.

Hours of labor, as given in the agreements, work orders, and company letters, are as follows:

WORK ORDERS.

1. Two-turn system for straight early and straight late runs to be used, with no schedule of less than 9 hours.

2. Day's work $9\frac{1}{2}$ hours completed within 12 consecutive hours, all regular motormen and conductors to be given a full day's work except on Sundays. Men whose runs are less than $9\frac{1}{2}$ hours to be subject to orders for balance of day's work. Nine hours a full day on Sundays.

3. Regular runs to be completed within 16 consecutive hours. Shopmen to have alternate Saturday and Sunday afternoons off.

4. For early, late, and swing runs, maximum 11 hours, minimum 8 hours, but to complete schedules not to exceed 5 per cent of these may go over 11 hours. Day's work to be completed in not to exceed $12\frac{1}{2}$ hours on early and late runs; swing runs to be completed within 15 consecutive hours.

AGREEMENTS WITH EMPLOYEES.

1. A day's work for motormen and conductors to be a maximum of 9½ hours, completed within 12 consecutive hours.

2. A day's work for motormen and conductors to be as near 9 hours as possible.

AGREEMENT WITH INDIVIDUAL EMPLOYEES.

No scheduled run to exceed 12 consecutive hours' service, schedules to provide at least 8 hours' rest in each 24.

AGREEMENT DRAWN BY ARBITRATION BOARD.

Straight day runs to be as near 10 hours as possible and late straight runs to be as near 9 hours as possible. Short runs to be coupled up to make not less than 8 hours' work as nearly as conditions permit. Five minutes lay-over at end of runs to be allowed, or as near as possible. Day men completing day's work not compelled to run more than 15 p. m. extras per calendar month, except in emergency. Company to endeavor not to work man over 6 hours without relief or opportunity to obtain meals, unless man chooses run figured otherwise, but this not to apply to straight 8-hour runs.

COMPANY LETTERS.

1. Runs to be on or as near to a 10-hour schedule as practicable.
2. Maximum time of runs, 10 hours; minimum, 9 hours; day runs to be completed within 11½ hours and late runs within 13 hours.
3. Before schedules are prepared or put into effect, the company is to confer with a committee representing the motormen and conductors in regard to length of runs and hours of service to be incorporated into the schedules.

EXTRA MEN.

Provisions referring to extra men are found as follows, each provision appearing in but one order or agreement, unless otherwise indicated:

Regulars not to be placed on the extra list except as a penalty for missing.

Extra motormen and conductors guaranteed a minimum wage of \$22.50 per half month. Men missing, absent on leave, or on account of sickness, have deductions made accordingly.

Extra motormen and conductors guaranteed a minimum wage of \$22.50 for each 15-day period, and \$24 for each 16-day period, a deduction of \$1.50 to be made for each miss or day of absence.

Company to maintain an adequate extra list.

Extra men assigned to duty first in, first out (1); and first in, first out, provided all have been out during the day (1)

Assigned to duty first in, first out, provided all other extra men have worked that day. A day's work for extra man must equal in hours the time of the shortest run from the barn where employed. If a run should not equal this, he will not lose his place on the list.

Regulars not to be assigned to extra work when extras are available (3).

An extra off sick or excused is placed at the foot of the extra list the following day.

Extras working after midnight and up to 12.30 a. m. not required to report before 6 a. m. Men working after 12.30 a. m. not required to report before 9 a. m.

Men doing 4½ hours' snow plow or sweeper work not required to take their regular runs if extras are available, unless 5 hours have intervened between finishing snow work and commencement of regular run.

A motorman or conductor who has been in the company's service for 10 consecutive years may elect not to work overtime. If he so elects, the election becomes binding after each bidding in period, upon signing his name in a book kept for that purpose, and he is not to be used for extra work when extra men or other employees are available for service.

CHOICE OF RUNS.

Five work orders provide that runs shall be chosen according to seniority of service, in two of the orders the bidding in system to prevail. Two agreements and three company letters also provide for choosing according to seniority, the bidding in system prevailing under one of the agreements. The right to choose runs is limited in two work orders, one agreement, and one company letter by the requirement that men must be competent to hold the run they select. One work order provides that if a man is refused the run of his choice, the reason for refusal shall be given to the man, or to a committee of men, upon his request.

The right of the superintendent to veto the choice of any motorman or conductor on the ground of incompetence to hold the run selected was submitted to arbitration in one city. The company had reserved the right of veto on one line and wished to extend the right to two other lines on the ground that the grades on these lines are long and steep, and the operating of cars should be done by men whose coolness, judgment, and promptness, and other qualities, fit them to meet the emergencies which are more likely to arise on these routes. The men contended that the veto power should be done away with entirely and the men permitted to take the runs of their choice. The decision of the arbitrators on this point follows:

It is a matter of common experience that among a number of men equally qualified for the ordinary routine work of any occupation there are certain men who are spe-

cially fitted to meet unforeseen contingencies. When the particular work to be done may meet such dangers, it is the duty of a superintendent to use corresponding care in selecting men fitted for that work. Indeed, the law would hold a superintendent guilty of negligence in failing to carefully select for such work a man specially fitted therefor. Such being the case, for this board to deprive the superintendent of the power of in any way controlling the selection of the men, while at the same time holding him responsible for not making a proper selection, would not be right.

The same general reasoning applies to the mail, work, freight, money and work cars. The manning of these cars requires men of special aptitude of whom the management should have the selection with a view to getting men specially fitted for such work. The men handling the mail cars are in effect bonded employees of the company. The freight men are acquainted with patrons and requirements along the route. The work crew have to handle trains, must be fitted for line work, and must have the ability to direct laboring crews. It is clear that to have all such men assigned to such duties by virtue of a general seniority rule, and with an absence of that discretion of choice which must be exercised to secure men fitted for particular tasks, would result in confusion and general dissatisfaction. Summing up, therefore, the different subjects of this group, and in view of the workings under former agreements, * * *. We think * * * [lines named] should all be subject to veto. We think no sufficient ground has been shown for changing the present arrangement as to the mail, freight, money, work, and ash cars.

Men failing to choose runs are signed up by the superintendent by the terms of 1 work order and 1 company letter. The frequency of choosing runs is as follows:

Quarterly.—One agreement and 3 work orders.

Semiannually.—Two agreements and 1 company letter.

When requested by committee of employees, or at discretion of company, 1 work order.

When runs become vacant or new ones established, 1 work order.

RUNS TEMPORARILY VACANT.

The manner of filling a run temporarily vacant is as follows:

Two company letters and 1 work order provide that such a run shall be held by the first extra until the absent man returns or a new choice is made. The agreement drawn by an arbitration board gives such a run to the senior extra if it is to be open for 7 days or longer, while 1 work order gives it to the first extra for not more than 3 days. A run vacant by discharge or resignation is to be given the first extra man until the next quarterly choice of runs, according to 1 work order.

LEAVE OF ABSENCE.

Two of the work orders examined provide that a book shall be kept in which requests for days off may be registered 7 days in advance. Preference is given to men in the order of registering, one order having a restriction, however, that committees of the association are to have preference when leave is desired to do association work, and that men are not entitled to a day preceding a holiday and the holiday combined, nor to two consecutive holidays when others desire to get off.

One of these two orders permits trainmen to be excused for 3 days on consent of the dispatcher, from 3 to 14 days by the local superintendent, and requires absence for over 14 days to be approved by the superintendent of transportation. The other allows requests for annual vacation privileges to be made 30 days in advance. A third work order entitles motormen and conductors to 3 days off each month, a book record to be kept showing days assigned to men each month, with the privilege of revoking the order whenever there is a shortage of men. Men are given the privilege of exchanging days assigned, subject to approval by the superintendent. Leave assignments include all Sundays and holidays, except between Decoration Day and Labor Day, inclusive.

One work order provides that members of the association elected to office are to be reinstated, with seniority rights, when retiring from office. Another provides that a motorman or conductor taking an official position is not to advance in rating provided he retains the position more than 6 months, while a third provides that a motorman or conductor resigning and reentering the service within 6 months is to retain the same rate of wages as before resigning, but is to lose his road rights.

Two of the agreements between company and employees refer to leave of absence. One provides that reasonable leave will be granted all motormen and conductors when their services can be spared without detriment to the company, members of committees representing employees to have preference over others in securing lay-offs, but only for performing duties imposed by the employees. The other provides that the company is to continue its "present arrangements" for granting men as many days off as possible if men are available to fill places, without showing the "present arrangements." It also contains a provision that a man taking an official or other position, except as substitute, loses his seniority rights after 30 days; men excused by the company or doing work for a committee of employees to be exempt.

The agreement drawn by an arbitration board provides that men elected to office of the association shall be given leave of absence and reinstated with full seniority rights when retiring from office; that men permitted to lay off on requests made one day before are not to be required to run a. m. or p. m. extras on day off; that men laying off are to report in person not later than 3 p. m. on the day before returning to work, but are not to be required to run an extra that afternoon.

One company letter states that a book will be kept in which men may register requests for leave 30 days in advance, preference to be given in granting leave to those first registered. No one, however, is allowed more than two Sundays off in succession, or more than one holiday off, if others desire to be off at the same time.

EQUIPMENT.

One work order, 1 company letter, and the agreement drawn by an arbitration board, require that cars are to be properly equipped before being taken out each morning. The agreement mentioned includes sanding, laying fire, coaling, and putting stool on car, as work in putting the car in condition for the road.

This agreement provides also that men who are kept on snow sweepers for 6 hours or longer, without opportunity for going to regular meal places, are to be provided with meals by the company or furnished with 30-cent meal tickets.

USE OF STOOLS.

The use of stools by motormen in certain prescribed districts is authorized by one company in its work order and by another in an agreement with its employees. One agreement requires that stools and switch bars are to be provided by the company for all double-truck cars, while the agreement drawn by an arbitration board provides that all cars are to be equipped with collapsible seats for conductors, to be used under reasonable restrictions issued by the company. The other work orders, letters, etc., contain no provisions for the use of stools.

CAR CREWS.

Motormen and conductors are to be used to operate snow plows, sweepers, salt cars, and sand cars, under one company order. Another provides that no person except a motorman or conductor is to be allowed to operate either end of a car outside the barn or yard limits, except in emergencies. One company in its agreement with its employees reserves the right to operate cars with one man on such lines as in its opinion the revenue will not warrant two-man operation. One company letter states that cars are to be operated by motormen and conductors, except in emergency, and another contains a provision that no work car, except emergency car, is to be operated without a full crew of motorman and conductor, such men to have at least one year's experience with the company.

CHANGE OF OCCUPATION.

One work order provides that a conductor will not be allowed to perform a motorman's work when a motorman is available, and vice versa, while one work order and one agreement provide that motormen and conductors are to rank on their respective lists and are not to go on the other list, except at the foot, unless otherwise agreed by the parties. Starters, inspectors, etc., are not to operate cars, except for shifting and in emergencies, when motormen and conductors are available, according to one work order.

WORKING CONDITIONS.

General provisions related to working conditions which can not properly be grouped under other headings, are as follows:

One work order: Conductors will be able to get supplies from the office from 5 a. m. to 1 a. m.

One work order: "Employees of this company or any other persons are forbidden to solicit on the company's premises or in front of the car houses or offices, contributions to benefits, balls, individuals or any other object, nor shall they endeavor to carry on the barter, or sale of tickets for watches, suits, raffles, or different articles of any kind, for any purpose whatsoever, but should it be necessary to raise a subscription for an employee or an employee's family, the same shall be submitted to the superintendent of transportation for his approval or disapproval, in writing, and carbon copy to be posted at the barn."

Agreement drawn by arbitrators: Vestibules to be heated; conductors allowed to stand inside cars in cold weather.

TIME FOR MEALS.

Men who do not have time to procure meals are provided for in one company order as follows:

On days of heavy travel and at other times when men are relieved for short periods, amounting to 30 minutes or less, for lunch, they will be paid for such time the same as as if they were continued on the car, and also will be given lunch check or lunch voucher. Extra men who are filling the place of regular men will be considered as regular men and entitled to all the benefits of this section.

The same order provides for men held for orders, as follows:

Where men are held for orders or on the cars so as to prevent their going to their regular boarding places for meals at the time called for by their runs, the company will either furnish them with box lunches or make them a cash allowance of 25 cents each. Regular men who are held on their cars later than their regular relieving time will receive box lunches or cash allowance, as above, if held up to or after 7 p. m.

A second work order provides that the company will provide meals for men on snow plow and sweeper work.

Two agreements with employees contain provisions referring to meals or meal periods, the one providing that on special occasions or holidays or when business is so heavy that conductors and motormen may not have time to go to their boarding houses or homes for meals, the company is to furnish 25-cent lunches, or tickets or orders for the same on some near-by restaurant; the other that motormen and conductors required to work double shift are to have 1 hour off for meals, if requested.

The agreement drawn up by an arbitration board provides that not less than 12 minutes shall be allowed for meal time, motormen

on meal trips outbound being allowed to run 3 minutes ahead of schedule when it can be done safely, and to leave the end of the line on the inbound trip 2 minutes late.

LOST ARTICLES.

The only reference to lost articles found by employees is in one of the work orders, which provides that such articles shall be turned in to the company and if not claimed within 60 days by the owner, become the property of the finder.

FREE TRANSPORTATION.

Two of the work orders grant free transportation to employees over the lines of the company; a third grants such transportation to employees upon presentation of their badges, not more than three employees to be allowed on one car at the same time, and these not to occupy seats to the exclusion of revenue passengers; and a fourth allows such transportation to men in uniform only. This provision of the last-named order was submitted to arbitration, the employees requesting that they be given free transportation when in civilian clothing. The request was denied on the ground that the evidence and subject as presented contained no sufficient grounds to lead to a change from existing and long-observed requirements in that respect.

One company having an agreement with its employees agrees to furnish each motorman and conductor with a small button to be worn on the coat lapel, free transportation over the lines of the company to be given an employee wearing the button. A motorman or conductor not wearing his button correctly is subject to suspension.

The agreement drawn by a board of arbitration provides that motormen and conductors wearing caps with badge and number are entitled to free transportation; also that those in service for 5 years or longer are entitled to four tickets each week, such tickets to be not transferable.

Motormen, conductors, barn and shop men, firemen and engineers and helpers are granted free transportation by one company letter to a committee of its employees.

TURNING IN MONEY.

The manner in which conductors deposit fares collected is regulated by one agreement and the agreement drawn by an arbitration committee, respectively, as follows:

1. The company agrees that at offices where money is turned in by conductors outside of the regular cashier's office, the envelopes when taken from the safe shall be checked by two persons, one of whom may be a motorman or conductor, against the

list of conductors, and the list covering such envelopes shall be signed by both the representatives of the company and said motorman or conductor. Said motorman or conductor will be paid for the time actually so employed. This check is not to cover the amount contained in such packages, but is only to promptly ascertain whether or not any conductor's returns are missing.

2. Cash returns of conductors at the end of runs shall be counted immediately and receipt thereupon issued for the exact amount.

The following language from the decision of the board of arbitrators that considered several sections of a company work order is interesting in connection with the subject of depositing money:

The next contention refers to the mode of counting the money collected by the men. Where the money is not handled by the conductor, but is placed by the passenger in a pay-as-you-enter box no complaint is made, but where the money is personally collected by the conductor, complaint is made. The present practice is at the end of his run the money collected is placed by the conductor in an envelope and handed in at the barn. It is there placed in a safe which is taken to the general office. It is there counted by a force of some 20 women clerks and if any mistake is discovered the overplus or shortage from the report is at once posted and the man receives his overplus or is compelled to pay the shortage, without his having any opportunity of checking up the mistake. It is evident the fairness of the system rests wholly on the accuracy and honesty of the women who do the counting. This system is in general use in street car companies, and no better method has been devised. At the hearing the board invited suggestions which would enable it to outline some other and better method of counting the money. About one-third of the cars are now equipped with pay-as-you-enter boxes and it is in evidence that within two years substantially all cars will be so equipped. This will remove all grounds of complaint. The present method, we are free to say, is open to grave objections, for no man is willing to have his count questioned without his being present, and if the practice were so to continue we would feel constrained to find some way to change it, although no practical working method was shown by the evidence or in response to the board's suggestion. In view, however, of the fact that pay-as-you-enter boxes are now being installed, that the company is itself desirous of changing the practice and is now taking steps to supersede it, our now ordering the company to receive such funds at the barn would make a change to a system which experience has shown is also not satisfactory, and that it would require all conductors to remain at the barn until their funds were counted, we feel that no change should now be ordered.

NOTICES AND RULES.

Provisions requiring the posting of certain notices and rules are found in one work order and two company letters, as follows:

1. Copies of work orders affecting employees to be posted on bulletin boards at barns.
2. All rules, orders, and notices not appearing in the book of rules to be posted in car barns 48 hours before becoming effective, when possible.
3. General orders governing employees to take effect as soon as issued and employees affected have time to sign acknowledgment of same.

WORKING BOARD.

Two work orders require working boards for the next day to be marked up at approximately 4 p. m. daily, while one work order and one agreement make the time 5 p. m. These provisions are the only ones found regarding the posting of working boards.

PENALTY FOR "MISSING."

A reference to missing is found in 4 work orders, 2 agreements, and 1 company letter. A summary of each reference is given separately below.

WORK ORDERS.

1. Men missing but reporting within 1 hour are excused from serving time¹ if willing to take such runs as may be left after other men have work. Not required to report while serving time. If required to report, implies that full time has been served.

2. Men missing first time serve 1 day at foot of extra list, serve 2 days for second offense, and 2 days for each offense thereafter for 6 months, unless record becomes so bad as to warrant dismissal.

3. Men missing serve 2 days on the extra list, or 3 days for missing on Saturday or Sunday; may be dismissed for missing more than 5 times in 1 month without a good excuse. When cars are delayed by accident or blockade, preventing men riding on them from reporting on time, such men are not charged with a miss, but miss their own runs for that day.

4. Penalty for missing is to serve at foot of extra list for 2 days.

AGREEMENTS.

1. For missing, 2 days at foot of extra list for first offense, 3 days for second offense, and 5 days for third offense in each calendar month. Subject to dismissal for fourth offense. If called back to run while serving time, considered as having served time.

2. Man missing on account of night car being delayed not charged with a miss, but loses run for the day if he does not arrive in time to take his car out. If man missing can show to satisfaction of the superintendent of transportation that the miss was unavoidable, no miss will be marked against his record if application is made within 24 hours to remove miss.

COMPANY LETTER.

1. Men reporting late, but before all scheduled cars have left the barn, are placed at foot of extra list for 1 day. If reporting 30 minutes after all cars have left the barn, 2 days. If failing to report until second reporting time, 3 days. One day added for failure to report for each regular reporting time that passes thereafter. Man reporting

¹ Suspension.

sick or unable to work before regular reporting time not penalized. He must not, however, leave the city unless advised by a physician, and if so advised, must notify the official in charge. Man excused for sickness must report by 4 o'clock p. m. on the day before he intends to resume work.

WAGE SCALE.

The table below shows the hourly wage scale for motormen and conductors of 4 work orders, 4 agreements with employees, the 2 agreements drawn by an arbitration board and mediation committee, respectively, and 2 company work orders.

TABLE 39.—HOURLY WAGE SCALE OF MOTORMEN AND CONDUCTORS ACCORDING TO 12 AGREEMENTS AND WORK ORDERS, BY PERIODS OF SERVICE.

Period of service.	Number in which the wage scale for motormen and conductors was—																																				
	17 cts	18 cts	19 cts	20 cts	21 cts	22 cts	22½ cts	23 cts	23½ cts	24 cts	24½ cts	25 cts	25½ cts	26 cts	26½ cts	27 cts	27½ cts	28 cts	28½ cts	29 cts	30 cts																
First 6 months.....	1		1	1	2		1	2	1			2		1																							
Second 6 months.....	1			1	3		1	1	1		1	3		1																							
Third 6 months.....		1					1	3	1	1		1		3	1																						
Fourth 6 months.....		1					1	3	1	1		1		3	1																						
Third year.....			1					3		2	1	1					2	1	1																		
Fourth year.....				1				1				1		2				1	1																		
Fifth year.....					1			1		1	1			2			1	1																			2
Sixth year.....						1		1		1				2			2																				2
Seventh year.....							1	1		1				2			2																				2
Eighth year.....							1	1		1				2			2																				2
Ninth year.....							1	1		1				2			2																				2
Tenth year.....							1	1		1				2			3																				2
After tenth year.....							1	1		1				2			3																				2

The wage scale provided by 1 work order, ranging from 23½ cents for the first 6 months of service to 30 cents for the fifth year of service and thereafter, was submitted to an arbitration board, the employees requesting a flat rate of 35 cents an hour for all motormen and conductors, regardless of length of service, the company contending that the rates were too high and requesting a reduction. The arbitration board consisted of three members. Two of the board rendered a decision that the rates should stand without either a reduction or an increase being made. The third member of the board filed a dissenting opinion that the rates should be increased.

Extracts from the award of the board and from the dissenting opinion are given below.

From the award:

The scale of wages at present being paid under the existing agreement is as follows:

	Cents per hour.
First six months.....	23½
Second six months.....	25
Second year.....	26½
Third year.....	28
Fourth year.....	29
Fifth year and thereafter.....	30

The contention of the men is that a flat rate of 35 cents per hour should be paid to all employees, or, as stated by counsel for the men in their brief, "We say in concluding that we have submitted a case to you for your consideration in which, as we see it, there can be no question of our right for a substantial increase in wages, a wage of not less than 35 cents per hour. * * * We are now contending for a flat rate of 35 cents per hour."

Now, to support this contention for a flat rate of 35 cents per hour, it is manifest that we are required to do two things, first, to do away with any fixation of wages based on length of service, and secondly, to raise the wages of inexperienced men 11½ cents per hour and of experienced men 5 cents per hour, with corresponding wages for all men of intermediate length of service. Such is the contention of the men.

On the other hand, the contention of the company, as stated in its brief is, "The company's position is that the wages paid the men, considering all questions now existing in the * * * district, should be reduced proportionately."

Where a third person is called by two parties to fix the wages that shall be paid by one and received by the other, the difficulty in the question is lessened by considering what the parties have themselves done in the past in fixing such wages. When, therefore, he finds, as here, an existing working agreement, it is natural and proper to place on the party asking another wage scale the burden of showing due cause for such change. In this case the company seeks to lower the scale, and we think it right that unless it can show us some substantial reason for lowering such scale, we are justified in regarding its agreement of a year ago to pay the wages it has been paying as substantial evidence that such wages are not too high. On the other hand, where the men seek to increase such wages, we are likewise justified in regarding the same agreement as substantial evidence that such wages are not too low. In other words, both parties have evidenced what they regard as fair and right by their last fixation of wages, and it is common sense for an arbitrator, who is asked by either or both parties to fix a different wage rate, to call on him who seeks to change to show substantial reason for so seeking to change a standard which both parties have themselves set. It does not follow from such reasoning that where wages are once set that there can be no rise or no fall; it only applies that common-sense principle that when a change is to be made, either up or down, there must be substantial reason to warrant such change. Ordinarily the universal law of supply and demand establishes wage rates, for whatever our theory of what wages are or ought to be, the scarcity or overplus of either work or workers controls the fixation of such wages. But where, as here, the men and the company have gone on with the public transportation duty and left to an arbitration the fixation of all wages since the date of this agreement, we think the determination of this question should be on broader lines than the mere question of supply and demand.

The ultimate fixation of the wages of street car men is in our judgment to-day in a somewhat uncertain condition. This is because the electric development of city transit has and is undergoing rapid changes. The change from a horse car to a present-day interurban type of car has been so rapid and the prospective changes are so many, that the final fixation of a general standard of wages for street car men has not been made. We therefore find that not only is there no general standard, but we find that each of our large cities has made such fixations on the basis of local conditions. In this arbitration we have been impressed by the fact that what wages are paid in one city afforded little real light on what should be done in detail in another.

* * * Concentrations of travel at the morning and evening hours are called peaks, and a moment's reflection will show that the travel-peak incident to most cities is accentuated in * * * by the fact that practically all lines of travel run to a common center. It is as though a liquid was able to pass through the nozzle of a funnel as fast as you could pour it into the body of the funnel. The extent of these peaks is shown in the proofs in this case. Thus, in the three morning hours between

6 and 9 o'clock the company must bring 90,000 passengers into the city in 4,600 car lots, 53,000 thousand of whom must be carried from half after 7 to 9 o'clock and in 2,000 car lots. In the three hours between 4 and 7 it must take out 102,000 people in 4,300 car trips, 69,000 of whom must be taken from half after 4 to 6, and in 2,300 trips. When it is realized that the summit of these two peaks, viz, 8.30 a. m. and 5.30 p. m., are 8 hours apart, and that during all the other hours, both of night and day, between these two peaks, the dispatcher must have his cars in operation for the travel which spreads itself over the remaining hours of the day, we begin to realize the difficulties of the situation. These unchangeable, public requirements of travel, namely, two widely separated two-hour peaks, and 20 hours of night and day service, make the dispatcher's problem of workably and fairly and profitably doing justice alike to all three parties concerned, namely, the car men, the company, and the public, a problem so complicated as to challenge the ability of the ablest, coolest, and fairest men who would attempt it. In trying to solve this problem the dispatcher who lays out the runs and the car men who make them are confronted by unchangeable fixed public habits and demands which neither the dispatcher, motorman, or traction company can change. One of these is the hour of public travel, concentrating the bulk of its travel into two peaks and spreading the remainder over all hours of the day and night. In other activities employers and workmen can measurably control the hours when work is done and thus not only make it a night or day work, or they can concentrate it all within certain hours. For example, in factory work, in the building trades and in trades and occupations generally, the work can be evenly distributed over the working hours of daylight, and if for any reason it is desired to have any particular work done at a desired time, either day or night, the employer and workman can so arrange it. But in street railway work the public decrees otherwise, and dispatcher, car man, and traction company have to accept this unyielding and unchanging public habit of two daily peaks and continuous night and day travel between such peaks as one of the incidents of street car operation and service. This makes street car work a night-and-day occupation.

In weighing, therefore, the character of such work, it is clear that street car service in the uncontrollable spread of its hours, caused by the peaks, the necessity of continuous service through every 24 hours of day and night, and by its being required on Sundays and holidays, is a work which in these particulars is less desirable than that of most other occupations.

On the other hand, it must be borne in mind that coupled with these unfavorable facts thus created by the nature of this public service, there is coupled to it as public labor a valuable and oftentimes overlooked incident, and this is the certainty of the work. In the final analysis, possibly the most favorable factor in work is the certainty of its continuance. Work will not keep and a day out of work is a day lost. Steady work, a work that from its public character goes on without stop, a work that panics, shutdowns, lack of orders, overstocking of the market and many other of the accidents and misfortunes of business does not affect in stopping men's work, is a factor that reason and common sense require should be regarded in a just estimate. We think that, other things being equal, the man who was offered guaranteed work that would pay him a thousand dollars a year as long as he chose to continue it would have a much more valuable work than one who received much higher pay but had no assurance it would last. In that regard street car service possesses an advantage over and above others. If a street car company fails its work does not stop or its employees go idle. Whether the company fails or prospers, whether times are good or bad, the street car must run. This often overlooked fact of the certainty and stability of street car service is shown by the evidence in this case, for while the proofs show that 75,000 men are out of work in the * * * district and the wage pay roll of the district has fallen off \$350,000 a day, or nearly \$10,000,000 a month, no one of the 3,000 motormen and conductors of this company have been laid off. We allude to these facts of

men in other branches of work being idle, not as factors of any oversupply of men to work and therefore as a reason why street car men who have work should be reduced in pay, because other men are idle, but simply to strikingly emphasize what we have to say of the overlooked fact that street car service is virtually a guaranteed service.

With such facts as above, and covering so many branches of industry, the stability and certainty of work in the case of motormen and conductors is an advantage in favor of that employment that more than offsets the advantages of other occupations, which with such advantages have no guaranteed certainty of work.

Another feature of street car men's work that is overlooked and which is not possessed by many other occupations, is that it combines out-of-door work with sheltered work. While the evidence is, and it is no doubt true, that the vibration of the car is conducive to kidney trouble, the standing on the feet to varicose veins, that stomach trouble is common and the hours are hard, yet no one could critically look at the large number of car men who attended these hearings and not be impressed with the general robustness of their appearance. This was especially so among the motormen. Reflection will show that such work is conducive to health. He has the great advantage of open air, but modern improvements have given him an inclosed shelter in which to work, and, if he desires, his stool at times relieves him from standing on his feet. Like changes in car service and the general and growing adoption of the pay-as-you-enter car allow the conductors also to stay at the rear of the car instead of requiring them to breathe the oftentimes close and confined air of a crowded car. These three features of certainty of work, open air, and yet sheltered work are matters which go to the very root of things—are factors in favor of this occupation which tend to offset the disadvantages which it certainly has. There is another feature which should be considered in making a just estimate, and that is that street car service, whether from its activity, its mingling with the public, or from the fact that men like to control, as the motorman and conductor do the car, seems to attract men. In that regard we have in the proofs where different witnesses who had been engaged in many other occupations have either from the element of health, from irregularity or uncertainty of work in other occupations, or from various causes, left them to take up street car work. So also there is proof of a considerable number of other men who after giving up street car work have come back to it. Another feature must not be overlooked, and this especially refers to conductors. While in other occupations a long period of apprenticeship is necessary to fit one for such work, the proof in this case is that two weeks' trial will fit a man for intelligently undertaking conductor's work.

In considering this subject we have not overlooked the fact that cars have increased in size and carry more passengers, that there are more stops to make, and more street traffic to be contended with; but coupled with all these facts there are many other things to be considered. While there are more people carried on a large car than in the old type of car, yet the pay-as-you-enter system has made a conductor's work easier than when he had to push through a crowded car. So also the electrical equipment and brake facilities in a car have tended to give the motorman more effective means of operating and controlling it.

Having thus considered the general features of street car work we turn to the contention of the street car company that the wages of the men should be reduced. In considering that subject, as also the position of the men, we start, as we have said, with the agreement of last year as a working basis, and we place upon the party seeking to change that basis the burden of showing such substantial ground for departing from it. In that regard both parties base their contention on the relation of wages to the cost of living. The contention of the company is that taking a range of several years, they say that while under the proofs in this case and as testified to by an expert statistician called by the men, there has been an increase in the price of food products, there has been a larger increase in the wages paid by the * * * Company to its men. Turning first to the increase of the cost of food products, it seems in a general way to

be conceded by all parties that food products consist substantially of two-fifths of the expense of living, and on that basis it would seem to be further assumed that there has been as applied to food products an added expense of somewhat less than 8 per cent of the entire sum covered by the whole cost of living. Going back over the years during which this increase has been going on the company says they have increased the wages of motormen and conductors over 12 per cent. For example, this increase may be illustrated by citing the increase of wages of the five-year men for the years—

	1907	1908	1909	1910	1911	1912	1913
Wages per hour of five-year men.....	Cents. 27	Cents. 26½	Cents. 26½	Cents. 28½	Cents. 29½	Cents. 30	Cents. 30

Finding, as I think we must, that during these years the increase of wages paid by this company has more than kept pace with the cost of food products, is this difference such as to warrant this board of arbitrators in lowering the wages of the men? Theoretically it might be, but practically it is not. Take, for instance, what these figures mean when applied to a single man. Take, for instance, a man receiving \$900 or over, which the proofs show is the case with over a thousand men. During those years the yearly gain to him in the increase in wages over the increase in food products has been about \$40, or somewhat over \$3 per month. Now, while this difference in the aggregate, when applied to 3,000 men, is large, to wit, \$120,000, yet when it comes to be applied to the individual man we are satisfied that this figure, difference of \$40 to each man, which at best is based on statistics and is more or less theoretical, affords no such broad and substantial ground as would warrant us in reducing the wages as contended for by the company. In the nature of things, there can be no fixed standard for determining wages; the best that can be done can not be exact. We therefore are of opinion that the company has not, even by showing, as we think it has, that the increase in wages in these years has been greater than the increase in food products, met the burden resting upon it of showing any substantial ground for changing the scale of wages under which the men and company worked during the past year and which is now being paid.

We next turn to the contention of the men. This, as we have seen, is of a two-fold nature, and, as above noted, is, first, to do away with any fixation of wages based on length of service, and, secondly, to raise the wages of all motormen and conductors to 35 cents per hour.

Taking up the first question, it calls for the doing away with all grades of service and places, so far as wages are concerned, all motormen and conductors on the same basis. This contention, be it observed, not only changes the plan under which this company and its men have been working for many years, but would start a system that, so far as we have discovered from the evidence, is not followed by the street car systems of any large city in the country. We think it a safe rule to follow that, when objection is made to any plan or system under which men or States or nations have been working, the burden rests upon him who seeks change to show convincing reasons for the change. To give up any tried and tested plan for an untried and untested one is a step that ought to be based on sure and sound reasons. Without entering on a discussion of the question of the general merits of the present plan of this and other street railways whereby a gradual raise of wages is provided for with each year of service for several years, and without discussing the merit of a plan which in time creates a reserve force of seasoned and experienced employees, thus affording a company and its men an opportunity to know and understand each other, it must be apparent that from the standpoint of the public the application of such a rule would be highly injurious to the public. The proofs in the case strikingly evidence the unwisdom of placing new and untried men on the same wage scale as old and proved men. In

Exhibit 31 we have a chart showing the contrasted result of the work of new and old men. Take, for example, the six-months men as compared with five-year-and-over men. The chart charges up to each class, in addition to the wages paid such class, the sums they have cost the company in accidents. These figures are striking when they are understood. Take, for example, the five-year men as a class; while he was doing \$300 worth of wage work for the company the company paid \$29 as the expense of accidents he caused while earning such \$300. Taking, however, the average work of the six-months man while he was doing \$235 worth of wage work for the company, the company paid \$178 as the expense of accidents he caused while earning the \$235 wages. In other words, taking the work of that class of new men as a whole, the accidents resulting from it actually cost the company about seven times as much as the accidents of the five-year men. When the further fact is borne in mind that very many men in this five-year class never have any accident, the unfairness of establishing any system of street railroad operation and wages where no distinction is made between length of service and freedom from accidents the unwisdom of such a plan is apparent. At the argument it was in effect said that a six-months motorman might be put on the same car as a five-year conductor, or a six-months conductor with a five-year motorman, and that so long as the company had the six-months man doing the work of a five-year man the former should receive the same pay. But however this might be in the case of some individual men, reflection shows the argument is not sound. It assumes that six-months men as a class are doing the work in the same way the five-year men are, when in point of fact we have seen by the cost of accidents the new men as a class are doing the work far more expensively and not so well as the experienced men. For every \$500 of work the new men as a whole are doing the company is paying \$350 extra for the accidents the new men's work has resulted in. Such actual results show how unsound and unfounded the argument is. Without entering into further detail in this particular, we limit ourselves to saying that neither the evidence or the reasons advanced show any ground on which we could base an award that all motormen and conductors be placed on an equal footing without reference to their length of service.

Turning next to the claim that the wages be increased to 35 cents per hour we inquire what grounds have been shown for this increase? In that regard the counsel for the men in their brief contend that the "wages ought to be higher than those which have prevailed in the past if the work is now harder or more responsible, or if it requires more skill, or if it be shown that the wages in the past have been too low, or beneath a living wage," and further "that the wages paid must be increased side by side with the cost of living in order to secure the welfare of the workers."

As we have said before, each large city has a street car problem peculiar to itself and the system of hours, classification, runs, and general arrangement of the work is so peculiar to each that argument based on other cities is, when the service as a whole is being considered, unreliable. In spite of this we may safely affirm that no city in the United States pays as much as the flat rate of 35 cents here contended for, and, secondly, that while there are some few large cities that pay somewhat more than * * *, there are far more cities that pay less. * * * We have carefully weighed the testimony on the question of rents, and while there are proofs of some individual men whose rents have been increased, and while there is the evidence of those owning real estate that they have raised their rents, yet taking the testimony as a whole we are satisfied that during the last few years house rents, as distinguished from business rents, have not increased * * *. As to the increased cost of food, we have elsewhere shown that such increase during those years has been more than offset by the increased scale of wages this company has paid to each service grade of its men. As to the work now being harder than in former years, we are unable from the evidence to find any such increased hardship as warrants a change from existing rates. It is true the cars are larger, but with such cars has developed effective mechanism for

operating and controlling them. The work of motormen is under all circumstances responsible and their vigilance when the car is in motion is constant and unchanging, but it has always been so. While the motorman is constantly apprehensive of accidents, and where sections of his run permit high speed he is liable to have some unexpected person, animal, or object confront him, yet it must be borne in mind that on streets where traffic is congested and progress necessarily slow, he has the elements in his favor of improved regulations and enforcement of traffic rules, of helpful cooperation by cornermen, and above all an increased and enlightened observance by the general public of safety requirements. The traction car has in itself been a great teacher to the public of greater care for its own safety. So also with the conductor. While the enlarged car calls upon him to handle more people and collect more fares, yet the pay-as-you-enter system, as we have carefully watched the work of conductors, has greatly simplified his work of collecting fares and has given him fuller and freer opportunity than under the old system to receive and discharge passengers. Under the old system he had often to remember and stop his car while he was in the midst of a crowded car and busy in the collection of fares. Under ordinary circumstances he now collects all his fares as passengers are getting on a stopped car, and when he is required to stop the car no fares are then being collected. In that respect the introduction of larger cars has not tended to make his work more difficult.

In considering this whole subject we have not overlooked the unfavorable factors, the wide spread of hours, the physical and mental strain and anxiety on the part of the motorman, and the foot and kidney strain incident to his and the conductor's being constantly on their feet; the necessity at times of the latter entering crowded cars and being subjected to abuse and public remarks at the hands of selfish and unreasonable passengers; and the fact that the hours of labor are spread and separated, but in spite of it all the fact has been borne in upon us during these hearings that, whatever the cause, the car men presented an appearance of healthy vigor and strength that is more marked than in most other sets of men. In that connection it is to be borne in mind that while there are times when they are exposed to the elements and when the conductor is subjected to the close atmosphere of crowded cars in the brief peaks or rush periods, yet the facts must not be overlooked that, owing to shelter in the front of the car which the motorman has, and that the pay-as-you-enter car keeps the conductor in the back of the car, there exists in the case of car men the opportunity to do their work practically in the open air while at the same time they are sheltered from the weather. In measuring the hardship of their work it should not be overlooked that there are but few branches of human labor, whether it be the laborer in the ditch, the farmer in the field, the man at the lathe or roll, the clerk in the store, all of whom are on their feet all day long, the teacher in the school, or indeed any kind of human labor where such an opportunity of sheltered and at the same time open-air work exists. We refer to these factors at length as showing that while we have heard with sympathy the proofs in this case of the hardships incident to car men's work, we have also observed that when compared with other branches of employment there are favorable factors in car men's work which must not be overlooked—factors which many other occupations do not have. And in that connection it should not be overlooked that where his residence requires it the street car man has a free daily transfer to and from his work, an extra which in other occupations would amount to at least \$30 a year, in addition to such free transportation as he uses at other times.

There is also another factor which must be borne in mind by anyone called upon to adjust the wages of street car men which must not be overlooked. No business can continue to exist which does not keep a proper relation between the cost of its labor and the price of its product. If the maker of any product is paying his men a certain price to make it and he raises the wages of him who makes it, he must correspondingly increase his price to the man to whom he sells it. If he does not, bankruptcy is ahead

of him. * * * It has come about that where wages are raised by arbitration boards or State legislatures the consumer in the end pays them and can be fairly called upon to pay them, for there is no one but the consumer of any article to pay the cost of producing that article. But in the case of street railways we have a different situation. We have all grown used to paying a 5-cent fare. The habit of our people and the coinage of our country have fixed the nickel as the unit of street car fare. The result is that the traction company can not raise fares and thus charge the passenger the fair and equitable share he should pay in the cost of hauling him which has arisen by reason of higher wages. In that connection it will be observed that while the wages paid by this and other street car companies have from time to time been increased, no corresponding increase has been made over the nickel fare, and in some cases it has been reduced. We do not overlook the fact that electricity, larger cars, a larger volume of business, faster schedules, and other factors have enabled these companies to economize in other directions, but nevertheless the one unchangeable fact of an unraisable nickel fare is such a barrier to increased revenue to a street railway as calls for wise caution on the part of an arbitrator striving to do justice to both car company and men.

After full consideration of this entire subject, and including the matters involved in questions 12, 13, and 14 of the submission, we have reached the conclusion that the contention of the men for an increase over the present scale, or a change therefrom, should not be granted.

From the dissenting opinion:

I believe that the principles so well stated in the brief of the counsel for the employees should guide us in the determination of this controversy: "That wages ought to be higher than those which have prevailed in the past if the work is now harder or more responsible, or if it requires more skill, or if it is shown that the wages in the past have been too low, or beneath a living wage." "The wages for any useful work on which a man is required to spend eight hours a day, six days a week, ought at the minimum to be sufficient to maintain a normal family (husband, wife, and three children under the earning wage) in health and reasonable comfort. We submit that the resources of this country and this district are amply sufficient to maintain such a standard, and that it is self-evident that the nation can not be sound, healthy, and happy upon any other basis."

A reading of the above rules (given in the opinion) ought to satisfy any mind that the technical and practical knowledge of especially the electric equipment of these cars, demands of the employee a very high order of intelligence. In addition to this, he must be able to start his car smoothly and stop it in the same way. He must be economical in the use of the electric current. He must have good judgment and be extremely careful to protect the lives and limbs of citizens who momentarily through thoughtlessness or otherwise are unable to avoid injury or death from his car. In fact, it might be stated here that while the physical strain on these men is very great, the mental strain from almost daily avoiding injuries to pedestrians is much greater. The happening of a distressing accident, especially to a child, usually destroys the efficiency of a motorman.

They are frequently reminded by the rules that "employees bear in mind that they are engaged in a public service, in which they are constantly called upon to exercise great patience, forbearance, and self-control." The conductor must be a man of tact and especially proficient in making change. If he makes a mistake in change or accepts counterfeit or mutilated coins, the loss occasioned thereby is taken from his wages. As so well stated in the brief of counsel for the men, "he must look above the weakness of individuals in the cars, meet discourtesy with courtesy, unreasonableness with reason, impatience with patience." This company has made many arbitrary rules governing the operation of its cars, and the dissatisfaction resulting there-

from materially adds to the annoyance of both the conductors and motormen, whom thoughtless people look upon as responsible for the company's actions. In the course of a day's employment he handles upwards of a thousand human beings, men, women, and children. He must constantly be on the alert to protect the aged and infirm while entering or leaving the car. He must be ever willing to help the mother with her child and see that they enter and leave the car in safety. He must protect the passengers from the disorderly or drunken passenger, and sometimes take a severe beating in doing so. He is required to make out a number of complicated reports at the end of his day's work for which he receives no compensation. He must be thoroughly acquainted with all the streets and public buildings and in some instances street numbers of all the routes on which his car is operated, and above all things he must be careful that passengers are not injured by the premature starting of the car, which always results in a heavy loss to the company. This work must all be done with the schedule in mind; he is therefore frequently hurried in its performance. If employed on one of the old cars collecting fares, he is compelled many times to use physical force to get through an overcrowded car, breathe at all times the foul atmosphere, careful not to make mistakes in change, especially careful not to ask the same passenger for his fare the second time, and at the same time watch for people who desire to board or leave the car and see that they do so in safety.

EXPOSURE.

The exposure of the employees to all kinds of weather conditions should be, I believe, taken into serious consideration in fixing their wages. The unavoidably irregular hours of their labor require them to leave home at an hour and minute fixed by their employer. Rain, sleet, hail, snow, or zero weather will not excuse them. Their duty is fixed and certain; it is to take out the car and operate it according to the rules of the company while in a partially protected position from 9 to 13 hours. A man who can do this for a number of years in this climate without feeling the ill effects from exposure would be indeed a physical marvel.

The irregularity of the hours of labor of these employees should also be given substantial weight in determining their wages. According to the evidence, they are divided into four classes.

First. The early straight men, who go to work about 5 o'clock in the morning and work straight through until 4 in the afternoon.

Second. The late straight men, who go to work about 3 o'clock p. m. and work straight through until 1 a. m.

Third. The swing men, who work from about 5 a. m. to 10 a. m. and then from 4 p. m. to 9 p. m. They work and are paid for about 10 hours' labor, but the lay-over in the middle of the day requires them to be on duty upward of 15 hours.

Fourth. Extra men. These men have no regular work from day to day, but are used as occasion requires to fill the places of regular men and to handle the extra night and evening rush hours.

The early straight men have the advantage of spending the evenings with their families. This is denied the late straight men who reach home between 1 and 2 a. m. If they sleep the usual number of hours, they do not arise until 9 or 10 a. m. The same is true of the swing men, who start extremely early in the morning, have a lay-over about midday, and then resume the work until almost midnight. The testimony shows that a large number of these employees are married and have families. In the case of the late straight and swing men, they seldom see their children; the late straight man rising after the children have gone to school, and when he returns home they are in bed; the swing men arising before the children are up and returning at midnight after they have retired. These men can not go to the theaters or enjoy any form of recreation in the evenings, because they are engaged in their work. Their home life is destroyed and it is with them simply a proposition of eating, sleeping, and working, in the hope that some day, through resignation of other employees or

otherwise they will secure an early straight run. The necessities of the traveling public compel them to work on holidays and Sundays. Holidays and Sundays are always looked forward to by home loving men as days of recreation, rest, and devotion, but to the street-car motorman or conductor the holidays are days of much greater labor and Sundays days of usual work. In a normal industrial calling the man goes to and returns from his work at seasonable hours. He has his evenings for recreation and the home, his holidays for pleasure, and his Sundays for the home and church, and when these things are taken out of a man's life, as they are in the case of these workmen, there is very little left of the real pleasures of life.

I do not contend for an instant that this system could be changed, but I do contend most earnestly that any system which requires men to work these unnatural hours places upon them an intolerable burden, and that this board of arbitrators should make them a reasonable increase in their wages for the irregular, and I may say, unnatural nature of their employment.

The wage scales of other skilled employments in the * * * district, while not conclusive in this matter, are worthy of consideration. I concede that men engaged in the outside building trades do not in all cases have steady work throughout the year, but the printers, compositors, linotypers, coopers, blacksmiths, hoisting engineers, pressmen, and stereotypers have steady work the year round; and an examination of the following table, which is conceded by both sides to be correct, discloses that of all forms of labor there is but one that is paid less than the maximum paid the motormen and conductors, and that is the common laborers, who receive from \$0.20 to \$0.25 per hour. Even the hodcarrier, whose work requires no mental effort, receives \$0.40 an hour for his work.

	Cents per hour.
Painters and decorators receive	56½
Carpenters, the same, with an advance for 1915 to.....	63½
Bricklayers.....	72
Stonemasons.....	65
Coopers.....	45
Blacksmiths.....	45
Steam fitters.....	62½
Marble workers.....	68¾
Roofers.....	60
Hoisting engineers.....	65
Hodcarriers.....	40
Compositors.....	39½
Linotypers.....	48
Newspaper compositors.....	60
Pressmen.....	47
Stereotypers.....	47

All of whom work eight hours a day.

Heretofore I have adopted the principle suggested by the counsel for the employees that "wages for any useful work should be sufficient to maintain a normal family in health and reasonable comfort; that the resources of this country and this district are amply sufficient to maintain such a standard, and that it is self-evident that the nation can not be sound, healthy, and happy upon any other basis."

Are these men receiving a living wage as defined above? A large number of the motormen and conductors appeared before us, and in some instances their wives. They told of their home lives and the amount of money required to maintain them in a reasonable manner, and it was a noteworthy fact that the men, with but one exception—and many of them have been in the company's service for years—never have been able to acquire any property. Prejudiced minds may say that this was due to bad managerial ability on the part of the wife or extravagance on the part of the husband; but if they will take the trouble to read this testimony, which I have not

the space to quote in detail, they will wonder, as I did when I heard the testimony, how they get along as well as they do. I will take the case of _____, because the wage received by him is the average one received by these workmen and is a fair test of their living conditions. He is a regular man, having a swing run, who about six months before these hearings, started to keep account of all his expenditures, which account was offered in evidence and is a part of the testimony. From July 1, 1913, to June 30, 1914, his total earnings amounted to \$864.47, or an average of \$72.06 per month. He has two children, aged 6 and 2 years. His appearance on the stand indicated that he was a neat careful man, and the fact that he was idle only 18 days in the year and worked some extra time, speaks for his industry. This expense account shows that for the 5½ months he turned over to his wife \$349.55. He testified his pay for these months amounted to \$415.26. This would leave \$69.71, or a little less than \$3 per week, which he said he spent for such items as lunches, shoes, shirts, collars, and things for the home. This does not seem extravagant, particularly when the family food bill is considered, which amounted to \$137.44 for the 5½ months, or almost exactly \$25 per month. Their milk is about \$1.65 a month, which would indicate that they purchased about a pint a day. Evidently there was no milk for the children to drink. Their bill for doctor and medicine was \$31.85, which would corroborate Mrs. _____ statement that an undue proportion of the income of these families goes for such items. Their bill for clothing was \$52.70.

It is plain from this analysis of their expenses that Mrs. _____ is a good housewife, else this family could not get along as it does. But with all their good management, what is the net result? Mr. _____ says that he is square with everybody except the grocer, to whom he owes \$7.10. It might be possible that with good luck a saving can be made in the bill for doctor and medicine, so that he will break even on the year, but what margin is there for an extraordinary expense—such as a death, or new baby, or an operation, or any other of the extraordinary things which happen to all of us, and what opportunity to lay by anything for old age? What is to happen to this family if the breadwinner should be suddenly taken away? Society would have to shoulder the burden and yet this man is temperate and industrious. He arises at 5 in the morning to go to his work and returns to his family about midnight. The family has two rooms and an attic, with the use of a bathroom, for which they pay \$12 per month. Father, mother, and two children sleep in one room—one of the children is 6 years old. Now, it is certainly not a proper standard of living which requires this to be done, yet if this family wants another room they must economize on some other item of expense, which is impossible. For his \$72 a month he will carry during that period in safety between fifty and sixty thousand of our citizens. The citizens trust to his care their own lives and the lives of their wives and children.

I submit that his wages are not sufficient to maintain himself and family in good health and reasonable comfort.

Under the evidence I would find the following facts:

1st. Motormen and conductors must have good sight, hearing, and mental alertness. They must have sound minds, sound bodies, and be in the very prime of life.

2d. They must have individuality in contradistinction to employees that work and act under the direction of a boss.

3d. They must act at all times on their own initiative, with no precedent to guide them in the endless number of emergencies that arise in the performance of their duties.

4th. They must possess not only patience, but great endurance and presence of mind; patience with passengers, endurance for constant employment, and presence of mind for emergencies.

5th. They must eat irregularly, be away from their families to a greater extent than any other class of workmen, and work regardless of the elements.

6th. They must assume the risks incident to an admittedly dangerous employment and imperil their lives in a crisis like a soldier in the field, without regard to their own safety.

7th. They are responsible to the law, both civilly and criminally, for mistakes of judgment, and to the company even to the extent of making change.

8th. They must forfeit their conviction as to the propriety of working on Sundays and holidays.

9th. Their responsibilities have been materially increased since the signing of the last wage agreement, by the introduction of the large or labor-saving cars, the increased congestion in the down-town section of the city, and the rapid increase in the number of automobiles, auto trucks, and similar vehicles.

10th. The cost of living since the signing of the last wage scale has undoubtedly materially increased.

11th. They serve two masters—the public and their employer.

The facts I would find puts them in a class much higher than an ordinary mechanic or skilled workman. They have the additional responsibility for human life. They are denied, by reason of Sundays and holidays, present enjoyment, and if not properly compensated, future enjoyment as well. The effort of every man is to better his condition, and if he is precluded by his environment the sequel is discontent. The modern idea is that the inequalities of fortune should be mitigated by paying a fair living wage, the same to be measured by the cost of living, the risks incurred, and the responsibilities assumed.

From these premises the deduction follows: The increase demanded by the men is reasonable and should be granted. I believe the testimony in this case justified an advance in the wages of all of these employees of at least 5 cents an hour.

Other points relating to wages are found as follows: The agreement drawn by an arbitration board contains three wage scales, each effective for one year, an increase in wages being granted each successive year. One work order and one agreement provides that men on snow plow and sweeper work are to be paid 10 cents an hour extra, one work order allows 5 cents an hour extra, and one time and one-half for such work between 6 p. m. and 6 a. m. Overtime rates given are 10 cents per hour extra, one work order; time and one-half from midnight to 5 a. m., one agreement; and time and one-third, under the agreement drawn by an arbitration board.

Under the last-named agreement, extra work after completing a regular run, and in excess of 8 hours, is paid for as overtime. The work order mentioned pays as overtime all time worked in excess of the hours called for by a man's regular run, and also provides that an extra man on a regular run is to be paid at the overtime rate for time worked in excess of 10 hours.

By one work order an allowance of 2½ cents per hour is granted trainmen for instructing students, while one of the agreements provides that a regular who has broken a new man into service is entitled to one day off with pay, the new man to take his place without pay.

TIME ALLOWANCES.

Time allowances, or time during which service may not be rendered to the company, but for which the company pays wages, are found in the work orders, agreements, etc., examined, as follows, the num-

ber of times each provision is found being indicated by figures within parentheses:

Regular motormen and conductors called for extra work to be paid for not less than (a) 2 hours' time (4); (b) 5 hours' time (1); (c) if extra men, paid not less than 2 hours' time (2), or not less than 2 hours' time if services are used (1).

Motormen and conductors allowed 15 minutes for making out personal injury accident reports (1).

Motormen and conductors to be paid actual time consumed in deadheading, when required to do so (3).

All work moving cars, or on trippers or trailers, of less than 5 hours, to pay not less than \$1.40, wage scale 23½ cents to 30 cents (1).

Men taken from regular runs to work other runs to be paid at least as much as regular runs call for (4).

Crews to be paid for 2 hours 20 minutes for trippers, and regular rates for time over 2 hours 20 minutes (1).

Crews called for extra work to be paid regular rates for all time held on duty (1).

Regular relieved from run on Sundays or holidays for extra work to receive straight pay for time intervening between time relieved from regular run until expiration of regular day's work (1).

Regular ordered to report for extra work after completing regular run to be paid from time of finishing regular run, and for not less than 1 hour if ordered to report within 1 hour after completing his regular run (1).

A man ordered to report for first roll call and remaining without receiving work before 7 a. m. to be given 1 hour's pay (1).

Sunday runs over 4½ hours call for full day's pay, 9 hours; and Sunday runs of 4½ hours or less call for a half day's pay, 4½ hours (1).

Motormen and conductors who continue on runs unrelieved for 15 minutes after the expiration of their regular day's work to be paid one hour's pay; if for over an hour and less than 2 hours, to receive 2 hours' pay. No claim to be made for less than 15 minutes (1).

All regular runs to be paid for not less than 8 hours (1).

Late straight men working morning trippers paid 25 cents extra. Extended by arbitration award to late early and late swing runs, provided dead time between completion of run and beginning of extra work is more than 50 minutes. Request of employees that rate be made 35 cents denied by arbitration board (1).

Eight hours' time to be paid for 85 per cent of runs over 5 hours and less than 8 hours in length; for other 15 per cent pay for platform time only (1).

Men on swing runs making dinner reliefs, trippers, or trailers, to receive continuous time from finishing morning run to finishing relief, tripper, or trailer, if remaining on call when needed. Not to apply to noon trippers (1).

Extras paid for 8½ hours, provided they do not get sufficient work to net them 8½ hours' pay for day (1).

Employee reporting after being marked up for regular run, and through no fault of his own no car is available, to receive not less than 3 hours' pay for making each report. If making part of run and no car available to complete run, to be paid time of regular run (1).

Employee making accident report and required to look up additional evidence, or attend court, to be paid for all time lost (1).

Motormen and conductors to have a minimum monthly wage of \$45, the value of runs employee missed by his own fault to be deducted (1).

Regular required to do extra work after completing run to be paid from time of completing run to time of completing extra work (1).

CONDUCT OF EMPLOYEES.

The following quotations refer to the conduct of employees in their relations to the company and the public:

WORK ORDERS.

The men shall at all times promote loyalty to the company and advertise favorably to the public its purposes and plans for handling or dealing with the public. * * * No man shall be allowed to drink spirituous or malt liquors or wines or beers while on duty, nor on the company's premises, nor when in uniform, nor at any time so close to the reporting time for duty that the effect of his drinking could in any way be detected upon him; nor to be dishonest, under penalty of discharge; no man shall violate the company's rules and regulations, and the men shall do all in their power to discourage drinking, impoliteness, incivility, and disloyalty, and shall in every way promote the company's discipline and its best efforts to accommodate the public with reasonable profit to itself.

To accommodate the demand for quicker service, particularly during the rush hours, motormen will use every effort consistent with safety and the comfort of passengers to keep their cars on scheduled time and in their proper place; and will cooperate with the company in its fight for improved traffic conditions, such as keeping wagons off the tracks and cutting out all unnecessary stops and delays, the purpose being to get the public to their destinations quickly and safely. In case of blockade due to broken wagons, teams stalled, or other cause, the crews of all cars arriving at point of blockade will make every effort possible to remove the obstructions while waiting for the arrival of the emergency crews, and upon arrival of the emergency crews will render all possible assistance to get track clear as quickly as possible. It will be the duty of the first crew arriving at point of blockade to call emergency crew or the dispatcher by telephone.

AGREEMENTS WITH EMPLOYEES.

The employees shall serve under the present rules and regulations of the company, and such reasonable rules and regulations as it may hereafter adopt. The reasonableness of any new rule or regulation shall not be challenged unless a conference is asked for within one week of the time it is posted on the bulletin board of the company at the car house.

Operating rules and regulations of the company as well as special bulletin orders will be strictly observed by all employees.

CHAPTER VIII—GENERAL TABLES.

EXPLANATION OF TABLES.

The five general tables of this report contain the detailed data from which were drawn the summary tables and text statements appearing on preceding pages. In connection with such summary statements, these general tables have been in part explained.

TABLE A.—*Rates of wages of motormen, conductors, guards, and gripmen in specified cities, by periods of service, 1914 (pp. 393 to 485).*

This table presents in detail the wage rates of motormen, conductors, guards, and gripmen, and the number of persons working at each rate. The table is divided into two sections. Section 1 presents the figures for cities from which data were collected by special agents. In this section regular and extra men are shown separately. Section 2 gives information for cities from which data was obtained by correspondence. In this second section regular and extra men are not separated. The table also presents cumulative percentages, indicating the proportion of men receiving each rate or less, and average rates for each occupation group.

That Table A may readily be understood the opening lines thereof are here explained. On page 393 figures are given for Altoona, Pa. Working in their first year of service there were 17 motormen and 30 conductors. Of the 17 motormen 5 were regulars and 12 were extras. Of the 30 conductors 4 were regulars and 26 were extras. The regular rate for all men in their first year of service was 20 cents per hour, except that 26 cents was paid for hill-car service. In their second year of service there were 7 regular motormen, 6 extra motormen, and 10 regular conductors, all paid 21 cents per hour. The items relating to employees in succeeding years of service may be read in like manner. All told, there were 73 regular motormen whose average rate of wages per hour was 24.3 cents. The average rate of wages is then given for extra motormen, regular conductors, and extra conductors.

Referring to the columns of cumulative percentages for Altoona it is seen that the 5 regular motormen in their first year of service constituted 7 per cent of all regular motormen. Next it is seen that 7 regular motormen in their second year of service, plus the 5 regular motormen in the first year of service, a total of 12 in their second year of service or less, constituted 16 per cent of all regular motormen. In the third year of service there were 4 regular motormen, making 16 in their third year or less, which 16 constituted 22 per cent

of all regular motormen. In Altoona the wage scale was increased according to length of service up to the fifth year, after which the rate of wages remained the same. The other figures of Table A are read in like manner.

TABLE B.—*Hours of labor of motormen, conductors, guards, and gripmen (pp. 486 to 608).*

1. *Number of regular runs (days' work) in specified cities, by hours on duty and hours within which runs were completed, 1914—covering cities for which data were obtained by special agents.*

2. *Full-time working hours and time within which runs were completed, by cities, 1914—covering cities for which data were obtained by correspondence.*

In section 1 of this table the figures are classified as to hours on duty and hours within which regular runs were completed. Regular runs as well as other classes of runs are described on page 108, and in connection with such description the necessity for classification is stated.

Referring to the first line of Table B, page 486, it is seen that Altoona had 1 Monday to Friday run of under $7\frac{1}{2}$ hours on duty, completed within 8 and under $8\frac{1}{2}$ hours, etc. On account of page limits the half-hour classification, relating to time on duty, was not possible for the shortest and longest runs, but notes show the detail; thus a note shows that this 1 Altoona run had time on duty of 7 and under $7\frac{1}{2}$ hours. Totals are given of the runs both as to hours on duty and as to time within which runs were completed. Continuing for the Altoona Monday to Friday runs the total shows 1 run of under $7\frac{1}{2}$ hours on duty, 15 runs of $8\frac{1}{2}$ and under 9 hours on duty, etc. The table shows, on the right-hand margin, 1 run completed within 8 and under $8\frac{1}{2}$ hours, 14 runs completed within $8\frac{1}{2}$ and under 9 hours, etc. The total number of regular Monday to Friday runs was 76. A comparison of the figures shows the variation between the Monday to Friday runs, the Saturday runs, and the Sunday runs.

In collecting data by correspondence from cities other than those visited by special agents it was not practicable to ask for detailed information as to individual employees. Hence section 2 of Table B shows only the shortest, longest, and prevailing hours on duty, and like data as to hours within which runs were completed. Thus referring to page 603 it is seen that the hours on duty of the shortest regular run in Aberdeen, Wash., were 8 hours and 15 minutes, and of the longest regular run 10 hours and 15 minutes. The prevailing hours on duty were 10, the term "prevailing" meaning the time of the greater number of employees or the time of the run most nearly representing the average length of run. The shortest time within which any run in Aberdeen was completed was 9 hours and 15 minutes; the longest, 11 hours and 15 minutes; and the prevailing, 10 hours.

TABLE C.—*Hours actually on duty, or paid for, of motormen, conductors, guards, and gripmen, each day of one week in specified cities, 1914 (pp. 609 to 867).*

Table C relates to time actually worked by the members of the car crew each day for one week, as distinguished from the scheduled (time-table) time shown in Table B. Table C is described on pages 166 to 168, and a summary table is also given.

The first company appearing in Table C (page 609) is the one in Altoona, Pa. A prefatory note shows that men were paid to the nearest half hour for regular runs and paid for 2 hours for tripper runs of 1 hour and 5 minutes to 1 hour and 15 minutes. With the give and take in the half hours, the time paid for probably averages close to the time actually worked on the regular runs. For men who made the few short tripper runs the table tends to overstate the actual time worked. Reading the first line for Altoona, it is seen that no regular motormen made under 6 hours on Monday in the representative week selected for inquiry. On Tuesday 1 regular motorman made under 6 hours, also on Thursday, Friday, and Sunday, while 2 made under 6 hours on Saturday. One regular motorman made 6 and under 6½ hours on Saturday, etc. The totals at the bottom of the section show the number of regular motormen that worked the whole or some part of each of the 7 days of the selected week. Succeeding sections show the time made by extra motormen, regular conductors, and extra conductors.

TABLE D.—*Earnings of motormen, conductors, guards, and gripmen, by number of calendar days worked in one selected week (pp. 868 to 1016).*

Referring to Table D, page 868, it is seen that in Altoona 1 regular motorman worked on but 1 day of the week studied, for which his earnings fell within the classified wage group of \$2 and under \$3. One man did work on 2 days for which his earnings were in the class \$3 and under \$4, etc. Following the tabulation for this company it is seen that there were 73 regular motormen who were employed the whole or some part of the specified week, of which number 34 did work on 7 days, 23 on 6 days, and 16 worked from 1 to 5 days. The earnings of the employees were governed by the rate of wages, the number of days on which work was done, and the amount of time worked per day. The actual earnings of the regular motormen in Altoona in the specified week ranged from the group \$2 and under \$3 to the group \$21 and under \$22, the lowest earnings being made by the man who worked on 1 day and the highest by a man who worked on 7 days. Motormen and conductors in Altoona did not do any work other than that at the regular specified occupation.

In Atlanta, out of the total of 317 regular motormen there were 2 who did some work outside of their regular specified occupation. These 2 men are omitted from the table, as the number is incon-

sequential. The fact of this segregation and omission is brought out in a footnote accompanying the figures. Like notes accompany the figures for several other cities in which a small number of men did work other than at their regular occupation. A segregation was made in cities in which a considerable number of men did work other than at their regular occupation. Those who did no other work, and those who also did other work are shown separately. The days given in the table are the days actually worked at the regular *specified occupation*, while the earnings include pay for *all time* worked.

TABLE E.—*Rates of wages and days and hours of labor of certain employees other than the car crew, in specified cities, 1914 (pp. 1017 to 1118).*

Data are given in this table for occupations, other than those of the car crew, distinctively found in street railway operation, and for certain occupations employing large numbers that are necessary in street railway operation though not distinctive therein. The table does not include power-house employees or those engaged in a variety of miscellaneous trades and occupations who, while employed by street railway companies, were engaged in work not materially differing from what they would have done had they worked at their occupations in any other industry.

Hours per week in this table are the regular hours on duty, except in a few cases where an average has been computed for 7-day per week employees who had every second, third, fourth, or fifth Sunday off duty. Example: Days per week 7, hours per day 10, with every other Sunday off duty. Hours one week 70, next week 60, average for the two weeks 65.

The equivalent rate per hour was computed as follows:

(1) By dividing the daily rate by the hours per day where the hours per day were the same for each day of the week, or where a short day (Saturday or Sunday) was worked for which payment was made for the proportional time worked.

(2) By multiplying the daily rate by the number of days per week and dividing by the regular hours of duty for the week, when a short day (Saturday or Sunday) was worked for which the full daily rate was paid.

(3) By multiplying the monthly rate by 12 and dividing by the regular hours of duty in the year. Regular hours per year on duty were computed by deducting from 365 days the number of days off duty in one year (Sundays, days per month, annual leave, etc.), and multiplying the remainder by the regular hours per day of duty.

(4) By dividing the weekly rate by the hours per week of duty.

(5) By multiplying the hourly rate by the hours per week for which payment was made and dividing by the regular hours worked per week. Example: Hourly rate 30 cents, hours per day 10, Satur-

day 9 but paid for 10, total hours per week on duty in week of 6 days 59, for which 60 hours were paid; 60 times 30 cents divided by 59 equals 30.5 cents, actual earnings per hour.

A few combinations of regular hours on duty and methods of payments other than stated above are shown in this table, for which hourly earnings have been computed in like manner—that is, the earnings for a period have been divided by the regular hours on duty for that period.

Referring for illustration to the first line of the table (p. 1017), it is seen that in Altoona in line and track work one driver was employed. He was expected to be on duty 7 days per week and 12 hours a day, making 84 hours on duty per week. His rate of wages was \$60 per month, equivalent to a rate of 16.4 cents per hour. The next line shows 22 laborers on line and track work whose regular full time was 6 days per week, 10 hours per day, making 60 hours per week. The rate for this work was $17\frac{1}{2}$ cents per hour. The other items of the table are read in like manner.

GENERAL TABLES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914.

1.—Cities from which data were obtained by special agents.

[Except as otherwise specified the data presented throughout this table are for surface lines.]

ALTOONA, PA.

[Time worked each day, except on tripper runs, was paid for to the nearest half hour. Time worked on tripper runs was from 1 hour and 5 minutes to 1 hour and 15 minutes, which was paid for as 2 hours.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	{ \$0. 20 1. 26	5	12	4	26 1	7	52	6	100
Second year .....	. 21	7	6	10		16	78	21	
Third year	{ . 23 1. 26	3	1	6		22	83	33	
Fourth year	{ . 24 1. 26	1		2					
After fourth year	{ 2. 27 . 25	7		12		34	83	53	
Total and average:									
Motormen, regular .....	. 243	73							
Motormen, extra .....	. 213		23						
Conductors, regular .....	. 239			66					
Conductors, extra .....	. 202				27				

ATLANTA, GA.

[Time worked each day was paid for to the nearest 5 minutes, but payment for pay-roll period was made to the nearest 5 cents. Employees were paid for 1½ hours for making accident reports.]

First year	\$0. 17	1	17		21	(³)	18		19
Second year .....	. 18	5	29	10	33	2	48	3	49
Third year .....	. 19	25	12	31	14	10	60	13	62
Fourth year .....	. 21	60	11	61	24	29	72	33	84
Fifth year .....	. 23	40	9	50	7	41	81	49	90
Sixth year .....	. 24	37	6	30	3	53	88	58	93
After sixth year .....	. 25	149	12	130	8	100	100	100	100
Total and average:									
Motormen, regular .....	. 233	317							
Motormen, extra .....	. 200		96						
Conductors, regular .....	. 230			312					
Conductors, extra .....	. 196				110				

¹ Hill-car rate. ² Night car (12 midnight to 6 a. m.) rate. ³ Less than one-half of 1 per cent.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

AUGUSTA, GA.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0.17		11		9		73		69
Second year .....	.18	3	4	11	4	12	100	41	100
Third year .....	.19	3		4		23		56	
Fourth year .....	.20	3		1		35		59	
Fifth year .....	.21	3		4		46		74	
After fifth year .....	.22	14		7		100		100	
Total and average:									
Motormen, regular .....	.208	26							
Motormen, extra .....	.173		15						
Conductors, regular .....	.197			27					
Conductors, extra .....	.173				13				

BINGHAMTON, N. Y.

[Time worked each day was paid for to the nearest 10 minutes.]

First year	\$0.20	20	21	31	24	33	100	50	100
Second year .....	.21	21		23		67		87	
Third and fourth years .....	.22	2		2		70		90	
Fifth to ninth years .....	.23	4		3		77		95	
After ninth year .....	.24	14		3		100		100	
Total and average:									
Motormen, regular .....	.215	61							
Motormen, extra .....	.200		21						
Conductors, regular .....	.208			62					
Conductors, extra .....	.200				24				

BIRMINGHAM, ALA.

[Extra men who reported regularly, as required, were guaranteed 9 hours' pay per day. Overtime and excess time due to delays were paid for at 1½ times the regular rate.]

First year	\$0.18	35	35	52	77	19	83	28	94
Second year .....	.20	31	3	36	4	35	90	48	99
Third year .....	.21	18	1	12		45	93	55	99
Fourth year .....	.22	19		15		55	93	63	99
Fifth year .....	.23	19	1	13		65	95	70	99
Sixth year .....	.24	10	1	12		70	98	77	99
Seventh year .....	.25	19		8	1	80	98	81	100
After seventh year .....	.26	37	1	35		100	100	100	
Total and average:									
Motormen, regular .....	.221	188							
Motormen, extra .....	.187		42						
Conductors, regular .....	.215			183					
Conductors, extra .....	.182				82				

1 Due to using trailers.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

BOSTON, MASS.

BOSTON ELEVATED RAILWAY CO. (SURFACE).

[Runs of 8 and under 8½ hours on duty were paid for as 8½ hours; runs of over 8½ hours on duty were paid for to the next quarter hour. For runs taking more than 12 hours to complete, 25 per cent above the regular rate was paid for the first hour or fraction of hour over 12 and 50 per cent for each hour or fraction of hour over 13. Employees reported 5 minutes before time of beginning of runs, which time was paid for. For making reports at end of runs motormen were paid for 5 and conductors for 10 minutes. Employees who instructed new men were paid 2½ cents per hour extra while instructing. Not to exceed 10 cents was paid for making accident reports. Extra men who were on duty as long as required, not exceeding 14 hours, were guaranteed 6½ hours' pay per day.]

Period of service.	Rate of pay per hour.		Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
			Motormen.		Conductors.		Motormen.		Conductors.	
			Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.26½	.....	77	.....	141	.....	10	.....	18	
Second 6 months.....	.26½	.....	189	.....	315	.....	36	.....	59	
Second year.....	.27½	.....	16	307	121	270	1	78	8	93
Third year.....	.28½	.....	102	129	307	39	8	95	29	98
Fourth year.....	.29½	.....	125	27	208	7	16	99	43	99
Fifth year.....	.29½	.....	118	2	183	.....	24	99	56	99
After fifth year.....	.31½	.....	1,117	5	650	7	100	100	100	100
Total and average:										
Motormen, regular.....	.308	.....	1,478	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.276	.....	.....	736	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.300	.....	.....	.....	1,469	.....	.....	.....	.....	.....
Conductors, extra.....	.272	.....	.....	.....	.....	779	.....	.....	.....	.....

BOSTON ELEVATED RAILWAY CO. (ELEVATED).

[Runs of 8 and under 8½ hours on duty were paid for as 8½ hours, and runs of over 8½ hours on duty were paid for to the next quarter hour. For runs taking more than 12 hours to complete, 25 per cent above the regular rate was paid for the first hour or fraction of hour over 12 and 50 per cent for each hour or fraction of hour over 13. Employees reported at terminals 2 minutes before time of the beginning of runs or parts of runs. The reporting time amounted to 2, 4, or 6 minutes per day and was paid for. Employees who instructed new men were paid 2½ cents per hour extra while instructing. Not to exceed 10 cents was paid for making an accident report. Overtime was paid for at the rate of time and one-half for first hour or fraction; then regular rate. Extra men who were on duty as long as required, not to exceed 14 hours, were guaranteed 6½ hours' pay per day.]

Period of service.	Rate of pay per hour for—			Number of employees at each rate.						Per cent of employees of specified years, or less, of service.						
				Motor- men.		Conduc- tors.		Guards.		Motor- men.		Conduc- tors.		Guards.		
				Motor- men.	Conduc- tors. ¹	Guards ²	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.29½	\$0.25	\$0.21½	.....	10	3	7	.....	87	.....	19	6	29	.....	42
Second year.....	.30	.26	.22½	.....	14	9	16	4	108	.....	45	23	96	5	94
Third year.....	.30½	.26½	.23	13	20	5	1	48	12	22	83	33	100	69	100
Fourth year.....	.31½	.27	.23½	.....	7	2	.....	9	.....	22	96	37	.....	81	.....
Fifth year.....	.32½	.27½	.24	.....	1	2	.....	4	.....	22	98	40	.....	87	.....
After fifth year.....	.33	.28	.24½	.....	45	1	31	.....	10	.....	100	100	.....	100	.....
Total and average:																
Regular.....	.325	.273	.233	.....	58	.....	52	.....	75	.....	.....	.....	.....	.....	.....
Extra.....	.304	.257	.221	.....	.....	53	.....	24	.....	207	.....	.....	.....	.....	.....

¹ Called guards in Boston.

² Called brakemen in Boston.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—
Continued.

1.—Cities from which data were obtained by special agents—Continued.

BROCKTON, MASS.

[Time worked each day was paid for to the nearest quarter hour. Employees on early runs reported 5 minutes before time of beginning of runs, which time was paid for.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.24	1	26	4	31	1	46	5	53
Second year.....	.25	2	12	6	13	4	68	12	76
Third year.....	.26	13	13	20	12	20	91	37	97
Fourth year.....	.27	6	3	8	2	28	96	47	100
After fourth year.....	.28	57	2	43	.....	100	100	100	.....
Total and average:									
Motormen, regular.....	.275	79	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.250	.....	56	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.270	.....	.....	81	.....	.....	.....	.....	.....
Conductors, extra.....	.247	.....	.....	.....	58	.....	.....	.....	.....

BUFFALO, N. Y.

[Runs of 7 and under 9 hours on duty, a11-night (or owl) cars excepted, were paid for as 9 hours. All-night car runs did not exceed 8 hours but were paid for as 10 hours. All other runs and time worked were paid for to the nearest 6 minutes. Employees who instructed new men were paid 25 cents per day extra while instructing. Ten cents per hour extra was paid for overtime and excess time due to delays. Employees who were taken from their regular runs to do special work requiring less than their scheduled hours on duty were paid for time of regular runs. Employees were paid for making accident reports.]

First year.....	\$0.23	33	95	101	125	6	88	18	98
Second year.....	.24	127	10	160	1	29	97	47	98
Third year.....	.25	60	.....	78	.....	40	97	61	98
Fourth year.....	.27	36	.....	57	.....	46	97	71	98
Fifth year.....	.28	17	.....	30	1	49	97	76	98
Sixth to ninth years.....	.29	94	2	54	.....	66	99	86	99
After ninth year.....	.30	189	1	78	1	100	100	100	100
Total and average:									
Motormen, regular.....	.273	556	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.233	.....	108	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.258	.....	.....	558	.....	.....	.....	.....	.....
Conductors, extra.....	.231	.....	.....	.....	128	.....	.....	.....	.....

BUTTE, MONT.

[Time worked each day was paid for to the nearest 5 minutes. A minimum of \$1 was guaranteed men on tripper runs, who were usually extra men.]

First year.....	\$0.38½	.....	1 18	(1)	(1)	.....	56	(1)	(1)
Second to fifth years.....	.42½	1 36	1 13	(1)	(1)	36	97	(1)	(1)
After fifth year.....	.45	1 64	1 1	(1)	(1)	100	100	(1)	(1)
Total and average:									
Trainmen, regular.....	.441	1 100	.....	(1)	(1)	.....	.....	(1)	(1)
Trainmen, extra.....	.402	.....	1 32	(1)	(1)	.....	.....	(1)	(1)

¹ Motormen and conductors work interchangeably.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

CHARLESTON, S. C.

[Time worked each day was paid for to the nearest quarter hour. Extra men who reported regularly as required were guaranteed \$1.50 per day.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
Charleston Consolidated Railway & Light- ing Co.:									
First year.....	\$0.17	18	21	86	91				
Second year.....	.19	7	22	16	95	46	100		
Third year.....	.20	13	13	44	95	73			
After fourth year.....	.21	25	13	100	100	100			
Total and average:									
Motormen, regular.....	.204	45							
Motormen, extra.....	.174		21						
Conductors, regular.....	.198		48						
Conductors, extra.....	.172			23					

CHARLOTTE, N. C.

[Time worked each day was paid for to the nearest 5 minutes. Employees reported 10, 15, or 20 minutes before time of beginning runs, which time was paid for. For making reports after completion of runs 10 minutes pay was given.]

First year.....	\$0.15	4	3	4	7	8	60	7	70
Second year.....	.16	2		6		12	60	19	70
Third year.....	.17	11	1	13		33	80	43	70
Fourth year.....	.18	6		10	1	44	80	61	80
Fifth year.....	.20	15		9		73	80	78	80
After fifth year.....	.21	14	1	12	2	100	100	100	100
Total and average:									
Motormen, regular.....	.189	52							
Motormen, extra.....	.166		5						
Conductors, regular.....	.183			54					
Conductors, extra.....	.165				10				

CHATTANOOGA, TENN.

[Time worked each day was paid for to the nearest 5 minutes.]

First 6 months.....	\$0.18		9		20		38		67
Second 6 months.....	.19½		4		4		54		80
Second year.....	.21	19	10	10	6	23	96	12	100
Third year.....	.22	14		15		39	96	31	
Fourth year.....	.23	10		20		51	96	56	
After fourth year.....	.23½	41	1	36		100	100	100	
Total and average:									
Motormen, regular.....	.225	84							
Motormen, extra.....	.197		24						
Conductors, regular.....	.228			81					
Conductors, extra.....	.188				30				

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS,
AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—
Continued.

I.—Cities from which data were obtained by special agents—Continued.

CHICAGO, ILL.

CHICAGO SURFACE LINES.

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours. Sunday runs were paid for by actual time. Employees reported 10 minutes before time of beginning of runs or parts of runs. They were paid for this time, and for 5 minutes for making reports after runs were completed. Sixty-one per cent of the runs had 15 to 50 minutes time off duty for meals, which was paid for. Employees who instructed new men were paid 25 cents per day extra while instructing.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 3 months.....	\$0.23		78		138		9		15
Second 3 months of first year.....	.25		114		160		23		32
Last 6 months of first year.....	.26		159	59	289		42	2	63
First 6 months of second year.....	.27	48	287	176	271	1	76	7	93
Last 6 months of second year.....	.28	27	86	150	48	2	86	11	198
Third year.....	.29	175	100	319	13	7	98	21	99
Fourth year.....	.30	192	9	187	2	13	99	27	99
Fifth year.....	.31	314	3	310	2	22	99	36	100
After fifth year.....	.32	2,611	9	2,152	4	100	100	100	100
Total and average:									
Motormen, regular.....	.315	3,367							
Motormen, extra.....	.266		845						
Conductors, regular.....	.310			3,353					
Conductors, extra.....	.259				927				

CHICAGO ELEVATED RAILWAYS.

[Runs of less than 10 hours on duty were paid for as 10 hours, and of over 10 were paid for to the next quarter hour. Train work, other than regular runs, of less than 2 hours was paid for as 2 hours, of over 2 and under 7 hours was paid to the next hour, of over 7 and under 9 was paid for to the next quarter hour. For 15 minutes or more worked in excess of regular run time, caused by delays, 2 hours were paid for. Employees reported before time of beginning of runs or parts of runs. The reporting time amounted to from 8 to 30 minutes on straight runs, and to a maximum of 60 minutes on swing runs, and was paid for.]

Period of service.	Rate of pay per hour for—					
	Motormen.		Conductors.		Guards.	
	Regular.	Extra.	Regular.	Extra.	Regular.	Extra.
First year.....	¹ \$0.30 $\frac{1}{2}$ ² .32	¹ \$0.30 $\frac{1}{2}$ ³ .32 4.28	\$0.25 $\frac{1}{2}$	² \$0.24		\$0.21
Second year.....		4.28 $\frac{1}{2}$				.22
After second year.....	.34	.34	.27			
Third year.....						.23
After third year.....		4.29 $\frac{1}{2}$				
After fourth year.....						.24
Not reported.....					² \$0.24	
Total and average:						
Regular.....	.340		.268		.240	
Extra.....		.327		.240		.213
Acting.....		4.288				

¹ All divisions except the Northwestern.

² Flat rate.

³ Northwestern division only.

⁴ Conductors and guards acting as motormen.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

CHICAGO, ILL.—Concluded.

CHICAGO ELEVATED RAILWAYS—Concluded.

Period of service.	Number of employees at each rate.						Per cent of employees of specified years, or less, of service.					
	Motormen.		Conductors.		Guards.		Motormen.		Conductors.		Guards.	
	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	5	7	51	5	.....	622	1	47	15	100	.....	75
Second year.....	.....	¹ 15	.....	.....	.....	146	.....	56	.....	.....	.....	93
After second year.....	346	17	282	.....	.....	.....	100	100	100	.....	.....	.....
Third year.....	.....	.....	.....	.....	.....	44	.....	100	.....	.....	.....	98
After third year.....	.....	¹ 21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
After fourth year.....	.....	.....	.....	.....	.....	18	.....	.....	.....	.....	.....	100
Not reported.....	.....	.....	.....	.....	.....	206	.....	.....	.....	.....	100	.....
Total and average:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Motormen—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Regular.....	351	.....	333	.....	206	.....	.....	.....	.....	.....	.....	.....
Extra.....	.....	32	.....	5	.....	830	.....	.....	.....	.....	.....	.....
Acting.....	.....	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CINCINNATI, OHIO.

[Time worked each day was paid for to the nearest 6 minutes. Overtime and excess time due to delays were paid for at 1½ times the regular rate. Extra men who reported regularly as required were guaranteed \$45 per month.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.20	.....	61	12	128	.....	32	2	62
Second 6 months.....	.21	3	47	27	63	(²)	56	7	92
Second and third years.....	.23	70	72	166	11	12	93	34	98
Fourth and fifth years.....	.24	80	5	97	3	25	96	50	99
Sixth and seventh years.....	.25	73	4	59	1	37	98	60	100
Eighth year.....	.26	39	2	28	.....	44	99	65	100
After eighth year.....	.27	340	2	211	1	100	100	100	100
Total and average:	.....	.....	.....	.....	.....	.....	.....	.....	.....
Motormen, regular.....	.258	605	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.217	.....	196	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.248	.....	.....	600	.....	.....	.....	.....	.....
Conductors, extra.....	.206	.....	.....	.....	207	.....	.....	.....	.....

¹ Conductors and guards acting as motormen.

² Less than one-half of 1 per cent.

400 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

CLEVELAND, OHIO.

[Time worked each day was paid for to the next 5 minutes.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0.27	13	236	22	292	2	74	3	81
After first year .....	.30	796	84	796	67	100	100	100	100
Total and average:									
Motormen, regular .....	.300	809							
Motormen, extra .....	.278		320						
Conductors, regular .....	.299			818					
Conductors, extra .....	.276				359				

DALLAS, TEX.

DALLAS ELECTRIC CORPORATION.

[Time worked during the half-month pay-roll period was paid for to the nearest quarter hour.]

First 6 months	\$0.20	1	50	7	45	1	88	6	98
Second 6 months .....	.21	22	5	33		19	96	34	98
Second year .....	.22	28		35	1	42	96	64	100
Third year .....	.23	19	2	19		57	100	80	
Fourth year .....	.24	13		4		68		83	
After fourth year .....	.25	39		20		100		100	
Total and average:									
Motormen, regular .....	.231	122							
Motormen, extra .....	.202		57						
Conductors, regular .....	.223			118					
Conductors, extra .....	.200				46				

NORTHERN TEXAS TRACTION CO. (OAK CLIFF DIVISION OF FORT WORTH LINES).

[Time worked each day was paid for to the nearest 5 minutes, but payment for the half-month pay-roll period was to the nearest 5 cents.]

First 6 months	\$0.20		15		10		58		50
Second 6 months .....	.21	2	7		8	9	85		90
Second year .....	.22	3	3	10	2	22	96	48	100
Third year .....	.23	8		4		57	96	67	
Fourth year .....	.24			1		57	96	71	
After fourth year .....	.25	10	1	6		100	100	100	
Total and average:									
Motormen, regular .....	.236	23							
Motormen, extra .....	.207		26						
Conductors, regular .....	.231			21					
Conductors, extra .....	.206				20				

¹ Due to using trailers.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

DAVENPORT, IOWA.

[Time worked each day was paid for to the nearest 5 minutes, but payment for the half-month pay-roll period was to the nearest quarter hour and to the nearest 5 cents. Conductors were paid for 15 minutes for making reports after completion of runs. Overtime and time of one-half hour and over in excess of regular scheduled time, due to delays, were paid for at 7 cents per hour extra.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.				
		Motormen.		Conductors.		Motormen.		Conductors.		
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	
First year.....	\$0.23	.....	12	3	13	.....	63	4	87	
Second year.....	.24	.....	2	3	12	1	3	79	20	93
Third year.....	.26	.....	8	1	7	.....	14	84	30	93
After third year.....	.28	.....	62	3	52	1	100	100	100	100
Total and average:										
Motormen, regular.....	.277	.....	72	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.241	.....	.....	19	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.270	.....	.....	74	.....	.....	.....	.....	.....	.....
Conductors, extra.....	.234	.....	.....	.....	15	.....	.....	.....	.....	.....

DENVER, COLO.

[Time worked each day was paid for to the nearest 5 minutes and to the nearest 5 cents. Employees reported 10 minutes before time of beginning of runs, which time was paid for. Employees on owl-car runs had 24 to 56 minutes off duty for meals, which time was paid for.]

First year.....	\$0.24	.....	26	1	91	.....	30	(1)	53
Second year.....	.26½	.....	38	3	58	.....	74	2	87
Third to fifth year.....	.28	52	20	78	21	21	97	33	99
After fifth year.....	.30	194	3	166	1	100	100	100	100
Total and average:										
Motormen, regular.....	.296	.....	246	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.262	.....	.....	87	.....	.....	.....	.....	.....
Conductors, regular.....	.293	.....	.....	248	.....	.....	.....	.....	.....
Conductors, extra.....	.254	.....	.....	.....	171	.....	.....	.....	.....

DES MOINES, IOWA.

[Employees reported 5 minutes before time of beginning of runs, which time was paid for. Overtime and time in excess of regular scheduled time, due to delays, were paid for at 5 cents per hour extra. Extra men who reported regularly, as required, were guaranteed \$50 per month.]

First year.....	\$0.24	.....	9	2	36	.....	25	1	90
Second year.....	.25	.....	2	15	4	.....	31	11	100
After second year.....	.29	.....	154	25	140	.....	100	100	.....
Total and average:									
Motormen, regular.....	.290	.....	154	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.275	.....	.....	36	.....	.....	.....	.....	.....
Conductors, regular.....	.286	.....	.....	157	.....	.....	.....	.....	.....
Conductors, extra.....	.241	.....	.....	.....	40	.....	.....	.....	.....

¹ Less than one-half of 1 per cent.

² Due to using trailers.

402 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

DETROIT, MICH.

[Employees reported 10 minutes before time of beginning of runs, which time was paid for. Extra men who reported regularly, as required, were guaranteed \$19 per half month.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First three months.....	\$0. 25	10	123	26	139	1	54	3	55
Over 3 and under 12 months.....	. 30	102	72	183	101	12	86	22	96
After first year.....	. 32	861	33	737	11	100	100	100	100
Total and average:									
Motormen, regular.....	. 317	973							
Motormen, extra.....	. 276		228						
Conductors, regular.....	. 314			946					
Conductors, extra.....	. 273				251				

EVANSVILLE, IND.

First 6 months.....	\$0. 19		12		17		67		89
Second 6 months.....	. 20	3	4	16	1	5	89	30	95
Second year.....	. 21	13	1	14	1	29	94	56	100
Third year.....	. 22	11	1	12		49	100	78	
Fourth year.....	. 23	9		2		65		81	
After fourth year.....	. 24	19		10		100		100	
Total and average:									
Motormen, regular.....	. 225	55							
Motormen, extra.....	. 195		18						
Conductors, regular.....	. 216			54					
Conductors, extra.....	. 192				19				

GRAND RAPIDS, MICH.

[Time worked each day was paid for to the nearest quarter hour. Employees who instructed new men were paid 50 cents per hour while instructing. Extra men who reported regularly, as required, were guaranteed \$1.50 per day.]

First 6 months.....	\$0. 22		3			2	78	3	86
		2	22	4	38				
Second 6 months.....	. 24	1	6	27	6	2	97	25	100
Second year.....	. 25	21	1	16		18	100	39	
Third year.....	. 26	12		10		27		47	
Fourth year.....	. 26½	20		12		42		57	
After fourth year.....	. 27	77		53		100		100	
Total and average:									
Motormen, regular.....	. 264	133							
Motormen, extra.....	. 232		32						
Conductors, regular.....	. 258			122					
Conductors, extra.....	. 231				44				

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

HOUSTON, TEX.

[Time worked each day was paid for to the nearest 5 minutes, but payment for the half-month pay-roll period was to the nearest 5 cents.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months	\$0. 20	2	17	4	38	2	29	3	51
Second 6 months .....	. 21	4	26	22	26	5	73	22	86
Second year .....	. 22	25	8	32	5	24	86	49	93
Third year .....	. 23	27	3	18	2	44	92	64	96
Fourth year .....	. 24	27	2	16	.....	65	95	77	96
After fourth year .....	. 25	46	3	27	3	100	100	100	100
Total and average:									
Motormen, regular .....	. 236	131	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 213	.....	59	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 228	.....	.....	119	.....	.....	.....	.....	.....
Conductors, extra .....	. 208	.....	.....	.....	74	.....	.....	.....	.....

INDIANAPOLIS, IND.

[Forty per cent of the runs had 20 to 30 minutes time off duty for meals, which time was paid for. Extra men who reported regularly, as required, were guaranteed \$45 per month.]

First year	\$0. 21	17	119	48	113	7	94	18	98
Second year .....	. 23	32	6	44	2	19	98	35	100
Third year .....	. 24	23	1	37	.....	28	99	49	.....
Fourth year .....	. 25	25	.....	30	.....	37	99	60	.....
Fifth year .....	. 26	25	.....	21	.....	47	99	68	.....
After fifth year .....	. 27	137	1	83	.....	100	100	100	.....
Total and average:									
Motormen, regular .....	. 256	259	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 212	.....	127	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 245	.....	.....	263	.....	.....	.....	.....	.....
Conductors, extra .....	. 210	.....	.....	.....	115	.....	.....	.....	.....

JACKSONVILLE, FLA.

[Employees reported 10 minutes before time of beginning of runs, which time was paid for.]

First year	\$0. 19	32	36	25	40	37	100	30	100
Second year .....	. 20	31	.....	41	.....	73	.....	79	.....
Third year .....	. 21	18	.....	16	.....	94	.....	98	.....
Fourth year .....	. 22	3	.....	2	.....	98	.....	100	.....
After fourth year .....	. 23	2	.....	.....	.....	100	.....	.....	.....
Total and average:									
Motormen, regular .....	. 200	86	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 190	.....	36	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 199	.....	.....	84	.....	.....	.....	.....	.....
Conductors, extra .....	. 190	.....	.....	.....	40	.....	.....	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

I.—Cities from which data were obtained by special agents—Continued.

KANSAS CITY, MO.

[Time worked each day was paid for to the nearest 6 minutes. Employees were paid for 12 minutes for making reports after completion of runs, and 12 minutes for making accident reports, and those who instructed new men were paid 25 cents per day extra while instructing. Extra men who reported regularly, as required, were guaranteed \$45 per month.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months	\$0.22	5	129	27	173	1	68	4	82
Second 6 months .....	.22½	19	32	79	22	4	85	17	92
Second year .....	.23	98	16	105	9	20	94	35	97
Third year .....	.23½	66	4	70	1	31	96	46	97
Fourth year .....	.25	39	1	65	3	37	96	57	99
Fifth year .....	.26	37	.....	38	.....	43	96	63	99
Sixth to ninth year .....	.27	175	4	107	1	71	98	80	99
After ninth year .....	.28	177	3	119	2	100	100	100	100
Total and average:									
Motormen, regular .....	.259	616	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.224	.....	189	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.249	.....	.....	610	.....	.....	.....	.....	.....
Conductors, extra .....	.222	.....	.....	.....	211	.....	.....	.....	.....

LINCOLN, NEBR.

[Time worked each day was paid for to the nearest quarter hour.]

First year	\$0.20	3	17	6	18	5	94	9	100
Second year .....	.21½	4	.....	10	.....	11	94	25	.....
Third year .....	.22½	2	.....	6	.....	14	94	34	.....
Fourth year .....	.23½	13	1	6	.....	34	100	44	.....
Fifth year .....	.24½	11	.....	9	.....	51	.....	58	.....
Sixth to seven and one-half years .....	.25½	12	.....	13	.....	69	.....	78	.....
After seven and one-half years .....	.27	20	.....	14	.....	100	.....	100	.....
Total and average:									
Motormen, regular .....	.248	65	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.202	.....	18	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.241	.....	.....	64	.....	.....	.....	.....	.....
Conductors, extra .....	.200	.....	.....	.....	18	.....	.....	.....	.....

LITTLE ROCK, ARK.

First year	\$0.18	1	13	7	19	2	65	12	83
Second year .....	.19	9	2	15	.....	18	75	37	83
Third year .....	.20	6	3	8	2	28	90	51	91
Fourth year .....	.21	7	.....	9	.....	40	90	66	91
Fifth and sixth years .....	.22	14	.....	4	2	65	90	73	100
After sixth year .....	.25	20	2	16	.....	100	100	100	.....
Total and average:									
Motormen, regular .....	.222	57	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.191	.....	20	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.212	.....	.....	59	.....	.....	.....	.....	.....
Conductors, extra .....	.185	.....	.....	.....	23	.....	.....	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

LOS ANGELES, CAL.

[Time worked during the 7-day pay-roll period was paid for to the nearest 5 cents. Employees were required to report at office after completion of runs, for which 5 minutes' pay was given. Employees who instructed new men were paid 25 cents per day extra while instructing. Extra men on "waiting time," time on duty at the barn by special assignment, were paid 15 cents per hour.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0. 25	52	177	114	219	.6	92	14	94
Second year.....	.26	143	11	233	10	23	97	42	98
Third year.....	.27	124	2	95		38	98	53	98
Fourth year.....	.28	110	2	82	2	51	99	63	99
Fifth year.....	.29	68		54	2	59	99	70	100
After fifth year.....	.30	350	1	252		100	100	100	
Total and average:									
Motormen, regular.....	.282	847							
Motormen, extra.....	.251		193						
Conductors, regular.....	.276			830					
Conductors, extra.....	.251				233				

LOUISVILLE, KY.

First year.....	\$0. 21		4		2		3		1
Second year.....	.22	26	104	27	116	8	88	8	88
Third year.....	.23	61	9	67	10	26	95	28	96
After third year.....	.24	254	6	245	6	100	100	100	100
Total and average:									
Motormen, regular.....	.237	341							
Motormen, extra.....	.221		123						
Conductors, regular.....	.236			339					
Conductors, extra.....	.221				134				

LOWELL, MASS.

[Time worked each day was paid for to the next quarter hour.]

First year.....	\$0. 24		22		26		40		51
Second year.....	.25		12		16		62		82
Third year.....	.26	12	21	26	5	12	100	27	92
Fourth year.....	.27	11		3		24		31	92
After fourth year.....	.28	74		66	4	100		100	100
Total and average:									
Motormen, regular.....	.276	97							
Motormen, extra.....	.250		55						
Conductors, regular.....	.274			95					
Conductors, extra.....	.248				51				

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

I.—Cities from which data were obtained by special agents—Continued.

MANCHESTER, N. H.

[Time worked each day was paid for to the nearest quarter hour. Employees who took cars out of the barn in the morning reported 10 minutes before time of beginning of runs, which time was paid for. Sunday runs of regular men with hours on duty less than on week days were paid for the same as for week days. There were about 20 such Sunday runs.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
Extra men—									
First year.....	\$0.23		14		20		56		57
Second year.....	.24		7		8		84		80
Third year.....	.25						84		80
After third year.....	.26		4		7		100		100
Regular men 1—									
9-hour run or longer.....	\$.26	18		15		45		41	
8½-hour run.....	\$.26½	7		7		63		59	
8¼-hour run.....	\$.27¼	10		10		88		86	
8-hour run.....	\$.28¼	5		5		100		100	
8-hour run.....	\$.29½								
Total and average:									
Motormen, regular.....	.268	40							
Motormen, extra.....	.234		25						
Conductors, regular.....	.268			37					
Conductors, extra.....	.238				35				

MEMPHIS, TENN.

[Time worked each day was paid for to the nearest 5 minutes.]

First 6 months.....	\$0.17	24	46	27	65	11	92	13	90
Second 6 months.....	.19	27	3	40	5	24	98	32	97
Second year.....	.20	36		47		41	98	55	97
Third year.....	.21	36		27		59	98	68	97
Fourth year.....	.22	22		27		69	98	81	97
Fifth year.....	.23	12		18		75	98	89	97
Sixth year.....	.24	5		6	1	77	98	92	99
After sixth year.....	.25	48	1	16	1	100	100	100	100
Total and average:									
Motormen, regular.....	.213	210							
Motormen, extra.....	.173		50						
Conductors, regular.....	.206			208					
Conductors, extra.....	.173				72				

1 Period of service not reported.

2 Regular men were paid according to hours of run, to the nearest quarter hour, regardless of years of service.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

MILWAUKEE, WIS.

[All Monday to Friday runs, and approximately 60 per cent of all Saturday runs of less than 9 hours on duty were paid for as 9 hours. All other runs and time worked were paid for to the nearest 5 minutes. Extra men who reported regularly, as required, were guaranteed \$12 per week.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.23	2	85	111	(¹)	78	.....	71
Second year.....	.24	89	23	90	45	19	99	19	
Third year.....	.25	42	.....	80	.....	28	99	35
Fourth year.....	.26	11	.....	20	.....	30	99	40
Fifth year.....	.27	42	.....	80	.....	39	99	56
After fifth year.....	.28	294	1	209	1	100	100	100	
Total and average:									
Motormen, regular.....	.268	480	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.233	.....	109	.....	.....	.....	.....	.....
Conductors, regular.....	.265	.....	.....	479	.....	.....	.....	.....
Conductors, extra.....	.233	.....	.....	.....	157	.....	.....	.....

MINNEAPOLIS AND ST. PAUL, MINN.

[Monday to Saturday runs of 2 swings (parts) of under 10 hours on duty were paid for as 10 hours. On runs of 3 swings the time not on duty between the second and third swings was paid for. All runs had 2 or 3 swings. Employees were paid for 1 hour for making accident reports. Extra men who reported regularly, as required, were guaranteed \$2 per day. Employees partially incapacitated for work by sickness and employees who, after 12 years of service, were physically unfit for a regular run were on extra list and were guaranteed \$2 per day for each day they reported and did some work.]

First 6 months.....	\$0.23	8	214	6	232	1	61	1	66
Second 6 months.....	.24	51	91	102	98	8	87	15	94
Second year.....	.26	118	21	146	9	25	93	36	96
Third year.....	.27	108	3	115	.....	40	93	52	96
Fourth year.....	.28	108	1	80	.....	55	94	64	96
Fifth year.....	.29	54	.....	49	.....	63	94	71	96
After fifth year.....	.30	268	22	206	13	100	100	100	100
Total and average:									
Motormen, regular.....	.280	715	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.239	.....	352	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.275	.....	.....	704	.....	.....	.....	.....	.....
Conductors, extra.....	.236	.....	.....	.....	352	.....	.....	.....	.....

MOBILE, ALA.

[Time worked each day was paid for to the nearest 6 minutes. All time over 11 hours per day was paid for at 25 cents per hour.]

First year.....	\$0.19	10	16	24	14	15	84	34	100
Second year.....	.20	15	.....	14	.....	37	84	54	.....
Third year.....	.21	10	3	9	.....	52	100	66	.....
Fourth year.....	.22	8	.....	8	.....	64	.....	77	.....
Fifth year.....	.23	4	.....	6	.....	70	.....	86	.....
After fifth year.....	.24	20	.....	10	.....	100	.....	100	.....
Total and average:									
Motormen, regular.....	.216	67	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.183	.....	19	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.208	.....	.....	71	.....	.....	.....	.....	.....
Conductors, extra.....	.190	.....	.....	.....	14	.....	.....	.....	.....

¹ Less than one-half of 1 per cent.

408 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NASHVILLE, TENN.

[Time worked each day was paid for to the nearest quarter hour.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0. 18	15	37	9	60	9	70	6	75
Second year .....	. 19	28	7	40	13	27	83	33	91
Third and fourth years .....	. 20	52	8	53	5	60	98	68	98
After fourth year .....	. 22	63	1	47	2	100	100	100	100
Total and average:									
Motormen, regular .....	. 204	158							
Motormen, extra .....	. 185		53						
Conductors, regular .....	. 202			149					
Conductors, extra .....	. 184				80				

NEWARK, N. J.

[About 225 Monday to Friday runs and 125 Saturday runs of less than 10 hours on duty had allowances; that is, time not on duty was paid for. The allowances ranged from 1 to 43 minutes. Overtime was paid for at 37½ cents per hour. Extra men who reported at all roll calls and performed all platform service assigned to them were guaranteed \$12 per week.]

First 6 months	\$0. 23	3	50	20	86	1	38	4	55
Second 6 months .....	. 24	4	47	53	32	1	73	15	76
Second year .....	. 25	52	17	97	15	12	86	35	86
Third year .....	. 26	96	11	160	16	31	94	68	96
Fourth and fifth years .....	. 27	103	5	70	2	52	98	82	97
Sixth and seventh years .....	. 28	55	2	15	2	63	99	85	99
Eighth and ninth years .....	. 29	38		13	1	71	99	88	99
After ninth year .....	. 30	143	1	60	1	100	100	100	100
Total and average:									
Motormen, regular .....	. 276	494							
Motormen, extra .....	. 241		133						
Conductors, regular .....	. 262			488					
Conductors, extra .....	. 239				155				

NEW BEDFORD, MASS.

[Time worked each day was paid for to the nearest 5 minutes. Men working under 2 hours on tripper runs were paid for 2 hours. Employees reported 10 minutes before time of beginning of runs or parts of runs. Half of this time was paid for and ranged from 5 to 20 minutes per day. Employees who instructed new men were paid 2 cents per hour extra while instructing.]

First year	\$0. 25	1	20	3	21	1	63	4	58
Second year .....	. 26	3	10	1	11	6	94	6	89
Third year .....	. 27	10	1	11	4	20	97	22	100
Fourth year .....	. 28	9		16		33	97	46	
Fifth year .....	. 29	5	1	6		40	100	54	
After fifth year .....	. 30	42		31		100		100	
Total and average:									
Motormen, regular .....	. 290	70							
Motormen, extra .....	. 255		32						
Conductors, regular .....	. 287			68					
Conductors, extra .....	. 255				36				

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NEW BRITAIN, CONN.

[Time worked each day was paid for to the nearest quarter hour. Overtime and excess time due to delays were paid for at 5 cents per hour extra.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0. 22	.....	9	.....	11	.....	60	.....	85
Second year .....	. 23	3	1	3	.....	13	67	14	85
Third year .....	. 23½	1	1	2	1	17	73	23	92
Fourth year .....	. 24½	5	3	5	.....	38	93	45	92
Fifth year .....	. 26½	3	.....	4	.....	50	93	64	92
After fifth year .....	. 27½	12	1	8	1	100	100	100	100
Total and average:									
Motormen, regular .....	. 260	24	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 231	.....	15	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 257	.....	.....	22	.....	.....	.....	.....	.....
Conductors, extra .....	. 225	.....	.....	.....	13	.....	.....	.....	.....

NEW HAVEN, CONN.

[Time worked each day was paid for to the nearest quarter hour. Overtime and excess time due to delays were paid for at 5 cents per hour extra.]

First year	\$0. 22	.....	91	.....	82	.....	73	.....	67
Second year .....	. 23	11	8	23	28	5	80	11	89
Third year .....	. 23½	22	2	25	2	16	81	23	91
Fourth year .....	. 24½	30	1	29	.....	30	82	37	94
Fifth year .....	. 26½	14	2	16	4	37	84	45	94
After fifth year .....	. 27½	132	20	113	7	100	100	100	100
Total and average:									
Motormen, regular .....	. 264	209	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 231	.....	124	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 260	.....	.....	206	.....	.....	.....	.....	.....
Conductors, extra .....	. 227	.....	.....	.....	123	.....	.....	.....	.....

NEW ORLEANS, LA.

[Runs of less than 8 hours on duty were paid for as 8 hours. All-night (or owl) car runs under 10 hours on duty were paid for as 10 hours. Other scheduled time (tripper runs) under 5 hours and 20 minutes on duty, and overtime, were paid for at 1½ times the regular rate.]

First year	1 \$0. 24	4	60	12	112	1	44	2	68
Second year	1 . 24	24	47	71	33	5	79	14	83
Third year	1 . 24	41	13	92	11	12	88	30	95
Fourth year	1 . 24	36	6	47	1	18	93	38	96
Fifth year	1 . 24	39	2	39	.....	24	94	44	96
Sixth year	1 . 24	30	2	34	2	29	96	50	97
Seventh year	1 . 24	29	1	36	2	34	96	56	98
Eighth year	1 . 24	46	.....	22	1	42	96	60	99
Ninth year	1 . 24	44	4	22	1	49	99	63	99
Tenth year	1 . 24	24	.....	19	.....	54	99	67	99
After tenth year	1 . 24	275	1	197	1	100	100	100	100
Total and average:									
Motormen, regular .....	. 24	592	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 24	.....	136	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 24	.....	.....	591	.....	.....	.....	.....	.....
Conductors, extra .....	. 24	.....	.....	.....	164	.....	.....	.....	.....

1 Flat rate, regardless of years of service, paid during first, second, and third years of a 5-year contract; 24½ cents is paid in fourth year, and 24¼ cents in fifth year of contract.

410 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NEW YORK, N. Y.

BROOKLYN RAPID TRANSIT CO.

[Monday to Friday runs of less than 10 hours on duty, except 2 of 7½ and under 8 and 1 of 8½ and under 9, were paid for as 10 hours. The 3 excepted runs and runs of 10 hours or over were paid for by actual time. Saturday and Sunday runs of less than 7 hours were paid for by actual time, of over 7 and under 8 were paid for as 8, of over 8 and under 9 were paid for as 9, of over 9 and under 10 were paid for as 10, and of 10 and over were paid for by actual time. Extra men who reported regularly, as required, were guaranteed at least \$1.50 per day.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First and second years.....	\$0.24	305	301	368	356	16	82	19	81
Third year.....	.25	262	33	435	46	30	91	42	92
Fourth and fifth years.....	.26	329	12	381	23	47	94	62	97
Sixth to ninth year.....	.27	515	19	395	13	74	99	82	100
After ninth year.....	.28	502	4	340	1	100	100	100	100
Total and average:									
Motormen, regular.....	.263	1,913							
Motormen, extra.....	.244		369						
Conductors, regular.....	.259			1,919					
Conductors, extra.....	.243				439				

NEW YORK AND QUEENS COUNTY RAILWAY CO.

[Employees who instructed new men were paid for 30 minutes per day extra while instructing.]

First and second years.....	\$0.22	46	73	63	71	28	91	41	96
Third to fifth year.....	.23	52	5	56	2	60	98	78	99
After fifth year.....	.24	68	2	34	1	100	100	100	100
Total and average:									
Motormen, regular.....	.231	164							
Motormen, extra.....	.221		80						
Conductors, regular.....	.228			153					
Conductors, extra.....	.221				74				

NEW YORK RAILWAYS CO. (HORSE-CAR LINES).

[Time worked each day, other than specified in footnote 1, was credited to the nearest 6 minutes, but was paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period. Twenty cents was paid for making accident reports. Extra men who worked some time every day were guaranteed \$12.25 per week.]

First year.....	¹ \$2.10	² 13	² 3	20	12	30	75	51	80
After first year.....	¹ 2.25	² 30	² 1	19	3	100	100	100	100
Total and average:									
Drivers, regular.....	¹ 2.205	² 43							
Drivers, extra.....	¹ 2.138		² 4						
Conductors, regular.....	¹ 2.173			39					
Conductors, extra.....	¹ 2.130				15				

¹ Rate per day of 10 hours. Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 hours, paid for as 9 hours; over 9 and under 10 hours, paid for as 10 hours; over 10 hours were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period.

² Drivers.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (STORAGE-BATTERY CAR LINES).

[Time worked each day, other than specified in footnote 1, was credited to the nearest 6 minutes, but was paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period. Twenty cents was paid for making accident reports. Extra men who worked some time every day were guaranteed \$12.25 per week.]

Period of service.)	Rate of pay per day for—		Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
			Motormen.		Conductors.		Motormen.		Conductors.	
	Motormen.	Conductors.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
Not reported.....	¹ \$2.50	¹ \$2.25	64	16	63	13				
Total and average:										
Regular.....	¹ 2.50	¹ 2.25	64		63					
Extra.....	¹ 2.50	¹ 2.25		16		13				

NEW YORK RAILWAYS CO. (ALL LINES EXCEPT HORSE AND STORAGE-BATTERY CAR LINES).

[Time worked each day, other than specified in footnote 2, was credited to the nearest 6 minutes, but was paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period. Twenty cents was paid for making accident reports. Extra men who worked some time every day were guaranteed \$12.25 per week.]

First year.....	² \$2.50	² \$2.40	220	256	635	294	16	92	48	96
Second year.....	² 2.60	² 2.50	165	4	202	7	28	93	64	99
Third and fourth years.....	² 2.70	² 2.60	211	9	113	1	43	96	72	99
After fourth year.....	² 2.85	² 2.70	787	10	362	3	100	100	100	100
Total and average:										
Regular.....	² 2.742	² 2.515	1,383		1,312					
Extra.....	² 2.520	² 2.406		279		305				

THIRD AVENUE RAILWAY CO.—THE BRONX.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.24	26	102	194	155	6	77	47	90
After first year.....	.27	394	30	219	17	100	100	100	100
Total and average:									
Motormen, regular.....	.263	420							
Motormen, extra.....	.247		132						
Conductors, regular.....	.256			413					
Conductors, extra.....	.243				172				

¹ Flat rate per day of 10 hours, regardless of years of service. Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 hours, paid for as 9 hours; over 9 and under 10 hours, paid for as 10 hours; over 10 hours were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period.

² Rate per day of 10 hours. Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 hours, paid for as 9 hours; over 9 and under 10 hours, paid for as 10 hours; over 10 hours were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next 7-day pay-roll period.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—MANHATTAN.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	¹ \$0.25 ³ .22 .24	² 101	² 108	34	14	17	92	28	95
Second year.....	³ .25 .26 ³ .22 .25	30	55	1	19	92	2	31	92
Third and fourth years.....	³ .25 .27 ³ .22 .26	14	117	3	21	130	5	53	95
After fourth year.....	³ .25 .28 ³ .22 .27	23	254	6	34	116	2	100	100
Total and average:									
Motormen, regular.....	.270	594							
Motormen, extra.....	.252		118						
Conductors, regular.....	.248			573					
Conductors, extra.....	.238				173				

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

[Employees reported a few minutes before time of beginning of runs or parts of runs. The reporting time amounted to from 10 to 30 minutes per day and was paid for.]

Period of service.	Rate of pay per day for—			Number of employees at each rate.						Per cent of employees of specified years, or less, of service.					
	Motor- men.	Con- ductors.	Guards.	Motor- men.		Conduc- tors.		Guards.		Motor- men.		Conduc- tors.		Guards.	
				Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.		
First year.....	⁴ \$3.00				39						67				
Second to fifth year...	⁴ 3.50			107	16				30	95					
After fifth year.....	⁴ 3.75			250	3				100	100					
First and second years	⁴ \$2.35	⁴ \$2.00			30		28	273			9		3	90	
Third year.....	⁴ 2.45	⁴ 2.10			27		154	23			17		17	97	
Fourth year.....	⁴ 2.55	⁴ 2.20			19		152	1			23		30	97	
After fourth year.....	⁴ 2.60	⁴ 2.30			257		768	8			100		100	100	
Total and average:															
Regular.....	⁴ 3.675	⁴ 2.562	⁴ 2.251	357		333		1,102							
Extra.....	⁴ 3.177		⁴ 2.016		58			305							

¹ Flat rate on storage-battery cars, and first-year rate on others.² Includes employees on storage-battery cars.³ Flat rate on storage-battery cars.⁴ Rate per day on 10-hour basis, regardless of scheduled time of run (hours on duty).

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NEW YORK, N. Y.—Concluded.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

[Employees reported a few minutes before time of beginning of runs or parts of runs. The reporting time amounted to 10 or 20 minutes per day and was paid for.]

Period of service.	Rate of pay per day for—			Number of employees at each rate.						Per cent of employees of specified years, or less, of service.					
	Motor-men.	Con-duc-tors.	Guards.	Motor-men.		Conduc-tors.		Guards.		Motor-men.		Conduc-tors.		Guards.	
				Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.		
First year	\$3.00				11						73				
Second to fifth year	3.50			78	4					39	100				
After fifth year	3.75			120						100					
First and second years	\$2.35	\$2.00				30		276	265			17		29	90
Third year	2.45	2.10				17		213	12			27		52	94
Fourth year	2.55	2.20				15		122	3			35		65	95
After fourth year	2.60	2.30				115		336	15			100		100	100
Total and average:															
Regular	3.652	2.539	2.155	198		177		947							
Extra	3.133		2.021		15			295							

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES).

[Motormen with runs of less than 10 hours on duty were paid for as 10 hours. Approximately all conductors and guards with runs of less than 6 hours on duty were paid for 7 or 8 hours, over 6 and under 7 were paid for 8, over 7 and under 8 were paid for 9, over 8 and under 9 were paid for 9 1/4 or 9 1/2, and those with runs over 9 were paid for 9 1/4 or 10 hours. Employees who started from the yards reported 10 minutes before the beginning of runs. The reporting time and 30 to 40 minutes allowed off duty on straight runs for meal periods were paid for.]

First year	\$0.30			1	17					(²)	34				
Second to fifth year .....	.32 1/2			12	31					6	96				
Sixth and seventh years .....	.35			19						14	96				
After seventh year .....	.37 1/2			198	2					100	100				
First and second years	\$0.23					35	5					15	29		
Third year .....	.24					13	4					21	53		
After third year .....	.25					183	8					100	100		
First year		\$0.20						142	146					24	77
Second year .....		.21						57	9					34	82
Third year .....		.22						78	14					47	89
Fourth and fifth years .....		.22 1/2						120	14					68	97
After fifth year .....		.23						189	6					100	100
Total and average:															
Regular .....	.370	.246	.218	230		231		586							
Extra .....	.319	.242	.205		50		17		189						

¹ Rate per day on 10-hour basis, regardless of scheduled time of run (hours on duty).

² Less than one-half of 1 per cent.

414 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

NORFOLK, VA.

[Time worked during each half-month pay-roll period was paid for to the nearest half hour.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.18	6	25	1	35	8	86	1	100
Second 6 months.....	.19	14	1	10	.....	26	96	16	.....
Second year.....	.20	10	3	18	.....	39	100	43	.....
Third year.....	.21	7	.....	11	.....	49	.....	59	.....
After third year.....	.22	39	.....	28	.....	100	.....	100	.....
Total and average:									
Motormen, regular.....	.208	76	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.182	.....	29	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.208	.....	.....	68	.....	.....	.....	.....	.....
Conductors, extra.....	.180	.....	.....	.....	35	.....	.....	.....	.....

OAKLAND, CAL.

[Time worked during each 7-day pay-roll period was paid for to the nearest quarter hour.]

First year.....	\$0.30	22	54	24	70	6	55	7	74
Second year.....	.31	33	12	63	5	16	67	26	79
Third year.....	.32	44	5	53	7	28	72	41	86
Fourth year.....	.33	40	6	41	4	39	79	52	91
Fifth year.....	.34	34	3	32	5	49	82	61	96
Sixth year.....	.35	16	.....	20	.....	54	82	67	96
Seventh year.....	.36	26	2	27	1	61	84	74	97
Eighth year.....	.37	46	9	30	.....	74	93	83	97
Ninth year.....	.38	17	1	13	.....	79	94	87	97
Tenth year.....	.39	9	1	7	1	82	95	88	98
After tenth year.....	.40	65	5	41	2	100	100	100	100
Total and average:									
Motormen, regular.....	.351	352	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.320	.....	98	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.341	.....	.....	356	.....	.....	.....	.....	.....
Conductors, extra.....	.309	.....	.....	.....	95	.....	.....	.....	.....

OKLAHOMA CITY, OKLA.

[Employees who "pulled" cars out of the barn in the morning reported 10 minutes before time of beginning of runs, which time was paid for.]

First year.....	\$0.20	2	6	12	9	3	67	22	90
Second year.....	.22	4	2	11	1	10	89	42	100
Third and fourth years.....	.24	7	1	11	.....	21	100	62	.....
Fifth year.....	.25	21	.....	8	.....	55	.....	76	.....
Sixth year.....	.26	16	.....	6	.....	81	.....	87	.....
Seventh year.....	.27	9	.....	4	.....	95	.....	95	.....
After seventh year.....	.28	3	.....	3	.....	100	.....	100	.....
Total and average:									
Motormen, regular.....	.252	62	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.209	.....	9	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.235	.....	.....	55	.....	.....	.....	.....	.....
Conductors, extra.....	.202	.....	.....	.....	10	.....	.....	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

OMAHA, NEBR.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.24	5	67	33	79	2	93	14	99
Second year.....	.25	27	4	47	.....	14	99	34	99
Third year.....	.26	27	1	33	.....	25	100	48	99
Fourth year.....	.27	34	.....	40	.....	39	.....	65	99
Fifth to ninth year.....	.28	71	.....	50	.....	69	.....	87	99
After ninth year.....	.29	73	.....	31	1	100	.....	100	100
Total and average:									
Motormen, regular.....	.275	237	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.241	.....	72	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.265	.....	.....	234	.....	.....	.....	.....	.....
Conductors, extra.....	.241	.....	.....	.....	80	.....	.....	.....	.....

PEORIA, ILL.

[Time worked after midnight and before starting of early morning cars was paid for at 50 cents per hour.]

First year.....	\$0.23	.....	149	2	(1)	.....	173	2	(1)
Second year.....	.25	4	113	14	(1)	4	193	15	(1)
After second year.....	.28	104	15	90	(1)	100	100	100	(1)
Total and average:									
Motormen, regular.....	.279	108	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	1.238	.....	167	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.275	.....	.....	106	.....	.....	.....	.....	.....
Conductors, extra.....	(1)	.....	.....	.....	(1)	.....	.....	.....	.....

PHILADELPHIA, PA.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES).

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours, of over 9 hours were paid for to the nearest 6 minutes. To meet traffic conditions each Sunday run had several scheduled hours on duty, but employees were paid for the longest scheduled hours on duty, to the nearest 6 minutes. Other train work (tripper runs, etc.) was paid for to the nearest 6 minutes. Employees who did court duty (attended court) were paid for the time of their runs for each day of court attendance. Employees who, by a rerouting of regular runs, lost runs, called "lost-run men," were guaranteed \$2.25 for each day they reported regularly as required. Extra men, not including "lost-run men," who reported regularly, as required, were guaranteed \$12 per week.]

First year.....	\$0.25	.....	61	.....	111	.....	10	.....	19
Second year.....	.26	.....	128	9	161	.....	30	(2)	47
Third year.....	.27	4	147	38	203	(2)	54	2	83
Fourth year.....	.28	36	207	276	83	2	87	14	97
Fifth year.....	.29	326	70	433	13	16	98	32	99
After fifth year.....	.30	1,964	13	1,590	3	100	100	100	100
Total and average:									
Motormen, regular.....	.298	2,330	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	.272	.....	626	.....	.....	.....	.....	.....	.....
Conductors, regular.....	.295	.....	.....	2,346	.....	.....	.....	.....	.....
Conductor, extra.....	.265	.....	.....	.....	574	.....	.....	.....	.....

¹ Extra men worked interchangeably as motormen and conductors.

² Less than one-half of 1 per cent.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

PHILADELPHIA, PA.—Concluded.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES).

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours, of over 9 hours were paid for to the nearest 6 minutes. To meet traffic conditions each Sunday run had several scheduled hours on duty, but employees were paid for the longest scheduled hours on duty, to the nearest 6 minutes. Other train work (tripper runs, etc.) was paid for to the nearest 6 minutes. Employees who did court duty (attended court) were paid for the time of their runs for each day of court attendance. Employees who, by a rerouting of regular runs, lost runs, called "lost-run men," were guaranteed \$2.25 for each day they reported regularly as required. Extra men, not including "lost-run men," who reported regularly, as required, were guaranteed \$12 per week.]

Period of service.	Rate of pay per hour.			Number of employees at each rate.						Per cent of employees of specified years, or less, of service.					
	Motor-men.	Conduc-tors.	Guards.	Motor-men.		Conduc-tors.		Guards.		Motor-men.		Conduc-tors.		Guards.	
				Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.
First year	\$0.28	\$0.25													
Second year .....	.29	.26		1						13					
Third year .....	.30	.27		2						38					
Fourth year .....	.31	.28		4						88					
Fifth year .....	.32	.29		5	1	6				14	100	16			
After fifth year .....	.33	.30		32		31				100		100			
First year			\$0.25						9						18
Second year .....			.26						37						94
Third year .....			.27					23	3						100
After third year .....			.28					47							
Total and average:															
Regular .....	.329	.298	.277	37		37		70							
Extra .....	.306		.259		8				49						

PITTSBURGH, PA.

[Eight hours' pay was guaranteed for 85 per cent of all runs of less than 8 hours on duty. Many employees had Sunday runs of less hours on duty than on Monday to Saturday, but were paid for same time for each day. Employees who did extra tripper work before the time of beginning, or after completion of their runs, or at noon between swings (parts of runs), were paid for the tripper work at regular rate, and were also paid 25 cents for the time not on duty between the tripper work and regular hours on duty, provided such time was over 50 minutes. Regular men who were requested to take emergency runs of less hours on duty were paid for time of regular runs. Employees were paid for 15 minutes for personal injury reports. Extra men who reported regularly, as required, and were on duty less than about 5 hours were guaranteed \$1.40 per day.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.	Reg-ular.	Ex-tra.
First 6 months	\$0.23½	1	39		71	(1)	13		22
Second 6 months .....	.25	1	41		70	(1)	26		44
Second year .....	.26½	19	115	36	133	2	65	4	86
Third year .....	.28	48	57	84	26	7	83	12	94
Fourth year .....	.29	44	19	89	3	11	90	20	95
After fourth year .....	.30	932	31	811	17	100	100	100	100
Total and average:									
Motormen, regular .....	.298	1,045							
Motormen, extra .....	.267		302						
Conductors, regular .....	.296			1,020					
Conductors, extra .....	.258				320				

¹ Less than one-half of 1 per cent.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

PORTLAND, ME.

[Runs of less than 10 hours on duty were paid for as 10, hours. Employees reported 10 minutes before time of beginning of runs or parts of runs. The reporting time was 20 minutes each on 8 runs and 10 each on all others and was paid for. Extra men who reported regularly, as required, were guaranteed 10 hours' pay per day.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.20	11	3	8	7	9	10	7	26
Second year.....	.21	19	1	28	4	25	14	30	41
Third year.....	.22	19	4	20	4	40	28	47	56
After third year.....	.23	72	21	63	12	100	100	100	100
Total and average:									
Motormen, regular.....	.223	121							
Motormen, extra.....	.225		29						
Conductors, regular.....	.222			119					
Conductors, extra.....	.218				27				

PORTLAND, OREG.

[Time worked each day was paid for to the nearest 5 minutes. Employees reported 10 minutes before time of beginning of runs and were paid for 5 minutes of this time. Extra men are not guaranteed a minimum wage, but work was so regulated as to insure a minimum of \$50 per month to those who reported regularly, as required.]

First 6 months.....	\$0.25	1	44	3	77	(1)	44	1	65
Second six months.....	.26	11	24	37	31	3	68	10	92
Second year.....	.27	82	23	112	6	25	91	37	97
Third year.....	.28	51		64		39	91	52	97
Fourth year.....	.29	63	4	52	2	56	95	65	98
Fifth year.....	.30	28	2	30	1	64	97	72	99
After fifth year.....	.31	135	3	115	1	100	100	100	100
Total and average:									
Motormen, regular.....	.291	371							
Motormen, extra.....	.261		100						
Conductors, regular.....	.286			413					
Conductors, extra.....	.255				118				

PROVIDENCE, R. I.

[Runs of less than 8 hours on duty were paid for as 8 hours, and runs of over 8 hours were paid to the next quarter hour. Tripper runs were operated singly or combined, and the men were paid as follows: Fifty cents for those under 2 hours on duty; \$1 for those approximately 2 and under 4 hours on duty; 5½ hours' pay for those 4 and under 5 hours on duty, and 7 hours' pay for those 5 and under 7 hours on duty. Payment for regular 7-day pay-roll period was to the nearest 5 cents. Overtime worked at request of the company or caused by delays on runs over 10 hours were paid for at 5 cents per hour extra.]

First 6 months.....	\$0.230	2	40	2	44	1	16	1	17
Second 6 months.....	.245	6	77	16	67	2	46	5	43
Second year.....	.260	50	55	63	81	15	67	21	74
Third year.....	.270	41	24	46	26	25	77	33	84
After third year.....	.285	290	60	254	43	100	100	100	100
Total and average:									
Motormen, regular.....	.279	389							
Motormen, extra.....	.258		256						
Conductors, regular.....	.277			381					
Conductors, extra.....	.296				261				

¹ Less than one-half of 1 per cent.

² Due to using trailers.

418 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

PUEBLO, COLO.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.23				1				13
Second 6 months.....	.24		3	3	4		33	7	63
Second year.....	.25		2	2	1		56	12	75
Third year.....	.26		3	10	1		89	36	88
Fourth year.....	.27	7		3		17	89	43	88
Fifth year.....	.28	6	1	3	1	32	100	50	100
After fifth year.....	.29	28		21		100		100	
Total and average:									
Motormen, regular.....	.285	41							
Motormen, extra.....	.253		9						
Conductors, regular.....	.275			42					
Conductors, extra.....	.248				8				

READING, PA.

[Time worked each day was paid for to the nearest 1/4 hour, but time lost one day was added to the next, so that payment for the half-month pay-roll period was to the nearest 1/2 hour.]

First year.....	¹ \$0.23		16		19		29		38
Second year.....	1.23	1	9	2	9	2	45	4	56
Third year.....	1.23	2	9		13	5	62	4	82
Fourth year.....	1.23	2	11	9	4	9	82	19	90
Fifth year.....	1.23	3	1	5		15	84	28	90
Sixth year.....	1.23	2	1			18	85	28	90
Seventh year.....	1.23	3	2	1		24	89	30	90
Eighth year.....	1.23	8		2	2	38	89	33	94
Ninth year.....	1.23	4	1	8		45	91	47	94
Tenth year.....	1.23	1		4		47	91	54	94
After tenth year.....	1.23	29	5	26	3	100	100	100	100
Total and average:									
Motormen, regular.....	1.23	55							
Motormen, extra.....	1.23		55						
Conductors, regular.....	1.23			57					
Conductors, extra.....	1.23				50				

RICHMOND, VA.

[Time worked during each half-month pay-roll period was paid to the nearest half hour.]

First 6 months.....	\$0.18	30	37	51	42	15	97	26	93
Second 6 months.....	.19	17		33	1	24	97	42	96
Second year.....	.20	46		53		47	97	69	96
Third year.....	.21	26		17	1	60	97	77	98
After third year.....	.22	80	1	46	1	100	100	100	100
Total and average:									
Motormen, regular.....	.205	199							
Motormen, extra.....	.181		38						
Conductors, regular.....	.199			200					
Conductors, extra.....	.182				45				

¹ Flat rate.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

I.—Cities from which data were obtained by special agents—Continued.

ROCHESTER, N. Y.

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours. Other time worked was paid for to the nearest 5 minutes. Employees who took cars out of the barn in the morning reported 5 minutes before time of beginning of runs, which time was paid for. Required overtime was paid for at 1½ times the regular rate. Employees were paid for 18 minutes for making accident reports.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu-lar.	Ex-tra.	Regu-lar.	Ex-tra.	Regu-lar.	Ex-tra.	Regu-lar.	Ex-tra.
First 6 months	\$0. 24		23		54		14		28
Second 6 months .....	. 26		15		38		23		48
After first year .....	. 28	267	124	269	100	100	100	100	100
Total and average:									
Motormen, regular .....	. 280	267							
Motormen, extra .....	. 272		162						
Conductors, regular .....	. 280			269					
Conductors, extra .....	. 265				192				

SACRAMENTO, CAL.

[Employees who "pulled" cars out of the barn reported 10 minutes before time of beginning of runs. They were paid for the 10 minutes and for 5 minutes for "pulling" cars into barn after completion of runs. Overtime and excess time due to delays were paid for at 10 cents per hour extra. Extra men were paid for excess over 10 hours per day at 10 cents per hour extra.]

First year	\$0. 29	2	15	4	15	2	100	5	100
Second year .....	. 30	11		13		15		21	
Third year .....	. 31	4		6		20		28	
After third year .....	. 32	68		59		100		100	
Total and average:									
Motormen, regular .....	. 316	85							
Motormen, extra .....	. 290		15						
Conductors, regular .....	. 315			82					
Conductors, extra .....	. 290				15				

SAGINAW, MICH.

First year	\$0. 20	5	10	12	15	14	67	35	88
Second year .....	. 21	12	3	6		47	87	53	88
Third year .....	. 22	3	1	1		56	93	56	88
Fourth year .....	. 23	5		2	1	69	93	62	94
After fourth year .....	. 24	11	1	13	1	100	100	100	100
Total and average:									
Motormen, regular .....	. 221	36							
Motormen, extra .....	. 206		15						
Conductors, regular .....	. 219			34					
Conductors, extra .....	. 204				17				

420 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

ST. LOUIS, MO.

[Time worked during the half-month pay-roll period was paid for to the nearest 5 cents.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0.23	35	197	94	287	3	84	8	95
Second year .....	.24	132	30	303	14	14	97	33	99
Third year .....	.25	122	6	220	.....	24	99	52	99
Fourth year .....	.26	101	1	132	1	32	100	63	100
After fourth year .....	.27	811	1	442	1	100	100	100	100
Total and average:									
Motormen, regular .....	.263	1,201	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.232	.....	235	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.254	.....	.....	1,191	.....	.....	.....	.....	.....
Conductors, extra .....	.231	.....	.....	.....	303	.....	.....	.....	.....

SALT LAKE CITY, UTAH.

[Time worked each day was paid for to the nearest quarter hour. Employees starting from the barn reported 10 minutes before time of beginning of runs, which time was paid for.]

First year	\$0.28	5	31	12	32	3	100	8	94
After first year .....	.33	149	.....	137	2	100	.....	100	100
Total and average:									
Motormen, regular .....	.328	154	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.280	.....	31	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.326	.....	.....	149	.....	.....	.....	.....	.....
Conductors, extra .....	.283	.....	.....	.....	34	.....	.....	.....	.....

SAN ANTONIO, TEX.

[On 20 runs known as regular trippers, which ranged from 2 to 9 hours on duty Monday to Friday and 3 to 9 Saturday, 9 hours' pay was guaranteed. Other time worked was paid for to the nearest 5 cents. Employees who instructed new men were paid 25 cents per day extra while instructing. Extra men who reported regularly, as required, were guaranteed 5 hours' pay per day.]

Under one-half year	\$0.20	5	16	7	29	3	47	5	64
One-half to one and one-half years .....	.21	34	10	37	12	26	76	31	91
One and one-half to two and one-half years .....	.22	28	3	20	.....	45	85	45	91
Two and one-half to three and one-half years .....	.23	12	1	18	2	53	88	58	96
Three and one-half to four and one-half years .....	.24	10	.....	11	1	59	88	65	98
Four and one-half to five and one-half years .....	.25	10	.....	12	.....	66	88	74	98
After five and one-half years .....	.26	51	4	37	1	100	100	100	100
Total and average:									
Motormen, regular .....	.235	150	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	.213	.....	34	.....	.....	.....	.....	.....	.....
Conductors, regular .....	.232	.....	.....	142	.....	.....	.....	.....	.....
Conductors, extra .....	.206	.....	.....	.....	45	.....	.....	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SAN FRANCISCO, CAL.

CALIFORNIA STREET CABLE RAILROAD CO.

[Time worked each day was paid for by hours and one-sixth hours. Each run had an allowance, that is, time not on duty was paid for. The allowances ranged from 2 to 31 minutes per day. Payment for the regular 7-day pay-roll period was to the nearest 5 cents. Employees reported 5 minutes before time of beginning of runs, which time was paid for.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0. 25	1 4	1 12	4	12	7	86	8	100
Second to fourth year .....	. 30	1 25	1 2	28		52	100	60	
After fourth year .....	. 33	1 27		21		100		100	
Total and average:									
Gripmen, regular .....	. 311	56							
Gripmen, extra .....	. 257		14						
Conductors, regular .....	. 308			53					
Conductors, extra .....	. 250				12				

MUNICIPAL RAILWAYS OF SAN FRANCISCO.

[Employees who "pulled" cars out of barn reported 5 minutes before time of beginning of runs or parts of runs, which time was paid for. Those who "pulled" cars into barn after completion of runs were paid for 2 minutes. Employees were paid for 10 minutes for making accident reports. Conductors were paid for 10 minutes for making reports after completion of runs.]

First year	2 \$0. 375	49	20	46	20	52	100	48	95
After first year	2 . 375	46		49	1	100		100	100
Total and average:									
Motormen, regular	2 . 375	95							
Motormen, extra	2 . 375		20						
Conductors, regular	2 . 375			95					
Conductors, extra	2 . 375				21				

UNITED RAILROADS OF SAN FRANCISCO.

[Employees who "pulled" cars out of barn reported 5 minutes before time of beginning of runs or parts of runs, which time was paid for. Those who "pulled" cars into barn after completion of runs were paid for 2, 3, 3½, 4, or 4½ minutes. Employees who instructed new men were paid 25 cents per day extra while instructing.]

First 6 months	\$0. 25	3	111	2	136	(3)	54	(3)	61
Second 6 months .....	. 26	50	72	76	63	7	89	11	89
Second year .....	. 28	147	10	108	4	28	94	34	91
Third year .....	. 29	91	4	112	4	40	96	50	92
Fourth year .....	. 30	66	2	84	5	49	97	62	95
Fifth year .....	. 31	76	1	55	2	60	98	70	96
Sixth year .....	. 32	62		65	5	69	98	79	98
Seventh year .....	. 33	180	3	124	5	93	99	96	100
Eighth year .....	. 34	6		2		94	99	96	
After eighth year .....	. 35	41	2	27		100	100	100	
Total and average:									
Motormen, regular .....	. 308	722							
Motormen, extra .....	. 259		205						
Conductors, regular .....	. 288			715					
Conductors, extra .....	. 259				224				

¹ Gripmen.

² Flat rate.

³ Less than one-half of 1 per cent.

422 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SAVANNAH, GA.

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0.17	17	13	40	7	27	87	66	88
Second year .....	.18	19	1	13		58	93	87	88
Third year .....	.19	10		4		74	93	93	88
Fourth year .....	.20	5	1	1	1	82	100	95	100
Fifth year .....	.21	2		1		85		97	
After fifth year .....	.22	9		2		100		100	
Total and average:									
Motormen, regular .....	.187	62							
Motormen, extra .....	.173		15						
Conductors, regular .....	.176			61					
Conductors, extra .....	.174				8				

SCRANTON, PA.

[Overtime and excess time due to delays were paid for at 1½ times the regular rate.]

First year	\$0.22		17	4	24		53	3	63
Second year .....	.24	3	13		10	2	94	3	89
After second year .....	.26½	119	2		4	100	100	100	100
Total and average:									
Motormen, regular .....	.264	122							
Motormen, extra .....	.231		32						
Conductors, regular .....	.264			124					
Conductors, extra .....	.230				38				

SEATTLE, WASH.

PUGET SOUND TRACTION, LIGHT, AND POWER CO.

[Employees who instructed new men were paid 1 cent per hour extra while instructing. Extra men who reported regularly, as required, were guaranteed \$55 per month.]

Period of service.	Rate of pay per hour for—			Number of employees at each rate.			Per cent of employees of specified years, or less, of service.		
	Motor- men.	Con- ductors.	Grip- men.	Motor- men. ¹	Con- ductors. ¹	Grip- men. ¹	Motor- men.	Con- ductors.	Grip- men.
First 6 months	\$0.25	\$0.25	\$0.26	80	98	8	18	21	19
Second 6 months .....	.26	.26	.27	47	69	6	29	35	33
Second year .....	.27	.27	.28	56	79	4	42	52	42
Third year .....	.28	.28	.29	35	50	1	50	62	44
Fourth year .....	.29	.29	.30	25	39	1	56	71	47
Fifth and sixth years .....	.30	.30	.31	64	54	8	71	82	65
Seventh, eighth, and ninth years .....	.31	.31	.32	68	51	9	86	93	86
After ninth year .....	.32	.32	.33	59	34	6	100	100	100
Total and average:									
Regular .....	.285	.278	.297	434	474	43			
Extra									

¹ Including extra men, not reported separately.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SEATTLE, WASH.—Concluded.

SEATTLE MUNICIPAL STREET RAILWAY.

[Time worked each day was paid for to the nearest quarter hour, but was so averaged that the time for the half-month pay-roll period did not vary more than 15 or 20 minutes.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year and over.....	\$0.37½	8	1	8	2	100	100	100	100
Total and average:									
Motormen, regular.....	1.375	8							
Motormen, extra.....	1.375		1						
Conductors, regular.....	1.375			8					
Conductors, extra.....	1.375				2				

SEATTLE, RENTON & SOUTHERN RAILWAY CO.

[Six Monday to Friday and 5 Saturday runs of 9 and under 10 hours on duty were paid for as 10 hours, 7 Monday to Friday and 1 Saturday runs of 8 and under 9 hours on duty were paid for as 9 hours, and 1 Saturday run of 7½ and under 8 hours on duty was paid for as 9 hours. Extra men who reported 3 times each day and remained at the barn 2 hours after each report were guaranteed \$20 per half month.]

First 6 months.....	\$0.25		5		4		63		44
Second 6 months.....	.26	3	1	7	2	10	75	25	67
Second year.....	.27	5		7	2	28	75	50	89
Third year.....	.28	2		6	1	34	75	71	100
Fourth year.....	.29	4		3		48	75	82	
Fifth year.....	.30	2				55	75	82	
Sixth year.....	.31	3	2	2		66	100	89	
After sixth year.....	.32	10		3		100		100	
Total and average:									
Motormen, regular.....	.296	29							
Motormen, extra.....	.236		8						
Conductors, regular.....	.280			28					
Conductors, extra.....	.238				9				

SIoux CITY, IOWA.

[Time worked each day was paid for to the nearest 5 minutes. Employees who instructed new men were paid \$2 per month extra while instructing.]

Extra men ²	\$0.20		9		16		(³)		(³)
Regular men:									
First year.....	.21	18		19		31		40	
Second year.....	.22	7		15		43		71	
Third year.....	.23	5		3		52		77	
Fourth and fifth years.....	{ .27½	6		4		64		85	
Sixth to tenth year.....	{ .27½	1							
After tenth year.....	{ .24½	7		5		76		96	
After tenth year.....	{ .25	9		2		100		100	
After tenth year.....	{ .29	5							
Total and average:									
Motormen, regular.....	.234	58							
Motormen, extra.....	.200		9						
Conductors, regular.....	.222			48					
Conductors, extra.....	.200				16				

¹ Flat rate.

² Extra men were paid 20 cents per hour, regardless of years of service.

³ Not computed; years of service not reported.

⁴ One-man car rate, 4 cents per hour above regular rate.

424 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SOUTH BEND, IND.

[Twenty per cent of the runs had 30 minutes, time off duty for meals, which time was paid for. Time worked each day was paid for to the nearest 5 minutes.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.19	6	14	4	11	14	93	10	100
Second 6 months.....	.20	9		16		35	93	48	
Second year.....	.21	10		5		58	93	60	
Third year.....	.22	5		6		70	93	74	
After third year.....	.23	13	1	11		100	100	100	
Total and average:									
Motormen, regular.....	.212	43							
Motormen, extra.....	.193		15						
Conductors, regular.....	.211			42					
Conductors, extra.....	.190				11				

SPOKANE, WASH.

SPOKANE & INLAND EMPIRE RAILROAD CO.

[Time worked each day was paid for to the nearest quarter hour and for the monthly pay-roll period was paid for to the nearest 5 cents. Tripper runs of under 3 hours on duty were paid for as 3 hours. Overtime and excess time caused by delays were paid for at 1½ times the regular rate.]

First 6 months.....	\$0.26	1	12	6	16	1	63	8	73
Second 6 months.....	.27	3	2	13		5	74	25	73
Third 6 months.....	.28	9		8	1	17	74	36	77
Fourth 6 months to third year.....	.29	12	1	18	3	33	79	60	91
Fourth to twelfth year.....	.30	51	4	30	2	100	100	100	100
Thirteenth, fourteenth, and fifteenth years..	.31								
After fifteenth year.....	.33								
Total and average:									
Motormen, regular.....	.294	76							
Motormen, extra.....	.271		19						
Conductors, regular.....	.287			75					
Conductors, extra.....	.269				22				

THE WASHINGTON WATER POWER CO.

[Time worked during half-month pay-roll period was paid for to the nearest 5 cents. Overtime and excess time caused by delays were paid for at 1½ times the regular rate.]

First 6 months.....	\$0.26		26		19		84		70
Second 6 months.....	.27	2	4	6	8	2	97	6	100
Third 6 months.....	.28	10		10		12	97	16	
Fourth 6 months to third year.....	.29	2		5		14	97	21	
Fourth to twelfth year.....	.30	74	1	74		91	100	96	
Thirteenth, fourteenth, and fifteenth years..	.31	4				95		96	
After fifteenth year.....	.33	5		4		100		100	
Total and average:									
Motormen, regular.....	.299	97							
Motormen, extra.....	.263		31						
Conductors, regular.....	.297			99					
Conductors, extra.....	.263				27				

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SPRINGFIELD, ILL.

[Employees reported 10 minutes before time of beginning of runs. They were paid for the 10 minutes and for 5 minutes for making reports after completion of runs.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.19	5	19	16	17	8	100	25	100
Second year.....	.20	13		8		28		38	
Third year.....	.21	12		13		47		58	
Fourth year.....	.22	4		10		53		73	
Fifth year.....	.23	5		3		61		78	
After fifth year.....	.24	25		14		100		100	
Total and average:									
Motormen, regular.....	.224	64							
Motormen, extra.....	.190		19						
Conductors, regular.....	.213			64					
Conductors, extra.....	.190				17				

SPRINGFIELD, MASS.

[Employees who instructed new men were paid for 1 hour per day extra while instructing. Overtime and excess time caused by delays were paid for as at least 2 hours. Extra men who reported regularly, as required, were guaranteed a day's pay.]

First 6 months.....	¹ \$2.30	4			8	2			12
Second 6 months.....	¹ 2.45	12	11	22	14	9	17	13	33
Second year.....	¹ 2.60	11	4	13	2	16	23	20	36
Third year.....	¹ 2.70	22	8	21	8	29	36	33	48
After third year.....	¹ 2.85	121	41	116	35	100	100	100	100
Total and average:									
Motormen, regular.....	¹ 2.773	170							
Motormen, extra.....	¹ 2.747		64						
Conductors, regular.....	¹ 2.762			172					
Conductors, extra.....	¹ 2.675				67				

SPRINGFIELD, OHIO.

[Time worked each day was paid for to the nearest 5 minutes.]

First year.....	\$0.22	9	12	14	15	16	86	25	94
Second year.....	.23	15		14		42	86	51	94
Third year.....	.21	5	1	5	1	51	93	60	100
Fourth year.....	.25	1		4		53	93	67	
After fourth year.....	.26	27	1	18		100	100	100	
Total and average:									
Motormen, regular.....	.244	57							
Motormen, extra.....	.227		14						
Conductors, regular.....	.240			55					
Conductors, extra.....	.221				16				

¹ Rate per day of 9 hours. Scheduled runs of less than 9 hours on duty were paid for as 9; of more than 9 were paid for a day and $\frac{1}{2}$ hour additional for the time over 9, if such time did not exceed 15 minutes, or 1 hour additional if such time did exceed 15 minutes but did not exceed $\frac{1}{2}$ hour.

426 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

SUPERIOR, WIS.

[Time worked each day was paid for to the nearest 6 minutes. Extra men who reported regularly, as required, were guaranteed 7 hours' pay if in service under 3 months; 8 hours' pay if in service 3 and under 6 months; and 9 hours' pay if in service over 6 months.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.22	3	7	3	7	13	64	11	70
Second 6 months.....	.23	2	3	10	1	21	81	46	80
Second year.....	.24	10	1	9	2	63	100	79	100
Third year.....	.25			1		63		82	
Fourth and fifth years.....	.26	2		3		71		93	
Sixth and seventh years.....	.27	1		1		75		96	
After seventh year.....	.28	6		1		100		100	
Total and average:									
Motormen, regular.....	.250	24							
Motormen, extra.....	.225		11						
Conductors, regular.....	.239			28					
Conductors, extra.....	.225				10				

SYRACUSE, N. Y.

[Employees reported 10 minutes before time of beginning of runs and were paid for 5 minutes of this time. Employees who instructed new men were paid 2 cents per hour extra while instructing. Employees were paid for 18 minutes for making personal injury reports. Overtime was paid for at 1½ times the regular rate.]

First year.....	\$0.24		11		21		10		19
Second year.....	.26		31		36		38		50
After second year.....	.28	147	68	146	56	100	100	100	100
Total and average:									
Motormen, regular.....	.280	147							
Motormen, extra.....	.270		110						
Conductors, regular.....	.280			146					
Conductors, extra.....	.266				113				

TACOMA, WASH.

[Employees who instructed new men were paid extra while instructing, but amount was not reported.]

Period of service.	Rate of pay per hour.			Number of employees at each rate.						Per cent of employees of specified years, or less, of service.					
	Motor- men.	Conduc- tors.	Grip- men.	Motor- men.		Conduc- tors.		Grip- men.		Motor- men.		Conduc- tors.		Grip- men.	
				Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First 6 months.....	\$0.23	\$0.23	\$0.24	3	13	1	28	2	1	3	42	1	82	29	100
Second 6 months.....	.24	.24	.25	4	15	31	6	1		7	90	30	100	43	
Second to fourth year.....	.25	.25	.28	42	3	50		3		49	100	77		86	
Fifth to seventh year.....	.26	.26	.27	25		11				73		88		86	
Eighth to tenth year.....	.27	.27	.28	13		4		1		86		92		100	
Eleventh and twelfth years	.28	.28	.29	4		3				90		94		100	
Thirteenth to fifteenth															
year.....	.29	.29	.30	2		4				92		98			
After fifteenth year.....	.30	.30	.31	8		2				100		100			
Total and average:															
Regular.....	.260	.252	.256	101		106		7							
Extra.....	.237	.232	.240		31		34		1						

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

TOLEDO, OHIO.

[Time worked each day was paid for to the nearest quarter hour. A flat rate of 23 cents per hour was paid for work done other than as motormen and conductors.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0. 23	16	97	31	101	7	89	13	95
Second year.....	. 24	23	6	32	4	16	94	26	99
Third year.....	. 25	19	1	28	.....	24	95	38	99
Fourth year.....	. 26	22	2	23	1	33	97	48	100
After fourth year.....	. 27	164	3	124	.....	100	100	100	.....
Total and average:									
Motormen, regular.....	. 262	244	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	. 232	.....	109	.....	.....	.....	.....	.....	.....
Conductors, regular.....	. 257	.....	.....	238	.....	.....	.....	.....	.....
Conductors, extra.....	. 231	.....	.....	106	.....	.....	.....	.....	.....

TOPEKA, KANS.

[Time worked each day was paid to the nearest quarter hour.]

First year.....	{ \$0. 20	2	13	14	12	} 10	88	34	100
	{ 1. 22	2	2	.....	.....		
Second year.....	{ . 21	11	1	10	.....	} 36	100	59	.....
	{ 1. 23	.....	1	.....	.....		
Third year.....	{ . 21½	5	.....	5	.....	} 49	.....	71	.....
	{ . 22	9	.....	5	.....			
Fourth year.....	{ . 22	11	.....	7	.....	} 100	.....	100	.....
	{ 1. 25	1	.....	.....	.....	
Total and average:									
Motormen, regular.....	. 219	41	.....	.....	.....	.....	.....	.....	.....
Motormen, extra.....	. 205	.....	17	.....	.....	.....	.....	.....	.....
Conductors, regular.....	. 212	.....	.....	41	.....	.....	.....	.....	.....
Conductors, extra.....	. 200	.....	.....	12	.....	.....	.....	.....	.....

¹ One-man car rate, 2 cents per hour above regular rate.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

WASHINGTON, D. C.

CAPITAL TRACTION CO.¹

[Practically all Monday to Saturday runs of 9 and under 10 hours on duty were paid for as 10 hours. Many Sunday runs of 8 and under 10 hours on duty were paid for as 10 hours. Owl-car runs were paid for at an average of 25 cents per hour.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year.....	\$0.225	38	45	75	49	15	70	29	75
Second year.....	.225	24	6	35	4	26	81	47	86
	.233	6	1	11	3				
Third year.....	.225	16	1	19		38	86	64	91
	.233	7		18	1				
	.242	6	2	4	2				
Fourth year.....	.225	1	2	2	1	44	91	70	94
	.233	3		6					
	.242	11	1	8	1				
Fifth year.....	.225	2		2		50	91	75	95
	.233	1							
	.242	13		12	1				
Sixth year.....	.225	1	1	2		57	94	82	95
	.233	1							
	.242	13		10					
Seventh year.....	.250	3	1	6		62	94	87	95
	.225	1		1					
	.242	7		5					
Eighth year.....	.250	6		5		68	94	89	97
	.225	1			1				
	.250	14		5					
Ninth year.....	.225	1				72	94	90	98
	.250	8		4	1				
After ninth year.....	.225	5	2			100	100	100	100
	.233	1							
	.242	1							
	.250	12		6					
	.258	54	2	19	1				
Total and average:									
Motormen, regular.....	.240	257							
Motormen, extra.....	.227		64						
Conductors, regular.....	.234			255					
Conductors, extra.....	.227				65				

WASHINGTON RAILWAY & ELECTRIC CO.

First year.....	² \$0.21½	6	97	31	104	2	89	10	95
Second to fifth years.....	² .22½	127	10	154	4	44	98	62	99
Sixth to tenth years.....	² .23½	77	1	74	1	70	99	87	100
After tenth year.....	² .25	91	1	40		100	100	100	.....
Total and average:									
Motormen, regular.....	² .235	301							
Motormen, extra.....	² .216		109						
Conductors, regular.....	² .230			299					
Conductors, extra.....	² .216				109				

¹ Flat rate of \$0.225, and, under a merit system based on satisfactory service, a bonus of \$25 annually was also paid to employees who had served the company satisfactorily one year; \$50, two years; \$75, five years; \$100, ten years and over. An employee was not paid bonus if his service was unsatisfactory during the 12 months immediately preceding date of annual bonus payments, but credit for preceding years of good service was revived by a subsequent year of good service.

Employees are off on an average of 2 days a month, and also have 2 weeks' vacation each year. Hourly rates for bonus based on 300 working-days of 10 hours each (approximately full time) have been computed and added to the flat rate of \$0.225 per hour, making rate of \$0.233 for employees who were paid bonus of \$25, \$0.242 for those who were paid bonus of \$50; \$0.25 for those who were paid \$75, and \$0.258 for those who were paid \$100.

² In addition employees received in the calendar year 1914 from a profit-sharing fund an allowance equivalent to approximately ½ of 1 cent per hour.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Continued.

WHEELING, W. VA.

[Time worked during the regular half-month pay-roll period was paid for to the nearest 5 cents.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0. 22	12	14	1	12	18	100	1	100
Second year .....	. 23	3		10		22		16	
Third year .....	. 24	4		9		28		29	
Fourth year .....	. 25	3		8		33		41	
Fifth year .....	. 26	7		6		43		50	
After fifth year .....	. 29	38		34		100		100	
Total and average:									
Motormen, regular .....	. 267	67							
Motormen, extra .....	. 220		14						
Conductors, regular .....	. 243			68					
Conductors, extra .....	. 220				12				

WICHITA, KANS.

[Time worked each day was paid for to the nearest quarter hour. Employees had 1 day off in 15. Those who had no accidents during the month were paid for the day off.]

First year	{ \$0. 20	8	4	14	}	56	10	88
	{ . 22	1						
Second year	{ . 21	4	2	14	}	7	94	94
	{ . 23	2						
Third year	{ . 21½	2		6	}	17	94	94
	{ . 23½	3						
Fourth year	{ . 22	5	1	7	}	33	100	100
	{ . 24	4						
Fifth year	{ . 23	12		5	}	56		86
	{ . 24	21		6				
After fifth year	{ . 26	3			}	100		100
	{ . 26							
Total and average:								
Motormen, regular .....	. 234	2 54						
Motormen, extra .....	. 209		16					
Conductors, regular .....	. 218			3 42				
Conductors, extra .....	. 201				16			

WILMINGTON, DEL.

PEOPLE'S RAILWAY CO.

[Time worked each day was paid for to the nearest quarter hour. Employees who had no accident during the month for which they were responsible were paid a bonus of 1 cent per hour extra.]

First year	\$0. 18½		14	4	16		88	13	100
After first year .....	. 20	30	2	27		100	100	100	
Total and average:									
Motormen, regular .....	. 200	30							
Motormen, extra .....	. 187		16						
Conductors, regular .....	. 198			31					
Conductors, extra .....	. 185				16				

1 One-man car rate, 2 cents per hour above regular rate.
 2 Including 4 men who do relief work regularly.
 3 Including 3 men who do relief work regularly.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

1.—Cities from which data were obtained by special agents—Concluded.

WILMINGTON, DEL.—Concluded.

WILMINGTON & PHILADELPHIA TRACTION CO.

[Time worked each day was paid for to the nearest quarter hour.]

Period of service.	Rate of pay per hour.	Number of employees at each rate.				Per cent of employees of specified years, or less, of service.			
		Motormen.		Conductors.		Motormen.		Conductors.	
		Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.	Regu- lar.	Ex- tra.
First year	\$0. 21	.....	15	.....	16	.....	63	.....	53
Second year .....	. 22	.....	3	1	11	.....	75	2	90
Third year .....	. 23	.....	5	8	2	.....	96	14	97
After third year .....	. 24	67	1	55	1	100	100	100	100
Total and average:									
Motormen, regular .....	. 240	67	.....	.....	.....	.....	.....	.....	.....
Motormen, extra .....	. 216	.....	24	.....	.....	.....	.....	.....	.....
Conductors, regular .....	. 238	.....	.....	64	.....	.....	.....	.....	.....
Conductors, extra .....	. 216	.....	.....	.....	30	.....	.....	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence.

[Several companies reported that men were paid for more hours than were actually worked when the time of runs was comparatively short.]

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years, or less, of service.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Aberdeen, Wash.					
Extra men	\$0.25	13	(1)	10	.....
Regular men:					
First 6 months .....	.26	11	(1)	14	.....
Second 6 months .....	.27	14	(1)	28	.....
Second year .....	.28	13	(1)	38	.....
Third year .....	.29	13	(1)	48	.....
After third year .....	.30	15	(1)	100	.....
Total and average .....	.286	29	(1)		.....
Adrian, Mich.					
First year .....	.17	3	3	50	50
After first year .....	.18	3	3	100	100
Total and average:					
Motormen .....	.175	6			
Conductors .....	.175		6		
Extra men, included above		1	1		
Akron, Ohio.					
First year .....	.25	49	62	40	57
Second year .....	.26	21	12	57	68
Third year .....	.27	12	12	67	79
Fourth year .....	.28	5	6	71	84
After fourth year .....	.29	35	17	100	100
Total and average:					
Motormen .....	.266	122			
Conductors .....	.261		109		
Extra men, included above		27	38		
Albany, Cohoes, and Troy, N. Y.					
Flat rate .....	.28	474	519	100	100
Extra men included above		132	179		
Allentown, Pa.					
First year .....	.23	19	28	18	27
Second year .....	.24	15	9	31	36
Third year .....	.25	12	11	43	47
Fourth year .....	.26	8	12	50	59
After fourth year .....	.27	54	42	100	100
Total and average:					
Motormen .....	.256	108			
Conductors .....	.253		102		
Extra men, included above		36	31		
Alliance, Ohio.					
Flat rate .....	.17	9	10	100	100
Extra men, included above		1	2		
Alton, Ill.					
Flat rate .....	.263	25	24	100	100
Extra men, included above		6	5		

¹ Motormen and conductors work interchangeably.

² Guaranteed \$1.50 per day.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years, or less, of service.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Amsterdam, N. Y.					
(See Gloversville, N. Y.)					
Anderson, Ind.					
First 6 months	\$0.19	1	2	6	13
Second 6 months .....	.20	2	2	19	25
Second year .....	.21	4	7	44	69
Third year .....	.215	4	4	69	94
Fourth year .....	.22	3	1	88	94
Fifth to tenth years, inclusive .....	.23	2	1	100	100
After tenth year .....	.24				
Total and average:					
Motormen .....	.213	16			
Conductors .....	.209		16		
Extra men, included above		4	6		
Ann Arbor, Mich.					
First 3 months .....	.22	2		14	
Following 9 months .....	.26	2		29	
After first year .....	.30	10	3	100	100
Total and average:					
Motormen .....	.283	14			
Conductors .....	.300		3		
Anniston, Ala.					
First year .....	.17	19	(1)	30	
Second year .....	.19	14	(1)	43	
After second year .....	.21	17	(1)	100	
Total and average, motormen .....	.195	30	(1)		
Appleton, Wis.					
First year .....	.18				
Second year .....	.19	2	(2)	40	
Third year .....	.20	1	(2)	60	
Fourth year .....	.21			60	
Fifth year .....	.22			60	
After fifth year .....	.23	2	(2)	100	
Total and average .....	.208	5	(2)		
Extra men, included above		1			
Asbury Park, N. J.					
Flat rate .....	.188	40	40	100	100
Extra men, included above		19	19		
Asheville, N. C.					
First year .....	.19	6	6	13	13
Second year .....	.21	5	2	23	17
Third year .....	.23	1	4	25	26
After third year .....	.25	36	34	100	100
Total and average:					
Motormen .....	.238	48			
Conductors .....	.239		46		

¹ Motormen and conductors work interchangeably.² No conductors employed except during summer months.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Ashtabula, Wis.					
First year.....	\$0.17	1	6	14	86
After first year.....	.18	6	1	100	100
Total and average:					
Motormen.....	.179	7			
Conductors.....	.171		7		
Extra men, included above.....			4		
Ashtabula, Ohio.					
First 4 months.....	.18	1	6	5	33
Following 20 months.....	.20	4	5	25	61
Third year.....	.22	2	2	35	72
After third year.....	.24	13	5	100	100
Total and average:					
Motormen.....	.227	20			
Conductors.....	.207		18		
Extra men, included above.....		3	2		
Atchison, Kans.					
First 2 years.....	.18	12	(1)	11	
After second year.....	.20	116	(1)	100	
Total and average.....	.198	118	(1)		
Extra men, included above.....		4	(1)		
Athens, Ga.					
First 6 months.....	.145	12	(2)	35	
Second 6 months.....	.155	1	(5)	38	
Second year.....	.170	5	(2)	53	
Third year.....	.180	6	(2)	71	
Fourth year.....	.188	1	(2)	74	
Fifth year.....	.195	3	(2)	82	
After fifth year.....	.200	6	(2)	100	
Total and average.....	.171	34	(2)		
Extra men, included above.....		4	(2)		
Attleboro and North Attleboro, Mass.					
First 6 months.....	.230	1	1	2	3
Second 6 months.....	.245	4	9	12	28
Second year.....	.260	7	7	29	47
Third year.....	.270	7	3	46	56
After third year.....	.285	22	16	100	100
Total and average:					
Motormen.....	.273	41			
Conductors.....	.267		36		
Extra men, included above.....		11	8		
Auburn, N. Y.					
First 6 months.....	.230	9	6	18	12
Second 6 months.....	.240	3	2	24	16
Second year.....	.250	6	8	36	32
Third year.....	.255	5	8	46	48
Fourth to tenth years, inclusive.....	.260	25	25	96	98
After tenth year.....	.280	2	1	100	100
Total and average:					
Motormen.....	.253	50			
Conductors.....	.254		50		
Extra men, included above.....		12	12		

¹ One-man cars.

² Motormen and conductors work interchangeably.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Augusta, Me.					
(See Lewiston, Me.)					
Aurora, Ill.					
First year	\$0. 235	8	8	21	22
Second year .....	. 245	4	12	32	56
After second year .....	. 265	26	16	100	100
Total and average:					
Motormen .....	. 257	38			
Conductors .....	. 252		36		
Extra men, included above		10	10		
Austin, Tex.					
First 6 months .....	. 16	1 15	(1)	18	
Second 6 months .....	. 17	1 15	(1)	36	
Third 6 months .....	. 18	1 3	(1)	40	
Fourth 6 months .....	. 19	1 8	(1)	49	
Fifth 6 months .....	. 20	1 4	(1)	54	
Sixth 6 months .....	. 21			54	
Seventh 6 months .....	. 22			54	
After seventh 6 months .....	. 23	1 38	(1)	100	
Total and average .....	. 199	1 83	(1)		
Extra men, included above		1 22	(1)		
Bakersfield, Cal.					
First 6 months .....	. 27		1		6
Second 6 months .....	. 28	3	1	19	13
Third 6 months .....	. 29	3	3	38	31
After third 6 months .....	. 30	10	11	100	100
Total and average:					
Motormen .....	. 294	16			
Conductors .....	. 295		16		
Extra men, included above		2	2		
Bangor, Me.					
First and second years .....	. 205	18	20	75	69
Third and fourth years .....	. 215	3	2	88	76
After fourth year .....	. 225	3	7	100	100
Total and average:					
Motormen .....	. 209	24			
Conductors .....	. 211		29		
Extra men, included above		9	12		
Barre and Montpelier, Vt.					
First year .....	. 190	4	5	25	42
Second year .....	. 218	5	2	56	58
Third year .....	. 240			56	58
After third year .....	. 250	7	5	100	100
Total and average:					
Motormen .....	. 225	16			
Conductors .....	. 220		12		
Extra men, included above		6	2		
Batavia, N. Y.					
Flat rate .....	. 18	2 5	(2)	100	
Extra men, included above		2 2	(2)		

¹ Motormen and conductors work interchangeably.² One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Battle Creek, Mich.					
First 6 months.....	\$0.23	6	5	16	12
Second 6 months.....	.24	.....	4	16	22
Second year.....	.25	12	11	49	49
After second year.....	.26	19	21	100	100
Total and average:					
Motormen.....	.252	37	.....	.....	.....
Conductors.....	.252	.....	41	.....	.....
Extra men, included above.....	.....	5	9	.....	.....
Bay City, Mich.					
First year.....	.20	14	18	33	40
Second year.....	.21	5	11	45	64
Third year.....	.22	4	5	55	71
Fourth year.....	.23	1	1	57	73
After fourth year.....	.24	18	12	100	100
Total and average:					
Motormen.....	.221	42	.....	.....	.....
Conductors.....	.215	.....	45	.....	.....
Extra men, included above.....	.....	6	9	.....	.....
Beaumont, Tex.					
First 6 months.....	.20	11	9	33	28
Second 6 months.....	.21	4	9	45	56
Second year.....	.22	13	12	85	94
Third year.....	.23	2	2	91	100
Fourth year.....	.24	1	.....	94	100
After fourth year.....	.25	2	.....	100	100
Total and average:					
Motormen.....	.215	33	.....	.....	.....
Conductors.....	.212	.....	32	.....	.....
Extra men, included above.....	.....	12	11	.....	.....
Beaver Falls, Pa.					
First 6 months.....	.220	2	2	4	4
Second 6 months.....	.225	3	6	10	15
Second and third years.....	.230	15	19	38	52
Fourth year.....	.260	3	5	44	62
Fifth year.....	.270	8	8	60	77
After fifth year.....	.280	21	12	100	100
Total and average:					
Motormen.....	.257	52	.....	.....	.....
Conductors.....	.250	.....	52	.....	.....
Extra men, included above.....	.....	10	10	.....	.....
Bellingham, Wash.					
First year.....	.22	10	19	29	54
Second year.....	.23	9	4	54	66
Third year.....	.24	3	2	63	71
Fourth year.....	.25	1	3	66	80
Fifth to seventh years, inclusive.....	.26	2	2	71	86
Eighth to tenth years, inclusive.....	.27	6	2	89	91
After tenth year.....	.28	4	3	100	100
Total and average:					
Motormen.....	.243	35	.....	.....	.....
Conductors.....	.235	.....	35	.....	.....
Extra men, included above.....	.....	8	10	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Bergen division, Public Service Railway Co., New Jersey.					
First 6 months.....	\$0.23	4	4	9	10
Second 6 months.....	.24	6	9	20	24
Second year.....	.25	5	10	20	49
Third and fourth years.....	.26	9	8	40	68
Fifth and sixth years.....	.27	10	7	62	85
Seventh and eighth years.....	.28	6	1	76	88
Ninth and tenth years.....	.29	4	2	84	93
After tenth year.....	.30	7	3	100	100
Total and average:					
Motormen.....	.270	45			
Conductors.....	.258		41		
Extra men, included above.....		18	10		
Biddeford, Me.					
First year.....	\$1.155	5	9	25	43
Second year.....	1.165	2	2	25	52
Third year.....	1.175	4	2	45	62
Fourth year.....	1.185	1		50	62
After fourth year.....	1.200	10	8	100	100
Total and average:					
Motormen.....	.183	20			
Conductors.....	.175		21		
Extra men, included above.....		11	12		
Bloomington, Ill.					
First year.....	.214	8	12	20	29
Second and third years.....	.236	11	11	46	55
Fourth and fifth years.....	.246	4	9	56	76
After fifth year.....	.257	18	10	100	100
Total and average:					
Motormen.....	.242	41			
Conductors.....	.237		42		
Extra men, included above.....		4	6		
Boise, Idaho.					
First 6 months.....	.24	1		3	
Second 6 months.....	.25		2	3	5
Second year.....	.26	1	2	6	11
Third year.....	.27	5	7	19	30
Fourth year.....	.28	9	7	44	49
Fifth year.....	.29	5	6	58	65
After fifth year.....	.30	15	13	100	100
Total and average:					
Motormen.....	.280	36			
Conductors.....	.284		37		
Extra men, included above.....		6	6		
Boone, Iowa.					
First 6 months.....	.20	1	2	17	29
Second 6 months.....	.21			17	29
After first year.....	.24	5	5	100	100
Total and average:					
Motormen.....	.233	6			
Conductors.....	.229		7		
Extra men, included above.....		1	2		

1 Guaranteed \$12 per week.

2 Run 9 to 10 hours, paid for 10 hours.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen	Conduc-tors.	Motormen.	Conduc-tors.
Bridgeport, Conn.					
(Bridgeport division, Connecticut Co.)					
First year	\$0.225	29	32	17	20
Second year .....	.235	30	44	35	47
Third year .....	.240	15	15	43	56.
Fourth year .....	.253	12	13	50	64
Fifth year .....	.268	22	11	63	71
After fifth year .....	.285	63	47	100.	100
Total and average:					
Motormen .....	.258	171			
Conductors .....	.252		162		
Extra men, included above		51	52		
Bridgeton, N. J.					
Flat rate .....	.19	21	20	100	100
Extra men, included above		4	4		
Bristol, Conn.					
First year .....	.225	3	3	16	17
Second year .....	.235	3	1	32	22
Third year .....	.245	3	5	47	50
Fourth year .....	.255			47	50
Fifth year .....	.265	3	5	63	78
After fifth year .....	.275	7	4	100	100
Total and average:					
Motormen .....	.254	19			
Conductors .....	.253		18		
Extra men, included above		3	3		
Broad Ripple, Ind.					
First 6 months .....	.190				
Second 6 months .....	.200	4	6	31	43
Second year .....	.210	6	5	77	79
Third year .....	.215			77	79
Fourth year .....	.220	1	1	85	86
Fifth year .....	.230	1		92	86
Sixth to tenth years, inclusive .....	.240	1	1	100	93
After tenth year .....	.250		1	100	100
Total and average:					
Motormen .....	.212	13			
Conductors .....	.211		14		
Extra men, included above		4	3		
Burlington, Iowa.					
First 6 months .....	.17	121	(1)	34	
Second 6 months .....	.18	110	(1)	51	
Second year .....	.20	18	(1)	64	
Third year .....	.21	16	(1)	74	
Fourth year .....	.22	15	(1)	82	
After fourth year .....	.23	111	(1)	100	
Total and average .....	.194	161	(1)		
Extra men, included above		121	(1)		
Burlington, Vt.					
First year .....	.171	3	3	16	16
Second year .....	.186			16	16
After second year .....	.200	16	16	100	100
Total and average:					
Motormen .....	.195	19			
Conductors .....	.195		19		
Extra men, included above		3	3		

¹ Motormen and conductors not reported separately.

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TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Cambridge, Ohio.					
First 6 months.....	\$0.19	11	(1)	6	
Second 6 months.....	.20	11	(1)	11	
Second year.....	.21	13	(1)	23	
Third year.....	.22	13	(1)	44	
Fourth year.....	.23	15	(1)	72	
Fifth to tenth years, inclusive.....	.24	12	(1)	83	
After tenth year.....	.25	13	(1)	100	
Total and average.....	.226	118	(1)		
Extra men, included above.....		12	(1)		
Canton, Ohio.					
First year.....	.25	20	30	30	45
Second year.....	.26	6	11	39	61
Third year.....	.27	8	5	51	69
Fourth year.....	.28	2	6	54	78
After fourth year.....	.29	31	15	100	100
Total and average:					
Motormen.....	.273	67			
Conductors.....	.265		67		
Extra men, included above.....		18	24		
Carlisle, Pa.					
Company No. 1:					
Flat rate—					
Motormen.....	.15	3		100	
Conductors.....	.14		3		100
Extra men, included above.....		1	1		
Company No. 2:					
Flat rate—					
Motormen.....	.15	4		100	
Conductors.....	.14		4		100
Cedar Falls, Iowa.					
(See Waterloo, Iowa.)					
Cedar Rapids, Iowa.					
First 6 months.....	.21	1	1	11	11
Second 6 months.....	.22	1	2	22	33
After first year.....	.23	7	6	100	100
Total and average:					
Motormen.....	.227	9			
Conductors.....	.226		9		
Extra men, included above.....		1	1		
Central division, Public Service Railway Co., New Jersey.					
First 6 months.....	.23	13	51	6	25
Second 6 months.....	.24	25	24	18	36
Second year.....	.25	21	37	28	54
Third and fourth years.....	.26	46	44	50	75
Fifth and sixth years.....	.27	24	12	62	81
Seventh and eighth years.....	.28	22	10	72	86
Ninth and tenth years.....	.29	13	9	78	90
After tenth year.....	.30	45	21	100	100
Total and average:					
Motormen.....	.268	209			
Conductors.....	.255		208		
Extra men, included above.....		18	30		

¹ Motormen and conductors work interchangeably.² Guaranteed 10 hours' work per day.³ Guaranteed \$12 per week.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Charleston, W. Va.					
First year	\$0.20	6	9	20	32
Second year .....	.21	7	6	43	54
Third year .....	.22	2	3	50	64
Fourth year .....	.23	4	1	63	68
Fifth year .....	.24	1	3	67	79
After fifth year .....	.25	10	6	100	100
Total and average:					
Motormen .....	.226	30			
Conductors .....	.220		28		
Extra men, included above		5	5		
Charlottesville, Va.					
First year .....	.135	12	(1)	12	
After first year .....	.150	15	(1)	100	
Total and average .....	.148	17	(1)		
Extra men, included above		2	(1)		
Chelsea, Mass.					
First year .....	.24	63	88	30	38
Second year .....	.25	16	21	37	47
Third to sixth years, inclusive .....	.26	30	39	52	64
Seventh and eighth years .....	.27	8	10	55	68
After eighth year .....	.28	94	73	100	100
Total and average:					
Motormen .....	.263	211			
Conductors .....	.258		231		
Extra men, included above		54	74		
Cheyenne, Wyo.					
First year .....	.225	11	(1)	20	
After first year .....	.250	14	(1)	100	
Total and average .....	.245	15	(1)		
Extra men, included above		1	(1)		
Clinton, Fitchburg, and Leominster, Mass.					
First 6 months .....	.230		4		13
Second 6 months .....	.245	1	3	3	23
Second year .....	.260	4	5	17	39
Third year .....	.270	1	3	20	48
After third year .....	.285	24	16	100	100
Total and average:					
Motormen .....	.280	30			
Conductors .....	.269		31		
Extra men, included above		6	6		
Cohoes, N. Y.					
(See Albany, N. Y.)					
Colorado Springs, Colo.					
First 2 years .....	.25	11	12	17	20
Third and fourth years .....	.27	8	10	30	37
Fifth year .....	.28	3	2	34	41
After fifth year .....	.30	42	35	100	100
Total and average:					
Motormen .....	.287	64			
Conductors .....	.284		59		
Extra men, included above		22	21		

¹ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Columbia, S. C.					
First and second 6 months.....	\$0.155	16	16	15	15
Third 6 months.....	.200	8	8	22	22
Fourth 6 months.....	.210	7	7	29	29
After second year.....	.220	76	76	100	100
Total and average:					
Motormen.....	.208	107			
Conductors.....	.208		107		
Extra men, included above.....		16	16		
Columbus, Ga.					
First 6 months.....	.16	15	12	50	38
7 to 18 months, inclusive.....	.17	6	10	70	69
19 months to 3 years, inclusive.....	.18	3	5	80	84
Fourth and fifth years.....	.19	3	1	90	88
After fifth year.....	.20	8	4	100	100
Total and average:					
Motormen.....	.171	30			
Conductors.....	.171		32		
Extra men, included above.....		5	5		
Columbus, Ohio.					
First 3 months.....	.205	14	17	4	5
Following 9 months.....	.233	24	30	12	15
Second and third years.....	.250	92	106	40	49
Fourth and fifth years.....	.260	112	105	74	83
After fifth year.....	.270	87	53	100	100
Total and average:					
Motormen.....	.256	329			
Conductors.....	.253		311		
Extra men, included above.....		85	77		
Corning, N. Y.					
First 3 months.....	.17				
Following 9 months.....	.18	1	1	6	9
Second year.....	.19	3	1	25	18
Third year.....	.20	4	2	50	36
Fourth year.....	.21	1	1	56	45
Fifth to tenth years, inclusive.....	.22	5	4	88	82
After tenth year.....	.23	2	2	100	100
Total and average:					
Motormen.....	.208	16			
Conductors.....	.211		11		
Extra men, included above.....		6	5		
Cortland, N. Y.					
First year.....	.18	6	13	46	62
Second to fourth years, inclusive.....	.19		3	46	76
Fifth to eighth years, inclusive.....	.21	1	3	54	90
After eighth year.....	.22	6	2	100	100
Total and average:					
Motormen.....	.201	13			
Conductors.....	.190		21		
Extra men, included above.....		4	11		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Council Bluffs, Iowa.					
First year	\$0. 24	13	22	22	35
Second year . . . . .	. 25	4	11	29	52
Third year . . . . .	. 26	6	4	40	59
Fourth year . . . . .	. 27	3	6	45	68
Fifth to ninth years, inclusive . . . . .	. 28	15	11	71	86
After ninth year . . . . .	. 29	17	9	100	100
Total and average:					
Motormen . . . . .	. 269	58			
Conductors . . . . .	. 260		63		
Extra men, included above		13	18		
Danbury, Conn.					
First 6 months . . . . .	. 22	1		4	
After 6 months . . . . .	. 26	24	24	100	100
Total and average:					
Motormen . . . . .	. 258	25			
Conductors . . . . .	. 260		24		
Extra men, included above		13	12		
Danville, Ill.					
First year . . . . .	. 222	15	10	27	22
Second and third years . . . . .	. 233	10	5	45	33
Fourth and fifth years . . . . .	. 244	15	15	73	67
After fifth year . . . . .	. 256	15	15	100	100
Total and average:					
Motormen . . . . .	. 239	55			
Conductors . . . . .	. 242		45		
Extra men, included above		8	12		
Danville, Va.					
First 2 years . . . . .	. 177	5	5	33	38
Third year . . . . .	. 187	2	2	47	54
After third year . . . . .	. 197	8	6	100	100
Total and average:					
Motormen . . . . .	. 189	15			
Conductors . . . . .	. 187		13		
Extra men, included above		4	4		
Dayton, Ohio.					
Company No. 1:					
Daymen . . . . .	. 27	52	52	39	38
Night men . . . . .	. 26	52	52	77	75
Extra men . . . . .	. 22	31	34	100	100
Total and average:					
Motormen . . . . .	. 255	135			
Conductors . . . . .	. 254		138		
Company No. 2:					
Daymen . . . . .	. 27	13	11	38	39
Night men . . . . .	. 26	13	11	76	79
Extra men . . . . .	. 22	8	6	100	100
Total and average:					
Motormen . . . . .	. 254	34			
Conductors . . . . .	. 255		28		

1 Guaranteed \$10 per week.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Decatur, Ill.					
First 6 months.....	\$0.200				
Second 6 months.....	.222	3	3	7	8
Second year.....	.228	10	18	32	53
Third year.....	.233	6	4	46	63
Fourth year.....	.239	3	5	54	75
Fifth year.....	.244	3	3	61	83
After fifth year.....	.250	16	7	100	100
Total and average:					
Motormen.....	.239	41			
Conductors.....	.234		40		
Extra men, included above.....		6	5		
Derby, Conn. (Derby division, Connecticut Co.)					
First year.....	.225	11	6	31	18
Second year.....	.235	6	6	49	36
Third year.....	.240	2	6	54	55
Fourth year.....	.253	2	4	54	67
Fifth year.....	.268	2	2	60	73
After fifth year.....	.285	14	9	100	100
Total and average:					
Motormen.....	.254	35			
Conductors.....	.252		33		
Extra men, included above.....		11	10		
Dover, N. H.					
First year.....	.21	7		23	
Second year.....	.22	4	1	37	5
Third and fourth years.....	.23	2	3	43	19
Fifth to seventh years, inclusive.....	.24	4	5	57	43
Eighth and ninth years.....	.25	5	5	73	67
After ninth year.....	.26	8	7	100	100
Total and average:					
Motormen.....	.237	30			
Conductors.....	.247		21		
Extra men, included above.....		10	10		
Dubuque, Iowa.					
First 6 months.....	.17	17	(1)	6	
Second 6 months.....	.20	18	(1)	14	
Second year.....	.22	17	(1)	20	
Third year.....	.24	14	(1)	33	
After third year.....	.25	173	(1)	100	
Total and average: Motormen.....	.238	109	(1)		
Extra men, included above.....		25	(1)		
Duluth, Minn.					
First 6 months.....	.22	43	55	27	35
Second 6 months.....	.23	17	27	37	52
Second year.....	.24	41	35	62	74
Third year.....	.25	24	19	77	86
Fourth and fifth years.....	.26	9	11	83	92
Sixth and seventh years.....	.27	7	6	87	96
After seventh year.....	.28	21	6	100	100
Total and average:					
Motormen.....	.243	162			
Conductors.....	.237		159		
Extra men, included above.....		36	33		

¹ Motormen and conductors work interchangeably.² Guaranteed 7 hours' work per day during first 3 months, 8 hours during second 3 months, and 9 hours after 6 months.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Dunkirk, N. Y.					
First year	\$0.230				
Second year .....	.250				
Third year .....	.265	1		25	
Fourth year .....	.280	2	2	75	50
After fourth year .....	.290	1	2	100	100
Total and average:					
Motormen .....	.279	4			
Conductors .....	.285		4		
Durham, N. C.					
First year .....	.15	11	12	50	55
Second year .....	.16	1	4	55	73
After second year .....	.17	10	6	100	100
Total and average:					
Motormen .....	.160	22			
Conductors .....	.157		22		
Extra men, included above		2	2		
East Liverpool, Ohio.					
First year .....	.24	8	5	20	13
Second year .....	.26	6	13	35	45
Third year .....	.28	4	5	45	58
After third year .....	.30	22	17	100	100
Total and average:					
Motormen .....	.280	40			
Conductors .....	.277		40		
Extra men, included above		21	21		
Easton, Pa., and Phillipsburg, N. J.					
First year .....	.23	9	8	13	11
Second year .....	.24	3	7	17	21
Third year .....	.25	5	13	24	40
Fourth year .....	.26	7	3	34	44
After fourth year .....	.27	46	39	100	100
Total and average:					
Motormen .....	.261	70			
Conductors .....	.258		70		
Extra men, included above		16	16		
Eau Claire, Wis.					
First year .....	.18	3	1	10	5
Second year .....	.19	5	5	27	30
Third year .....	.20	5	4	43	50
37 to 50 months, inclusive .....	.21	10	6	77	80
After 50 months .....	.22	7	4	100	100
Total and average:					
Motormen .....	.204	30			
Conductors .....	.204		20		
Extra men, included above		11	6		
Elgin, Ill.					
First year .....	.235	5	12	16	38
Second year .....	.245	2	4	22	50
After second year .....	.265	25	16	100	100
Total and average:					
Motormen .....	.259	32			
Conductors .....	.251		32		
Extra men, included above		5	5		

¹ Guaranteed \$1.50 per day.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Elkhart, Ind.					
First 6 months	\$0.19	3	4	20	25
Second 6 months .....	.20	3	4	40	50
Second year .....	.21	2	4	53	75
Third year .....	.22	4	3	80	94
After third year .....	.23	3	1	100	100
Total and average:					
Motormen .....	.211	15			
Conductors .....	.206		16		
Extra men, included above		3	4		
Elmira, N. Y.					
First year .....	.19	26	36	39	55
Second year .....	.20	5	6	46	65
Third to tenth years, inclusive .....	.21	13	11	66	82
After tenth year .....	.23	23	12	100	100
Total and average:					
Motormen .....	.208	67			
Conductors .....	.202		65		
Extra men, included above		18	21		
El Paso, Tex.					
First 6 months .....	.20	24	24	31	30
Second 6 months .....	.21	13	13	48	46
Second year .....	.22	21	24	75	76
Third year .....	.23	10	11	88	90
Fourth year .....	.24		1	88	91
After fourth year .....	.25	9	7	100	100
Total and average:					
Motormen .....	.217	77			
Conductors .....	.217		80		
Extra men, included above		3	2		
Elwood, Ind.					
First 6 months .....	.190	1		33	
Second 6 months .....	.200			33	
Second year .....	.210			33	
Third year .....	.215		1	33	25
Fourth year .....	.220		2	33	50
Fifth to tenth years, inclusive .....	.230	2	1	100	100
After tenth year .....	.240			100	100
Total and average:					
Motormen .....	.217	3			
Conductors .....	.221		4		
Extra men, included above			1		
Enid, Okla.					
First 6 months .....	.20	2	(²)	17	
Second 6 months .....	.21	2	(²)	83	
After first year .....	.22	2	(²)	100	
Total and average .....	.21	2	(²)		
Extra men, included above		2	(²)		
Erie, Pa.					
First year .....	.230	20	23	23	26
Second year .....	.250	11	13	37	41
Third year .....	.265	10	14	49	57
Fourth year .....	.280	6	4	56	62
After fourth year .....	.290	37	33	100	100
Total and average:					
Motormen .....	.267	84			
Conductors .....	.264		87		
Extra men, included above		16	19		

¹ Works interchangeably as motorman and conductor.² One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Escanaba, Mich.					
First 3 months.....	\$0.16		1		11
3 to 12 months.....	.17	1	1	11	22
12 to 18 months.....	.18			11	22
18 to 24 months.....	.19	1	1	22	33
24 to 30 months.....	.20	1	1	33	44
After 30 months.....	1.21 to .25	6	5	100	100
Total:					
Motormen.....		9			
Conductors.....			9		
Extra men, included above.....		1	1		
Eureka, Cal.					
Flat rate.....	.275	24	24	100	100
Extra men, included above.....		4	4		
Everett, Wash.					
First year.....	.22	6	8	30	38
Second year.....	.23	3	2	45	43
Third year.....	.24	3	2	60	57
Fourth year.....	.25	2	1	70	62
Fifth and sixth years.....	.26	4	5	90	86
Seventh to tenth years, inclusive.....	.27	1	1	95	90
After tenth year.....	.28	1	2	100	100
Total and average:					
Motormen.....	.241	20			
Conductors.....	.242		21		
Extra men, included above.....		5	6		
Fargo, N. Dak.					
First 6 months.....	.19	8	8	40	42
Second 6 months.....	.21	2	1	50	47
Third 6 months.....	.22	1	2	55	58
Fourth 6 months.....	.23	1	1	60	63
After second year.....	.24	8	7	100	100
Total and average:					
Motormen.....	.216	20			
Conductors.....	.215		19		
Extra men, included above.....		4	5		
Findlay, Ohio.					
First year.....	.175	2 4	(2)	36	
Second year.....	.19	2 3	(2)	64	
Third year.....	.21	2 1	(2)	73	
Fourth year.....	.23			73	
Fifth year.....	.25			73	
After fifth year.....	.26	2 3	(2)	100	
Total and average.....	.205	2 11	(2)		
Fitchburg, Mass.					
(See Clinton, Mass.)					
Flint, Mich.					
First 3 months.....	.25	4	2	9	4
Following 9 months.....	.30	5	14	20	35
After first year.....	.32	35	30	100	100
Total and average:					
Motormen.....	.316	44			
Conductors.....	.311		46		
Extra men, included above.....		8 13	3 15		

1 Increases 1 cent each year until 25 cents is reached but number at each rate not reported.

2 One-man cars.

3 Guaranteed \$19 per half month.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Fond du Lac, Wis.					
First year.....	\$0.18	3	1	33	13
Second year.....	.19	3	4	67	63
Third year.....	.20	1	1	78	63
Fourth year.....	.21	1	1	89	75
Fifth year.....	.22	1	1	89	88
After fifth year.....	.23	1	1	100	100
Total and average:					
Motormen.....	.194	9			
Conductors.....	.200		8		
Extra men, included above.....		2	1		
Fort Dodge, Iowa.					
First year.....	.210	3	4	38	50
Second year.....	.220	4	3	88	88
After second year.....	.230	1	1	100	100
Total and average:					
Motormen.....	.218	8			
Conductors.....	.216		8		
Extra men, included above.....		2	2		
Fort Smith, Ark.					
First 6 months.....	.18	2	3	3	7
Second 6 months.....	.20	4	7	15	24
Second year.....	.21	6	10	29	49
Third year.....	.22	8	7	49	66
Fourth year.....	.23	5	3	61	73
Fifth year.....	.24	1	5	63	85
After fifth year.....	.25	15	6	100	100
Total and average:					
Motormen.....	.227	41			
Conductors.....	.219		41		
Extra men, included above.....		12	13		
Fort Wayne, Ind.					
First 6 months.....	.19	14	29	15	31
Second 6 months.....	.20	18	12	34	44
Second year.....	.21	16	15	52	60
Third year.....	.22	5	9	57	70
Fourth year.....	.23	7	5	65	75
After fourth year.....	.24	33	23	100	100
Total and average:					
Motormen.....	.218	93			
Conductors.....	.212		93		
Extra men, included above.....		26	28		
Fort Worth, Tex.					
First 6 months.....	.20	9	15	7	11
Second 6 months.....	.21	13	13	17	21
Second year.....	.22	25	44	37	54
Third year.....	.23	16	12	49	63
Fourth year.....	.24	15	19	61	77
After fourth year.....	.25	50	31	100	100
Total and average:					
Motormen.....	.233	128			
Conductors.....	.227		134		
Extra men, included above.....		29	30		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Framingham, Mass.					
(Framingham division, Boston & Worcester Street Ry. Co.)					
First year.....	\$0.235	9	12	15	19
Second year.....	.245	9	10	30	35
Third year.....	.255	10	9	46	49
Fourth year.....	.265	6	7	56	60
Fifth year.....	.275	7	8	67	73
After fifth year.....	.285	20	17	100	100
Total and average:					
Motormen.....	.264	61			
Conductors.....	.261		63		
Extra men, included above.....		24	26		
Frankfort, Ky.					
First 6 months.....	.16				
Second 6 months.....	.17	13	(1)	30	
Second year.....	.18	13	(1)	60	
Third and fourth years.....	.19	11	(1)	70	
After fourth year.....	.20	13	(1)	100	
Total and average.....	.184	110	(1)		
Extra men, included above.....		15	(1)		
Franklin, Mass.					
(See Milford, Mass.)					
Freeport, Ill.					
First 6 months.....	.20	16	(1)	50	
Second 6 months.....	.21	13	(1)	75	
Third 6 months.....	.22	12	(1)	92	
After third 6 months.....	.23	11	(1)	100	
Total and average.....	.208	112	(1)		
Extra men, included above.....		13	(1)		
Fresno, Cal.					
First year.....	.25	10	10	21	21
Second year.....	.26	7	14	36	51
Third year.....	.27	6	13	49	79
Fourth year.....	.28	6	2	62	83
Fifth year.....	.29	5	2	72	87
After fifth year.....	.30	13	6	100	100
Total and average:					
Motormen.....	.276	47			
Conductors.....	.268		47		
Extra men, included above.....		7	7		
Gadsden, Ala.					
First 6 months.....	.14	3	3	27	33
Second 6 months.....	.15			27	33
Second year.....	.16	2	4	45	78
Third year.....	.17	4	1	82	89
After third year.....	.18	2	1	100	100
Total and average:					
Motormen.....	.162	11			
Conductors.....	.157		9		
Extra men, included above.....		3	2		

1 One-man cars.

448 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Galesburg, Ill.					
First year	\$0.20	9	9	26	26
Second year .....	.21	2	4	31	37
Third year .....	.22	3	6	40	54
Fourth year .....	.23		2	40	60
After fourth year .....	.24	21	14	100	100
Total and average:					
Motormen .....	.226	35			
Conductors .....	.222		35		
Extra men, included above		7	7		
Galveston, Tex.					
First 6 months .....	.20	21	24	31	35
Second 6 months .....	.21	10	13	46	54
Second year .....	.22	8	14	57	75
Third year .....	.23	3	3	62	79
Fourth year .....	.24	1	6	63	88
After fourth year .....	.25	25	8	100	100
Total and average:					
Motormen .....	.224	68			
Conductors .....	.217		68		
Extra men, included above		19	27		
Gardner, Mass.					
First year .....	.20	5	11	10	26
Second year .....	.21	5	6	20	40
Third year .....	.22	6	2	32	44
Fourth year .....	.23	6	4	44	53
After fourth year .....	.24	28	20	100	100
Total and average:					
Motormen .....	.229	50			
Conductors .....	.224		43		
Extra men, included above		27	21		
Gary, Ind.					
First 3 months .....	.20	3	1	10	3
4 to 9 months, inclusive .....	.23	2	4	17	16
10 to 12 months, inclusive .....	.24	2	2	24	23
13 to 18 months, inclusive .....	.26	2	3	31	32
19 to 24 months, inclusive .....	.28	4	5	45	48
After 2 years .....	.30	16	16	100	100
Total and average:					
Motormen .....	.275	29			
Conductors .....	.277		31		
Extra men, included above		6	6		
Geneva, N. Y.					
Second year .....	.21		1		33
After 3 years .....	.24	3	2	100	100
Total and average:					
Motormen .....	.24	3			
Conductors .....	.23		3		
Glens Falls and Saratoga, N. Y.					
Flat rate .....	.28	41	43	100	100
Extra men, included above		12	13		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Gloucester, Mass.					
First year	\$0.24	6	5	12	9
Second year .....	.25	5	3	22	15
Third to sixth years, inclusive.....	.26	7	9	36	32
Seventh year .....	.27	5	6	46	43
After seventh year .....	.28	27	30	100	100
Total and average:					
Motormen.....	.268	50			
Conductors.....	.270		53		
Extra men, included above.....		22	17		
Gloversville, Johnstown, and Amsterdam, N. Y.					
First 6 months .....	.23	4	5	11	13
Second 6 months .....	.25	3	6	19	28
After first year .....	.27	30	28	100	100
Total and average:					
Motormen.....	.264	37			
Conductors.....	.262		39		
Extra men, included above.....		12	11		
Grand Forks, N. Dak.					
First 6 months .....	.18	7	6	44	43
Second 6 months .....	.19	1		50	43
Third 6 months .....	.20		3	50	64
Fourth 6 months .....	.21	1		56	64
Fifth 6 months .....	.22	2	2	69	79
After fifth 6 months.....	.23	5	3	100	100
Total and average:					
Motormen.....	.203	16			
Conductors.....	.201		14		
Extra men, included above.....		3	5		
Grand Junction, Colo.					
First year .....	.200	12	(1)	50	
Second year .....	.210	11	(1)	75	
After second year.....	.225	11	(1)	100	
Total and average.....					
Extra men, included above.....	.209	14	(1)		
		11	(1)		
Great Falls, Mont.					
First 6 months .....	.344	11	(1)	5	
6 to 18 months, inclusive .....	.375	12	(1)	14	
19 to 54 months, inclusive.....	.407	17	(1)	45	
After 54 months.....	.438	112	(1)	100	
Total and average.....					
Extra men, included above.....	.418	122	(1)		
		14	(1)		
Green Bay, Wis.					
First year .....	.18	4	4	24	24
Second year .....	.19	3	1	41	29
Third year .....	.20	1	5	47	59
Fourth year .....	.21	3	3	65	76
Fifth year .....	.22	2		76	76
After fifth year .....	.23	4	4	100	100
Total and average:					
Motormen.....	.205	17			
Conductors.....	.204		17		
Extra men, included above.....		3	3		

¹ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Greenfield, Mass.					
First year	\$0.20	3	7	10	21
Second year .....	.21	5	5	27	36
Third year .....	.22	5	7	43	58
Fourth year .....	.23	2	4	50	70
Fifth year .....	.24	3	3	60	79
After fifth year .....	.25	12	7	100	100
Total and average:					
Motormen .....	.231	30			
Conductors .....	.224		33		
Extra men, included above		9	9		
Greensboro, N. C.					
First year .....	.14	7	7	30	29
Second year .....	.16	8	9	65	67
After second year .....	.18	8	8	100	100
Total and average:					
Motormen .....	.161	23			
Conductors .....	.161		24		
Extra men, included above		3	3		
Greenville, S. C.					
First 3 months .....	.150	3	5	13	21
Second 3 months .....	.155		1	13	25
Third 3 months .....	.160	1	4	17	42
Fourth 3 months .....	.165	1	1	21	46
Second year .....	.170	1	2	25	54
Third year .....	.180	8	6	58	79
Fourth year .....	.200	7	3	88	92
After fourth year .....	.210	3	2	100	100
Total and average:					
Motormen .....	.184	24			
Conductors .....	.173		24		
Extra men, included above		6	6		
Hammond, Ind.					
First 3 months .....	.23	1		3	
Second 3 months .....	.25	2	2	9	6
Second 6 months .....	.26	4	5	22	22
Third 6 months .....	.27	4	5	34	38
Fourth 6 months .....	.28	2	3	41	47
Third year .....	.29	3		50	47
Fourth year .....	.30		4	50	59
Fifth year .....	.31	1	3	53	69
After fifth year .....	.32	15	10	100	100
Total and average:					
Motormen .....	.293	32			
Conductors .....	.291		32		
Extra men, included above		5	5		
Hampton, Va.					
(See Newport News, Va.)					
Hannibal, Mo.					
First 3 months .....	.150				
Second 3 months .....	.160				
Third 3 months .....	.170	1		14	
After 9 months .....	.188	6	14	100	100
Total and average:					
Motormen .....	.185	7			
Conductors .....	.188		14		
Extra men, included above		1	2		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Harrisburg, Pa.					
First year.....	\$0. 21	13	20	11	16
Second to fourth years, inclusive.....	. 23	22	31	30	41
Fifth and sixth years.....	. 24	23	23	50	60
After sixth year.....	. 25	57	49	100	100
Total and average:					
Motormen.....	. 240	115			
Conductors.....	. 237		123		
Extra men, included above.....		10	16		
Hartford, Conn.					
(Hartford division, Connecticut Co.)					
First year.....	. 225	32	69	12	27
Second year.....	. 235	26	32	22	39
Third year.....	. 240	19	28	29	50
Fourth year.....	. 253	22	19	38	57
Fifth year.....	. 268	12	14	42	62
After fifth year.....	. 285	152	98	100	100
Total and average:					
Motormen.....	. 266	263			
Conductors.....	. 255		260		
Extra men, included above.....		96	58		
Hazleton, Pa.					
First year.....	. 23	18	18	100	100
Second year.....	. 24			100	100
After second year.....	. 25			100	100
Extra men, included above.....		3	3		
Helena, Mont.					
First year.....	. 330	1 3	(1)	8	
Second year.....	. 355	1 2	(1)	14	
After second year.....	. 380	1 16	(1)	57	
One-man car rate.....	. 400	1 16	(1)	100	
Total and average.....	. 383	1 37	(1)		
Extra men, included above.....		1 7	(1)		
Henderson, Ky.					
First 6 months.....	. 15	2 2	(2)	17	
Second 6 months.....	. 16	2 2	(2)	33	
Second year.....	. 17	2 1	(2)	42	
Third year.....	. 18	2 1	(2)	50	
Fourth year.....	. 19	2 2	(2)	67	
After fourth year.....	. 20	2 4	(2)	100	
Total and average.....	. 179	2 12	(2)		
Extra men, included above.....		2 2	(2)		
Holyoke, Mass.					
First 6 months.....	. 230	9	13	11	17
Second 6 months.....	. 245	7	5	20	24
Second year.....	. 260	2	3	23	28
Third year.....	. 270	6	9	30	39
After third year.....	. 285	56	46	100	100
Total and average:					
Motormen.....	. 274	80			
Conductors.....	. 270		76		
Extra men, included above.....		21	25		

¹ Motormen and conductors work interchangeably.

² One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Homestead, Pa.					
Flat rate.....	\$0.30	5	5	100	100
Extra men, included above.....		1	1		
Hornell, N. Y.					
Flat rate.....	.20	11	13	100	100
Extra men, included above.....		4	2		
Hot Springs, Ark.					
First and second years.....	.206	19	(1)	26	
Third and fourth years.....	.214	18	(1)	49	
Fifth to seventh years, inclusive.....	.223	18	(1)	71	
Eighth to tenth years, inclusive.....	.231	14	(1)	83	
After tenth year.....	.240	16	(1)	100	
Total and average.....	.220	135	(1)		
Extra men, included above.....		13	(1)		
Hudson division, Public Service Railway Co., New Jersey.					
First 6 months.....	.23	30	118	6	21
Second 6 months.....	.24	35	85	12	37
Second year.....	.25	79	88	27	53
Third and fourth years.....	.26	97	84	45	68
Fifth and sixth years.....	.27	69	54	58	78
Seventh and eighth years.....	.28	64	34	70	84
Ninth and tenth years.....	.29	31	22	76	88
After tenth year.....	.30	131	65	100	100
Total and average:					
Motormen.....	.271	536			
Conductors.....	.257		550		
Extra men, included above.....		94	107		
Huntington, W. Va.					
First year.....	.20	14	13	34	29
Second year.....	.21	1	4	37	38
Third year.....	.22	4	4	46	47
Fourth year.....	.23	2	7	51	62
Fifth year.....	.24	4	1	61	64
After fifth year.....	.25	16	16	100	100
Total and average:					
Motormen.....	.227	41			
Conductors.....	.226		45		
Extra men, included above.....		14	13		
Hutchinson, Kans.					
First two years.....	.17	2	8	17	67
Third year.....	.18	5		58	67
After third year.....	.19	5	4	100	100
Total and average:					
Motormen.....	.183	12			
Conductors.....	.177		12		
Extra men, included above.....		2	4		

¹ One-man cars.² Guaranteed \$12 per week.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Hyde Park, Mass.					
First year.....	\$0.24	8	14	14	24
Second year.....	.25	12	8	35	38
Third to fifth years, inclusive.....	.26	10	12	53	59
Sixth and seventh years.....	.27	2	4	56	66
After seventh year.....	.28	25	20	100	100
Total and average:					
Motormen.....	.264	57			
Conductors.....	.261		58		
Extra men, included above.....		10	11		
Iowa City, Iowa.					
First 6 months.....	.19	4		33	
Second 6 months.....	.20	2	1	50	13
Second year.....	.21	1		58	13
Third year.....	.22	2	5	75	75
Fourth year.....	.23	3	2	100	100
After fourth year.....	.24			100	100
Total and average:					
Motormen.....	.208	12			
Conductors.....	.220		8		
Extra men, included above.....		4	1		
Ironton, Ohio.					
First year.....	.20	2	3	17	21
Second year.....	.21	2	1	33	29
Third year.....	.22			33	29
Fourth year.....	.23		1	33	36
Fifth year.....	.24	2	1	50	43
After fifth year.....	.25	6	8	100	100
Total and average:					
Motormen.....	.233	12			
Conductors.....	.234		14		
Extra men, included above.....		4	4		
Ishpeming, Mich.					
Flat rate.....	.21	3	3	100	100
Jackson, Mich.					
First 6 months.....	.23	4	8	9	19
Second 6 months.....	.24	2	5	13	30
Second year.....	.25	12	9	40	51
After second year.....	.26	27	21	100	100
Total and average:					
Motormen.....	.254	45			
Conductors.....	.250		43		
Extra men, included above.....		5	3		
Jackson, Miss.					
First 6 months.....	.14	1	1	3	4
Second 6 months.....	.16	8	6	30	26
Third 6 months.....	.18	3	1	40	30
Fourth 6 months.....	.20		1	40	33
After second year.....	.22	18	18	100	100
Total and average:					
Motormen.....	.197	30			
Conductors.....	.201		27		
Extra men, included above.....		6	7		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Jackson, Tenn.					
First year.....	\$0.15	1 11	(1)	58	
Second year.....	.16	1 3	(1)	74	
Third year.....	.17	1 2	(1)	84	
Fourth year.....	.18	1 1	(1)	89	
After fourth year.....	.19	1 2	(1)	100	
Total and average.....	.159	1 19	(1)		
Extra men, included above.....		1 5	(1)		
Jamestown, N. Y.					
First year.....	.190	35	38	45	51
Second year.....	.195	19	17	70	74
Third year.....	.205	3	1	74	76
Fourth year.....	.215	5	5	74	82
Fifth to seventh years, inclusive.....	.225	9	7	86	92
Eighth and ninth years.....	.235	4	4	91	92
After ninth year.....	.250	7	6	100	100
Total and average:					
Motormen.....	.204	77			
Conductors.....	.201		74		
Extra men, included above.....		31	24		
Janesville, Wis.					
First year.....	.16	1 5	(1)	63	
Second year.....	.17	1 2	(1)	88	
Third year.....	.18	1 1	(1)	100	
Fourth year.....	.19			100	
After fourth year.....	.20			100	
Total and average.....	.153	1 8	(1)		
Extra men, included above.....		1 2	(1)		
Jeffersonville, Ind.					
(See New Albany, Ind.)					
Johnstown, N. Y.					
(See Gloversville, N. Y.)					
Johnstown, Pa.					
First 6 months.....	.22	6	6	8	8
Second 6 months.....	.23	4	4	13	13
Second year.....	.24	8	11	23	27
Third year.....	.25			23	27
Fourth year.....	.26	18	18	46	49
After fourth year.....	.27	43	40	100	100
Total and average:					
Motormen.....	.259	79			
Conductors.....	.258		79		
Extra men, included above.....		2 12	2 12		
Joliet, Ill.					
First 6 months.....	.21	20	20	31	33
Second 6 months.....	.24			31	33
After first year.....	.26	34	30	84	83
Suburban.....	.27	10	10	100	100
Total and average:					6
Motormen.....	.246	64			
Conductors.....	.245		60		
Extra men, included above.....		20	20		

1 One-man cars.

2 Guaranteed \$10 per week.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Joplin, Mo.					
(See Pittsburg, Kans.)					
Kalamazoo, Mich.					
First 6 months.....	\$. 23	6	5	12	10
Second 6 months.....	. 24	2	2	15	14
Second year.....	. 25	7	4	29	22
After second year.....	. 26	37	40	100	100
Total and average:					
Motormen.....	. 254	52			
Conductors.....	. 255		51		
Extra men, included above.....		9	8		
Kankakee, Ill.					
First year.....	. 19	3	3	14	14
After first year.....	. 22	18	18	100	100
Total and average:					
Motormen.....	. 216	21			
Conductors.....	. 216		21		
Extra men, included above.....		3	3		
Keene, N. H.					
Call men.....	. 20				
Regular men.....	. 22	4	4	100	100
Kenosha, Wis.					
First year.....	. 21	5	8	24	42
Second year.....	. 22	4	6	43	74
Third year.....	. 23		2	43	84
Fourth year.....	. 24	3	1	57	89
Fifth year.....	. 25	5	1	81	95
After fifth year.....	. 26	4	1	100	100
Total and average:					
Motormen.....	. 235	21			
Conductors.....	. 222		19		
Extra men, included above.....		5	3		
Keokuk, Iowa.					
First year.....	. 18	15	(1)	68	
Second year.....	. 19	4	(1)	86	
After second year.....	. 20	3	(1)	100	
Total and average.....	. 185	12	(1)		
Extra men, included above.....		4	(1)		
Kingston, N. Y.					
First year.....	. 190	3	5	9	16
Second year.....	. 200	1	4	13	29
Third year.....	. 205	2	1	19	32
Fourth year.....	. 210	1	1	22	35
Fifth year.....	. 215	2	4	28	48
Sixth year.....	. 220	1	2	31	55
Seventh year.....	. 225	3		41	55
Eighth year.....	. 230	5	1	56	58
Ninth year.....	. 235	2	2	63	65
After ninth year.....	. 240	12	11	100	100
Total and average:					
Motormen.....	. 225	32			
Conductors.....	. 220		31		
Extra men, included above.....		15	14		

¹ Motormen and conductors work interchangeably.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Knoxville, Tenn.					
First 6 months.....	\$0. 17	15	4	17	5
Second 6 months.....	. 19	28	26	49	37
Second year.....	. 20	15	15	66	55
Third year.....	. 21	8	10	75	67
After third year.....	. 23	18	20	95	91
Instructors.....	. 24	4	7	100	100
Total and average:					
Motormen.....	. 201	88			
Conductors.....	. 207		82		
Extra men, included above.....		30	30		
Kokomo, Ind.					
First year.....	. 18	8	9	57	60
Second year.....	. 19	2	3	71	80
Third year.....	. 20	2	1	86	87
Fourth year ¹.....	. 21	2	2	100	100
Total and average:					
Motormen.....	. 189	14			
Conductors.....	. 187		15		
Extra men, included above.....		4	4		
Laconia, N. H.					
Flat rate.....	. 20	(²)	(²)		100
La Crosse, Wis.					
First 6 months.....	. 21	3	3	9	9
Second 6 months.....	. 22	1	1	12	12
After first year.....	. 25	29	29	100	100
Total and average:					
Motormen.....	. 245	33			
Conductors.....	. 245		33		
Extra men, included above.....		9	9		
La Fayette, Ind.					
First 6 months.....	. 18	7	5	21	15
Second 6 months.....	. 19	4	5	32	30
Second year.....	. 20	6	6	50	48
Third year.....	. 21	4	4	50	61
Fourth year.....	. 22	4	4	62	73
After fourth year.....	. 23	13	9	100	100
Total and average:					
Motormen.....	. 209	34			
Conductors.....	. 207		33		
Extra men, included above.....		7	7		
Lake Charles, La.					
First year.....	. 20	2	1	22	11
Second year.....	. 21	1	2	33	33
Third year.....	. 22		3	33	67
After third year.....	. 23	6	3	100	100
Total and average:					
Motormen.....	. 221	9			
Conductors.....	. 219		9		
Extra men, included above.....		1			

¹ Average about 4 years on city lines and then promoted to interurban lines. Advanced 1 cent a year to maximum of 27 cents.

² Not reported.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Lancaster, Ohio.					
First year.....	\$0.160		(1)		
Second year.....	.170	2	(1)	17	
Third year.....	.175	4	(1)	50	
After third year.....	.180	6	(1)	100	
Total and average.....	.177	12	(1)		
Lancaster, Pa.					
First 5 years.....	.18	35	35	92	78
6 to 9 years, inclusive.....	.19	3	10	100	100
After ninth year ¹.....	.20			100	100
Total and average:					
Motormen.....	.181	38			
Conductors.....	.182		45		
Extra men, included above.....		(²)	(³)		
Lansing, Mich.					
First 6 months.....	.23	6	6	17	18
Second 6 months.....	.24	1	3	20	26
Second year.....	.25	1	5	23	41
After second year.....	.26	27	20	100	100
Total and average:					
Motormen.....	.254	35			
Conductors.....	.251		34		
Extra men, included above.....		7	6		
Laporte, Ind.					
First 6 months.....	.19				
Second 6 months.....	.20	1		33	
Second year.....	.21			33	
Third year.....	.22			33	
After third year.....	.23	2	2	100	100
Total and average:					
Motormen.....	.22				
Conductors.....	.23	3	2		
Extra men, included above.....		1			
La Salle, Ill.					
Flat rate.....	.20	8	8	100	100
Extra men, included above.....		2	2		
Lawrence, Kans.					
Extra men.....	.18	49	(⁴)	38	
Regular men.....	.20	415	(⁴)	100	
Total and average.....	.193	424	(⁴)		
Lawrence, Mass.					
First year.....	.24	12	10	14	11
Second year.....	.25	9	13	24	26
Third, fourth, and fifth years.....	.26	18	27	45	57
Sixth and seventh years.....	.27	9	7	56	66
After seventh year.....	.28	38	30	100	100
Total and average:					
Motormen.....	.266	86			
Conductors.....	.264		87		
Extra men, included above.....		27	25		

¹ One-man cars except on special days, when schoolboys are employed as conductors.

² Carmen usually enter interurban service before 10 years in city service.

³ Not reported.

⁴ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Leavenworth, Kans.					
First year.....	1 \$50.00	2	3	10	13
Second year.....	1 52.50	4	4	29	30
Third year.....	1 55.00	3	4	43	48
Fourth year.....	1 57.50	1	1	48	52
After fourth year.....	1 60.00	11	11	100	100
Total and average:					
Motormen.....	1 56.79	21			
Conductors.....	1 56.41		23		
Extra men, included above.....		2	3		
Lebanon, Pa.					
First year.....	.18	1	2	13	13
Second year.....	.20	1	1	25	19
After second year.....	.23	6	13	100	100
Total and average:					
Motormen.....	.220	8			
Conductors.....	.222		16		
Extra men, included above.....		1	1		
Leominster, Mass.					
(See Clinton, Mass.)					
Lewiston and Augusta, Me.					
First year.....	.19	24	25	50	49
Second year.....	.20	7	5	65	59
After second year.....	.21	17	21	100	100
Total and average:					
Motormen.....	.199	48			
Conductors.....	.199		51		
Extra men, included above.....		11	14		
Lexington, Ky.					
First 6 months.....	.16	2	8	6	22
Second 6 months.....	.17	7	8	27	44
Second year.....	.18	7	11	48	75
Third and fourth years.....	.19	4	3	61	83
After fourth year.....	.20	13	6	100	100
Total and average:					
Motormen.....	.186	33			
Conductors.....	.178		36		
Extra men, included above.....		10	13		
Lockport, N. Y.					
First year.....	.23	4	(4)	24	
Second year.....	.24			24	
Third year.....	.25	4	(4)	29	
Fourth year.....	.27	4	(4)	35	
Fifth year.....	.28	4	(4)	53	
Sixth to ninth year, inclusive.....	.29			53	
After ninth year.....	.30	4	(4)	100	
Total and average.....	.275	17	(4)		
Extra men, included above.....		4			

1 Per month.

2 Some worked one-half time as motormen.

3 Work in barn or on track when not on cars.

4 One-man cars.

5 One-man cars; guaranteed \$1.25 per day.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Logansport, Ind.					
First 6 months.....	\$0.18	8	6	36	33
Second 6 months.....	.19	4	3	55	50
Second year.....	.20	5	3	77	67
Third year.....	.21	2	3	77	83
Fourth year.....	.22	2	1	86	89
After fourth year.....	.23	3	2	100	100
Total and average:					
Motormen.....	.196	22			
Conductors.....	.198		18		
Extra men, included above.....		4	3		
Lynchburg, Va.					
First year.....	.20	9	9	18	17
Second year.....	.23	8	6	33	29
Third year.....	.24	2	7	37	42
After third year.....	.25	32	30	100	100
Total and average:					
Motormen.....	.238	51			
Conductors.....	.257		52		
Extra men, included above.....		20	16		
Lynn, Mass.					
First year.....	.24	36	45	21	27
Second year.....	.25	19	28	33	44
Third, fourth, and fifth years.....	.26	21	39	45	67
Sixth and seventh years.....	.27	17	7	55	72
After seventh year.....	.28	76	47	100	100
Total and average:					
Motormen.....	.265	169			
Conductors.....	.259		166		
Extra men, included above.....		56	53		
McAlester, Okla.					
First 6 months.....	.22		1		11
Second 6 months.....	.24	2	1	20	22
After first year.....	.26	8	7	100	100
Total and average:					
Motormen.....	.256	10			
Conductors.....	.253		9		
Extra men, included above.....		2	1		
Macon, Ga.					
First 6 months.....	.16	11	7	15	10
Second 6 months.....	.17	7	5	25	18
Third 6 months.....	.18	18	14	49	38
19 to 30 months, inclusive.....	.19	11	11	64	54
After 30 months.....	.20	26	31	100	100
Total and average:					
Motormen.....	.185	73			
Conductors.....	.188		68		
Extra men, included above.....		13	12		
Madison, Wis.					
First year.....	.19	15	15	39	39
Second year.....	.21	10	10	66	66
Third year.....	.23	3	3	74	74
After third year.....	.24	10	10	100	100
Total and average:					
Motormen.....	.212	38			
Conductors.....	.212		38		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Manistee, Mich.					
Flat rate.....	\$0.20	1 10	(1)	100	
Extra men, included above.....		1 2	(1)		
Mankato, Minn.					
First 6 months.....	.15	1	1	17	17
Second 6 months.....	.16			17	17
Second year.....	.18	1		33	17
Third year.....	.20	1	2	50	50
Fourth year.....	.21			50	50
Fifth year.....	.22	2	2	83	83
After fifth year.....	.23	1	1	100	100
Total and average:					
Motormen.....	.200	6			
Conductors.....	.203		6		
Extra men, included above.....		2	1		
Mansfield, Ohio.					
First 6 months.....	.18		3		14
Second 6 months.....	.21	1	4	5	33
Second year.....	.23	1	2	10	43
After second year.....	.24	18	12	100	100
Total and average:					
Motormen.....	.238	20			
Conductors.....	.225		21		
Extra men, included above.....		2	3		
Marietta, Ohio.					
First 6 months.....	.175		7		50
Second 6 months.....	.180		1		57
Second year.....	.190		2		71
Third year.....	.200	1	1	8	79
Fourth year.....	.210		2	8	93
After fourth year.....	.220	12	1	100	100
Total and average:					
Motormen.....	.218	13			
Conductors.....	.188		14		
Extra men, included above.....			1		
Marinette, Wis.					
<i>(See Menominee, Mich.)</i>					
Marion, Ind.					
First 6 months.....	.190		1		5
Second 6 months.....	.200	2	6	12	33
Second year.....	.210	3	3	29	48
Third year.....	.215	2	4	41	67
Fourth year.....	.220	4		65	67
Fifth to ninth years.....	.230	2	6	76	95
After ninth year.....	.240	4	1	100	100
Total and average:					
Motormen.....	.221	17			
Conductors.....	.214		21		
Extra men, included above.....		3	4		
Marion, Ohio.					
First year.....	.18	6	10	32	50
Second year.....	.19	1	2	37	60
After second year.....	.20	12	8	100	100
Total and average:					
Motormen.....	.193	19			
Conductors.....	.189		20		
Extra men, included above.....		3	4		

1 One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Marlboro, Mass. (See Worcester, Mass.)					
Marquette, Mich.					
Flat rate	\$0.22	4	4	100	100
Marshalltown, Iowa.					
First 6 months .....	.265	12	(1)	17	
After 6 months .....	.275	10	(1)	100	
Total and average .....	.257	12	(1)		
Extra men, included above		12	(1)		
Mason City, Iowa.					
First 6 months .....	.185		5		50
Second 6 months .....	.204	4	2	44	70
After first year .....	.222	5	3	100	100
Total and average:					
Motormen .....	.214	9			
Conductors .....	.200		10		
Extra men, included above		2	3		
Meadville, Pa.					
First 18 months .....	.22	8	11	28	39
Second 18 months .....	.23	2	9	34	71
Fourth year .....	.24	6	4	55	86
After fourth year .....	.25	13	4	100	100
Total and average:					
Motormen .....	.238	29			
Conductors .....	.230		28		
Extra men, included above		7	6		
Menominee, Mich., and Marinette, Wis.					
First year .....	.170	4	12	13	52
Second year .....	.180	7	1	37	57
Third year .....	.195	2	3	43	70
Fourth year .....	.210	9	7	80	100
After fourth year .....	.220	8		100	100
Total and average:					
Motormen .....	.199	30			
Conductors .....	.186		23		
Extra men, included above		3	12		
Meriden, Conn. (Meriden division, Connecticut Co.)					
First year .....	.225	12	15	22	27
Second year .....	.235	9	9	39	44
Third year .....	.240	5	3	48	49
Fourth year .....	.253	2	2	52	53
Fifth year .....	.268	2	4	56	60
After fifth year .....	.285	24	22	100	100
Total and average:					
Motormen .....	.257	54			
Conductors .....	.256		55		
Extra men, included above		13	13		

¹ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Meridian, Miss.					
First 6 months.....	\$0.15	4	6	14	21
Second 6 months.....	.16	6	4	36	36
Third 6 months.....	.17	3	4	46	50
Fourth 6 months.....	.18	5	4	64	50
Fifth 6 months.....	.19	2	4	71	64
Sixth 6 months.....	.20	1	2	75	71
Seventh 6 months.....	.21	1	.....	79	71
After seventh 6 months.....	.22	6	8	100	100
Total and average:					
Motormen.....	.181	28	.....	.....	.....
Conductors.....	.184	.....	28	.....	.....
Extra men, included above.....	.....	7	7	.....	.....
Michigan City, Ind.					
Flat rate.....	.275	6	6	100	100
Extra men, included above.....	.....	2	2	.....	.....
Middletown, Conn.					
(Middletown division, Connecticut Co.)					
First year.....	.225	.....	2	.....	8
Second year.....	.235	5	4	20	24
Third year.....	.240	3	4	32	40
Fourth year.....	.253	2	2	40	48
Fifth year.....	.268	2	2	48	56
After fifth year.....	.285	13	11	100	100
Total and average:					
Motormen.....	.266	25	.....	.....	.....
Conductors.....	.261	.....	25	.....	.....
Extra men, included above.....	.....	6	6	.....	.....
Middletown, N. Y.					
First 6 months.....	.18	.....	1	.....	8
Second 6 months.....	.19	1	2	8	23
Second year.....	.20	1	.....	17	23
After second year.....	.22	10	10	100	100
Total and average:					
Motormen.....	.217	12	.....	.....	.....
Conductors.....	.212	.....	13	.....	.....
Extra men, included above.....	.....	4	5	.....	.....
Milford, Franklin, and Plainville, Mass.					
First 6 months.....	.230	2	1	11	7
Second 6 months.....	.245	1	1	17	13
Second year.....	.260	.....	3	17	33
Third year.....	.270	3	2	33	47
After third year.....	.285	12	8	100	100
Total and average:					
Motormen.....	.274	18	.....	.....	.....
Conductors.....	.272	.....	15	.....	.....
Extra men, included above.....	.....	5	4	.....	.....
Milford, Mass.					
First year.....	.24	1	1	4	4
Second year.....	.25	2	4	12	19
Third year.....	.26	1	2	16	26
Fourth year.....	.27	.....	.....	16	26
Fifth year.....	.28	2	1	24	30
After fifth year.....	.29	19	19	100	100
Total and average:					
Motormen.....	.283	25	.....	.....	.....
Conductors.....	.280	.....	27	.....	.....
Extra men, included above.....	.....	11	9	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Millville, N. J.					
First 3,000 hours.....	\$0.17	1 13	(1)	33	
After 3,000 hours.....	.18	1 27	(1)	100	
Total and average.....	.177	1 40	(1)		
Extra men, included above.....		1 26	(1)		
Missoula, Mont.					
First year.....	.35	2 6	(2)	33	
Second year.....	.36	2 3	(2)	50	
Third year.....	.37	2 1	(2)	56	
Fourth year.....	.38	2 8	(2)	100	
Fifth year.....	.39			100	
After fifth year.....	.40			100	
Total and average.....	.366	2 18	(2)		
Extra men, included above.....		2 2	(2)		
Moline, Ill.					
First year.....	.23	7	7	39	39
Second year.....	.24	4	1	61	44
Third year.....	.26	1		67	44
After third year.....	.28	6	10	100	100
Total and average:					
Motormen.....	.251	18			
Conductors.....	.258		18		
Extra men, included above.....		3	3		
Montgomery, Ala.					
First six months.....	.15	23	13	36	20
Second six months.....	.16	8	10	48	36
Second year.....	.17	14	15	70	59
After second year.....	.18	19	26	100	100
Total and average:					
Motormen.....	.165	64			
Conductors.....	.168		64		
Extra men, included above.....		20	20		
Montpelier, Vt.					
(See Barre, Vt.)					
Mount Vernon and New Rochelle, N. Y.					
First year.....	.24	10	18	10	18
After first year.....	.27	91	84	100	100
Total and average:					
Motormen.....	.267	101			
Conductors.....	.265		102		
Extra men, included above.....		12	16		
Muncie, Ind.					
First six months.....	.190	2	3	10	13
Second six months.....	.200	4	6	29	39
Second year.....	.210	5	11	52	87
Third year.....	.215	4	3	71	100
Fourth year.....	.220	3		86	100
Fifth to tenth years.....	.230	3		100	100
After tenth year.....	.240			100	100
Total and average:					
Motormen.....	.211	21			
Conductors.....	.205		23		
Extra men, included above.....		6	3		

¹ Motormen and conductors work interchangeably.

² One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.		
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.	
Muskegon, Mich.						
First year	\$0.22	10	7	29	19	
Second year .....	.23	1	4	32	30
After second year .....	.24	23	26	100	100
Total and average:						
Motormen .....	.234	34			
Conductors .....	.235		37		
Extra men, included above		5	16			
Nanticoke, Pa.						
Flat rate .....	.24	6	6	100	100
Nashua, N. H.						
First year .....	.24	2	2	11	10
Second year .....	.25	2	1	21	15
Third to fifth years .....	.26	5	2	47	25
Sixth and seventh years .....	.27	1	2	53	35
After seventh year .....	.28	9	13	100	100
Total and average:						
Motormen .....	.267	19			
Conductors .....	.272		20		
Extra men, included above		3	4			
New Albany and Jeffersonville, Ind.						
		Mo- tor- men.	Con- duc- tors.			
First six months	\$.185	\$.135	19	18	19	40
Second six months185	.145	19	17	38	75
Second year195	.155	14	14	46	95
Third year205	.165	15	11	56	100
Fourth year205	.175	15	(2)	67	100
Fifth to tenth years215	.185	10	(2)	88	100
After tenth year225	.185	16	(2)	100	100
Total and average:						
Motormen201	148				
Conductors144		20			
Extra men, included above		15	13			
Newburgh, N. Y.						
Flat rate .....	.23	27	26	100	100
Extra men, included above		9	8			
Newcastle, Pa.						
(See Youngstown, Ohio.)						
New London, Conn.						
(See Norwich, Conn.)						
Newport, R. I.						
First year .....	.24				
Second year .....	.25				
Third to fifth years .....	.26		1		14
Sixth and seventh years .....	.27	2	2	29	43
After seventh year .....	.28	5	4	100	100
Total and average:						
Motormen .....	.277	7			
Conductors .....	.274		7		

¹ One-man cars on part of runs.

² Conductors become motormen or enter interurban service before serving five years.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Newport News and Hampton, Va.					
First year.....	\$0.18	13	24	33	48
Second year.....	.19	5	9	45	66
Third year.....	.20	.....	2	45	70
After third year.....	.21	22	15	100	100
Total and average:					
Motormen.....	.198	40	.....	.....	.....
Conductors.....	.192	.....	50	.....	.....
Extra men, included above.....	.....	18	15	.....	.....
New Rochelle, N. Y.					
<i>(See Mount Vernon, N. Y.)</i>					
Newton, Waltham, and near-by towns, Mass.					
First year.....	.24	60	25	38	17
Second year.....	.26	16	18	48	29
Third year.....	.28	9	11	53	36
Fourth year.....	.29	13	11	62	44
After fourth year.....	.30	61	83	100	100
Total and average:					
Motormen.....	.271	159	.....	.....	.....
Conductors.....	.283	.....	148	.....	.....
Extra men, included above.....	.....	36	40	.....	.....
Niagara Falls, N. Y.					
First year.....	.23	4	6	10	15
Second year.....	.24	9	9	32	38
Third year.....	.25	6	9	46	60
Fourth year.....	.27	4	2	56	65
Fifth year.....	.28	.....	2	56	70
Sixth to ninth years.....	.29	4	4	66	80
After ninth year.....	.30	14	8	100	100
Total and average:					
Motormen.....	.269	41	.....	.....	.....
Conductors.....	.261	.....	40	.....	.....
Extra men, included above.....	.....	4	8	.....	.....
Norristown, Pa.					
Flat rate.....	.23	62	59	100	100
Extra men, included above.....	.....	15	13	.....	.....
North Adams, Mass.					
<i>(See Pittsfield, Mass.)</i>					
Northampton, Mass.					
First year.....	.25	8	4	30	16
Second year.....	.26	3	5	40	36
Third year.....	.27	1	1	44	40
Fourth year.....	.28	2	.....	52	40
Fifth year.....	.29	3	2	62	48
After fifth year.....	.30	10	13	100	100
Total and average:					
Motormen.....	.277	27	.....	.....	.....
Conductors.....	.282	.....	25	.....	.....
Extra men, included above.....	.....	.....	3	.....	.....

¹ Guaranteed \$1 per day. ² Guaranteed \$10.50 per week. ³ Guaranteed \$1.25 per day.

466 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
North Yakima, Wash.					
Extra men	\$0.24	6	4	29	16
Regular men:					
First 6 months .....	.24	2	4	38	32
Second 6 months .....	.25	2	1	48	36
Second year .....	.26	3	6	62	60
Third year .....	.27	1	3	67	70
Fourth year .....	.28	4	5	86	90
Fifth year .....	.29	2	2	95	100
After fifth year .....	.30	1	.....	100	100
Total and average:					
Motormen .....	.260	21	.....	.....	.....
Conductors .....	.261	.....	25	.....	.....
Extra men, included above		6	4	.....	.....
Norton and Taunton, Mass.					
First 6 months .....	.200	4	7	40	70
7 to 18 months, inclusive .....	.210	2	1	60	80
19 to 30 months, inclusive .....	.220	1	1	70	90
31 to 42 months, inclusive .....	.230	1	.....	80	90
43 to 54 months, inclusive .....	.235	1	.....	90	90
55 to 66 months, inclusive .....	.240	.....	1	90	100
After 66 months .....	.250	1	.....	100	100
Total and average:					
Motormen .....	.216	10	.....	.....	.....
Conductors .....	.207	.....	10	.....	.....
Extra men, included above		2	2	.....	.....
Norwalk, Conn.					
(Norwalk division, Connecticut Co.)					
First year .....	.225	5	3	15	10
Second year .....	.235	1	3	18	20
Third year .....	.240	3	2	26	27
Fourth year .....	.255	3	3	35	37
Fifth year .....	.268	2	6	41	57
After fifth year .....	.285	20	13	100	100
Total and average:					
Motormen .....	.267	34	.....	.....	.....
Conductors .....	.265	.....	30	.....	.....
Extra men, included above		9	9	.....	.....
Norwich, Willimantic, and New London, Conn.					
First year .....	.225	14	14	10	10
Second year .....	.235	18	20	24	24
Third year .....	.240	6	13	28	34
Fourth year .....	.253	11	14	36	44
Fifth year .....	.268	11	11	44	51
Fifth year (one division) .....	.270	3	5	46	55
After fifth year .....	.285	73	63	100	100
Total and average:					
Motormen .....	.266	136	.....	.....	.....
Conductors .....	.263	.....	140	.....	.....
Extra men, included above		39	41	.....	.....
Ogden, Utah.					
First and second years .....	.250	21	22	54	54
Third and fourth years .....	.275	4	7	64	71
After fourth year .....	.300	14	12	100	100
Total and average:					
Motormen .....	.271	39	.....	.....	.....
Conductors .....	.269	.....	41	.....	.....
Extra men, included above		4	6	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Ogdensburg, N. Y.					
First 3 years.....	1 \$0.17	8	7	57	58
Fourth to tenth year.....	1.18	2	3	71	83
After tenth year.....	1.19	4	2	100	100
Total and average:					
Motormen.....	.177	14			
Conductors.....	.176		12		
Extra men, included above.....		4	2		
Oil City, Pa.					
First year.....	.20	7	6	20	18
Second year.....	.22	6	9	37	45
Third year.....	.23	4	4	49	58
Fourth year.....	.24	4	1	60	61
After fourth year.....	.25	14	13	100	100
Total and average:					
Motormen.....	.231	35			
Conductors.....	.230		33		
Extra men, included above.....		6	6		
Olean, N. Y.					
First year.....	.17	1	1	17	17
Second year.....	.18		1	17	33
Third year.....	.19		1	17	50
Fourth year.....	.20	1		33	50
Fifth year.....	.21		1	33	67
Sixth to tenth year.....	.22	3	1	83	83
After tenth year.....	.23	1	1	100	100
Total and average:					
Motormen.....	.21	6			
Conductors.....	.20		6		
Extra men, included above.....		1	1		
Oshkosh, Wis.					
First year.....	.18	10	11	31	32
Second year.....	.19	6	6	50	50
Third year.....	.20	4	6	63	68
Fourth year.....	.21	3	2	72	74
Fifth year.....	.22	2	3	78	82
After fifth year.....	.23	7	6	100	100
Total and average:					
Motormen.....	.201	32			
Conductors.....	.199		34		
Extra men, included above.....		9	11		
Subextra men.....		5	7		
Oswego, N. Y.					
First 6 months.....	.230		1		4
Second 6 months.....	.240	2	2	9	13
Second year.....	.250	4		27	13
Third year.....	.255		2	27	22
Fourth to tenth year.....	.260	10	9	73	61
After tenth year.....	.280	6	9	100	100
Total and average:					
Motormen.....	.262	22			
Conductors.....	.264		23		
Extra men, included above.....		10	9		

¹ One cent less Oct. 1 to Apr. 1.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Ottumwa, Iowa.					
First 6 months	\$0.21	1	1	3	3
Second 6 months . . . . .	.22	2	2	9	9
Second year . . . . .	.24	4	3	21	18
After second year . . . . .	.27	27	28	100	100
Total and average:					
Motormen . . . . .	.262	34			
Conductors . . . . .	.263		34		
Extra men, included above		110	110		
Owensboro, Ky.					
First year . . . . .	.15	6	(²)	27	
Second year . . . . .	.16	4	(²)	45	
Third year . . . . .	.17	1	(²)	50	
Fourth year . . . . .	.18	2	(²)	59	
Fifth year . . . . .	.19	1	(²)	64	
Sixth year . . . . .	.20	2	(²)	73	
After sixth year . . . . .	.21	6	(²)	100	
Total and average . . . . .	.178	22	(²)		
Extra men, included above		5			
Paducah, Ky.					
First year . . . . .	.150	11	16	35	62
Second year . . . . .	.160	7	5	58	81
Third year . . . . .	.175	4	1	71	85
Fourth year . . . . .	.185	2	2	77	92
After fourth year . . . . .	.200	7	2	100	100
Total and average:					
Motormen . . . . .	.169	31			
Conductors . . . . .	.159		26		
Extra men, included above		5	5		
Parkersburg, W. Va.					
First 6 months . . . . .	.175	1	15	4	35
Second 6 months . . . . .	.180	1	4	7	44
Second year . . . . .	.190	1	10	11	67
Third year . . . . .	.200	1	7	15	84
Fourth year . . . . .	.210	4	3	30	91
After fourth year . . . . .	.220	19	4	100	100
Total and average:					
Motormen . . . . .	.190	27			
Conductors . . . . .	.190		43		
Extra men, included above		8	11		
Parsons, Kans.					
Flat rate . . . . .	.18	² 8	(²)	100	
Extra men, included above		² 2	(²)		
Pasadena, Cal.					
First year . . . . .	.25	7	21	10	29
Second year . . . . .	.26	14	14	31	49
Third year . . . . .	.27	7	4	41	54
Fourth year . . . . .	.28	4	5	47	61
Fifth year . . . . .	.29	3	3	51	65
After fifth year . . . . .	.30	33	25	100	100
Total and average:					
Motormen . . . . .	.282	68			
Conductors . . . . .	.274		72		
Extra men, included above		15	20		

¹ Extra men work interchangeably as motormen and conductors.² No conductors employed except during summer months.³ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Passaic, N. J.					
(Passaic division, Public Service Railway Co.)					
First six months.....	\$.23	19	40	11	23
Second six months.....	.24	12	15	19	32
Second year.....	.25	17	31	29	50
Third and fourth years.....	.26	35	34	50	70
Fifth and sixth years.....	.27	24	14	64	78
Seventh and eighth years.....	.28	16	8	74	83
Ninth and tenth years.....	.29	13	7	82	87
After tenth year.....	.30	30	22	100	100
Total and average:					
Motormen.....	.267	166			
Conductors.....	.258		171		
Extra men, included above.....		¹ 39	¹ 32		
Pawtucket, R. I.					
First six months.....	.230				
Second six months.....	.245		3		4
Second year.....	.250	14	6	18	23
Third year.....	.270	11	11	32	36
After third year.....	.285	53	53	100	100
Total and average:					
Motormen.....	.278	78			
Conductors.....	.277		83		
Extra men, included above.....		17	23		
Peekskill, N. Y.					
First year.....	.18	2	1	12	6
Second year.....	.19	2	1	24	11
Third year.....	.20	1	3	29	28
After third year.....	.21	12	13		100
Total and average:					
Motormen.....	.204	17			
Conductors.....	.206		18		
Extra men, included above.....		4	4		
Pensacola, Fla.					
First 6 months.....	.165	4		15	
7 to 30 months, inclusive.....	.180	11	15	58	54
31 to 48 months, inclusive.....	.190	7	6	85	75
After 48 months.....	.200	4	7	100	100
Total and average:					
Motormen.....	.183	26			
Conductors.....	.187		28		
Extra men, included above.....		6	6		
Peru, Ind.					
First 6 months.....	.18				
Second 6 months.....	.19	1		33	
Second year.....	.20		1	33	25
Third year.....	.21		1	33	50
Fourth year.....	.22	1		67	50
After fourth year.....	.23	1	2	100	100
Total and average:					
Motormen.....	.213	3			
Conductors.....	.218		4		
Extra men, included above.....		² 1	(²)		

¹ Guaranteed \$12 per week.

² Works interchangeably as motorman and conductor.

470 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Phillipsburg, N. J.					
(See Easton, Pa.)					
Phoenix, Ariz.					
First year	\$0. 22	12	16	67	84
Second year . . . . .	. 24	3	1	83	89
Third year . . . . .	. 25		2	83	100
Fourth year . . . . .	. 26			83	100
After fourth year . . . . .	. 27	3		100	100
Total and average:					
Motormen . . . . .	. 232	18			
Conductors . . . . .	. 224		19		
Extra men, included above		3	3		
Phoenixville, Pa.					
First year . . . . .	. 19				
After first year . . . . .	. 20	6	6		
Extra men, included above		1	1		
Pine Bluff, Ark.					
First 6 months . . . . .	. 16		1		5
Second 6 months . . . . .	. 17	2	3	10	21
Second year . . . . .	. 18	4	7	29	58
Third year . . . . .	. 19	5	2	52	68
Fourth year . . . . .	. 20	4	2	71	79
Fifth year . . . . .	. 21	4	2	90	89
After fifth year . . . . .	. 22	2	2	100	100
Total and average:					
Motormen . . . . .	. 195	21			
Conductors . . . . .	. 188		19		
Extra men, included above		5	3		
Piqua, Ohio.					
Flat rate . . . . .	. 189	9	9	100	100
Extra men, included above		2	2		
Pittsburg, Kans., and Joplin, Mo.					
First year . . . . .	. 25				
After first year . . . . .	. 26	6	6	100	100
Pittsfield and North Adams, Mass.					
First 6 months . . . . .	. 230	1	5	1	5
Second 6 months . . . . .	. 245	1	11	2	15
Second year . . . . .	. 260	22	23	25	37
Third year . . . . .	. 270	7	14	33	50
After third year . . . . .	. 285	64	53	100	100
Total and average:					
Motormen . . . . .	. 277	95			
Conductors . . . . .	. 271		106		
Extra men, included above		16	28		
Plainville, Mass.					
(See Milford, Mass.)					
Plattsburg, N. Y.					
Flat rate:					
Motormen . . . . .	. 195	3		100	
Conductors . . . . .	. 185		3		100

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Plymouth, Mass.					
First year	\$0. 21	8	11	35	52
Second year .....	. 23	2	1	43	57
Third and fourth years .....	. 24	2	1	52	62
Fifth and sixth years .....	. 25	1	.....	57	62
Seventh and eighth years .....	. 26	.....	3	57	76
Ninth and tenth years .....	. 27	2	1	65	81
After tenth year .....	. 28	8	4	100	100
Total and average:					
Motormen .....	. 246	23	.....	.....	.....
Conductors .....	. 236	.....	21	.....	.....
Extra men, included above .....	.....	8	11	.....	.....
Pomona, Cal.					
First year .....	. 25	.....	1	.....	14
Second year .....	. 26	2	2	29	43
Third year .....	. 27	4	3	86	86
Fourth year .....	. 28	.....	1	86	100
Fifth year .....	. 29	1	.....	100	100
After fifth year .....	. 30	.....	.....	100	100
Total and average:					
Motormen .....	. 270	7	.....	.....	.....
Conductors .....	. 266	.....	7	.....	.....
Extra men, included above .....	.....	2	2	.....	.....
Pontiac, Mich.					
First 3 months .....	. 25	.....	1	.....	25
4 to 12 months, inclusive .....	. 30	.....	1	.....	50
After 12 months .....	. 32	4	2	100	100
Total and average:					
Motormen .....	. 320	4	.....	.....	.....
Conductors .....	. 298	.....	4	.....	.....
Portsmouth, N. H.					
First 2 years .....	. 190	5	3	36	21
Third year .....	. 198	2	1	50	29
Fourth year .....	. 208	1	1	57	36
Fifth year .....	. 220	1	.....	64	36
After fifth year .....	. 230	5	9	100	100
Total and average:					
Motormen .....	. 209	14	.....	.....	.....
Conductors .....	. 218	.....	14	.....	.....
Extra men, included above .....	.....	2	2	.....	.....
Portsmouth, Ohio.					
First year .....	. 20	1	2	3	7
Second year .....	. 23	2	3	10	17
Third year .....	. 24	6	6	30	37
After third year .....	. 25	21	19	100	100
Total and average:					
Motormen .....	. 245	30	.....	.....	.....
Conductors .....	. 243	.....	30	.....	.....
Extra men, included above .....	.....	6	6	.....	.....
Pottstown, Pa.					
First year .....	. 19	2	2	17	50
After first year .....	. 20	10	2	100	100
Total and average:					
Motormen .....	. 198	12	.....	.....	.....
Conductors .....	. 195	.....	4	.....	.....
Extra men, included above .....	.....	2	2	.....	.....

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Pottsville, Pa.					
First year.....	\$0.25	2	2	25	25
After first year.....	.27	6	6	100	100
Total and average:					
Motormen.....	.265	8			
Conductors.....	.265		8		
Extra men, included above.....		2	2		
Poughkeepsie, N. Y.					
First year.....	.20	8	6	30	22
Second year.....	.21	4	7	44	48
Third year.....	.22	1	2	48	56
After third year.....	.23	14	12	100	100
Total and average:					
Motormen.....	.221	27			
Conductors.....	.217		27		
Extra men, included above.....		3	3		
Punxsutawney, Pa.					
First year.....	.17		1		25
Second year.....	.19				25
After second year.....	.21	2	3	100	100
Total and average:					
Motormen.....	.21	2			
Conductors.....	.20		4		
Extra men, included above.....		1 ²	1 ²		
Quincy, Ill.					
First 6 months.....	.16	3	3	10	8
Second 6 months.....	.17	2	4	17	18
Third 6 months.....	.18	3	8	28	39
Fourth 6 months.....	.19	4	8	41	61
Third year.....	.20	5	5	59	74
Fourth year.....	.21	1	2	62	79
Fifth year.....	.22	4	1	72	82
After fifth year.....	.23	7	7	100	100
Total and average:					
Motormen.....	.201	29			
Conductors.....	.194		38		
Quincy, Mass.					
(Quincy division, Bay State Street Railway Co.)					
First year.....	.24	52	46	36	33
Second year.....	.25	13	30	45	54
Third, fourth, and fifth years.....	.26	27	28	64	74
Sixth and seventh years.....	.27	9	4	70	77
After seventh year.....	.28	43	33	100	100
Total and average:					
Motormen.....	.258	144			
Conductors.....	.256		141		
Extra men, included above.....		80	77		
Raleigh, N. C.					
First year.....	.17	10	6	48	32
Second year.....	.18	5	6	71	63
Third year.....	.19	3	1	86	68
After third year.....	.20	3	6	100	100
Total and average:					
Motormen.....	.180	21			
Conductors.....	.184		19		
Extra men, included above.....		6	5		

¹ Work as shopmen when not on cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Reading, Mass.					
(Reading division, Bay State Street Railway Co.)					
First year	\$0.24	9	11	13	16
Second year .....	.25	7	14	24	37
Third, fourth, and fifth years .....	.26	11	13	40	56
Sixth and seventh years .....	.27	15	7	62	66
After seventh year .....	.28	26	23	100	100
Total and average:					
Motormen .....	.266	68			
Conductors .....	.263		68		
Extra men, included above		25	26		
Redlands, Cal.					
First year .....	.25	1		17	
Second year .....	.26		1	17	14
Third year .....	.27	1		33	14
Fourth year .....	.28	2	1	67	29
Fifth year .....	.29		2	67	57
After fifth year .....	.30	2	3	100	100
Total and average:					
Motormen .....	.280	6			
Conductors .....	.289		7		
Extra men, included above			1		
Richmond, Ind.					
First year .....	.19	5	1	22	6
Second year .....	.20	3	6	35	41
Third year .....	.21	5	4	57	65
Fourth year .....	.22	1	1	61	71
After fourth year .....	.23	9	5	100	100
Total and average:					
Motormen .....	.213	23			
Conductors .....	.212		17		
Extra men, included above		2	2		
Riverside, Cal.					
First year .....	.25	2	2	17	14
Second year .....	.26	1	1	25	21
Third year .....	.27	2	2	42	36
Fourth year .....	.28	3	4	57	64
Fifth year .....	.29	1	1	75	71
After fifth year .....	.30	3	4	100	100
Total and average:					
Motormen .....	.277	12			
Conductors .....	.279		14		
Extra men, included above		2	2		
Roanoke, Va.					
First year .....	.20	8	16	20	41
Second year .....	.23	19	10	68	67
Third year .....	.24	1		70	67
After third year .....	.25	12	13	100	100
Total and average:					
Motormen .....	.230	40			
Conductors .....	.224		39		
Extra men, included above		9	10		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS,
AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—
Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ- ees at each rate.		Per cent of employ- ees of specified years of service or less.	
		Motormen.	Conduc- tors.	Motormen.	Conduc- tors.
Rockford, Ill.					
First 6 months.....	\$0.20	11	18	18	27
Following 18 months.....	.21	21	26	52	66
Third year.....	.22	5	6	61	75
Fourth year.....	.23	4	6	67	84
Fifth year.....	.24	1	.....	69	84
After fifth year.....	.25	19	11	100	160
Total and average:					
Motormen.....	.223	61	.....	.....	.....
Conductors.....	.217	.....	67	.....	.....
Extra men, included above.....	.....	18	26	.....	.....
Rock Island, Ill.					
First year.....	.23	13	22	18	30
Second year.....	.24	9	8	30	41
Third year.....	.26	4	7	36	50
After third year.....	.28	47	37	100	100
Total and average:					
Motormen.....	.255	73	.....	.....	.....
Conductors.....	.259	.....	74	.....	.....
Extra men, included above.....	.....	12	16	.....	.....
Rome, Ga.					
First 6 months.....	.14	5	3	22	13
Second 6 months.....	.15	3	5	35	35
Second year.....	.16	4	4	52	52
Third year.....	.17	6	4	78	70
Fourth year.....	.18	1	1	83	74
After fourth year.....	.19	4	6	100	100
Total and average:					
Motormen.....	.163	23	.....	.....	.....
Conductors.....	.166	.....	23	.....	.....
Extra men, included above.....	.....	5	5	.....	.....
Rome, N. Y.					
<i>(See Utica, N. Y.)</i>					
Rutland, Vt.					
First year.....	.180	.....	2	.....	9
After first year.....	.221	21	20	100	100
Total and average:					
Motormen.....	.221	21	.....	.....	.....
Conductors.....	.217	.....	22	.....	.....
Extra men, included above.....	.....	5	6	.....	.....
St. Cloud, Minn.					
Motormen:					
First 6 months.....	.152	2	.....	20	.....
Second 6 months.....	.167	2	.....	40	.....
After first year.....	.182	6	.....	100	.....
Conductors:					
First 3 months.....	.091	.....	(1) 19	.....	10
After 3 months.....	.106	.....	.....	.....	100
Total and average:					
Motormen.....	.173	10	.....	.....	.....
Conductors.....	.104	.....	10	.....	.....
Extra men, included above.....	.....	23	32	.....	.....

¹ Young men 16 to 18 years of age.² Guaranteed \$55 per month.³ Young men 16 to 18 years of age, guaranteed \$35 per month.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
St. Joseph, Mo.					
First year.....	\$0. 21	31	53	25	37
Second year.....	. 22	12	22	34	53
Third year.....	. 23	14	9	46	59
Fourth and fifth years.....	. 24	17	20	59	73
After fifth year.....	. 25	51	38	100	100
Total and average:					
Motormen.....	. 234	125			
Conductors.....	. 228		142		
Extra men, included above.....		1 21	1 33		
Salem, Mass.					
(Salem division, Bay State Street Railway Co.)					
First year.....	. 24	14	27	11	19
Second year.....	. 25	20	23	27	36
Third year.....	. 26	21	35	43	61
Fourth and fifth years.....	. 27	12	12	53	69
After fifth year.....	. 28	60	43	100	100
Total and average:					
Motormen.....	. 267	127			
Conductors.....	. 262		140		
Extra men, included above.....		37	40		
Salem, Oreg.					
First 6 months.....	. 22	2	2	7	7
Second 6 months.....	. 25	5	5	26	26
Second year.....	. 26	4	2	41	33
Third year.....	. 27	9	5	74	52
Fourth year.....	. 28	3	4	85	67
Fifth year.....	. 29	1	4	89	81
After fifth year.....	. 30	3	5	100	100
Total and average:					
Motormen.....	. 266	27			
Conductors.....	. 272		27		
Extra men, included above.....		4	4		
San Bernardino, Cal.					
First year.....	. 25	8	7	40	37
Second year.....	. 26	1	6	45	68
Third year.....	. 27	3		60	68
Fourth year.....	. 28	2	2	70	79
Fifth year.....	. 29	3	2	85	89
After fifth year.....	. 30	3	2	100	100
Total and average:					
Motormen.....	. 270	20			
Conductors.....	. 266		19		
Extra men, included above.....		6	5		
San Diego, Cal.					
First year.....	. 27	55	37	37	27
Second year.....	. 28	30	36	58	53
Third year.....	. 29	14	13	67	63
Fourth year.....	. 30	18	14	80	73
After fourth year.....	. 33	30	37	100	100
Total and average:					
Motormen.....	. 200	147			
Conductors.....	. 294		137		
Extra men, included above.....		20	20		

¹ Guaranteed \$50 per month.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
San Jose, Cal.					
Company No. 1:					
First year.....	\$0.250	1	2	3	6
Second year.....	.275	4	5	17	22
After second year.....	.300	25	25	100	100
Total and average:					
Motormen.....	.295	30			
Conductors.....	.293		32		
Extra men, included above.....		7	7		
Company No. 2:					
First year.....	.25	14	20	18	27
Second year.....	.26	6	17	26	50
Third year.....	.27	13	4	43	55
Fourth year.....	.28	2	5	45	62
Fifth year.....	.29	2	4	48	68
After fifth year.....	.30	40	24	100	100
Total and average:					
Motormen.....	.282	77			
Conductors.....	.274		74		
Extra men, included above.....		11	12		
Santa Cruz, Cal.					
First year.....	.25	1		7	
Second year.....	.26		1	7	7
After second year.....	.27	13	13	100	100
Total and average:					
Motormen.....	.269	14			
Conductors.....	.269		14		
Extra men, included above.....		3	3		
Saratoga, N. Y.					
<i>(See Glens Falls, N. Y.)</i>					
Sault Ste. Marie, Mich.					
First year.....	.20	2	2	25	22
Second year.....	.21			25	23
Third year.....	.22		1	25	32
After third year.....	.23	6	6	100	100
Total and average:					
Motormen.....	.223	8			
Conductors.....	.222		9		
Extra men, included above.....		1	2		
Schenectady, N. Y.					
First 6 months.....	.245	3	10	2	6
Second 6 months.....	.265	15	15	11	14
After first year.....	.285	150	152	100	100
Total and average:					
Motormen.....	.283	168			
Conductors.....	.281		177		
Extra men, included above.....		60	69		
Sedalia, Mo.					
First 6 months.....	.17	2	2	18	15
Second 6 months.....	.18		2	18	31
Second year.....	.19	4	4	55	62
Third year.....	.20		1	55	69
After third year.....	.21	5	4	100	100
Total and average:					
Motormen.....	.195	11			
Conductors.....	.192		13		
Extra men, included above.....		2	4		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Selma, Ala.					
First 6 months.....	\$0.16				
Second 6 months.....	.18				
After first year.....	.20	11	(1)	100	
Extra men, included above.....		1	(1)		
Shamokin, Pa.					
First year.....	.20	9	8	47	44
After first year.....	.22	10	10	100	100
Total and average:					
Motormen.....	.211	19			
Conductors.....	.211		18		
Extra men, included above.....		9	8		
Sharon, Pa.					
<i>(See Youngstown, Ohio.)</i>					
Shawnee, Okla.					
First 12 months.....	.150	2	1	25	14
13 to 18 months, inclusive.....	.160	1	2	38	43
19 to 24 months, inclusive.....	.165	1	1	50	57
25 to 30 months, inclusive.....	.170	1	1	63	71
31 to 36 months, inclusive.....	.180		1	63	86
After 36 months.....	.190	3	1	100	100
Total and average:					
Motormen.....	.171	8			
Conductors.....	.168		7		
Extra men, included above.....		2	3		
Sheboygan, Wis.					
First year.....	.185	9	9	43	43
Second year.....	.195	2	2	52	52
Third, fourth, and fifth years.....	.205	6	6	81	81
After fifth year.....	.220	4	4	100	100
Total and average:					
Motormen.....	.198	21			
Conductors.....	.198		21		
Shreveport, La.					
First 6 months.....	.22	6	8	13	21
Second 6 months.....	.23	4	5	21	33
Second year.....	.24	8	6	38	49
Third year.....	.25	8	6	55	64
Fourth year.....	.26	8	4	72	74
After fourth year.....	.27	13	10	100	100
Total and average:					
Motormen.....	.250	47			
Conductors.....	.246		39		
Extra men, included above.....		8	8		
Sioux Falls, S. Dak.					
First 6 months.....	.16	6	3	50	25
Second 6 months.....	.17	2	2	67	42
Third 6 months.....	.18	1		75	42
Fourth 6 months.....	.19		1	75	50
After 2 years.....	.20	3	6	100	100
Total and average:					
Motormen.....	.173	12			
Conductors.....	.184		12		

¹ One-man cars.

478 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Percent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
South Bethlehem, Pa.					
Flat rate	\$0. 19	2	2	100	100
Southbridge, Mass. (See Webster, Mass.)					
Southern division, Public Service Railway Co., New Jersey.					
First 6 months .....	.23	14	18	7	9
Second 6 months .....	.24	22	14	18	16
Second year .....	.25	24	33	30	33
Third and fourth years .....	.26	47	57	54	61
Fifth and sixth years .....	.27	27	32	67	77
Seventh and eighth years .....	.28	15	17	75	86
Ninth and tenth years .....	.29	8	4	79	88
After tenth year .....	.30	43	24	100	100
Total and average:					
Motormen .....	.267	200			
Conductors .....	.263		199		
Extra men, included above		1 40	1 46		
Spartanburg, S. C.					
First 6 months .....	.15	2	5	9	23
Second 6 months .....	.16	5	4	32	41
Second year .....	.17	6	6	59	68
Third year .....	.18	2	3	68	82
Fourth year .....	.19	2		77	82
After fourth year .....	.20	5	4	100	100
Total and average:					
Motormen .....	.175	22			
Conductors .....	.171		22		
Extra men, included above		5	4		
Spencer, Mass. (See Worcester, Mass.)					
Stamford, Conn. (Stamford division, Connecticut Co.)					
First year .....	.225	8	8	26	27
Second year .....	.235	7	3	48	37
Third year .....	.240	1	5	52	53
Fourth year .....	.253	1	3	55	63
Fifth year .....	.268	3	4	65	77
After fifth year .....	.285	11	7	100	100
Total and average:					
Motormen .....	.254	31			
Conductors .....	.251		30		
Extra men, included above		6	3		
Stockton, Cal.					
First year .....	.25	28	26	39	37
Second year .....	.26	4	8	44	49
Third year .....	.27	12	14	61	69
Fourth year .....	.28	6		69	69
Fifth year .....	.29	4	2	75	71
After fifth year .....	.30	18	20	109	100
Total and average:					
Motormen .....	.271	72			
Conductors .....	.271		70		
Extra men, included above		10	10		

¹ Guaranteed \$12 per week.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Sunbury, Pa.					
First year	\$0. 17	1 6	(1)	21	.....
Second year .....	. 18	1 9	(1)	54	.....
Third year .....	. 19	1 2	(1)	61	.....
After third year .....	. 20	1 11	(1)	100	.....
Total and average .....	. 186	1 28	(1)		.....
Extra men, included above		1 6			.....
Tampa, Fla.					
First year .....	. 19	28	45	35	53
Second year .....	. 20	15	17	54	73
Third year .....	. 21	11	11	68	86
Fourth and fifth years .....	. 22	12	6	84	93
After fifth year .....	. 23	13	6	100	100
Total and average:					
Motormen .....	. 206	79			.....
Conductors .....	. 200		85		.....
Extra men, included above		15	15		.....
Taunton, Mass.					
(See Norton, Mass.)					
Temple, Tex.					
First 6 months .....	. 14				.....
Second 6 months .....	. 15	2 2	(2)	40	.....
Second year .....	. 16			40	.....
Third year .....	. 17			40	.....
Fourth year .....	. 18			40	.....
Fifth year .....	. 19	2 2	(2)	80	.....
After fifth year .....	. 20	2 1	(2)	100	.....
Total and average .....	. 176	2 5	(2)		.....
Extra men, included above		2 2	(2)		.....
Terre Haute, Ind.					
First year .....	. 21	35	28	41	31
Second year .....	. 23	18	16	62	49
Third year .....	. 24	8	3	71	53
Fourth year .....	. 25	4	8	76	62
Fifth year .....	. 26	3	7	79	70
After fifth year .....	. 27	18	27	100	100
Total and average:					
Motormen .....	. 233	8 6			.....
Conductors .....	. 240		89		.....
Extra men, included above		25	23		.....
Tiffin, Ohio.					
Rate based on traffic conditions and hours worked, instead of period of service .....	. 200	2 1	(2)	25	.....
	. 194	2 2	(2)	75	.....
	. 184	2 1	(2)	100	.....
Total and average .....	. 193	2 4	(2)		.....

¹ Work half day as motormen and half day as conductors.

² One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Torrington, Conn.					
(Torrington division, Connecticut Co.)					
First year	\$0.225	3	6	30	46
Second year .....	.235	2	2	50	62
Third year .....	.240	1	.....	60	62
Fourth year .....	.253	1	2	70	77
Fifth year .....	.268	1	.....	80	77
After fifth year .....	.285	2	3	100	100
Total and average:					
Motormen .....	.248	10	.....	.....	.....
Conductors .....	.245	.....	13	.....	.....
Extra men, included above .....	.....	5	8	.....	.....
Trenton, N. J.					
Flat rate .....	.26	146	154	100	100
Extra men, included above .....	.....	48	56	.....	.....
Trinidad, Colo.					
First 6 months .....	.20	2	2	25	25
Second 6 months .....	.22	2	2	50	50
Second year .....	.24	2	1	75	63
After second year .....	.26	2	3	100	100
Total and average:					
Motormen .....	.230	8	.....	.....	.....
Conductors .....	.233	.....	8	.....	.....
Extra men, included above .....	.....	1	1	.....	.....
Troy, N. Y.					
(See Albany, N. Y.)					
Tucson, Ariz.					
First year .....	.20	1 5	(1)	63	.....
After first year .....	.22	1 1	(1)	75	.....
Old employees (special rate) .....	.24	1 2	(1)	100	.....
Total and average .....	.213	1 8	(1)	.....	.....
Extra men, included above .....	.....	1 2	(1)	.....	.....
Tulsa, Okla.					
First 6 months .....	.20	5	5	20	20
Second 6 months .....	.21	10	14	60	76
Second year .....	.22	6	3	84	88
After second year .....	.23	4	3	100	100
Total and average:					
Motormen .....	.214	25	.....	.....	.....
Conductors .....	.212	.....	25	.....	.....
Extra men, included above .....	.....	5	5	.....	.....
Utica and Rome, N. Y.					
First 6 months .....	.24	8	9	5	5
Second 6 months .....	.26	20	23	17	18
After first year .....	.28	137	142	100	100
Total and average:					
Motormen .....	.276	165	.....	.....	.....
Conductors .....	.275	.....	174	.....	.....
Extra men, included above .....	.....	59	68	.....	.....

1 Motormen and conductors work interchangeably.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Percent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Vicksburg, Miss.					
First 6 months.....	\$0.165	2		13	
Next 18 months.....	.185	3	3	33	19
After 2 years.....	.210	10	13	100	100
Total and average:					
Motormen.....	.199	15			
Conductors.....	.205		16		
Extra men, included above.....		5	2		
Vincennes, Ind.					
First year.....	.15	7	9	58	75
Second year.....	.16	3	1	83	83
Third year.....	.17	1		92	83
After third year.....	.18	1	2	100	100
Total and average:					
Motormen.....	.157	12			
Conductors.....	.156		12		
Extra men, included above.....		3	3		
Waco, Tex.					
First 6 months.....	.19	10	10	22	21
Second 6 months.....	.20	11	14	47	50
Second year.....	.21	9	9	67	69
Third year.....	.22	6	6	80	81
Fourth year.....	.23	5	5	91	92
After fourth year.....	.24	4	4	100	100
Total and average:					
Motormen.....	.209	45			
Conductors.....	.209		48		
Extra men, included above.....		12	15		
Walla Walla, Wash.					
First 6 months.....	.23	3	2	19	20
Second 6 months.....	.24	1	1	25	30
Second year.....	.25	6	1	63	40
Third year.....	.26		2	63	60
Fourth year.....	.27	1	4	69	100
After fourth year.....	.28			69	100
Fifth year ¹.....	.29	3		88	100
After fifth year ¹.....	.30	2		100	100
Total and average:					
Motormen.....	.261	16			
Conductors.....	.255		10		
Extra men, included above.....		6	3		
Waltham, Mass.					
<i>(See Newton, Mass.)</i>					
Warren, Pa.					
First year.....	.19	5	9	38	60
Second year.....	.20	1	4	46	87
After second year.....	.21	7	2	100	100
Total and average:					
Motormen.....	.202	13			
Conductors.....	.195		15		
Extra men, included above.....		1	1		

¹ Applies to men employed prior to September, 1910.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Waterbury, Conn.					
(Waterbury division, Connecticut Co.)					
First year.....	\$0.225	21	35	17	31
Second year.....	.235	29	25	41	53
Third year.....	.240	12	15	51	66
Fourth year.....	.253	8	12	57	77
Fifth year.....	.268	10	12	66	88
After fifth year.....	.285	42	14	100	100
Total and average:					
Motormen.....	.255	122			
Conductors.....	.244		113		
Extra men, included above.....		40	35		
Waterloo and Cedar Falls, Iowa.					
First six months.....	.20	17	25	44	53
Second six months.....	.21	9	11	67	77
Second year.....	.22	10	6	92	89
Third year.....	.23	2	1	97	91
After third year.....	.25	1	4	100	100
Total and average:					
Motormen.....	.21	39			
Conductors.....	.21		47		
Extra men, included above.....		6	8		
Watertown, N. Y.					
First year.....	.20	4	4	25	24
Second to sixth year.....	.22	5	6	56	59
After sixth year.....	.24	7	7	100	100
Total and average:					
Motormen.....	.224	16			
Conductors.....	.224		17		
Extra men, included above.....		1	1		
Waterville, Me.					
First year.....	.150	4	5	24	31
Second year.....	.165	3	2	41	44
After second year.....	.180	9	7	94	88
Special rate, old employees.....	.200	1	2	100	100
Total and average:					
Motormen.....	.171	17			
Conductors.....	.171		16		
Extra men, included above.....		5	4		
Waukegan, Ill.					
First year.....	.20	5	4	63	50
Second year.....	.21	2		88	50
Third year.....	.22			88	50
Fourth year.....	.23			88	50
Fifth year.....	.24	1	2	100	75
After fifth year.....	.25		2	100	100
Total and average:					
Motormen.....	.208	8			
Conductors.....	.223		3		
Extra men, included above.....		1	1		

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Percent of employ-ees of specified years of service or less.	
		Motor-men.	Conduc-tors.	Motor-men.	Conduc-tors.
Wausau, Wis.					
First 6 months.....	\$0.175		2		18
7 to 18 months, inclusive.....	.190		2		36
19 to 30 months, inclusive.....	.200	3	3	27	64
31 to 42 months, inclusive.....	.210	3	1	55	64
43 to 54 months, inclusive.....	.220	3	3	82	73
55 to 66 months, inclusive.....	.230	1	3	91	100
After 66 months.....	.240	1		100	100
Total and average:					
Motormen.....	.215	11			
Conductors.....	.204		11		
Extra men, included above.....		2	2		
Webb City, Mo.					
First 6 months.....	.20		1		2
Second 6 months.....	.21				2
Second year.....	.22	4	9	8	18
Third year.....	.23	4	5	16	36
Fourth year.....	.24	6	5	28	46
Fifth year.....	.25	5	3	38	52
After fifth year.....	.26	31	24	100	100
Total and average:					
Motormen.....	.251	50			
Conductors.....	.244		50		
Extra men, included above.....		10	11		
Webster and Southbridge, Mass.					
First 6 months.....	.23	3		7	
Second 6 months.....	.245		5	9	13
Second year.....	.26	1	4	11	24
Third year.....	.27	3	5	18	37
After third year.....	.285	36	24	100	100
Total and average:					
Motormen.....	.279	44			
Conductors.....	.275		38		
Extra men, included above.....		8	8		
Westfield, Mass.					
First 6 months.....	\$ 2.30	2	1	6	3
Second 6 months.....	\$ 2.45	2	2	13	10
Second year.....	\$ 2.60	2	7	19	32
Third year.....	\$ 2.70	3	3	28	42
After third year.....	\$ 2.85	23	18	100	100
Total and average:					
Motormen.....	\$ 2.76	32			
Conductors.....	\$ 2.74		31		
White Plains, N. Y.					
First year.....	.225	13	15	28	37
Second year.....	.235	4	8	36	56
Third year.....	.240	2	3	40	63
Fourth year.....	.253	1	4	43	73
Fifth year.....	.268	3	3	49	80
After fifth year.....	.283	24	8	100	100
Total and average:					
Motormen.....	.259	47			
Conductors.....	.245		41		
Extra men, included above.....		14	10		
Wilkes-Barre and near-by towns, Pa.					
Flat rate.....	.24	(³)	(³)		

¹ Guaranteed \$45 per month.

² Per day.

³ Not reported.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Continued.

2.—Cities from which data were obtained by correspondence—Continued.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Percent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Williamsport, Pa.					
Extra men	\$0.205	14	14	16	16
Swing men .....	.210	18	18	37	37
Regular men .....	.215	54	54	100	100
Total and average:					
Motormen .....	.212	86			
Conductors .....	.212		86		
Extra men, included above		7	7		
Willimantic, Conn.					
(See Norwich, Conn.)					
Wilmington, N. C.					
First year .....	.17	7	7	29	23
Second year .....	.18	7	7	58	45
Third year .....	.19	6	6	83	65
Fourth year .....	.20	2	5	92	81
Fifth year .....	.21		2	92	87
After fifth year .....	.22	2	4	100	100
Total and average:					
Motormen .....	.185	24			
Conductors .....	.190		31		
Extra men, included above		7	7		
Winona, Minn.					
First year .....	.18	17	(1)	39	
Second year .....	.19	11	(1)	44	
Third year .....	.20	12	(1)	56	
Fourth year .....	.21	12	(1)	67	
Fifth year .....	.22	13	(1)	83	
After fifth year .....	.23	13	(1)	100	
Total and average:					
Motormen .....	.201	118	(1)		
Extra men, included above		13	(1)		
Winston-Salem, N. C.					
First 6 months .....	.15	3	6	9	15
Second 6 months .....	.16	3	3	19	23
Second year .....	.17	5	5	34	36
Third year .....	.18	8	9	59	59
Fourth year .....	.20	3	4	69	69
After fourth year .....	.21	10	12	100	100
Total and average:					
Motormen .....	.185	32			
Conductors .....	.184		39		
Extra men, included above		4	4		
Woburn, Mass.					
First year .....	.24	5	6	15	17
Second year .....	.25	5	10	29	44
Third and fourth years .....	.26	4	8	41	67
Fifth, sixth, and seventh years .....	.27	2	2	47	72
After seventh year .....	.28	18	10	100	100
Total and average:					
Motormen .....	.267	34			
Conductors .....	.260		36		
Extra men, included above		12	14		

¹ One-man cars.

TABLE A.—RATES OF WAGES OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN IN SPECIFIED CITIES, BY PERIODS OF SERVICE, 1914—Concluded.

2.—Cities from which data were obtained by correspondence—Concluded.

City, State, and period of service.	Rate of pay per hour.	Number of employ-ees at each rate.		Per cent of employ-ees of specified years of service or less.	
		Motormen.	Conduc-tors.	Motormen.	Conduc-tors.
Woonsocket, R. I.					
First 6 months.....	\$0.230	3	1	8	3
Second 6 months.....	.245	2	1	14	3
Second year.....	.260	3	7	22	24
Third year.....	.270	6	7	38	45
After third year.....	.285	23	18	100	100
Total and average:					
Motormen.....	.274	37			
Conductors.....	.275		33		
Extra men, included above.....		9	5		
Worcester, Spencer, and Marlboro, Mass.					
First 6 months.....	.230	21	30	8	10
Second 6 months.....	.245	29	34	18	22
Second year.....	.260	31	49	30	38
Third year.....	.270	22	26	38	47
After third year.....	.285	169	156	100	100
Total and average:					
Motormen.....	.272	272			
Conductors.....	.269		295		
Extra men, included above.....		96	131		
Yonkers, N. Y.					
First year.....	.24	15	35	13	28
After first year.....	.27	102	90	100	100
Total and average:					
Motormen.....	.266	117			
Conductors.....	.262		125		
Extra men, included above.....		28	36		
York, Pa.					
First year.....	.18	3	2	3	3
Second year.....	.19	6	16	10	27
Third year.....	.20	4	7	17	39
Fourth year.....	.21	4	6	24	49
After fourth year.....	.22	41	28	100	100
Total and average:					
Motormen.....	.213	58			
Conductors.....	.207		59		
Extra men, included above.....		18	21		
Youngstown, Ohio, and Sharon and New Castle, Pa.					
First 6 months.....	.280	16	20	6	7
Second 6 months.....	.295	11	18	10	13
After first year.....	.310	242	246	100	100
Total and average:					
Motormen.....	.308	269			
Conductors.....	.307		284		
Extra men, included above.....		59	69		

¹ Guaranteed \$20 semimonthly.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED.

[Data for these cities were obtained by special agents.]

[Except as otherwise specified the data in this table are for motormen on surface lines. The name of a company is given only when two or more companies are reported for a city. Schedules for different days are shown separately. The table shows regular runs which were selected by or assigned to regular men. As a rule run schedules are adhered to, and the runs of motormen and conductors on surface lines are the same. Occasionally a man, by his own request or by order, may regularly operate a tripper run in addition to his regular run; in such case the two have been consolidated and considered as one run in this table. In these exceptional cases the run of the motorman has been followed, the possible variations for conductors taking additional work not warranting a separate presentation.]

ALTOONA, PA.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½	1															1
8½ and under 9				14												14
9 and under 9½					42											42
9½ and under 10						3										3
10 and under 10½							3									3
10½ and under 11								1								1
12 and under 12½							3		1							4
12½ and under 13							1	1								2
13 and under 13½				1												1
13½ and under 14								1								1
17½ and under 18.						1	1					2				4
Total.....	1			15	42	4	8	3	1			2				76
Saturday.																
8 and under 8½	1															1
8½ and under 9				14												14
9 and under 9½					48											48
9½ and under 10						3										3
10 and under 10½							3									3
10½ and under 11								1								1
12 and under 12½									1							1
12½ and under 13								1								1
13 and under 13½				1												1
17½ and under 18.						1						2				3
Total.....	1			15	48	4	3	2	1			2				76
Sunday.																
6 and under 6½	1															1
6½ and under 7	9															9
7 and under 7½	16															16
7½ and under 8		2														2
8 and under 8½			14													14
8½ and under 9				10												10
9 and under 9½					15											15
9½ and under 10						1										1
10 and under 10½							1									1
11 and under 11½								1								1
12 and under 12½									2							2
Total.....	26	2	14	10	15	1	2		2							72

¹ Hours, 7 and under 7½.

² One run, 6 and under 6½ hours; 9 runs, 6½ and under 7 hours; 16 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

ATLANTA, GA.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11½ and under 12.								1	1							2
12 and under 12½.						1		2	9	1						13
12½ and under 13.						1		5	18	6						30
13 and under 13½.					2			2	12	8						46
13½ and under 14.					3			7	10	5						51
14 and under 14½.					7			9	9	3				1		49
14½ and under 15.			1		6			13	11	3						47
15 and under 15½.		2						1	12	7						31
15½ and under 16.								1	4	1						8
16 and under 16½.										1						2
16½ and under 17.																3
17 and under 17½.																1
17½ and under 18.									2							4
18 and over.						1			9	5	12					34
Total	2	1	1	18	11	61	41	97	40	47	2	1				322
Saturday.																
8 and under 8½.			1													1
8½ and under 9.				1												1
11½ and under 12.									1							1
12 and under 12½.								4	9	1						14
12½ and under 13.							2	4	17	6						29
13 and under 13½.					2			4	11	9						51
13½ and under 14.					3		1	13	6	10	6	10				49
14 and under 14½.				1	7		2	15	10	9	3	4			1	52
14½ and under 15.					3		3	10	13	13	3					45
15 and under 15½.							3	2	1	12	7	2				27
15½ and under 16.								1	1							3
16 and under 16½.										1						2
16½ and under 17.																1
17 and under 17½.																1
17½ and under 18.								2	3							6
18 and over.						2		5	2	10	4	13	2			39
Total			1	2	15	11	57	43	95	42	52	2	1		11	322
Sunday.																
6 and under 6½.	1															1
7 and under 7½.	7															7
7½ and under 8.		2														2
8 and under 9.				1												1
9 and under 10.							7									8
10 and under 10½.																1
10½ and under 11.																4
11 and under 11½.							3		8							16
11½ and under 12.							1		13		16					31
12 and under 12½.							1		1		18					34
12½ and under 13.									3		2					18
13 and under 13½.									11		4					45
13½ and under 14.						2			4		9		13			45
14 and under 14½.							4		5		11		3	12		59
14½ and under 15.							1		7		1			2		20
15 and under 15½.									3		1				2	7
15½ and under 16.									2							3
16 and under 16½.									1		1					2
16½ and under 17.											1					1
17 and under 17½.									1							1
17½ and under 18.										2						3
18 and over.											1					3
Total	8	2	2	1	3	26	65	60	47	21	28	3	2	1		269

¹ Hours, 14 and under 14½.

² One run, 6 and under 6½ hours; 7 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

AUGUSTA, GA.

Number of hours within which runs were completed.	Monday to Saturday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
11½ and under 12								1	1								2
12 and under 12½									3	1							4
12½ and under 13										5							10
13 and under 13½											2						2
17 and under 17½								1									1
17½ and under 18								5									6
18 and over								1	1								2
Total								7	1	6	6	7					27
Sunday.																	
10½ and under 11								1									1
11 and under 11½									1	6							8
11½ and under 12						1					3						3
12 and under 12½												3					3
12½ and under 13													2				2
13 and under 13½																	1
16 and under 16½						3	1	2									6
16½ and under 17									1								2
17½ and under 18					1			1									2
Total					4	4	1	3	7	3	3	2					27

BINGHAMTON, N. Y.

	Monday to Saturday.													Total.			
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12		12 and over.		
8½ and under 9							21										21
9 and under 9½								27									27
9½ and under 10									12								12
10 and under 10½										1							1
10½ and under 11											3						3
11½ and under 12										2							2
Total							21	27	12	3	3						66
Sunday.																	
Under 6	1																1
6 and under 6½		1															1
7 and under 7½				6													6
7½ and under 8					7												7
8 and under 8½						16											16
8½ and under 9							25										25
9 and under 9½								9									9
9½ and under 10									1								1
Total	1	1		6	7	16	25	9	1								66

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BIRMINGHAM, ALA.

Number of hours within which runs were completed.	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
8½ and under 9				2												2
9 and under 9½					10											10
9½ and under 10						21										21
10 and under 10½							55									55
10½ and under 11							2	24								26
11 and under 11½							2	1	15							18
11½ and under 12							1	4		9						15
12 and under 12½							1	2								3
12½ and under 13							3	1								4
13 and under 13½							2	3	2		1					8
13½ and under 14							4	2	1							7
14 and under 14½					1	2	5									8
14½ and under 15								2								2
15 and under 15½								2	1							3
15½ and under 16				1			2									5
16½ and under 17							2		1							1
18 and over												1				1
Total				3	11	26	79	39	20	9	1	1				189
	Sunday.															
6½ and under 7	2															2
7½ and under 8		3														3
8 and under 8½			8													8
8½ and under 9				12												12
9 and under 9½					21											21
9½ and under 10						27										27
10 and under 10½							39									39
10½ and under 11						1		14								15
11 and under 11½							3		10							13
11½ and under 12	1						1	3		5						10
12 and under 12½					2		2				1					5
12½ and under 13						2										4
13 and under 13½					1		1									2
13½ and under 14						1		1	3							5
14 and under 14½							2	2								4
14½ and under 15							1									1
15 and under 15½							1									1
15½ and under 16						1		1								3
16½ and under 17									1							1
Total	3	3	8	12	24	32	53	21	14	5	1					176

¹ One run, 6 and under 6½ hours; 2 runs, 6½ and under 7 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BOSTON, MASS.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES).

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees, and so was not in violation of State law. Employees were required to report 5 minutes before scheduled time of beginning runs and were paid for the same; they were also required to make out reports after completing runs, motormen being paid for 5 minutes and conductors for 10 minutes. The time before beginning runs and for making out reports is not included here. Runs of 8 and under 8½ hours on duty were paid for as 8½ hours, and runs of over 8½ hours on duty were paid for to the next quarter hour. For runs taking more than 12 hours to complete, 25 per cent above the regular rate was paid for the first hour or fraction of hour over 12 and 50 per cent for each hour or fraction of hour over 13.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
9 and under 9½			10													10
9½ and under 10			77	131												208
10 and under 10½			31	157	61											249
10½ and under 11			55	116	98											269
11 and under 11½			51	186	62											299
11½ and under 12			3	6	1											10
12 and under 12½			7	11	4											22
12½ and under 13			12	18	5											35
13 and under 13½			14	29	6											49
13½ and under 14			35	55	10											100
14 and under 14½			30	63	18											111
14½ and under 15			22	38	4											64
15 and under 15½			17	20	4											41
15½ and under 16			27	27	7											61
16 and under 16½				1												1
Total			391	858	280											1,529
	Saturday.															
9 and under 9½			10													10
9½ and under 10			72	129												201
10 and under 10½			37	163	68											268
10½ and under 11			55	115	87											257
11 and under 11½			50	183	67											300
11½ and under 12			6	9	1											16
12 and under 12½			8	7	3											18
12½ and under 13			18	12	3											33
13 and under 13½			20	32	9											61
13½ and under 14			27	49	16											92
14 and under 14½			28	44	13											85
14½ and under 15			28	43	7											78
15 and under 15½			11	20	8											39
15½ and under 16			29	26	14											69
16 and under 16½				2												2
Total			399	834	296											1,529

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
9 and under 9½			31														31
9½ and under 10			78		59												137
10 and under 10½			66	141	33												240
10½ and under 11			99	154	54												307
11 and under 11½			114	132	35												281
11½ and under 12			4	7	4												15
12 and under 12½			3	2													5
12½ and under 13			3	9													12
13 and under 13½			13	4	3												20
13½ and under 14			5	15	8												28
14 and under 14½			5	10	4												19
14½ and under 15			8	9	8												25
15 and under 15½			6	9													15
15½ and under 16			8	6	2												16
Total			443	557	151												1,151

BOSTON ELEVATED RAILWAY CO.—(ELEVATED LINES).

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees, and so was not in violation of State law. Employees taking cars from yard to terminals were required to report 5 minutes before scheduled time of starting from terminals. This time was paid for and it is included in the table. Employees starting from terminals were required to report 2 minutes before scheduled time of beginning runs or part runs. This time was paid for but is not included here. Runs of 8 and under 8½ hours on duty were paid for as 8½ hours and runs of over 8½ hours on duty were paid for to the next quarter hour. For runs taking more than 12 hours to complete, 25 per cent above the regular rate was paid for the first hour or fraction of hour over 12 and 50 per cent for each hour or fraction of hour over 13.]

Motormen and conductors.¹

Monday to Saturday.																	
10 and under 10½				7													7
10½ and under 11				19	1												20
11 and under 11½				8													8
11½ and under 12				3	2												5
12 and under 12½				3	1												4
12½ and under 13				6	1												7
13 and under 13½				1													1
13½ and under 14				3													3
14 and under 14½			1	1													2
14½ and under 15				1													1
Total			1	52	5												58

Sunday.																	
10 and under 10½				6	1												7
10½ and under 11				16	2												18
11 and under 11½				7	1												8
11½ and under 12				9													9
12 and under 12½				6													6
12½ and under 13				2	1												3
13½ and under 14				2													2
Total				48	5												53

¹ Called guards in Boston.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BOSTON, MASS.—Concluded.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Concluded.

Guards.¹

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
10 and under 10½				10												10
10½ and under 11				28												28
11 and under 11½				10												10
11½ and under 12				2	4											6
12 and under 12½				4	2											6
12½ and under 13				10	2											12
13 and under 13½				2	2											4
13½ and under 14				2	2											4
14 and under 14½				2	2											4
Total.....			2	70	8											80
	Sunday.															
10 and under 10½				6	2											8
10½ and under 11				22	4											26
11 and under 11½				12												12
11½ and under 12				14												14
12 and under 12½				8												8
12½ and under 13				4												4
13 and under 14				2												2
Total.....				68	6											74

¹ Called brakemen in Boston.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BROCKTON, MASS.

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees, and so was not in violation of State law. Employees on early runs were required to report 5 minutes before scheduled time of beginning runs. This time was paid for, but is not included here.]

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½						1	1									2
9½ and under 10							4									4
10 and under 10½								3								3
10½ and under 11						1	11	4								16
11 and under 11½					1			21								22
11½ and under 12								3	1							6
12 and under 12½								5	1							8
12½ and under 13								1	1							3
13 and under 13½									1	1						3
13½ and under 14									1		1					2
14 and under 14½									1							1
15 and under 15½									1							2
17 and under 17½						1				1						2
17½ and under 18						1				1	2					4
18 and over							1		2	3						6
Total					1	4	23	40	10	3	1					82
Sunday.																
Under 6	2															2
6 and under 6½		3														3
7 and under 7½		2		1												3
7½ and under 8			5													5
8 and under 8½		1														1
8½ and under 9			1	1	4	1										7
9 and under 9½			1	4	8	3	1									12
9½ and under 10					6	1										7
10 and under 10½					1	1	3	1								6
10½ and under 11					3			8								11
11 and under 11½								4	2							6
11½ and under 12								2	6	1						10
12 and under 12½			1													1
13 and under 13½						1										1
Total	2	6	8	7	16	13	11	17	1							81

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BUFFALO, N. Y.

[Runs of 7 and under 9 hours on duty, all-night, or owl, cars excepted, were paid for as 9 hours. All-night, or owl, car runs did not exceed 8 hours, but were paid for as 10 hours.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
7 and under 7½				1												1
7½ and under 8					15											15
8 and under 8½						7										7
8½ and under 9							27									27
9 and under 9½								52								52
9½ and under 10									45							45
10 and under 10½								1		20						21
10½ and under 11									1	1	9					11
11 and under 11½									3	1	1					5
11½ and under 12					1	1	5	9	9	2						27
12 and under 12½					3	2	13	19	24	7	7	1				69
12½ and under 13							8	16	50	51	5	1				131
13 and under 13½							2	6	8	9	1					26
13½ and under 14					1	1	8	6	5	5						26
14 and under 14½							1	5	10	7	2					25
14½ and under 15								1	3	4	7	7				22
15 and under 15½									5	6	13	1	1			26
15½ and under 16								1	5	6	16	7				35
Total				1	15	12	45	121	165	163	46	3				571
Saturday.																
7 and under 7½				1												1
7½ and under 8					17											17
8 and under 8½						8										8
8½ and under 9							25									25
9 and under 9½								61								61
9½ and under 10									54							54
10 and under 10½								1	1	20						23
10½ and under 11									1	1	10					12
11 and under 11½						1	1	2	3	2						9
11½ and under 12						2	2	6	13	9	4					34
12 and under 12½						2	4	9	22	12	7					56
12½ and under 13						1	5	18	49	39	7					119
13 and under 13½								3	6	6						15
13½ and under 14						1	1	8	6	2	4					22
14 and under 14½								1	4	8	7	2				22
14½ and under 15								2	1	6	4	5				18
15 and under 15½									11	4	9	2	1			28
15½ and under 16								2	3	7	8	16	9			47
Total				1	17	15	46	132	180	127	50	3				571

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

BUFFALO, N. Y.—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....		1														1
6½ and under 7.....			1													1
7 and under 7½.....		1		2												3
7½ and under 8.....					18											18
8 and under 8½.....						3										3
8½ and under 9.....			1				21									22
9 and under 9½.....								60								60
9½ and under 10.....								1	50							51
10 and under 10½.....								5	2	44						51
10½ and under 11.....							2	8	10		12					32
11 and under 11½.....								3	12	12						27
11½ and under 12.....						3		10	9	8	6					36
12 and under 12½.....					1	3		11	12	5	12					44
12½ and under 13.....					1			3	6	7	8					25
13 and under 13½.....						1			1	3	2	1				8
13½ and under 14.....								1		3	2					6
14 and under 14½.....					1			2		2		2				7
14½ and under 15.....									1	3	1	1				6
15 and under 15½.....								1	1	1						3
Total.....		2	2	2	18	6	30	105	104	88	43	4				404

BUTTE, MONT.

Number of hours within which runs were completed.	Monday to Sunday.													Total.		
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½		13½ and under 14	14 and over.
8½ and under 9.....				3												3
9 and under 9½.....					29											29
9½ and under 10.....						15										15
12½ and under 13.....											1					1
13 and under 13½.....												1				1
14 and under 14½.....														1		1
Total.....				3	29	15					1	1		1		50

1 Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHARLESTON, S. C.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11½ and under 12.							1									1
12 and under 12½.								3								5
12½ and under 13.					1			2	8			5				21
13 and under 13½.						1	1	2			3					7
13½ and under 14.	1			1												2
17½ and under 18.									2	4						6
18 and over.								1	4				1			6
Total.....	11			1		1	1	2	7	11	18	5	1			48
	Saturday.															
11½ and under 12.								1								1
12 and under 12½.									3	1						6
12½ and under 13.						1			2	7		5				20
13 and under 13½.							1	1	2		3					7
13½ and under 14.	1				1											2
17½ and under 18.										2	4					6
18 and over.									1	4			1			6
Total.....	11				1	1	1	2	7	11	18	5	1			48
	Sunday.															
10 and under 10½.				2												2
11½ and under 12.								1	1							2
12 and under 12½.									2	1						5
12½ and under 13.						1			3	7		5	5			21
13 and under 13½.							1	1				3				5
13½ and under 14.	1															1
17½ and under 18.										2	4					6
18 and over.										1	4			1		6
Total.....	11			2		1	1	2	6	11	18	5	1			48

¹ Hours, 6 and under 6½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHARLOTTE, N. C.

[Employees were required to report 10, 15, or 20 minutes before scheduled time of beginning runs (days' work). This time, and 10 minutes for making out reports after runs were completed, was paid for, but not included here.]

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8½ and under 9							41									41
9 and under 9½								15								15
Total							41	15								56
Sunday.																
6½ and under 7			9													9
7 and under 7½				16												16
7½ and under 8					2											2
8½ and under 9							21									21
9 and under 9½								8								8
Total			9	16	2		21	8								56

CHATTANOOGA, TENN.

	Monday to Friday.														Total.	
	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
6 and under 6½	6															6
6½ and under 7		2														2
7 and under 7½				1												1
7½ and under 8					2											2
8 and under 8½						3										3
8½ and under 9							16									16
9 and under 9½								11								11
9½ and under 10									22							22
10 and under 10½									1	7						8
10½ and under 11											1					1
11 and under 11½												1				1
11½ and under 12													3			3
12 and under 12½																1
14 and under 14½				1												1
14½ and under 15		2		1		1										4
15½ and under 16					1			3								4
Total	8	2	2	1	4	3	19	11	23	7	2		3			85
Saturday.																
6 and under 6½	1															1
8 and under 8½					2											2
8½ and under 9						3										3
9 and under 9½							19									19
9½ and under 10								10								10
10 and under 10½									23							23
10½ and under 11										12						12
11 and under 11½											3					3
11½ and under 12												1				1
12 and under 12½													2			2
18 and over														9		9
Total	1				2	3	19	10	23	12	3	1	2	9		85

¹ Two runs, 13½ and under 14 hours; 1 run, 14 and under 14½ hours; 2 runs, 15 and under 15½ hours; 3 runs, 16 and under 16½ hours; 1 run, 16½ and under 17 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHATTANOOGA, TENN.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6 and under 6½		4														4
6½ and under 7			2													2
7 and under 7½				6												6
7½ and under 8					7											7
8 and under 8½						6										6
8½ and under 9							14									14
9 and under 9½								26								26
9½ and under 10									6							6
10 and under 10½										9						9
10½ and under 11											1					1
11 and under 11½												2				2
12 and under 12½													2			2
Total		4	2	6	7	6	14	26	6	9	1	2		2		85

CHICAGO, ILL.

CHICAGO SURFACE LINES.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work) or part runs. They were paid for this time and for 5 minutes for making out reports after completing runs, but none of this time was included in "hours on duty"; nor is the 10-minute period of the first reporting time nor the time for making out the report included in "hours during which runs were completed." Employees who had time off for meals, ranging from 15 to 50 minutes, were paid for this time, but it is not included in "hours on duty." Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours. Sunday runs were paid for by actual time.]

	Monday to Friday.																Total.
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
Under 6	3															3	
6½ and under 7			1	7	3											8	
7 and under 7½				3	78	37										6	
7½ and under 8				1	3	157	51									116	
8 and under 8½					3	6	224	80								310	
8½ and under 9					1	14	11	231	71							328	
9 and under 9½					1	5	19	37	103	14						180	
9½ and under 10					2	3	16	21	32	23	12					109	
10 and under 10½					1	1	14	11	23	14						156	
10½ and under 11					2	2	21	38	44	30	18	2				278	
11 and under 11½				1	2	2	21	38	44	30	18	2				156	
11½ and under 12				2	2	8	52	84	59	46	17	8				278	
12 and under 12½				1	2	8	48	86	89	71	27	1				355	
12½ and under 13			1	2	4	12	51	81	71	50	19	5				296	
13 and under 13½			1	5	9	17	43	72	64	56	16	2				288	
13½ and under 14	2	1	1	5	9	17	43	72	64	56	16	2				279	
14 and under 14½			3	6	5	14	55	64	60	48	18	6				196	
14½ and under 15			2	6	13	14	37	45	41	24	10	4				163	
15 and under 15½			1	5	13	37	34	31	22	11	7	2				178	
15½ and under 16			2	6	14	38	48	33	19	14	4					25	
16 and under 16½			1	1	1	10	6	3	2	2							
Total	5	1	11	36	80	244	621	871	841	558	175	42				3,485	

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHICAGO, ILL.—Continued.

CHICAGO SURFACE LINES—Concluded.

Saturday.																
Number of hours within which runs were completed.	Number of runs, with hours on duty of—													Total.		
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12		12 and under 12½	12½ and over.
	6 and under 6½	3			1	10										
7½ and under 8					3											11
8 and under 8½					3											6
8½ and under 9				2		88	44									134
9 and under 9½					1	3	200									272
9½ and under 10						2	8	254	85							349
10 and under 10½							8	16	242	85						351
10½ and under 11					1	4	12	19	33	117	13					199
11 and under 11½				2		4	5	18	33	28	54	12				156
11½ and under 12					2	3	25	31	37	29	12	2				141
12 and under 12½					1	2	8	41	52	54	53	20	2	1		234
12½ and under 13			1	3	5	10	35	62	97	73	22	3				311
13 and under 13½			1	1	5	4	39	69	87	49	14	6				275
13½ and under 14	2	1	4	5	4	5	56	75	67	53	20	3				295
14 and under 14½			1	5	5	12	49	58	64	44	13	6				257
14½ and under 15			1	6	7	6	39	31	36	24	16	1				167
15 and under 15½			1	5	10	19	38	30	10	10	6	1				130
15½ and under 16			4	6	13	27	47	32	20	9	3					161
16 and under 16½							4				6					32
16½ and under 17								7			1					1
Total	5	1	13	37	68	202	653	821	872	576	200	36	1			3,485
Sunday.																
Under 6	540															540
6 and under 6½	45	518														563
6½ and under 7		41	523													564
7 and under 7½			61	331												392
7½ and under 8				105	155											260
8 and under 8½				1	3	97	107									208
8½ and under 9					4	142	110	1								257
9 and under 9½					1	7	119	74								201
9½ and under 10				3		3	4	102	46							158
10 and under 10½						2		3	74							110
10½ and under 11									31	5						36
11 and under 11½									1	5						2
11½ and under 12						1										8
12 and under 12½						1										1
12½ and under 13																1
13 and under 13½																1
14 and under 14½																1
Total	585	559	585	442	257	263	233	184	121	63	10					3,302

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS.

[Employees were required to report before scheduled time of beginning runs (days' work) or part runs. This time, which amounted to from 8 to 30 minutes on straight runs and to a maximum of 60 minutes on swing runs, was paid for but is not included in "hours on duty," nor is the period of the first reporting time included in "hours within which runs were completed." Runs of less than 10 hours on duty were paid for as 10 hours, and of over 10 were paid for to the next quarter hour.]

Motormen and conductors.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7½ and under 8		12														12
8 and under 8½			10													10
8½ and under 9			2	13												15
9 and under 9½		2		1	62											65
9½ and under 10					2	87										89
10 and under 10½					2	2	44									48
10½ and under 11							4		9							13
11 and under 11½			2	7	6	1	3									19
11½ and under 12			2	2	10	6	5									25
12 and under 12½			3		10	6	1									20
12½ and under 13		1		2	7	9	1									20
13 and under 13½		3		2	4	8	1									18
13½ and under 14		1	1	2	2	1	1									8
Total	19	20	29	109	120	56	9									362
Saturday.																
7½ and under 8		12														12
8 and under 8½			9													9
8½ and under 9			1	21												22
9 and under 9½		2		2	52											56
9½ and under 10					4	88										92
10 and under 10½					3	4	45									52
10½ and under 11			1		3			9								13
11 and under 11½			2	6	7	2	3									20
11½ and under 12		1	1	5	10	6	5									28
12 and under 12½		1	1	1	8	5	1									17
12½ and under 13				1	6	10										17
13 and under 13½		3		2	2	8	1									16
13½ and under 14			2	2	1	2	1									8
Total	19	17	40	96	125	56	9									362
Sunday.																
7 and under 7½	11															11
7½ and under 8		28														28
8 and under 8½		1	36													37
8½ and under 9				22												22
9 and under 9½					44											44
9½ and under 10	1		1		3	71										76
10 and under 10½			1		2	2	17									22
10½ and under 11			1	1	2	3										7
11 and under 11½	1				2	2										3
11½ and under 12				1	2	1										4
12 and under 12½					1	9										10
12½ and under 13			1		4	9										14
13 and under 13½				1	4	9	2									16
13½ and under 14					3	5	2									10
Total	13	29	40	25	65	111	21									304

¹ Hours, 7 and under 7½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CHICAGO, ILL.—Concluded.

CHICAGO ELEVATED RAILWAYS—Concluded.

Guards.

Number of hours within which runs were completed.	Monday to Friday.													Total.		
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12		12 and under 12½	12½ and over.
6 and under 6½		5														5
6½ and under 7			4													4
7½ and under 8					6											6
8 and under 8½						4										4
8½ and under 9							5									5
9 and under 9½							2	11								13
9½ and under 10								1	21							22
10 and under 10½								2	1	27						30
10½ and under 11								1	2		1					5
11 and under 11½		1						3	1							11
11½ and under 12	6					2	3	4	3	2						22
12 and under 12½	15					4	2	6	8	4						32
12½ and under 13	4		1			9	4	14	4	1						36
13 and under 13½	4	3	8			1	3	3	2							25
13½ and under 14		3		1		3	2	3								12
Total.....	29	12	13	1	6	24	25	47	43	31	1					232
Saturday.																
6½ and under 7			2													2
7½ and under 8					6											6
8 and under 8½						6										6
8½ and under 9							19									19
9 and under 9½						1	2	7								10
9½ and under 10						1		1	22							24
10 and under 10½	1	1						3	1	27						33
10½ and under 11							4	2	2		1					9
11 and under 11½	3	1			1	15	7	3	1	2						33
11½ and under 12	5	1			2	6	4	3	3	8						28
12 and under 12½	5	1	1		2	6	3	8	4	1						31
12½ and under 13		1	1			8		11	3							24
13 and under 13½			8			2		1	5	2	1					19
13½ and under 14						4		9	2							16
Total.....	14	5	12		11	49	48	45	44	31	1					260
Sunday.																
7½ and under 8					3											3
8½ and under 9							17									17
9 and under 9½								14								14
9½ and under 10									24							24
10 and under 10½								1	1	11						13
10½ and under 11						1	1				1					3
11 and under 11½									2							2
11½ and under 12							1									1
12 and under 12½									5							5
12½ and under 13						2		1	7							10
13 and under 13½							1	2	4	1						8
13½ and under 14									1							2
Total.....					3	3	20	18	44	12	2					102

502 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CINCINNATI, OHIO.

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
8 and under 8½			8													8
8½ and under 9				25												25
9 and under 9½			1		83											84
9½ and under 10						113										113
10 and under 10½							186									186
10½ and under 11								36								36
11 and under 11½	1							1	1							3
11½ and under 12										1						1
12 and under 12½				1												1
12½ and under 13			1													1
13 and under 13½																1
13½ and under 14			1		2	2	3		1							9
14 and under 14½			6	3	2	8	3		1							23
14½ and under 15			6	2	5	2	1		3							19
15 and under 15½		1	6	3	6	1	4	1								22
15½ and under 16			7	4												11
16 and under 16½			3	3	1											7
16½ and under 17					1	8	1	2								12
17 and under 17½						11	9	8								28
17½ and under 18						6	10	7	1	1						25
18 and over					1	1	3	3								9
Total	1	1	39	41	101	152	221	57	7	3						623

Saturday.															
8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	Total.		
		13											13		
			26										26		
				82									82		
					104								104		
						181							181		
							1	44					44		
							1		14				15		
	1								1	1			2		
		1		2	1	3							8		
		3	1	2	7	4							17		
	1		5	1	5	1			2				15		
			2	1	1	1	2	1			1		9		
			6	1	1								8		
			2	2									8		
					1	1	1	1					6		
					5								1		
					8	7	7		1			1	4		
					5	9	8	4	2	1			2		
					1	3	3	1	5	2			11		
Total	2		32	32	93	134	211	64	23	9	3	1	1	18	623

¹ Hours, under 6.

² One run, under 6 hours; one run, 6½ and under 7 hours.

³ Five runs, 14 and under 14½ hours; 1 run, 14½ and under 15 hours; 2 runs, 15 and under 15½ hours; 2 runs, 15½ and under 16 hours; 3 runs, 16 and under 16½ hours; 2 runs, 16½ and under 17 hours; 1 run, 17 and under 17½ hours; 2 runs, 18 hours and over.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CINCINNATI, OHIO—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	18															18
6 and under 6½	12															12
6½ and under 7	2															2
7 and under 7½	7															7
7½ and under 8		25														25
8 and under 8½	1		50													51
8½ and under 9			1	119												120
9 and under 9½	4				155											159
9½ and under 10		1				94										95
10 and under 10½	3			1			35									39
10½ and under 11								17								17
11 and under 11½	1	1					1		16							19
11½ and under 12										3						3
12 and under 12½				1							3					4
12½ and under 13					1							6				7
13 and under 13½						1										1
13½ and under 14						1	1							2		4
14 and under 14½					1		1	1	1						1	5
14½ and under 15	1				1	1										3
15 and under 15½										1						1
Total.....	149	27	51	121	158	97	38	18	17	4	3	6		2	* 1	592

CLEVELAND, OHIO.

	Monday to Friday.													Total.		
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12		12 and under 12½	12½ and over.
8½ and under 9.....						1										1
9 and under 9½.....							2									2
9½ and under 10.....								11								11
10 and under 10½.....								1								1
10½ and under 11.....							2	4								6
11 and under 11½.....							3	9	8	1						21
11½ and under 12.....		1				4	2	5	41	40	4					97
12 and under 12½.....	1	1		1		1	1	6	51	82	15					158
12½ and under 13.....				1	1	9	5	2	24	62	17	1				122
13 and under 13½.....	2	3		6	1	17	15	15	23	18	2					102
13½ and under 14.....	2		2	3	1	20	15	15	14	14	1					87
14 and under 14½.....		1	1	1		7	4	5	7	4						30
14½ and under 15.....	2	2	1			3		5		1						14
15 and under 15½.....				2		7	3	4								16
15½ and under 16.....				2		6	7	5	2	1						23
16 and under 16½.....				2		2	7	3	3	1						16
16½ and under 17.....						1	4	10	4	2	3					24
17 and under 17½.....					1		3	8	8	1	1					22
17½ and under 18.....							2	9	11	9						31
18 and over.....							1	8	9	18	13					49
Total.....	7	8	4	16	4	76	70	107	222	261	57	1				833

* Twenty-two runs, under 6 hours; 13 runs, 6 and under 6½ hours; 3 runs, 6½ and under 7 hours; 11 runs, 7 and under 7½ hours.

* Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

CLEVELAND, OHIO—Concluded.

Number of hours within which runs were completed.	Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....	2						2									2
8½ and under 9.....								6								6
9 and under 9½.....								1								1
9½ and under 10.....									9							9
10 and under 10½.....								1								1
10½ and under 11.....								11	24	1						36
11 and under 11½.....	1					3	1	4	45	46	1					101
11½ and under 12.....	2					1	2	4	42	42	14					107
12 and under 12½.....								9	36	48	19					112
12½ and under 13.....						2	3	21	14	26	11					77
13 and under 13½.....		1				11	11	18	23	26	10					100
13½ and under 14.....			1		1	4	5	9	21	17	4					62
14 and under 14½.....		1			1	2	2	4	12	8						30
14½ and under 15.....	2	2				2	1	3	6	4	2					22
15 and under 15½.....						1		3	1	2	3	1				11
15½ and under 16.....	1					3		2	2	1						9
16 and under 16½.....						2	2	1	2	1						8
16½ and under 17.....						4	7	4	7	6	1					29
17 and under 17½.....					1	3	7	6	6	9	2					34
17½ and under 18.....						1	3	5	9	4						24
18 and over.....						1		10	14	17	6					49
Total.....	8	4	1	2	1	40	46	122	273	258	75	2				832
Sunday.																
Under 6.....	2															2
6 and under 6½.....		1														1
7½ and under 8.....					3											3
8 and under 8½.....				1	2	53										56
8½ and under 9.....					1		30									31
9 and under 9½.....						4		42								46
9½ and under 10.....						8	11	5	10							34
10 and under 10½.....						2	17	30	3	2						54
10½ and under 11.....						4	11	45	57	4						121
11 and under 11½.....						4	5	10	22	13						54
11½ and under 12.....						1	7	4	8	7						29
12 and under 12½.....						6	11	12	9	12	1					51
12½ and under 13.....						6	10	14	11	8	2					51
13 and under 13½.....						4	12	22	12	6	2					58
13½ and under 14.....					2		1	5	8	2	1					19
14 and under 14½.....								1	3	3						7
14½ and under 15.....									1							1
15 and under 16.....						1										1
Total.....	2	1		1	6	95	115	190	144	57	8					619

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DALLAS, TEX.

DALLAS ELECTRIC CORPORATION.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11½ and under 12						1	1									2
12 and under 12½			1				5	11	3							20
12½ and under 13							7	2	5	1						15
13 and under 13½							7	7	9	2						25
13½ and under 14							5	4	5		2					19
14 and under 14½						3	2	2	1			2				6
14½ and under 15		3		1		2	3	2								11
15 and under 15½					1											1
15½ and under 16								1	1							2
16 and under 16½								1	1							3
16½ and under 17					1	3		1	1							10
17 and under 17½						1	4	5	1							5
17½ and under 18							2	1								4
18 and over						1	1	1								2
Total	3	1	1	2	4	9	38	37	25	3	2					125
Saturday.																
11½ and under 12						1	1									2
12 and under 12½			1		1		5	11	3							22
12½ and under 13							9	2	5		1					17
13 and under 13½							6	6	9	2						24
13½ and under 14							4	3	4	3		2				16
14 and under 14½							2	1	1	1						5
14½ and under 15							2	2	2							7
15 and under 15½								1	1							2
15½ and under 16								1	1			1				5
16 and under 16½								1	1	1				1		5
16½ and under 17					2		1	5	1							9
17 and under 17½					1	1	1	5								7
17½ and under 18						1	2	2	1							7
18 and over						1	1	2								3
Total		1		1	4	14	37	37	24	3	3			1		125
Sunday.																
10 and under 10½				1	2											3
10½ and under 11						1										1
11 and under 11½			1	4	4	5	6									20
11½ and under 12		1	1	2	2	2	6	4								16
12 and under 12½	1		2	1	1	1	4	7	3	1						21
12½ and under 13			1	1		1	2	2	2	5	1					13
13 and under 13½					2	1	1	2	1	5	3					14
13½ and under 14				1	2	2	3	3		1	1	2				12
14 and under 14½					1		2	2	1	1						7
14½ and under 15							1									1
15 and under 15½								2			1					4
15½ and under 16						2	1	1								3
16 and under 16½					1	1	1	4								7
16½ and under 17								1	1							3
17 and over								1								1
Total	2	1	2	5	7	11	15	26	24	13	12	6	2			124

¹ Hours, 14 and under 14½.

² Hours, 7 and under 7½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DALLAS, TEX.—Concluded.

NORTHERN TEXAS TRACTION CO. (OAK CLIFF DIVISION OF FORT WORTH LINES).

Number of hours within which runs were completed.	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
11½ and under 12.....							1									1
12 and under 12½.....								2	4							6
12½ and under 13.....		1								2						3
13 and under 13½.....			1				1			1						3
13½ and under 14.....											1					1
14 and under 14½.....							1						2			3
15 and under 15½.....									1							1
17 and under 17½.....										1						1
17½ and under 18.....							1				1		1			3
18 and over.....									1							1
Total.....		1	1				4	2	6	4	2		3			23
	Sunday.															
6 and under 6½.....	2															2
7 and under 7½.....	1															1
11½ and under 12.....							1									1
12 and under 12½.....								2	4							6
12½ and under 13.....		1								2						3
13 and under 13½.....			1							1						2
13½ and under 14.....											1					1
14 and under 14½.....													2			2
15 and under 15½.....									1							1
17½ and under 18.....											1		1			2
18 and over.....									1							1
Total.....	13	1	1				1	2	6	3	2		3			22

¹Two runs, 6 and under 6½ hours; 1 run, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DAVENPORT, IOWA.

[Conductors were paid for 15 minutes for making out reports after completing runs (days' work), but this time is not included here.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
10½ and under 11									1							1
11 and under 11½								11	7	1						19
11½ and under 12								1	2	1						4
12 and under 12½								2	3	3						8
12½ and under 13								3	2	3						8
13 and under 13½							1	4	2							7
13½ and under 14								5	4	1						10
14 and under 14½								1	5	1						7
15½ and under 16								1								1
16 and under 16½								2								2
16½ and under 17							1	2	1							4
17 and under 17½							1									1
17½ and under 18								2		1						3
Total.....							3	34	27	11						75
	Saturday.															
11 and under 11½								11	7							18
11½ and under 12								1	2			2				5
12 and under 12½								2	3	3			1			9
12½ and under 13								3	2	3						8
13 and under 13½							1	4	2							7
13½ and under 14								5	4	1						10
14 and under 14½								1	5	1						7
15½ and under 16								1								1
16 and under 16½								2								2
16½ and under 17							1	2	1							4
17 and under 17½							1									1
17½ and under 18								2		1						3
Total.....							3	34	26	9	2	1				75
	Sunday.															
Under 6.....	3															3
7½ and under 8					1											1
9½ and under 10						3										3
10 and under 10½							1	2								3
10½ and under 11							11	1								12
11 and under 11½					1		7	3	1							12
11½ and under 12								1	1	1						4
12 and under 12½	2				4		3	2		1						11
12½ and under 13	1		2					1		2						5
13 and under 13½					1		1	4	1							7
13½ and under 14								4	3							7
14 and under 14½					1			4	4	1						7
Total.....	3	3	2		1	10	1	24	16	10	5					75

508 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DENVER, COLO.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for but is not included here.]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
Under 6	2																2
6 and under 6½		1															1
6½ and under 7			1														1
7 and under 7½				1													1
7½ and under 8					2												2
8 and under 8½						5											5
8½ and under 9							19										19
9 and under 9½								2									2
9½ and under 10									7								7
10 and under 10½										8							8
10½ and under 11											1						1
11 and under 11½												16					16
11½ and under 12													1				1
12 and under 12½	1																1
12½ and under 13			1														1
13 and under 13½				2													2
13½ and under 14																	0
14 and under 14½																	0
14½ and under 15																	0
15 and under 15½																	0
15½ and under 16																	0
16 and under 16½																	0
16½ and under 17																	0
17 and over																	0
Total	4	1	2	3	1	2	7	31	33	46	46	28	24	19	14		251

Saturday.																
Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	Total.	
Under 6	4														4	
6 and under 6½		3													3	
6½ and under 7			1												1	
7 and under 7½				2											2	
7½ and under 8					3										3	
8 and under 8½						5									5	
8½ and under 9							17								17	
9 and under 9½								1							1	
9½ and under 10									8						8	
10 and under 10½										7					7	
10½ and under 11											3				3	
11 and under 11½												16			16	
11½ and under 12													5		5	
12 and under 12½	1														1	
12½ and under 13			1												1	
13 and under 13½				1											1	
13½ and under 14															0	
14 and under 14½															0	
14½ and under 15															0	
15 and under 15½															0	
15½ and under 16															0	
16 and under 16½															0	
16½ and under 17															0	
17 and under 17½															0	
17½ and under 18															0	
18 and over															0	
Total	5	3	2	3	2	4	8	30	30	39	31	32	26	18	213	246

¹ Hours, 12½ and under 13.
² Five runs, 12½ and under 13 hours; 2 runs, 13 and under 13½ hours; 3 runs, 13½ and under 14 hours; 1 run, 14 and under 14½ hours; 2 runs, 14½ and under 15 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DENVER, COLO.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	11															11
6 and under 6½.....	1	4														5
6½ and under 7.....			4													4
7 and under 7½.....	1															1
7½ and under 8.....		2			8											10
8 and under 8½.....			2	2		10										14
8½ and under 9.....				3	1		5									9
9 and under 9½.....				1		3		6								9
9½ and under 10.....						2			10							12
10 and under 10½.....						3				3						15
10½ and under 11.....				1	1	1		9		4						24
11 and under 11½.....			1	1	1		1	4	14							16
11½ and under 12.....			1	1	2	3	1	1	7	5	1	4				13
12 and under 12½.....					1	1	1			2	1	4				16
12½ and under 13.....		1				1	3			1			5	2		24
13 and under 13½.....								2	5				2	3	14	29
13½ and under 14.....										2				5	3	12
14 and under 14½.....										2					3	4
14½ and under 15.....											2					4
15 and under 16.....										1					1	3
16 and under 16½.....											1		1		1	3
16½ and under 17.....													1		1	1
17 and under 17½.....						1									1	1
Total.....	13	7	8	8	14	19	16	22	36	15	16	15	18	22	110	239

DES MOINES, IOWA.

[Employees were required to report 5 minutes before schedule time of beginning runs (days' work). This time was paid for but is not included here.]

	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8½ and under 9.....				9												9
9 and under 9½.....					54											54
9½ and under 10.....						46										46
10 and under 10½.....							29									29
10½ and under 11.....								4								4
11 and under 11½.....									4							4
11½ and under 12.....										2						2
12 and under 12½.....											2					2
13 and under 13½.....								1								1
13½ and under 14.....									1							1
14 and under 14½.....					3											3
14½ and under 15.....	2															2
15 and under 15½.....				2												2
15½ and under 16.....								1								1
16 and under 16½.....									1							1
16½ and under 17.....																1
Total.....	2			11	57	46	29	6	5	3	2					161

¹ Seven runs, 12½ and under 13 hours; 2 runs, 13 and under 13½ hours; 1 run, 13½ and under 14 hours.

² Hours, 7 and under 7½.

510 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DES MOINES, IOWA—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7½ and under 8	1															1
8 and under 8½		22														22
8½ and under 9			30													30
9 and under 9½				48												48
9½ and under 10					24											24
10 and under 10½					1	22										23
10½ and under 11							2									2
11 and under 11½								2								2
11½ and under 12									2							2
12 and under 12½										2						2
Total	1	22	30	49	24	22	2	2	2	2						156

DETROIT, MICH.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for, but is not included here.]

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6½ and under 7			1													1
8 and under 8½						31										31
8½ and under 9				1			26									27
9 and under 9½							1	75								76
9½ and under 10							1	2	42							45
10 and under 10½							4	5	5	13						27
10½ and under 11							1	7	4		1					13
11 and under 11½						1	3	9	13	3						29
11½ and under 12						1	4	16	26	4	3					54
12 and under 12½						6	9	84	91	57	7	1				255
12½ and under 13			1	3	2	13	9	27	26	12	3					96
13 and under 13½				1	7	18	16	10	4	2						58
13½ and under 14					7	25	35	14	10	2	3					96
14 and under 14½					2	13	12	6	3	4						40
14½ and under 15					1	5	4	6	6					1		17
15 and under 15½			1	1	3	10	12	5	6	1						39
15½ and under 16				1		13	15	7	3							39
16 and under 16½					1	5	5	1	3	3						18
16½ and under 17						3	1									4
17 and under 17½						1		3	1	1						8
17½ and under 18						3	3	2	3	2						10
18 and over						1				2	1					4
Total			3	7	23	145	164	279	240	106	18	1		1		987

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

DETROIT, MICH.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6½ and under 7			1													1
8 and under 8½						11										11
8½ and under 9							14									14
9 and under 9½								70								70
9½ and under 10									47							47
10 and under 10½		1		1	2		4	2	2	10						20
10½ and under 11					3			4	15	9						33
11 and under 11½					1	1	1	23	33	27	11					97
11½ and under 12								40	51	31	28					157
12 and under 12½					1	2	10	46	57	49	28	2				199
12½ and under 13					1	1	6	13	18	5	5	5				49
13 and under 13½					2	2	2	6	6	3	3	3				18
13½ and under 14					1	1	2	8	4	4	3	1				24
14 and under 14½				1			2	3	5	2	2	2				17
14½ and under 15							3	3	5	4	1	1				26
15 and under 15½					3		6	10	15	3						36
15½ and under 16						2	11	8	7	11	2	2				47
16 and under 16½						2	8	4	4	2	2	1				21
16½ and under 17							3	2	2	1	1	1				9
17 and under 17½						2	4	2	2	2	1	1				23
17½ and under 18					1		3	3	11	1	1	1				18
18 and over							3	3	8	1	1	1				2
Total	1	1	2	12	29	90	245	285	159	92	16	4	3			939

Sunday.															
Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	Total.
Under 6	6														6
6 and under 6½	12														12
6½ and under 7	1	72													73
7 and under 7½	2		125												128
7½ and under 8		1	1	131											133
8 and under 8½			1	2	175										187
8½ and under 9	1		1	3	4	129									137
9 and under 9½		1	1	4	9	6	44								65
9½ and under 10		1	1	2	1	6	1	35							46
10 and under 10½		1		2	2	3	6	2	4						18
10½ and under 11				5	3	3	5	2	1						17
11 and under 11½			1	1	2	3	4	6	3	1					18
11½ and under 12			2			2	1	2	1	1					9
12 and under 12½						1	2	3	1	2					9
12½ and under 13			2				2	1							5
Total	7	15	77	142	150	196	151	65	49	7	4				863

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

EVANSVILLE, IND.

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
11½ and under 12						3	2									5
12 and under 12½						4	2									7
12½ and under 13						3	3	2								10
13 and under 13½							1	3	2							6
13½ and under 14						1	2	2								5
14 and under 14½						2	1	2	2							7
14½ and under 15					1	1	1	4								6
15 and under 15½							1	1	1							2
18 and over					1	1	2	4								8
Total					2	15	18	15	6							56
	Saturday.															
11½ and under 12						3	2									5
12 and under 12½						4	2	1								7
12½ and under 13						3	3	2								10
13 and under 13½						1	2	3	2							6
13½ and under 14						2	1	2	2							6
14 and under 14½						2	1	2	2							7
14½ and under 15					1	1	4	1								6
15 and under 15½						1	1	2	1							1
18 and over					1	1	2	4								8
Total					2	17	16	15	6							56
	Sunday.															
6½ and under 7	1															1
8 and under 8½		1														1
11 and under 11½					1	1										2
11½ and under 12					3	5	1									9
12 and under 12½						3	2	1								6
12½ and under 13						2		3	2							6
13 and under 13½						1		3	2							6
13½ and under 14						2	2	2	2							6
14 and under 14½						2	1	2	2							7
14½ and under 15					1	1	4									6
15 and under 15½							1	1								1
17½ and under 18							2	3								1
18 and over							2	3								5
Total	1		1		5	17	13	13	6							56

¹ Hours, 6½ and under 7.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

GRAND RAPIDS, MICH.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7½ and under 8...	1															1
9 and under 9½		1														1
10 and under 10½			1	1		1										3
10½ and under 11					3	3										6
11 and under 11½				1	15	7		1								24
11½ and under 12					1	15	6									22
12 and under 12½				1	2	2	6	3								14
12½ and under 13				1	1	2	4									8
13 and under 13½			5	5	5	4	4	1								24
13½ and under 14			1	2	2	7	1			1						14
14 and under 14½				2	3	3	1					2				11
14½ and under 15					1	3	1	2				1				8
15 and under 15½					1			1								2
Total.....	1	1	7	13	34	47	18	12	1	1	3	3	1	1	138	
Saturday.																
7½ and under 8...	1															1
9 and under 9½		1														1
10 and under 10½			1	1												2
10½ and under 11					3											3
11 and under 11½				2	17	8										27
11½ and under 12					2	15	7	1								25
12 and under 12½				1		2	7		1							11
12½ and under 13			3	5												8
13 and under 13½			3	6	4	5	1		1	1						21
13½ and under 14				2	2	7	2			1						14
14 and under 14½				1	3	4	2					2				12
14½ and under 15					1	3		1	1	1		1				8
15 and under 15½												3				4
16½ and under 17							1									1
Total.....	1	1	7	18	32	44	18	4	4	2	1	6	1	1	138	
Sunday.																
8 and under 8½	1															1
9 and under 9½	1															1
10 and under 10½			1	1	4											6
10½ and under 11				1	5	1										7
11 and under 11½					15	8	3									26
11½ and under 12					6	10	2	1								19
12 and under 12½	1		1	5	2	3	1	1								14
12½ and under 13				3	1		3	3								10
13 and under 13½			6	7	3	1		2		1						20
13½ and under 14				1	1	6	1	1		1						11
14 and under 14½				1	3	4	1				1					10
14½ and under 15						2	2									4
Total.....	2	3	8	19	37	35	12	6	6	1	2	1	1	1	129	

1 Hours, 6½ and under 7. 2 One run, 6 and under 6½ hours; 2 runs, 7 and under 7½ hours.

514 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

HOUSTON, TEX.

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
8½ and under 9				1												1
9 and under 9½					5											5
9½ and under 10						4										4
10 and under 10½							9									9
10½ and under 11								4								4
11 and under 11½							1		5							6
11½ and under 12							1	1	1	3						6
12 and under 12½							1		4		1					6
12½ and under 13								1	6	6						13
13 and under 13½								2	1	5	1					10
13½ and under 14			1	1		1	2	3	2	1	5	2				18
14 and under 14½						4		3	5	5	1		1			19
14½ and under 15				1				3	4		1	1	3			13
15 and under 15½			1		1			1	1		2					6
15½ and under 16									1		1					4
16 and under 16½									1			1				2
16½ and under 17																1
17 and under 17½										1						2
17½ and under 18																1
18 and over							2			1						3
Total			2	3	7	13	17	18	31	22	12	4	4			133

	Saturday.															Total.								
	Under 6	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½		14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 18	18 and over	
Under 6	1																							1
7½ and under 8		1																						1
8 and under 8½			2																					2
8½ and under 9				3																				3
9 and under 9½					7																			7
9½ and under 10						2																		2
10 and under 10½							7																	7
10½ and under 11								6																7
11 and under 11½				1			1		5															7
11½ and under 12								1	1	2														4
12 and under 12½								2	3		3													11
12½ and under 13							1	2		5	5													13
13 and under 13½				1					3	3	4													11
13½ and under 14				1				2		2	5	2												12
14 and under 14½	1					2	1	1	2			2												9
14½ and under 15								1	1		1													6
15 and under 15½					1			1	1	1	1	1												6
15½ and under 16											2													3
16 and under 16½									1			1												2
16½ and under 17							1			1		1												4
17 and under 18							1	1				3										1		5
18 and over																								15
Total	1	2	1	2	6	9	7	15	16	23	14	19	8	3	2	2	6							133

¹ Hours, under 6.
² Two runs, 14 and under 14½ hours; 2 runs, 14½ and under 15 hours; 1 run, 15 and under 15½ hours; 1 run, 15½ and under 16 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

HOUSTON, TEX.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
6½ and under 7...	1															1
7 and under 7½...	1															1
7½ and under 8...		4														4
8 and under 8½...			3													3
8½ and under 9...				7												7
9 and under 9½...					15											15
9½ and under 10...			1			4										5
10 and under 10½...							8									8
10½ and under 11...								5								5
11 and under 11½...									11							11
11½ and under 12...				1			2		2	1						12
12 and under 12½...									2	3						10
12½ and under 13...										4	5					8
13 and under 13½...				2		1	1	1	3		5	1				18
13½ and under 14...				1	1					2	3	1				8
14 and under 14½...						1	1	1			1					5
14½ and under 15...				1					1			1				2
15 and under 15½...					1		1				1					4
15½ and under 16...					2											2
16 and under 16½...								1	2							3
18 and over.....													1			1
Total.....	12	4	4	12	19	6	13	12	25	17	15	3		1		133

INDIANAPOLIS, IND.

[Forty per cent of the runs had 20 to 30 minutes time off duty for meals. This time was paid for, but is not included in "hours on duty."']

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
10 and under 10½...								3	13							16
10½ and under 11...									30	11						41
11 and under 11½...							1		2	37	7					47
11½ and under 12...								1	3	1	3	16	3			27
12 and under 12½...					1			1	4	3	4	1		1		15
12½ and under 13...					1			4	5	5	3					18
13 and under 13½...						2	1	5	6	5						19
13½ and under 14...				1	1		2	11	7	13	7	1				43
14 and under 14½...							4	3	9	7	1					24
14½ and under 15...						1	2	4	3	1						11
15 and under 15½...					2	1	1	1	1	3	3					11
15½ and under 16...					1	1	1	1	1	2	1					19
Total.....				1	5	6	12	31	38	86	72	26	3	1		281

¹ One run, 6½ and under 7 hours; 1 run, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

INDIANAPOLIS, IND.—Concluded.

Number of hours within which runs were completed.	Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
7½ and under 8				1												1
10 and under 10½								2	2							4
10½ and under 11								22	4	10						33
11 and under 11½						1		2	3	41	29					75
11½ and under 12							1	3	5	2	14	3				25
12 and under 12½								3	2	3	2					10
12½ and under 13								3	5	5	2	1				16
13 and under 13½	1					1		6	6	7	2	2				25
13½ and under 14				1				5	4	16	5	4	1			37
14 and under 14½						1		1	5	4	5	3	2			20
14½ and under 15						1		2	1	1	5	3	1			12
15 and under 15½									1	1	2	2				6
15½ and under 16								3	3	1	2	3	1			16
16 and under 16½											1					1
Total	1		1	2		7	23	29	70	78	63	7				281
Sunday.																
6½ and under 7		1														1
7 and under 7½			1													1
9 and under 9½						1										1
9½ and under 10							2	1								3
10 and under 10½								7		10						17
10½ and under 11						1			19	12						32
11 and under 11½					1				3	37	17					58
11½ and under 12							1		1	6	20	4				32
12 and under 12½							1	3	2	4	5	2				17
12½ and under 13							1	4	5	3	3	2				18
13 and under 13½							2	3	11	1	3	2				20
13½ and under 14							2	2	5	5	5	2				22
14 and under 14½						1		1	1	4	4	1				15
14½ and under 15								1	1	4	3	2				12
15 and under 15½								2		4	2	3				4
15½ and under 16									1	1	1	1				4
Total		1	1	2	2	12	22	64	76	62	15					257

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

JACKSONVILLE, FLA.

[Each regular employee was required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for but is not included here.]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
10 and under 10½				1													1
11 and under 11½					1												1
11½ and under 12						2	5										7
12 and under 12½			1			1	7	9	2								19
12½ and under 13							1	1	5								7
13 and under 13½							1	2	2	1							6
13½ and under 14							1	2	5	1							13
14 and under 14½					1			8	3	3							7
14½ and under 15						1		1			1						3
15 and under 15½					1			1	8	5	1						15
15½ and under 16								2	5	2							9
16 and under 16½									1				1				2
Total			1	1	1	2	3	16	29	28	7	1	1				90
Saturday.																	
10 and under 10½				1													1
11 and under 11½					1												1
11½ and under 12						2	5										7
12 and under 12½			1				7	9	2								19
12½ and under 13						1	1	1	4								6
13 and under 13½							1	2	2	1							6
13½ and under 14							1	8	5	3		1					14
14 and under 14½					1			3	3	3							7
14½ and under 15						1					1						2
15 and under 15½								4									4
15½ and under 16								1	1		1						2
16 and under 16½																	1
17 and under 17½													3	2			5
17½ and under 18													3	3	5		8
18 and over														7			7
Total			1	1	1	2	3	14	24	17	5	2	3	5	12		90
Sunday.																	
10 and under 10½				1													1
11 and under 11½					1												1
11½ and under 12						2	6	1									9
12 and under 12½			1			1	9	10									21
12½ and under 13						1	1	1									7
13 and under 13½							1	2	5								7
13½ and under 14							1	9	2	2							15
14 and under 14½							1	1	5								10
14½ and under 15					2	1	1	2	3	1							6
15 and under 15½					1		2	2			1						6
15½ and under 16								9	3								12
16 and under 16½								2	2								2
16 and under 16½									1								1
Total			1	1	1	3	5	21	33	19	4	2					90

1 Ten runs, 14 and under 14½ hours; 1 run, 15 and under 15½ hours; 1 run, 16½ and under 17 hours.

518 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

KANSAS CITY, MO.

[Employees were required to make out reports after completing runs (days' work). They were paid for 12 minutes on this account, but this time is not included here.]

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7½ and under 8					1											1
8½ and under 9								4								4
9 and under 9½									5							5
9½ and under 10										5						5
10 and under 10½									1							4
10½ and under 11										2						8
11 and under 11½									1	5	24					35
11½ and under 12											21	34			2	62
12 and under 12½										2	2	47	66	3		120
12½ and under 13									2	4	8	5	27	29	1	76
13 and under 13½									3	5	10	5	7	6	2	38
13½ and under 14									1	9	12	18	4	5	2	51
14 and under 14½								1	2	2	16	4	11	4	2	43
14½ and under 15									3	3	4	7	1	3	2	25
15 and under 15½									4	4	1	4	3	3	1	21
15½ and under 16								3	5	7				1	1	17
16 and under 16½									6	3	7					16
16½ and under 17								2	1	5	2					10
17 and under 17½									7	1	1					2
17½ and under 18									5	13	14					31
18 and over								2	4	4	23	16		1	1	59
Total					1		12	50	74	154	144	126	57	11	14	633

Under 6	Sunday.														Total.	
	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
Under 6	63															63
6 and under 6½		17														17
6½ and under 7	4		17													21
7 and under 7½	2	4	1	5												12
7½ and under 8			5	2	3											10
8 and under 8½			1	24	3											28
8½ and under 9			2	17	1	1										21
9 and under 9½	3			8	8	1	10									30
9½ and under 10				1	9	11	2	4								27
10 and under 10½				1		1	4	26	1							33
10½ and under 11	2							22	48	3						75
11 and under 11½			2		1	3	2	19	30	1						58
11½ and under 12			2		2			1	3	6	8		1			23
12 and under 12½			1					7	5	2	4	2				21
12½ and under 13					2	4	2	6	7	1	3	3				28
13 and under 13½							4	2	3	15	3	1	1			29
13½ and under 14							2		7	11	20					40
14 and under 14½								5	2	3	11	2				23
14½ and under 15									3	4	1	3	3			14
15 and under 15½										1					1	2
16 and under 16½								1								1
17 and under 17½								1								1
Total	74	21	29	34	34	26	28	85	102	76	51	12	4	1		577

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LINCOLN, NEBR.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11½ and under 12								4								4
12 and under 12½								1	18	2						21
12½ and under 13									1	10						11
13 and under 13½										1						4
13½ and under 14											2	1				4
15½ and under 16							1					3				1
16½ and under 17									3							3
17 and under 17½								1	5	3						9
17½ and under 18									1	3	1					5
18 and over						1				2	1	1				5
Total						2		6	28	21	5	5				67
	Saturday.															
11½ and under 12								4								4
12 and under 12½								1	18	2						21
12½ and under 13									1	10						11
13 and under 13½										1						3
13½ and under 14											2					4
14½ and under 15												3				4
16½ and under 17									3							3
17 and under 17½								1	6	3						10
17½ and under 18									1	3	1					5
18 and over									1	2	1	1				5
Total								6	30	21	5	4		1	1	67
	Sunday.															
Under 6	1															1
9 and under 9½				4												4
9½ and under 10				1	5											6
10 and under 10½					1	7	1									9
10½ and under 11					1	1	2									3
11 and under 11½							7									7
11½ and under 12								3	2							5
12 and under 12½										2						2
12½ and under 13											4					4
13 and under 13½											1					2
13½ and under 14												2				3
14 and under 14½		1		1	2											3
14½ and under 15					5	1										6
15 and under 15½					2	2	2	1								7
15½ and under 16						2	1	1								4
16 and under 16½						1										1
Total	2	1	6	15	11	8	12	3		7		3				67

¹ Hours, 14½ and under 15.

² Hours, under 6.

520 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LITTLE ROCK, ARK.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
12 and under 12½									5							5
12½ and under 13									10	3						13
13 and under 13½						1	1		3	6						11
13½ and under 14									7				1			8
14 and under 14½		1		1	1				1	1						7
14½ and under 15						2			1							2
15 and under 15½						1				2						2
15½ and under 16									1							1
16 and under 16½									1							1
16½ and under 17						2			1	2						5
17 and under 17½									3							3
17½ and under 18										1						1
Total.....		1		1	1	2	4	1	33	15			1			59
Saturday.																
12 and under 12½									6							6
12½ and under 13						1			10	4						15
13 and under 13½						1			4	6						13
13½ and under 14									3		1	1				4
14 and under 14½		1			1					3						7
14½ and under 15						2										1
15 and under 15½						1					1					1
15½ and under 16									1							1
16 and under 16½									1	1						2
16½ and under 17									1							1
17 and under 17½									2	1	1					6
17½ and under 18									2							6
18 and over.....										2						2
Total.....		1			1		5		27	19	4	2				59
Sunday.																
6 and under 6½	2															2
6½ and under 7	1															1
7 and under 7½			1													1
7½ and under 8																1
8 and under 8½							1		4							4
8½ and under 9									3							4
9 and under 9½									4							9
9½ and under 10									4	2						9
10 and under 10½					1	1			3							14
10½ and under 11						1			8	2	3					6
11 and under 11½							1		4	1						2
11½ and under 12						1			1							2
12 and under 12½						1			1	2						4
12½ and under 13									1							1
13 and under 13½									1							1
13½ and under 14									1							1
14 and under 14½									1							1
14½ and under 15									1							1
15 and under 15½									1							1
15½ and under 16									1							1
16 and under 16½									1							1
16½ and under 17									2							2
17 and under 17½									2							2
Total.....	3		1		1	1	5	12	25	7	3					58

¹ Two runs, 6 and under 6½ hours; 1 run, 6½ and under 7 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LOS ANGELES, CAL.

[Employees were required to report at office after completing runs (days' work). They were paid for 5 minutes on this account, but this time is not included here.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	2															2
6 and under 7....	1															1
8 and under 8½....			1													1
9 and under 9½....					1											1
9½ and under 10....					1	17										18
10 and under 10½....					2	14	13									14
10½ and under 11....	1				3	23	25	4								45
11 and under 11½....				1	2	15	54	9								81
11½ and under 12....	1	1	2	1	2	22	76	42	6							151
12 and under 12½....	1			3	5	13	13	2	1							52
12½ and under 13....	1			2	4	10	27	10	1							55
13 and under 13½....	4				5	20	55	10	1				1			96
13½ and under 14....	3	1			7	30	69	25	11							146
14 and under 14½....	3	1	2	1	4	14	63	18	8							114
14½ and under 15....	1		2	1	1	9	33	13	1	1						62
15 and under 15½....	2	1				7	37	3								22
15½ and under 16....							7			1						1
16 and under 16½....											1					1
17 and under 17½....												1				1
Total.....	1 20	4	7	9	33	172	435	147	32	1	1	1	1			863

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	2															2
6½ and under 7....	1															1
8 and under 8½....			1													1
8½ and under 9....		1														1
9 and under 9½....					1											1
9½ and under 10....					1	17										18
10 and under 10½....				1	1	2	13									17
10½ and under 11....	1				4	15	19	5								44
11 and under 11½....	1			1	1	13	49	9								72
11½ and under 12....	1				21	74	40	8								148
12 and under 12½....	1	1	2	1	4	10	18	2								52
12½ and under 13....	1			4	5	10	25	9	3							54
13 and under 13½....	2	2		2	4	17	56	12	2	1		1				100
13½ and under 14....	2	2			5	27	62	23	12	1	1					135
14 and under 14½....	1	1	1		2	11	61	17	7			1				102
14½ and under 15....	1		2	1	2	7	18	9		1	1		1	1		44
15 and under 15½....	2	1				3	4	2	4	1	1	1				19
15½ and under 16....							1	3	2	7	1		1			15
16 and under 16½....								2	2	4	2					11
16½ and under 17....									2	5	5	5		1		13
17 and under 17½....											6	1	1	1		9
17½ and under 18....												1				1
18 and over.....							1		1				1			3
Total.....	2 15	8	6	10	31	153	401	143	43	17	11	16	4	4	³ 1	863

¹ Four runs, under 6 hours; 1 run, 6 and under 6½ hours; 3 runs, 6½ and under 7 hours; 12 runs, 7 and under 7½ hours.

² Two runs, under 6 hours; 1 run, 6 and under 6½ hours; 3 runs, 6½ and under 7 hours; 9 runs, 7 and under 7½ hours.

³ Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LOS ANGELES, CAL.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	1															1
8 and under 8½.....			2													2
9½ and under 10.....					1	21										22
10 and under 10½.....					1	15										16
10½ and under 11.....					5	20	6									32
11 and under 11½.....			1		2	10	47	16								77
11½ and under 12.....					3	17	65	36	9							130
12 and under 12½.....					3	10	32	13	3							61
12½ and under 13.....					2	5	39	23	10	1						80
13 and under 13½.....					2	19	51	26	7				1			106
13½ and under 14.....						11	53	19	9							92
14 and under 14½.....						5	19	12	4							40
14½ and under 15.....					1	1	7	1								10
15 and under 15½.....							1	4	2							7
17 and under 17½.....							1									1
Total.....	1		3		16	104	350	156	45	1			1			677

LOUISVILLE, KY.

	Monday to Friday.														Total.	
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and over.		
9½ and under 10.....							1									1
10½ and under 11.....								13	5							18
11 and under 11½.....								4	30	1						35
11½ and under 12.....							2	1	18	28	3					54
12 and under 12½.....				1		1	2	4	9	10	6	2				31
12½ and under 13.....					1		4	4	4	1	7	7	2			26
13 and under 13½.....			2		5	9	12	30	4		1					63
13½ and under 14.....			2		2	2	9	10	4	3						32
14 and under 14½.....				2	2			4	2	1						11
14½ and under 15.....			6	2	12		2									22
15 and under 15½.....					4	3	1	1								9
15½ and under 16.....				5	5	3										13
16 and under 16½.....			1		4	2										7
16½ and under 17.....					2	2										4
17 and under 17½.....					3											3
17½ and under 18.....				1	2		1	4								8
18 and over.....			1		1	1	1	7								11
Total.....			12	13	45	25	49	122	50	20	10	2				348

1 Hours, under 6.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LOUISVILLE, KY.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.		
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.	
9½ and under 10.						1											1
10½ and under 11.							10	1									11
11 and under 11½.					1	2	3	34	3								41
11½ and under 12.				1	2		2	14	24								44
12 and under 12½.				1	2	1	3	14	8	10	7	5					44
12½ and under 13.				1	1	2	5	3	2	2	8	2					31
13 and under 13½.					2	3	7	13	22	3		2					51
13½ and under 14.			1		2	3	8	6	5	3							29
14 and under 14½.			1	2				7	1								13
14½ and under 15.			1		3												4
15 and under 15½.				1		1	1	1		1	2						10
15½ and under 16.				1	3		2	2			1		1	1			10
16 and under 16½.				1	1		2	1									4
16½ and under 17.					1	2	1	1			1						5
17 and under 17½.					3	2	3				3		1				11
17½ and under 18.				1	2	2	3	5	1	3	2	2					18
18 and over.			1		2	2	2	5	3	3	1	2	1			1	23
Total.			4	8	28	21	54	116	51	30	22	8	4	1	1		348
Sunday.																	
Under 6.	25																25
6 and under 6½.	41																41
6½ and under 7.	30																30
7 and under 7½.	35																35
7½ and under 8.		3															3
8 and under 8½.	2	1	3														6
8½ and under 9.			2	4													6
9 and under 9½.	2			3													5
9½ and under 10.	1			3	4												8
10 and under 10½.				1	2	2											5
10½ and under 11.						6	5	1									12
11 and under 11½.						5	10	7	1								16
11½ and under 12.		1				1		12	5								28
12 and under 12½.	2	2						12	42	7	3						69
12½ and under 13.				2					3	13							25
13 and under 13½.		1		1	1				1	2	6	1	2				14
13½ and under 14.											2	3	2	1			9
14 and under 14½.				1										1			2
14½ and under 15.												1					1
Total.	140	8	5	15	7	2	12	26	29	56	25	4	4	2			335

¹ Hours, 15 and under 15½.
² Twenty-seven runs, under 6 hours; 42 runs, 6 and under 6½ hours; 30 runs, 6½ and under 7 hours; 41 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

LOWELL, MASS.

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees, and so was not in violation of State law.]

Number of hours within which runs were completed.	Monday to Friday.														Total.		
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.	
7 and under 7½		1														1	
7½ and under 8				1												1	
8½ and under 9					1											1	
9 and under 9½						6										10	
9½ and under 10							4									15	
10 and under 10½							15									21	
10½ and under 11							17	4								20	
11 and under 11½							18	2								3	
11½ and under 12							3	3								3	
12 and under 12½							3									3	
12½ and under 13				1			1									1	
13 and under 13½					2		4									8	
13½ and under 14					1		5	1								7	
14 and under 14½							2					1				3	
14½ and under 15	1				1				1							1	
15 and under 16		1								1						1	
Total	1	2		2	2	9	69	11	1			1				98	
Saturday.																	
Under 6	2																2
7½ and under 8				1													1
8½ and under 9		1				1											2
9 and under 9½						5	3										8
9½ and under 10							16										18
10 and under 10½						1	15	1									18
10½ and under 11							19	3									23
11 and under 11½								4									3
11½ and under 12							1	1									2
12 and under 12½							1	2		1							5
12½ and under 13							4					1					6
13 and under 13½	1					2	5	1									7
13½ and under 14							2										2
16 and under 16½							1										1
Total	3	1		1	1	8	67	15		1			1				98
Sunday.																	
Under 6	10																10
6 and under 6½		1															1
8½ and under 9			1	2	2												5
9 and under 9½		1			6												7
9½ and under 10		1	1		2	11	1										16
10 and under 10½			2	4	2	12	7										25
10½ and under 11			2	1	11	7	7										28
11 and under 11½								1									2
11½ and under 12					1												1
13 and under 13½							1										1
Total	10	3	6	7	23	30	16	1									96

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MANCHESTER, N. H.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for, but is not included here. Sunday runs with hours on duty less than on week days were paid for same as for week days. There were about 20 such Sunday runs.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
10 and under 10½			1													1
10½ and under 11			1													1
11 and under 11½			8	1	1											10
11½ and under 12			3	6	6	1										16
12 and under 12½				5	6	2										13
13 and under 13½					2											2
13½ and under 14					1											1
16½ and under 17					1											1
Total.....			13	13	16	3										45
Saturday.																
10 and under 10½			1													1
11 and under 11½			6	2	1											9
11½ and under 12			2	8	2	1										13
12 and under 12½				5	7											12
12½ and under 13					1											1
13 and under 13½					2											2
13½ and under 14					1											1
16½ and under 17					1											1
Total.....			9	16	14	1										40
Sunday.																
8½ and under 9	1															1
9 and under 9½	5															5
9½ and under 10	9															9
10 and under 10½	2		1													3
10½ and under 11		1		1												2
11 and under 11½					1											1
11½ and under 12			1	3	3	1										8
12 and under 12½			1	3	8	1										13
13 and under 13½					2											2
13½ and under 14					1											1
Total.....	17	1	3	7	15	2										45

¹ One run, under 6 hours; 5 runs, 6 and under 6½ hours; 8 runs, 6½ and under 7 hours; 3 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MEMPHIS, TENN.

Number of hours within which runs were completed.	Monday. ¹															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
9½ and under 10				1		1											2
10 and under 10½					2												2
10½ and under 11				2	5	12											19
11 and under 11½				2	6	13	3										24
11½ and under 12						2	7	1									11
12 and under 12½							10	10	3								23
12½ and under 13					1	1	1	4	1	1							8
13 and under 13½				2	3	3	3	2	1	1							14
13½ and under 14				1	3	6	13	1	1	2							27
14 and under 14½					5	10	5	5	3	1	1						24
14½ and under 15	3	2			2	4	6	4	3	1	1						26
15 and under 15½	1	1		1	1		4	7	2								17
15½ and under 16			3	2	3	2	3	1	3								17
16 and under 16½									1		1						2
Total.....	14	3	3	11	25	49	60	35	16	7	3						216
Tuesday to Friday.																	
9½ and under 10						1											1
10 and under 10½					2												2
10½ and under 11				2	7	11											20
11 and under 11½				2	6	14	3		1								26
11½ and under 12						2	7	2									11
12 and under 12½							10	8	3								21
12½ and under 13					1	2	4	1	1	1							9
13 and under 13½				2	3	2	3	1	1	1							12
13½ and under 14				1	5	3	12	2	1	2							26
14 and under 14½					5	10	4	1	2	1	1						23
14½ and under 15	3	2		2	5	7	4	4	3	1	1						28
15 and under 15½	1	1		1	1		4	8	2								18
15½ and under 16			3	2	3	2	3	1	3								17
16 and under 16½									1		1						2
Total.....	14	3	3	10	29	46	61	34	17	6	3						216
Saturday.																	
9½ and under 10				1		1											2
10 and under 10½			1		2												3
10½ and under 11				4	7	6											17
11 and under 11½				1	8	17	6										32
11½ and under 12					2	7	7	1		1							12
12 and under 12½					1	7	7	4									19
12½ and under 13					3	1	1	1	2								8
13 and under 13½					5	5	3	1	1								14
13½ and under 14				1	8	10	7	2		1							29
14 and under 14½	1				3	8	8	2		1							23
14½ and under 15					2	5	4	5	2	2	1						21
15 and under 15½	1		1	1			4	4	2		1						9
15½ and under 16			1	2			3	2	3								11
16 and under 16½							1				1						3
17 and under 18										1	2	1				1	2
18 and over													2			5	11
Total.....	2		3	10	36	51	43	33	16	8	4		3	1	6		216

¹ One run, 6½ and under 7 hours; 3 runs, 7 and under 7½ hours.

² Hours, 7 and under 7½.

³ One run, 14 and under 14½ hours; 1 run, 14½ and under 15 hours; 2 runs, 15 and under 15½ hours; 1 run, 16 and under 16½ hours; 1 run, 17½ and under 18 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MEMPHIS, TENN.—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
7½ and under 8.....		1														1
8 and under 8½.....			5													5
8½ and under 9.....				4												4
9 and under 9½.....					2											2
9½ and under 10.....			2			1										3
10 and under 10½.....				4	5											9
10½ and under 11.....			1	6	5	12										24
11 and under 11½.....					5	9	7			1						22
11½ and under 12.....						5	11	8								24
12 and under 12½.....					1		7	4		4						16
12½ and under 13.....				2			1	8	4		1					16
13 and under 13½.....				2	10	6	1	4	2	1	1					27
13½ and under 14.....				1	7	3		3	1							15
14 and under 14½.....					2	3	7	8		2						22
14½ and under 15.....						7	2	2	6							17
15 and under 15½.....								3	1	1						5
15½ and under 16.....									1							1
Total.....		1	8	19	37	46	36	40	20	5	1					213

MILWAUKEE, WIS.

[Monday to Friday and approximately 60 per cent of Saturday runs of less than 9 hours on duty were paid for as 9 hours.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
7 and under 7½.....				8												8
7½ and under 8.....					10											10
8 and under 8½.....						18										18
8½ and under 9.....							21									21
9 and under 9½.....								22								22
9½ and under 10.....								7	8							15
10 and under 10½.....								6	1	8						15
10½ and under 11.....								10			5					15
11 and under 11½.....								6	3	1		3				13
11½ and under 12.....								3	4	13						20
12 and under 12½.....								14	6	24	2					46
12½ and under 13.....								36	11	56	11	1				115
13 and under 13½.....								41	14	23	12	3				93
13½ and under 14.....								40	8	3	5					56
14 and under 14½.....								12	2	3						17
15 and under 15½.....								1								1
Total.....				8	10	18	21	198	57	131	35	7				485

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MILWAUKEE, WIS.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	2															2
6½ and under 7.....	1															1
7 and under 7½.....	3				6											9
7½ and under 8.....	2	3			7											12
8 and under 8½.....	1					14										15
8½ and under 9.....		5	1				10									16
9 and under 9½.....			1					7								8
9½ and under 10.....			1					2								10
10 and under 10½.....								2	7							14
10½ and under 11.....		1						13	1			5				19
11 and under 11½.....								10	8	2						20
11½ and under 12.....								9	24	13			4			50
12 and under 12½.....								16	17	32	1			1		67
12½ and under 13.....								30	10	30	11	2			2	85
13 and under 13½.....								43	14	13	5	4				79
13½ and under 14.....								29	7	5	1					42
14 and under 14½.....								12	1		1					14
14½ and under 15.....								1	2			1				4
15 and under 15½.....								5		2						7
15½ and under 16.....								2		2						4
17 and under 17½.....									1							1
17½ and under 18.....									1							1
18 and over.....										1						1
Total.....	9	9	3	6	7	14	10	181	93	111	24	7	4	1	12	481
Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6 and under 6½.....		2														2
6½ and under 7.....			5													5
7 and under 7½.....				3												3
7½ and under 8.....					3											3
8 and under 8½.....						4										4
8½ and under 9.....							13									13
9 and under 9½.....							1	1	26							28
9½ and under 10.....							2		1	32						35
10 and under 10½.....							1		3	1	10					15
10½ and under 11.....							5	21	5							31
11 and under 11½.....							2	23	26	2						53
11½ and under 12.....								4	22	8	2					36
12 and under 12½.....							1	2	4	7	7	1				22
12½ and under 13.....							4	10	5		5					24
13 and under 13½.....							6	1	11	4	4		1	1		28
13½ and under 14.....							6	16	9	10	3	2	2			48
14 and under 14½.....								2	8	2	1	3				16
Total.....		2	5	4	3	18	43	114	113	48	7	6	3			366

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.

[Monday to Saturday runs of two swings (parts) of less than 10 hours on duty were paid for as 10 hours. On runs of three swings the time not on duty between the second and third swings was paid for. All runs had 2 or 3 swings.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9½ and under 10					4	3										7
10 and under 10½					1	3										4
10½ and under 11					1	4	1									6
11 and under 11½					3	22	7	2	1							35
11½ and under 12					8	8	13	11	3							43
12 and under 12½				1	11	13	26	17	1	1						70
12½ and under 13					30	40	34	14	6	9	1					134
13 and under 13½				1	41	45	45	18	5	8	7	2				172
13½ and under 14					30	45	56	27	7	7	6	4	1			183
14 and under 14½					8	13	16	7	3			2	2			51
14½ and under 15					1	3	3	1	2	1			1	1		13
15 and under 15½						1		1								2
Total				2	138	200	201	98	28	26	14	8	4	1		720
Saturday.																
9½ and under 10				1	5	1										7
10 and under 10½					2	1										3
10½ and under 11					3	6										9
11 and under 11½					3	11	7	1	1							23
11½ and under 12					6	20	17	13	3	3						59
12 and under 12½					9	24	31	17	8	3						92
12½ and under 13					17	26	42	31	11	4	1					132
13 and under 13½					15	36	59	20	9	5	6	2				152
13½ and under 14					9	23	47	21	6	6	3	2				117
14 and under 14½					4	12	29	12	6	1	1	5	3			73
14½ and under 15					5	5	8	6	7	1			1	1		34
15 and under 15½						1		2								3
Total				1	78	165	241	123	51	20	11	9	4	1		704
Sunday.																
8½ and under 9	1															1
9 and under 9½		1			1											2
9½ and under 10		1														1
10 and under 10½			11		20											31
10½ and under 11			1	1	16	13		1								31
11 and under 11½		1	1	6	14	32		31								54
11½ and under 12		1	3	8	14	43		31								100
12 and under 12½		1	1	5	8	32	32	16	4							99
12½ and under 13		1	1	4	14	17	21	12	9	2						81
13 and under 13½			5	3	12	13	17	18	5	10	13	3				99
13½ and under 14						8	8	9	6	3	3					40
14 and under 14½					1	5	5	5	5				1			22
14½ and under 15						1	1	5	5	1						14
15 and under 15½								1								1
15½ and under 16							1									1
Total	1		11	21	73	90	156	122	50	27	18	7	1			577

¹ Hours, 6 and under 6½.

530 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

MOBILE, ALA.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
10½ and under 11				1		2	2									5
11 and under 11½						1	6	2								9
11½ and under 12							4	8	3							15
12 and under 12½							2	3	1							6
12½ and under 13						1		1	1							3
13 and under 13½							8	8	1	1						18
13½ and under 14								3	3	1		1				8
14 and under 14½							1	2	1			1				5
14½ and under 15											1					1
15 and under 15½									1							1
Total				1		4	23	27	11	2	1	2				71
Saturday.																
10½ and under 11				1		2	2									5
11 and under 11½						1	4	3								8
11½ and under 12						1	4	8	4							17
12 and under 12½							2	3	1							6
12½ and under 13						1		1	1							2
13 and under 13½						1	8	8	1	1						19
13½ and under 14								3	2	1		2				8
14 and under 14½								2	1	1		1				4
15 and under 15½									1							1
16½ and under 17															1	1
Total				1		6	20	27	11	2		3		1		71
Sunday.																
6½ and under 7			1													1
7½ and under 8				1												1
9 and under 9½	1															1
9½ and under 10	1		1		1	1										4
10 and under 10½	1		1	1	2	3	1									8
10½ and under 11			1		3	6	7	1								18
11 and under 11½					4	4	4	2								10
11½ and under 12					1				1							2
12 and under 12½								1								1
12½ and under 13						1	3	7								4
13 and under 13½						2	5	7			2	2				16
13½ and under 14								3			2					5
Total	2		1	3	2	7	17	20	14	1	2	2				71

¹ Hours, 13 and under 13½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NASHVILLE, TENN.

Number of hours within which runs were completed.	Friday. ¹														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½			1													1
8½ and under 9				5												5
9 and under 9½					47											47
9½ and under 10					2	22										24
10 and under 10½					3		24									27
10½ and under 11						6	3	6								15
11 and under 11½							1	2								3
11½ and under 12					1				1							2
12 and under 12½					2	3			1	1						6
12½ and under 13					2	1	2	2								7
13 and under 13½								1				1				9
13½ and under 14												3	4	2		9
14 and under 14½													1	1	1	3
14½ and under 15								1								1
Total			1	5	55	32	30	9	3	3			12	5	23	158
Saturday.																
8 and under 8½			1													1
8½ and under 9				5												5
9 and under 9½					51											51
9½ and under 10					2	22										24
10 and under 10½							23									25
10½ and under 11						5	3	7								15
11 and under 11½						1	1		1							3
11½ and under 12					1					1						2
12 and under 12½					2	3				1						6
12½ and under 13						1	2	2							1	6
13 and under 13½									1							7
13½ and under 14												3	4	2		10
14 and under 14½								1							1	3
14½ and under 15																
Total			1	5	58	32	30	10	2	2			10	5	23	158
Sunday.																
Under 6	3															3
6 and under 6½	2															2
6½ and under 7	6															6
7 and under 8	2	1														3
8 and under 8½			6													6
8½ and under 9			2	4												6
9 and under 9½				3	35											38
9½ and under 10				9	2	17										28
10 and under 10½					3		14									17
10½ and under 11					1	4		9								14
11 and under 11½						1	2		2							5
11½ and under 12										2						2
12 and under 12½						3										3
12½ and under 13					5	1										6
13 and under 13½					6	4	2	1	1		2					17
13½ and under 14												1				1
14 and under 15												1				1
Total	13	1	8	16	52	30	18	10	3	2	2		3			158

¹ Practically every regular man had a different run every day. Data were taken for every day, but are here shown for Friday, Saturday, and Sunday only. "Friday" practically represents Monday to Friday.

² Hours, 14 and under 14½.

³ Three runs, under 6 hours; 3 runs, 6 and under 6½ hours; 6 runs, 6½ and under 7 hours; 1 run, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEWARK, N. J.

[About 225 Monday to Friday and 125 Saturday runs of less than 10 hours on duty had allowances, that is time not on duty was paid for. The allowances ranged from 1 to 43 minutes.]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
7 and under 7½				2													2
7½ and under 8					12												12
8 and under 8½					2	3											5
8½ and under 9					1	4	1										6
9 and under 9½					1	1		1									3
9½ and under 10						1	1	1	2								5
10 and under 10½							1	4									5
10½ and under 11								1	20	4	1						26
11 and under 11½						1	1	17	23			1					43
11½ and under 12						1	5	29	26	11							72
12 and under 12½			1	1			3	27	32	16	3						84
12½ and under 13					1	1		1	25	20	9	1	3				60
13 and under 13½					1	3	4	3	35	15	6	1	1				69
13½ and under 14				2	2	2	3	2	32	21	6						68
14 and under 14½						2		1	6	12	3					1	25
14½ and under 15							2		1	4	4						11
15 and under 15½				1					1	1							2
15½ and under 16										1							1
16 and under 16½										1							1
16½ and under 17																1	1
17 and under 18									1	1							2
18 and over																1	1
Total				3	21	20	13	18	199	160	56	6	4	2	1	1	503

Number of hours within which runs were completed.	Saturday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
7 and under 7½				3													3
7½ and under 8					3												3
8 and under 8½						6											6
8½ and under 9						1											1
9 and under 9½							2	1	2								5
9½ and under 10								3	3								6
10 and under 10½								2	20	6	1						29
10½ and under 11								3	25	34	7	1					70
11 and under 11½									13	28	12	3					56
11½ and under 12									25	24	18	9	1				80
12 and under 12½					1			2	25	24	18	3	2				62
12½ and under 13							2	1	22	20	12	3	2				62
13 and under 13½						1			16	19	7	1	1				45
13½ and under 14								1	5	15	7	2	2				32
14 and under 14½						1			2	8	4	1			1	1	18
14½ and under 15				1				1	2	2							4
15 and under 15½								1		3		1					5
15½ and under 16									1	2	1						4
16 and under 16½								2	1	2	5	2	6	1			19
16½ and under 17										1	2		2				3
17 and under 18																1	1
18 and over																	1
Total				3	4	10	7	15	134	163	74	24	14	2	2	2	452

¹ Hours, 13 and under 13½.

² Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEWARK, N. J.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	2															2
6½ and under 7.....			1													1
7 and under 7½.....				3												3
7½ and under 8.....					5											5
8 and under 8½.....						6										6
8½ and under 9.....						2	3									5
9 and under 9½.....						9		3								12
9½ and under 10.....						4	20	9								33
10 and under 10½.....						1	14	19	10	2						46
10½ and under 11.....						1	7	10	34		2					54
11 and under 11½.....						1	8	6	22	7		1				54
11½ and under 12.....						1	2	5	7	15	16					48
12 and under 12½.....							1	2	2	6	5					26
12½ and under 13.....								1	1	2			2			15
13 and under 13½.....										3				2		7
13½ and under 14.....											2					4
14 and under 14½.....											1					4
14½ and under 15.....													1			1
15 and under 15½.....																1
16½ and under 17.....							1									1
Total.....	2		1	3	5	25	57	55	82	40	30	18	3	3		324

NEW BEDFORD, MASS.

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees and so was not in violation of State law. The excess over 9 or 11 hours was usually due to employees choosing a tripper in addition to a regular run. Approximately 60 of the runs here shown included a tripper of from 1 to 3 hours. Trippers of less than 2 hours on duty were paid for as 2 hours. Others were paid for by actual time. Employees taking cars at barn were required to report 10 minutes before scheduled time of beginning runs or part runs, 5 minutes of which was paid for. This period of reporting time amounted (according to the number of part runs) to from 10 to 40 minutes per day, half of which was paid for and none of which is included in "hours on duty." The first 5 minutes of this time is excluded from "hours within which runs were completed."]

	Monday to Friday.														Total.	
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7 and under 7½.....				2												2
8 and under 8½.....	1															1
9 and under 9½.....					2											2
9½ and under 10.....				1												1
10 and under 10½.....								1								1
10½ and under 11.....								4								4
11 and under 11½.....								4								4
11½ and under 12.....									6	1						7
12 and under 12½.....	2				1	3	3	1	1	1		1				12
12½ and under 13.....	1						2	2	10	3	1					19
13 and under 13½.....		1	1						2	2						4
13½ and under 14.....					1	1	1									3
14 and under 14½.....					1	4				2						7
14½ and under 15.....						1	2					1				4
15 and under 16.....									1							1
17 and under 17½.....												1				1
17½ and under 18.....									1							1
Total.....	14	1	1	3	1	5	13	12	10	17	3	4				74

¹ Two runs, 4½ and under 5 hours; 1 run, 5 and under 5½ hours; 1 run 5½ and under 6 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW BEDFORD, MASS.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6½ and under 7	1															1
7 and under 7½	1			2												3
8 and under 8½	3															3
9 and under 10			1													1
10 and under 10½							2									2
10½ and under 11						8	2		1							11
11 and under 11½							12		5							13
11½ and under 12								3	1							6
12 and under 12½					1	3	3	1	2	1	1					12
12½ and under 13							2		1		1					3
13 and under 13½			1													2
13½ and under 14					1	1				1						2
14 and under 14½					1	3			1	1						6
14½ and under 15						1			1				1			3
15 and under 15½										1					1	2
15½ and under 16											1					1
16 and under 16½													1			1
17 and under 17½														1		1
17½ and under 18																1
Total	5		1	3	1	3	15	21	9	8	3	1	2	2		74
Sunday.																
Under 6	4															4
6½ and under 7			5													5
7 and under 7½				4												4
7½ and under 8	1				1											2
8 and under 9			1		3											4
9 and under 9½			1	4	6											14
9½ and under 10					2	2										4
10 and under 10½					2											2
10½ and under 11					1	2										3
11 and under 11½							1									1
11½ and under 12							3	1								10
12 and under 12½	1				1	4	2	1		3						6
12½ and under 13							1									1
14 and under 14½						1										1
15 and under 15½															1	1
Total	6		7	8	17	12	9	6	2	3					11	71

NEW BRITAIN, CONN.

Monday to Saturday.																
11 and under 11½										1	2					3
11½ and under 12										1	2					3
12 and under 12½										2	2	3				7
12½ and under 13										1						1
13 and under 13½											2					2
14 and under 14½											1					1
15 and under 15½												2				2
16 and under 17											2					2
17 and under 17½								1								1
17½ and under 18							1					1				2
Total							1	1	5	11	6					24

¹ Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW BRITAIN, CONN.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8½ and under 9				1												1
9 and under 9½					2	3										5
9½ and under 10								1								2
10 and under 10½							2									2
10½ and under 11				1	1			2								2
11½ and under 12						1			3		1					5
12½ and under 13									1							1
13 and under 13½										1						1
14½ and under 15				1												1
15 and under 15½											2					2
15½ and under 16												1				1
Total				3	3	4	2	3	4	1	3	1				24

NEW HAVEN, CONN.

	Monday to Friday.														Total.	
	6½ and under 7	7½ and under 8	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½		15½ and under 16
6½ and under 7	1															1
7½ and under 8		1														1
9½ and under 10			1						2							2
10 and under 10½				1				1		2						2
10½ and under 11					3	13										16
11 and under 11½					1	30				3						34
11½ and under 12				1	5	14				2						43
12 and under 12½				1	2	2	2	2	2	17						26
12½ and under 13					1	2	5	1								8
13 and under 13½					4	11	25	3		3						46
13½ and under 14						4	14	6		1						25
14 and under 14½							1	6		2						12
14½ and under 15										1	1					2
15 and under 15½												1				1
15½ and under 16																1
Total	2			3	13	23	53	72	49	3	2					220

	Saturday.														Total.	
	6½ and under 7	7½ and under 8	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½		15½ and under 16
6½ and under 7	1															1
7½ and under 8		1														1
9½ and under 10			1					1								1
10 and under 10½				1				1		1						3
10½ and under 11					3	13										16
11 and under 11½					1	30				3						34
11½ and under 12				1	5	14				2						43
12 and under 12½				1	2	2	2	2	2	17						26
12½ and under 13					1	2	5	1								8
13 and under 13½					4	11	25	3		3						46
13½ and under 14						4	14	6		1						25
14 and under 14½							1	6		2						12
14½ and under 15										1	1					2
15 and under 15½							1	1								2
15½ and under 16												1				1
16 and under 16½										1						1
Total	2			3	13	23	53	71	50	3	2					220

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW HAVEN, CONN.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6 and under 6½		1														1
6½ and under 7			1													1
7 and under 8					1											1
8 and under 8½				4												4
8½ and under 9					1		1									2
9 and under 9½					8	1										9
9½ and under 10					7	19	6									32
10 and under 10½			1		7	7	25									33
10½ and under 11						2	13									15
11 and under 11½						1	11									12
11½ and under 12					1	5		1								7
12 and under 12½					1	2	2	1								6
12½ and under 13					2	2	5	1								8
13 and under 13½						5	11	25	3	1						45
13½ and under 14						4	14	5	1	1						24
14 and under 14½						1		4	5	2		1				13
14½ and under 15									1	1						2
15 and under 15½								1								1
15½ and under 16												1				1
Total.....		1	2	4	19	42	57	70	15	5		2				217

NEW ORLEANS, LA.

[Runs of less than 8 hours on duty were paid for as 8 hours. All-night (or owl) car runs of less than 10 hours on duty were paid for as 10 hours.]

	Monday to Saturday.														Total.	
6½ and under 7			1													1
7 and under 8				14												14
8 and under 8½					39											39
8½ and under 9					1	4	33									38
9 and under 9½					3	1	98									102
9½ and under 10					2	5	4	75								86
10 and under 10½				1	10	2	17	10	25							65
10½ and under 11				1	3	4	7	39	12							66
11 and under 11½			1		5	2	15	21	18							62
11½ and under 12			1	1	9	11	26	40	13							101
12 and under 12½				4	6	14	11	3								38
12½ and under 13						2										2
Total.....			3	18	79	66	181	196	71							614

	Sunday.														Total.	
7½ and under 8					2											2
8 and under 8½						21										21
8½ and under 9						3	30									33
9 and under 9½						2	4	119								125
9½ and under 10						2	3	8	106							119
10 and under 10½						9	1	10	19							60
10½ and under 11					1	4	3	6	46	2		1				63
11 and under 11½						2	3	13	51	7						76
11½ and under 12						2	9	16	36	7						70
12 and under 12½					1		3	9	17							30
Total.....				4	45	56	181	275	37	1						599

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

I. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.

BROOKLYN RAPID TRANSIT CO.

[Monday to Friday runs of less than 10 hours on duty, except two of 7½ and under 8 and one of 8½ and under 9, were paid for as 10 hours. The three excepted runs and runs of 10 hours or over were paid for by actual time. Saturday and Sunday runs of less than 7 hours were paid for by actual time; of over 7 and under 8 were paid for as 8; of over 8 and under 9 were paid for as 9; of over 9 and under 10, were paid for as 10, and of 10 and over were paid for by actual time.]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
9½ and under 10.....					1			19									20
10 and under 10½.....					1		1	41		41							84
10½ and under 11.....								21	95	20							136
11 and under 11½.....								20	59	9							88
11½ and under 12.....								22	83	16							121
12 and under 12½.....							2	47	96	99		1					245
12½ and under 13.....								49	80	92	65						287
13 and under 13½.....								50	82	71	69	33	1				306
13½ and under 14.....								116	181	153	75	45	6				576
14 and under 14½.....								17	25	36	21	6					105
14½ and under 15.....								1	2	1	1						5
15 and under 16.....										1							1
Total.....					2		3	403	744	498	231	86	7				1,974
Saturday.																	
Under 6.....	20																20
6 and under 6½.....	1	2															3
6½ and under 7.....			19														19
7 and under 7½.....				10													10
7½ and under 8.....					11												11
8 and under 8½.....					1		4										5
8½ and under 9.....							7										7
9 and under 9½.....							1	3									4
9½ and under 10.....							6	14	1								21
10 and under 10½.....	1			2	1	1	7	32	25								69
10½ and under 11.....				1	2	1	9	20	112	16							161
11 and under 11½.....					1	3	11	20	62	38	8						143
11½ and under 12.....					4	2	8	18	97	24	6						165
12 and under 12½.....						3	11	28	87	116	6	7	5				263
12½ and under 13.....						8	1	6	25	75	122	74	6	3			320
13 and under 13½.....						1	3	4	19	55	87	75	59	6			309
13½ and under 14.....					1	1	3	3	26	81	97	68	51	14			345
14 and under 14½.....								3	4	17	15	4					43
14½ and under 15.....									1	2	1					1	5
15 and under 15½.....		1										1					2
Total.....	22	3	19	15	29	21	73	208	600	519	253	134	28	1			1,925

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	8															8
6 and under 6½.....		6														6
6½ and under 7.....			4													4
7 and under 7½.....		1	1	8												10
7½ and under 8.....	1				12											13
8 and under 8½.....			1	1		4										6
8½ and under 9.....		1			2		9									12
9 and under 9½.....		1		1	1	4	3									10
9½ and under 10.....				1			9	3								13
10 and under 10½.....						1	13	14	21	1						50
10½ and under 11.....						1	8	10	89	22						130
11 and under 11½.....							6	19	81	45	13					164
11½ and under 12.....					1	3	2	15	84	46	21	15	1			188
12 and under 12½.....							2	9	46	116	20	27	8			228
12½ and under 13.....							4	4	24	102	104	11	7	1		257
13 and under 13½.....							1		8	38	67	39	5			158
13½ and under 14.....								2	6	13	23	12	12			88
14 and under 14½.....										1			2	1		4
16 and under 16½.....														1		1
Total.....	9	9	6	11	16	13	59	74	359	384	248	124	35	2	11	1,350

NEW YORK AND QUEENS COUNTY RAILWAY CO.

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½.....			5													5
8½ and under 9.....				8												8
9 and under 9½.....				1	3											4
9½ and under 10.....				2		1										4
10 and under 10½.....				1	3											3
10½ and under 11.....			1	1		1										4
11 and under 11½.....						6		3								9
11½ and under 12.....						1	3	8								15
12 and under 12½.....				2		1	3	1	3							18
12½ and under 13.....			2	3	1	3			3							10
13 and under 13½.....			3	2	5	6	6	3	2							27
13½ and under 14.....				1	2	10	7	1								21
14 and under 14½.....				5	2	6	2	4								19
14½ and under 15.....			1	2	3	3	3	1								10
15 and under 15½.....			1	2	1	3	3	1								11
15½ and under 16.....			2	1	2	1	3	2								11
16 and under 16½.....						1										1
Total.....			17	29	21	36	34	27	13	3						180

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8½	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
6 and under 6½	1															1
8 and under 8½			3													3
8½ and under 9				4												4
9 and under 9½	1			1	2											4
9½ and under 10				1		2										3
10 and under 10½			1	1												4
10½ and under 11		1		1		5	5									13
11 and under 11½				2	3	1	11	3								20
11½ and under 12				1		1	1	4	14							25
12 and under 12½					1				4	5						15
12½ and under 13					1		1		2	1	1					6
13 and under 13½				1		3	1		1	2						8
13½ and under 14							2		1	1	1					8
14 and under 14½							1		3	2	1					15
14½ and under 15							2	3	7	4	1					16
15 and under 15½					1		2	3	4	3	2					8
15½ and under 16							1		2	2	1			1		12
16 and under 16½			1	2	2		1	2	2							11
16½ and under 17									1							1
17 and under 17½							1		1							1
17½ and under 18								1	5		1					7
18 and over							1	1	2							4
Total	2	1	5	16	13	18	32	51	25	10	6		1			180

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8½	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7½ and under 8	2															2
8 and under 8½		1	4													5
8½ and under 9		2	6	4												12
9 and under 9½		1	2	3	2											8
9½ and under 10			1	4	5											10
10 and under 10½				1	1	4										10
10½ and under 11					1	5	5									7
11 and under 11½					2	1	1	6	5							15
11½ and under 12					1	2	2	1	17	2						23
12 and under 12½			1			2		2	4	7	3					19
12½ and under 13			2				2	2	1			2				7
13 and under 13½					1			2	2							5
13½ and under 14					1			1								4
14 and under 14½								1		2						1
Total	2	4	16	17	13	15	13	30	11	3	4					128

¹ Hours, 6 and under 6½.

² Hours, 6½ and under 7.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (HORSE-CAR LINES).

[Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 were paid for as 9; over 9 and under 10 were paid for as 10; and over 10 were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next pay-roll period.]

Drivers.

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and under 13
11 and under 11½										1						1
11½ and under 12										2	1					3
12 and under 12½	2					1				5						8
12½ and under 13	1								2		2					5
13 and under 13½	10								7		2	1				21
13½ and under 14	1				5			1	3	1						10
Total	14				5	1	4		3	15	5	1				48
Sunday.																
10½ and under 11									2							2
11 and under 11½									6							6
12 and under 12½								1		4	1					6
13 and under 13½									3							3
13½ and under 14											1					1
Total								1	2	13	2					18

NEW YORK RAILWAYS CO. (STORAGE-BATTERY CAR LINES).

Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 were paid for as 9; over 9 and under 10 were paid for as 10; and over 10 were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next pay-roll period.]

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and under 13
11½ and under 12						1			4	7	5					17
12 and under 12½	4					2	1		1	11	1					20
12½ and under 13		2		1					4	14	3					24
13 and under 13½		1				5				1						8
13½ and under 14				2												2
14 and under 14½				1												1
Total	4	3		5		5	3	1	9	33	9					72
Sunday.																
11 and under 11½										3						3
11½ and under 12								1	2	4	1					8
12 and under 12½					2			1		22						25
12½ and under 13					2				4							6
13½ and under 14										5						5
Total					4			6	2	34	1					47

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES EXCEPT HORSE AND STORAGE-BATTERY CAR LINES).

[Runs of less than 8 hours on duty were paid for as 8 hours; over 8 and under 9 were paid for as 9; over 9 and under 10 were paid for as 10; and over 10 were credited to the nearest 6 minutes, but were paid for in even hours, the fraction of an hour being carried to the next pay-roll period.]

Number of hours within which runs were completed.	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....	1															1
6 and under 6½.....		2														2
7 and under 7½.....				1												1
7½ and under 8.....																3
10 and under 10½.....						1	8	4		1						14
10½ and under 11.....	1						2	17		7						22
11 and under 11½.....	1	4	2	1				25	31	7						71
11½ and under 12.....	1		3					2	45	245	20					321
12 and under 12½.....	22	3	1		2		2		45	247	121	28				426
12½ and under 13.....	28	8	6	4	11	2	8	16	97	49	14					243
13 and under 13½.....	22	3	2	8	5	4	18	18	43	19	4		2			148
13½ and under 14.....	32	9	11	2	38	23	20	28	27	8						198
14 and under 14½.....	2	4	3		2											11
Total.....	110	33	28	16	61	30	60	137	707	225	52	2				1,461
Sunday.																
6½ and under 7.....	1															1
7 and under 7½.....			1	2												3
7½ and under 8.....			1	3	3											7
8 and under 8½.....				2												2
8½ and under 9.....				1												1
9 and under 9½.....					2	23										25
9½ and under 10.....				1	2			1								4
10 and under 10½.....				2	12	7	8	10	4							43
10½ and under 11.....						1	1	26	42	1						71
11 and under 11½.....						3		13	83	8						108
11½ and under 12.....				2	3	6	22	18	104	60						215
12 and under 12½.....				3	4		2	7	72	46	1					135
12½ and under 13.....				2				21	22	15	16					76
13 and under 13½.....					1			2	18	6	19		1			47
13½ and under 14.....								1		4			1	1		7
14 and under 14½.....						1			3	3	1					6
Total.....	1		2	19	27	41	33	99	345	143	37	3	1			751

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—THE BRONX AND MANHATTAN.

[The cars of the company were operated without a schedule, the movement of cars being directed by inspectors. The time shown here is the actual time worked by regular men on regular runs for the day for which data were taken, and is for about 40 per cent of the runs only.]

Number of hours within which runs were completed.	Wednesday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	1															1
6 and under 6½.....	1															1
6½ and under 7.....	1															1
7 and under 7½.....	2															2
8 and under 8½.....	1		1													2
8½ and under 9.....	1															1
9 and under 9½.....	1			1	2											4
9½ and under 10.....				1		2										3
10 and under 10½.....			1													1
10½ and under 11.....				1	3	1										5
11 and under 11½.....	1			1	4	5	4	1								16
11½ and under 12.....	2			1	8	26	1	1								39
12 and under 12½.....	1		1	3	4	9	72	20	3							113
12½ and under 13.....	1		1	1	1	3	13	57	18	2						97
13 and under 13½.....	1			2	5	5	3	7	14	12	1		1			51
13½ and under 14.....				3	1	5	5	7	4	11		1		1		38
14 and under 14½.....				1	1	2	10	2	1	2						19
14½ and under 15.....				3	1	1	4	5			1					15
15 and under 15½.....					1					1						2
Total.....	14		4	18	23	40	133	100	41	28	1	2	1	1		411

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	3															3
6½ and under 7.....	1															1
9 and under 9½.....					1											1
9½ and under 10.....						1										1
10 and under 10½.....		1	1	3			3									8
10½ and under 11.....				1		2										3
11 and under 11½.....	3		1		5	8	4									21
11½ and under 12.....		1		1	4	21	25	8	1							61
12 and under 12½.....	1		4	2	2	10	74	31	2							126
12½ and under 13.....					2	6	13	26	19	2	1					69
13 and under 13½.....				2	1	2	8	12	21	6						52
13½ and under 14.....	1			1	3	1	4	1	5	7	3	1				27
14 and under 14½.....					3	9	2	1	3	1	1					20
14½ and under 15.....						1	4	3	2	1	1		2			14
15 and under 15½.....										2	1					3
15½ and under 16.....									2							2
16½ and under 17.....											1					1
17 and under 17½.....											2					2
18 and over.....													1			1
Total.....	9	2	6	10	18	55	144	83	53	21	7	5	2	1		416

¹ Five runs, under 6 hours; 3 runs, 6 and under 6½ hours; 3 runs, 6½ and under 7 hours; 3 runs, 7 and under 7½ hours.

² Three runs, under 6 hours; 4 runs, 6½ and under 7 hours; 2 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—THE BRONX AND MANHATTAN—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	25															25
6 and under 6½.....	4															4
6½ and under 7.....	3															3
7 and under 8.....	2	4														6
8 and under 8½.....	1		3													4
8½ and under 9.....	6			2												8
9 and under 9½.....	8	13		1	1											23
9½ and under 10.....		5	4			1										10
10 and under 10½.....	2		1	14	2											19
10½ and under 11.....		2	2	12	19	1										36
11 and under 11½.....	4	1	7	1	13	10	2	2								40
11½ and under 12.....			5	1	5	20	8	2		1						42
12 and under 12½.....			1	2	1	6	35	5	2	1						53
12½ and under 13.....			2	1		3	5	16	3		2					32
13 and under 13½.....				3	4	4		1	7	5		1				25
13½ and under 14.....						4	3			1						8
14 and under 14½.....						1	6	1	1							9
14½ and under 15.....							2	2			1					5
16½ and under 17.....				1												1
Total.....	55	25	25	38	45	50	61	29	13	7	1	3	1			353

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

[Motormen, conductors, and guards were required to report a few minutes before scheduled time for beginning runs (days' work) or part runs. This time, which amounted to from 10 to 30 minutes per day, was paid for but is not included here. A daily rate by years of service, as shown in Table A, was paid for each run, regardless of the number of hours on duty.]

Motormen.

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7½ and under 8.....					8											8
8 and under 8½.....						20										20
8½ and under 9.....							32									32
9 and under 9½.....					1			116								117
9½ and under 10.....			1			1		30								32
10 and under 10½.....						3										3
10½ and under 11.....						8	1									9
11 and under 11½.....					3	5	8	4								20
11½ and under 12.....	1			1	14	30	18	10								74
12 and under 12½.....	2				11	15	10	7								45
12½ and under 13.....					4	1	1									6
13½ and under 14.....								1								1
Total.....	3		1	1	41	83	70	133	30							367

¹ Twenty-five runs, under 6 hours; 10 runs, 6 and under 6½ hours; 4 runs, 6½ and under 7 hours; 16 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Motormen—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7½ and under 8					8											8
8 and under 8½						21										21
8½ and under 9							39									39
9 and under 9½					1			89								90
9½ and under 10						1			41							42
10 and under 10½					1	6	12	4								23
10½ and under 11					3	2	7	5								17
11 and under 11½					4	12	4	1								21
11½ and under 12				1	8	27	12	8								56
12 and under 12½					14	12	6	7								39
12½ and under 13					4	1	1									6
13½ and under 14								1								1
Total				1	43	82	81	115	41							363
Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6½ and under 7		1														1
7 and under 7½				1												1
7½ and under 8					19											19
8 and under 8½						12										12
8½ and under 9							66									67
9 and under 9½								100								100
9½ and under 10									14							16
10 and under 10½		1				1										12
10½ and under 11						3	7	2								12
11 and under 11½						3	3	14								20
11½ and under 12		1						2								3
12 and under 12½				1	1	2	8	9								21
12½ and under 13					1	2	1	4								8
13½ and under 14					1		1									2
Total	1	3		4	22	22	89	127	14							282

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

NEW YORK, N. Y.—Continued.

Conductors.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7½ and under 8	2															2
8 and under 8½		3														3
8½ and under 9			45													45
9 and under 9½				109												109
9½ and under 10					19											19
10½ and under 11		7	9													16
11 and under 11½		7	16	1	1											25
11½ and under 12	10	8	12	10	7											40
12 and under 12½	7	12	19	19	7											45
12½ and under 13		9	19	19												28
13 and under 13½		2	1													3
Total	19	48	121	127	20											335
	Saturday.															
7½ and under 8	2															2
8 and under 8½		9														9
8½ and under 9			67													67
9 and under 9½	1	1		90												92
9½ and under 10		5	1		22											28
10 and under 10½			14													14
10½ and under 11		4	6													10
11 and under 11½		8	19	2	1											30
11½ and under 12	1	11	6	3												21
12 and under 12½		12	19	7												29
12½ and under 13		6	20													26
13 and under 13½		2	1													3
Total	4	58	144	102	23											331
	Sunday.															
7½ and under 8	1															1
8 and under 8½		13														13
8½ and under 9		1	94													95
9 and under 9½		1	6	62												69
9½ and under 10		4	3		19											26
10 and under 10½		6	5	1												12
10½ and under 11		3	3	4												10
11 and under 11½			2	4												6
11½ and under 12		6	6													12
12 and under 12½		3	4													7
12½ and under 13			6	1												7
Total	1	37	129	72	19											258

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Guards.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8 and under 8½						3										3
8½ and under 9								44								44
9 and under 9½									171							171
9½ and under 10										26						26
10 and under 10½							1	13	10							24
10½ and under 11						16	19	57	4							97
11 and under 11½	15	1	2	1	20	32	41	29	1							141
11½ and under 12		1	7	6	14	37	57	26								148
12 and under 12½		2	5	23	52	27	85	38								232
12½ and under 13				4	34	12	52	49	32							183
13 and under 13½					44	10	3	5								62
13½ and under 14					4											4
14 and under 14½																4
Total	17	7	13	112	125	186	348	300	27							1,135
Saturday.																
8 and under 8½						23										23
8½ and under 9							109									109
9 and under 9½					3	3		172								178
9½ and under 10						7			24							32
10 and under 10½							27	40	2							22
10½ and under 11							20	2								69
11 and under 11½					6	34	87	23	1							151
11½ and under 12					3	69	109	31								212
12 and under 12½				4	4	50	51	22								131
12½ and under 13					6	18	12	55	8							99
13 and under 13½			2	28	4	4	3									41
13½ and under 14				32	10	1	3									46
14 and under 14½				4												4
Total			2	74	48	230	478	260	25							1,117
Sunday.																
7½ and under 8					3											3
8 and under 8½						37										37
8½ and under 9						3	428									431
9 and under 9½						9	9	123								141
9½ and under 10		2				22	12		53							89
10 and under 10½						12	23	3								38
10½ and under 11						11	5	10								26
11 and under 11½							2	8	2							12
11½ and under 12				2		14	6									22
12 and under 12½						5	5	4								14
12½ and under 13							14	3								17
Total		2		2	3	113	504	151	55							830

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

[Motormen, conductors, and guards were required to report a few minutes before scheduled time of beginning runs (day's work) or part runs. This time, which amounted to 10 or 20 minutes per day, was paid for but is not included here. A daily rate by years of service, as shown in Table A, was paid for each run, regardless of the number of hours on duty.]

Motormen.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over
7 and under 7½				1												1
7½ and under 8					5											5
8 and under 8½						38										38
8½ and under 9							44									44
9 and under 9½								30								30
9½ and under 10									21							21
10 and under 10½										1						1
10½ and under 11					2		1									3
11 and under 11½	1			3	4	2	3		1							13
11½ and under 12			1	3	11	3	10		6							34
12 and under 12½			2	1	3				1							7
Total.....	1		3	6	25	44	59	39	22							199
Saturday.¹																
7 and under 7½				1												1
7½ and under 8					16											16
8 and under 8½						43										43
8½ and under 9							47									47
9 and under 9½								25								25
9½ and under 10			2		3				16							23
10 and under 10½				1			2									4
10½ and under 11					2			1								3
11 and under 11½				3	4	2	2	4	2							15
11½ and under 12				9	2	3	13	4								31
12 and under 12½				1	2											3
Total.....			2	4	33	53	54	43	22							211
Sunday.																
7 and under 7½				5												5
7½ and under 8					15											15
8 and under 8½						16										16
8½ and under 9						1	32									33
9 and under 9½								26								26
9½ and under 10					1				21							22
10 and under 10½				2												2
10½ and under 11				1		1		3	1							6
11 and under 11½								3	3							3
11½ and under 12							3	8	2							13
12 and under 12½								1								1
Total.....				5	19	18	35	41	24							142

¹ Extra scheduled time—that is, time scheduled for this day only—was inseparably included with data of regular runs for this day.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Conductors.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over
7 and under 7½				1												1
7½ and under 8					6											6
8 and under 8½						26										26
8½ and under 9							42									42
9 and under 9½								16								16
9½ and under 10									37							37
10 and under 10½										1						1
10½ and under 11										1	1					2
11 and under 11½	1		1	1	3	3	4	5	7	1						20
11½ and under 12			1	5	5	3	4	5	3	1						24
12 and under 12½		1	3	3	4				1	1						15
12½ and under 13																1
Total.....	1	1	5	10	18	31	50	29	48							193
Saturday.¹																
7 and under 7½				1												1
7½ and under 8					10											10
8 and under 8½						30										30
8½ and under 9							47									47
9 and under 9½								11								11
9½ and under 10			2	2	2				28							34
10 and under 10½				1	1			2		1						4
10½ and under 11					1	2				1	1					4
11 and under 11½					2	2	3	5	6							18
11½ and under 12					2	1	2	14	14	3						33
12 and under 12½					1	2		2	3							10
Total.....			2	4	19	37	56	33	51							202
Sunday.																
7 and under 7½				5												5
7½ and under 8					15											15
8 and under 8½						16										16
8½ and under 9						1	32									33
9 and under 9½								26								26
9½ and under 10						1			21							22
10 and under 10½						2										2
10½ and under 11					1	1			3	1						6
11 and under 11½									3	3						3
11½ and under 12								3	8	2						13
12 and under 12½									1							1
Total.....				5	19	18	35	41	24							142

¹ Extra scheduled time—that is, time scheduled for this day only—was inseparably included with data of regular runs for this day.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Concluded.

Guards.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6 and under 6½		1														1
6½ and under 7			2													2
7 and under 7½				1												1
7½ and under 8					40											40
8 and under 8½						98										98
8½ and under 9							98									98
9 and under 9½								49								49
9½ and under 10									175							175
10 and under 10½						1		3								3
10½ and under 11					1	1	1	2	1							5
11 and under 11½	1		1	5	8	3	6	13	28							65
11½ and under 12			3	9	16	5	7	15	14							69
12 and under 12½	4	10	27	23	34	10	12	13	19							152
12½ and under 13	5	16	7	34	25	7	24	19	20							157
13 and under 13½		12	6	1	10		9	8	30							76
13½ and under 14									2							2
Total.....	10	39	46	73	133	125	160	119	289							994
Saturday.¹																
7 and under 7½				1												1
7½ and under 8					76											76
8 and under 8½						111										111
8½ and under 9					2	2	4		43							173
9 and under 9½					2	2	1	1	2							51
9½ and under 10			6		2	2	1	2	6							162
10 and under 10½					2	1	1	4	7							11
10½ and under 11					1	4	9	5	16							22
11 and under 11½						9	7	19	53							76
11½ and under 12					2	9	7	14	30							147
12 and under 12½	2	3	1		6	11	3	9	10							113
12½ and under 13		2	7	4	15	3	9	10	30							80
13 and under 13½		2	3	7	4		6	8	20							50
13½ and under 14				1												1
Total.....	2	7	18	21	127	167	235	169	328							1,074
Sunday.																
6½ and under 7			2													2
7 and under 7½				9												9
7½ and under 8					74											74
8 and under 8½						36										36
8½ and under 9						1	74									75
9 and under 9½								107								107
9½ and under 10						3			159							162
10 and under 10½						6		4	1							11
10½ and under 11					3	3	3	10	3							22
11 and under 11½						1	1	23	3							28
11½ and under 12				4		1	5	21	18							49
12 and under 12½						3		9	3							15
12½ and under 13			2					4	6							6
13 and under 13½						4	1	6								11
Total.....			4	13	86	49	88	181	186							607

¹ Extra scheduled time—that is, time scheduled for this day only—was inseparably included with data of regular runs for this day.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES).

Employees starting from yards were required to report 10 minutes before scheduled time of beginning runs (days' work); this time was paid for, but is not included here. Employees on straight runs were allowed 30 to 40 minutes for meals; this time was paid for, but is not included in "hours on duty." Motormen with runs of less than 10 hours on duty were paid for 10 hours. Approximately all conductors and guards with runs of less than 6 hours on duty were paid for 7 or 8 hours; over 6 and under 7 were paid for 8; over 7 and under 8 were paid for 9; over 8 and under 9 were paid for 9, 9½, or 9¾, and those with runs over 9 were paid for 9¾ or 10 hours.]

Motormen.

Number of hours within which runs were completed.	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
9 and under 9½			2	22												24
9½ and under 10				18	86	3										107
10 and under 10½	1		1	17	1	1										21
10½ and under 11				1	2											1
11 and under 11½				1	2											3
11½ and under 12			1	2	7											10
12 and under 12½				2	6											14
12½ and under 13				2	6											8
13 and under 13½		1		6	13	1										21
13½ and under 14				8	16	2										26
Total	1	3	42	126	59	4										235
	Sunday.															
8½ and under 9			1													1
9 and under 9½		1	23	1												25
9½ and under 10			4	59	17											80
10 and under 10½				14	4											18
11 and under 11½			1	1	3											5
11½ and under 12				1	1											2
12 and under 12½				2	2											4
12½ and under 13				4	4	1										5
13 and under 13½				1	5	1										7
13½ and under 14			2	2	10	2										16
14 and under 14½			1	1												2
Total		2	31	82	46	4										165

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Conductors.

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over
6 and under 6½	1															1
6½ and under 7			1													1
7 and under 7½			1													1
7½ and under 8				2												2
8 and under 8½					3											3
8½ and under 9					1	3										4
9 and under 9½						5	26									32
9½ and under 10						2	19	1								85
10 and under 10½					1			14	1							16
10½ and under 11					1			1								2
11 and under 11½						2	1		2							5
11½ and under 12				1	1	1		2	2							7
12 and under 12½	3			1		2		5	8							19
12½ and under 13	2				1		1	6	6							17
13 and under 13½	3	1			1	1	2	4	12	1						25
13½ and under 14	2	1		1	3	1		2	7	1						18
Total	11	2	2	5	12	17	49	90	41	3						238
	Sunday.															
7½ and under 8					2											2
8 and under 8½				1	6	2										9
8½ and under 9						2	1									3
9 and under 9½							27	5								32
9½ and under 10						1	7	56	9							73
10 and under 10½								8	7							15
10½ and under 11						2	1	1	3							7
11 and under 11½						1	2	1								4
11½ and under 12							1									2
12 and under 12½										1						4
12½ and under 13						1		1	1							4
13 and under 13½							1	1	4							6
13½ and under 14						1	1	1	2	1						6
14 and under 14½								1	1							2
Total				1	8	10	40	75	27	3						164

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DYAS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NEW YORK, N. Y.—Concluded.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Guards.

[Guards do not have regularly assigned Sunday runs.]

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
6 and under 6½	1	1														2
6½ and under 7		3	1													4
7 and under 7½				3												3
7½ and under 8		8	1	2												11
8 and under 8½				3	3											9
8½ and under 9						2	6									8
9 and under 9½						11	15									28
9½ and under 10	1							5	37	8						51
10 and under 10½	3				1				1	2						7
10½ and under 11	10		1						1	1						13
11 and under 11½	8	1														9
11½ and under 12	48	6		1				1	7	3						66
12 and under 12½	72	4	1					6	2	3						88
12½ and under 13	72	7	2	4		2		6	2	7						104
13 and under 13½	70	15	10	4	10	10		6	10	5						140
13½ and under 14	21	11	15	5	7	13		11	7							90
14 and under 14½	1															1
14½ and under 15									1							1
15 and under 16																1
Total	307	56	31	22	23	41	56	70	29							635

NORFOLK, VA.

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9½ and under 10						2										2
10 and under 10½							2									2
10½ and under 11								7								7
11 and under 11½									13							13
11½ and under 12									1	9						10
12 and under 12½										1	4					5
12½ and under 13										1	1	3				7
13 and under 13½											1	1	1			3
13½ and under 14												1	1	1		7
14 and under 15						1										1
14½ and under 15½							1									1
15½ and under 16										1						1
17 and under 17½											1					1
17½ and under 18												1				1
18 and over							4	6	4			1	2			17
Total						4	8	14	19	15	8	5	3	1		77

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

NORFOLK, VA.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.		
	Number of runs, with hours on duty of—																
	Under 7½.	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.	
9½ and under 10						2											2
10 and under 10½							1										1
10½ and under 11								6									6
11 and under 11½									10								10
11½ and under 12								1		6							7
12 and under 12½										1	4						5
12½ and under 13									1	1	1	4					8
13 and under 13½										1	1	1	7				9
13½ and under 14						1				3	1	1	1				7
14½ and under 15								1									1
15 and under 15½																1	1
15½ and under 16									1								1
17 and under 17½											1						1
17½ and under 18							1										1
18 and over								4	4	1		4	4				17
Total						3	2	13	16	13	8	9	11	1	1		77

Number of hours within which runs were completed.	Sunday.														Total.		
	Number of runs, with hours on duty of—																
	Under 6.	6 and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13		13 and under 13½	13½ and under 14	14 and over.
Under 6	1																1
7 and under 7½	6																6
7½ and under 8		1															1
8 and under 8½				9													9
8½ and under 9					15												15
9 and under 9½						15											15
9½ and under 10							9										9
10 and under 10½								8									8
11 and under 11½										2							2
12 and under 12½											6						6
13 and under 13½															1		1
14 and under 14½											1						1
17 and under 17½											1						1
18 and over												1	1				2
Total	27	1	9	15	15	9	8			2	8	1	1	1			77

OAKLAND, CAL.

Number of hours within which runs were completed.	Monday to Friday.														Total.		
	Number of runs, with hours on duty of—																
	Under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15			
8½ and under 9				15													15
9 and under 9½					83												83
9½ and under 10				1	5												99
10 and under 10½					4	4	41										49
10½ and under 11	1				4	2	4	6									17
11 and under 11½				1	2	3			2								8
11½ and under 12				1	2	2	3										8
12 and under 12½				1	1	6	3										11
12½ and under 13				1	4	9	5			1							20
13 and under 13½				4	5	7	5	2									23
13½ and under 14				1	3	7	4	1									16
14 and under 14½					1	7	3										11
14½ and under 15						1	1										2
Total	31			25	114	141	69	9	2	1							362

¹Hours, 15 and under 15½. ²1 run, under 6 hours; 6 runs, 7 and under 7½ hours. ³Hours, 6 and under 6½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

OAKLAND, CAL.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½.	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7 and under 7½.....	1															1
8 and under 8½.....			1													1
8½ and under 9.....				12												12
9 and under 9½.....					65											65
9½ and under 10.....			2	2	1	117										122
10 and under 10½.....					3	3	40									46
10½ and under 11.....	1				3	4	5	9								22
11 and under 11½.....			1	1	1	3	1	1	4							12
11½ and under 12.....			1	1	1	3	6									11
12 and under 12½.....			1	3	2	3	3									12
12½ and under 13.....				1	4	3	4	1								14
13 and under 13½.....				2		8	3		1							13
13½ and under 14.....					7	3	2									12
14 and under 14½.....					3	2	1									6
14½ and under 15.....					3	4	2									9
15½ and under 16.....							1									1
Total.....	1	2	5	22	93	153	68	11	4	1						359
Sunday.																
6½ and under 7.....	1															1
7 and under 7½.....	2															2
7½ and under 8.....		3														3
8 and under 8½.....			11													11
8½ and under 9.....				42												42
9 and under 9½.....					94											94
9½ and under 10.....					1	101										102
10 and under 10½.....				1	1	3	35									40
10½ and under 11.....					3	5	2	8								18
11 and under 11½.....	1			1	2	3										7
11½ and under 12.....				1		2	3									6
12 and under 12½.....							1									1
12½ and under 13.....					1	2	2									5
13 and under 13½.....					1											1
13½ and under 14.....					1	1	1									3
14 and under 14½.....					1	1	1									2
14½ and under 15.....						1										1
Total.....	2	4	3	11	45	104	119	45	8							339

¹ 1 run, 6 and under 6½ hours; 1 run, 7 and under 7½ hours.

² 1 run, 6½ and under 7 hours; 3 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

OKLAHOMA CITY, OKLA.

[Employees who "pulled" cars out of the barn in the morning were required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for, but is not included here.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½					1											1
10 and under 10½					1											1
11 and under 11½					8	2										10
11½ and under 12					7	1										8
12 and under 12½				1	1	1	1	1								4
12½ and under 13					2	5	3									10
13 and under 13½					1	2	2	4	1							10
13½ and under 14						7	1	1								9
14 and under 14½						1										1
15 and under 15½				1							1					2
16 and under 16½								2								2
16½ and under 17								1								1
17 and under 17½									1							1
17½ and under 18									1							1
18 and over										2						3
Total				2	14	25	10	7	3		3					64
Saturday.																
9 and under 9½					1											1
10 and under 10½					1											1
11 and under 11½					8	2										10
11½ and under 12					7	1										8
12 and under 12½					1	1	1	1								3
12½ and under 13			1		2	5	2									10
13 and under 13½					1	2	2	4	1							10
13½ and under 14						7	1	1								9
15 and under 15½				1						1	1					3
16 and under 16½								2								2
16½ and under 17								1							1	2
17 and under 17½									1							1
17½ and under 18									1							1
18 and over											2					3
Total			1	1	14	24	9	7	3	1	3				1	64
Sunday.																
7½ and under 8		1														1
8 and under 8½			1													1
8½ and under 9	1															1
9 and under 9½					1											1
9½ and under 10		2	1			2										5
10 and under 10½			7	2												9
10½ and under 11				11												11
11 and under 11½		2	1		1	1										5
11½ and under 12				1		3										4
12 and under 12½			1	1	1	2										5
12½ and under 13				1	3	8		1								13
13 and under 13½						4										4
13½ and under 14						4										4
Total	2	1	5	11	16	6	24	1								64

¹ Hours, 14 and under 14½.

² Hours, 6½ and under 7.

556 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

OMAHA, NEBR.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½							1									1
10 and under 10½									1							1
10½ and under 11									1							1
11 and under 11½						2		4	2							8
11½ and under 12							1	3	12		2					18
12 and under 12½					2		1	5	18		7					33
12½ and under 13						4	1	4	17		7	1				34
13 and under 13½						2	9	6	6	14	5	1				43
13½ and under 14						5	11	10	10	3	2					41
14 and under 14½						1	14	6	13	1	2	1				38
14½ and under 15						1	1	4	3	2						11
15 and under 15½								4		1						5
15½ and under 16									1	2	1					4
16 and under 16½						1				1						2
18 and over									1							1
Total						2	16	39	49	85	38	10	2			241
	Saturday.															
9 and under 9½						1										2
10 and under 10½						1			1							2
10½ and under 11									1							1
11 and under 11½							1		4							7
11½ and under 12									3	12						17
12 and under 12½					1			2	8	20	7					38
12½ and under 13						2	2	4	12	8	8	1				29
13 and under 13½						1	10	5	5	15	4	1				41
13½ and under 14						6	13	11	6	4	2					42
14 and under 14½						5	9	6	11	1	3	1				36
14½ and under 15						1		4	1	1	1					8
15 and under 15½								1	3		1					5
15½ and under 16									2			2				4
16 and under 16½						1								2		3
16½ and under 17													1		1	2
17 and under 17½													2			2
18 and over									1					1		2
Total						3	17	38	52	70	39	13	5	3	1	241

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

OMAHA, NEBR.—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....	10															10
6 and under 6½.....		2														2
6½ and under 7.....	1		1													2
7 and under 7½.....				1												1
7½ and under 8.....					3											3
8 and under 8½.....		1	2		1											4
8½ and under 9.....		3	1	1	2		1									7
9 and under 9½.....	1			1		1										3
9½ and under 10.....	1								1							2
10 and under 10½.....		1		1	1	7	3		1							14
10½ and under 11.....	1				1	1	5		4	1						12
11 and under 11½.....	2				1	1		1	1	2						7
11½ and under 12.....		1			1	1	3	4	6	5						21
12 and under 12½.....		1			2	2		1	7	12	3					26
12½ and under 13.....					2	2	5	2	2	8	2					21
13 and under 13½.....				2		4	4	9	4	4	5	1				33
13½ and under 14.....					1	9	14	6	2	6	2					32
14 and under 14½.....						5	10	5	9							30
14½ and under 15.....						2		3		3	1					6
15 and under 15½.....									3							3
15½ and under 16.....										1						1
16 and over.....					1											1
Total.....	16	9	4	5	10	21	37	45	38	43	11	1	1			241

PEORIA, ILL.

	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8½ and under 9.....				6												6
9 and under 9½.....					87											87
9½ and under 10.....						13										13
10 and under 10½.....							2									2
Total.....				6	87	13	2									108
	Sunday. ¹														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8½ and under 9.....				2												2
9 and under 9½.....					88											88
9½ and under 10.....						10										10
10 and under 10½.....							8									8
Total.....				2	88	10	8									108

¹ Alternate Sundays most of the runs were shortened by 1 trip—approximately 1 hour.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PHILADELPHIA, PA.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES).

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours; over 9 were paid for to the nearest 6 minutes. To meet traffic conditions each Sunday run had several scheduled hours on duty, but employees were paid for the longest scheduled hours on duty, to the nearest 6 minutes.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7½ and under 8					1											1
8 and under 8½						19										19
8½ and under 9							207									207
9 and under 9½								1	428							429
9½ and under 10									5	353						358
10 and under 10½									1	7	4	208				220
10½ and under 11									4	6	4	2	100			116
11 and under 11½						2	5	8	19	10	1	14				59
11½ and under 12							20	12	20	10	3	4	6			75
12 and under 12½						1	31	22	20	21	8	1				104
12½ and under 13							39	30	31	31	13	2				196
13 and under 13½						3	32	107	45	34	12					233
13½ and under 14						1	57	124	89	48	20					339
14 and under 14½							2	6	6	4						18
Total.....					1	26	399	805	591	368	157	21	6			2,374
Saturday.																
7½ and under 8					1											1
8 and under 8½						24										24
8½ and under 9							218									218
9 and under 9½								1	450							451
9½ and under 10								7	4	402						413
10 and under 10½								5	6	2	299					312
10½ and under 11								10	14	9	6	156				195
11 and under 11½						1	18	7	8	11	5	46				96
11½ and under 12						2	22	12	5	20	5	1	17			84
12 and under 12½						1	12	29	23	27	11	7	5			115
12½ and under 13							9	16	37	32	24	7	8			133
13 and under 13½						4	19	35	22	31	20	5	5			141
13½ and under 14						1	27	56	36	40	12	7	1			180
14 and under 14½								3	4	1	1		2			11
Total.....					1	33	348	632	548	467	234	73	38			2,374
Sunday.																
6 and under 6½		2														2
6½ and under 7			22													22
7 and under 7½				71												71
7½ and under 8					115											115
8 and under 8½						239										239
8½ and under 9							1	2	307							310
9 and under 9½								1	2	358						361
9½ and under 10								6	7	5	300					318
10 and under 10½								6	3	7	3	229				248
10½ and under 11								1	1	2	2	2	97			105
11 and under 11½								1	4	3	3	3		22		36
11½ and under 12										2	5	1				8
12 and under 12½										1	1	6	2			10
12½ and under 13										1	1	1				3
13 and under 13½							1	1				2				4
Total.....		2	22	71	116	257	325	377	312	248	100	22				1,852

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES).

[Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours; over 9 were paid for to the nearest 6 minutes. To meet traffic conditions each Sunday run had several scheduled hours on duty, but employees were paid for the longest scheduled hours on duty, to the nearest 6 minutes.]

Motormen and conductors.

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
9½ and under 10								12	2								14
10 and under 10½								5	1								6
11½ and under 12								1	1								2
12 and under 12½								7									7
12½ and under 13									1								1
13 and under 13½								4	4								8
13½ and under 14									1								1
Total.....								29	10								39
Saturday.																	
9 and under 9½								4									4
9½ and under 10								7	1								8
10 and under 10½								3									3
10½ and under 11								2		4							6
11 and under 11½										2							2
11½ and under 12										3							3
12 and under 12½								2		2							4
12½ and under 13										3	1						4
13 and under 13½										3	2						5
Total.....								18	4	16	1						39
Sunday.																	
6½ and under 7			5														5
7 and under 7½				20													20
8 and under 8½						2											2
9 and under 9½								4									4
10 and under 11						1		1									2
11 and under 11½								2									2
11½ and under 12								1									1
Total.....			5	20		3		8									36

Guards.

Monday to Friday.																	
8½ and under 9						3											3
10½ and under 11							1										1
11 and under 11½						15	1										16
11½ and under 12						25											25
12 and under 12½						7	6										14
12½ and under 13					1												4
13 and under 13½						3	1										7
13½ and under 14						2	5										7
13½ and under 14							2										2
Total.....					1	55	16										72

560 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED —Continued.

PHILADELPHIA, PA.—Concluded.

PHILADELPHIA RARID TRANSIT CO. (ELEVATED LINES—Concluded).

Guards—Continued.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8½ and under 9.						1										1
9 and under 9½.							1									1
9½ and under 10.								2								2
10 and under 10½.						2	1	4								7
10½ and under 11.						5										5
11 and under 11½.						8	4	3								15
11½ and under 12.						13	1	5	1							20
12 and under 13.						5		1	5							6
13 and under 13½.						1		1	5							7
13½ and under 14.						1		3	4							8
Total.....						36	8	23	5							72
Sunday.																
6 and under 6½.		12														12
6½ and under 7.			3													3
7 and under 7½.				12												12
10½ and under 11.						3										3
11 and under 11½.								4								4
Total.....		12	3	12		3		4								34

PITTSBURGH, PA.

[Eight hours' pay was guaranteed for 85 per cent of all runs of less than 8 hours on duty. Many employees had Sunday runs of less hours on duty than on Monday to Saturday, but were paid for same time for each day.]

	Monday to Friday.														Total.							
	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15		15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17	17 and under 17½	17½ and under 18	18 and over.
8 and under 8½.						13	8															21
8½ and under 9.						2	70	19														91
9 and under 9½.							16	137	39													192
9½ and under 10.				1			1	17	158	52												229
10 and under 10½.					1		1	2	11	106	49											170
10½ and under 11.									4	16	54	11										86
11 and under 11½.					3		2	1		1	2	18	1									28
11½ and under 12.										2		3	3									9
12 and under 12½.						1	1			1	1									1		8
12½ and under 13.				1		1	2			1											1	7
13 and under 13½.					6		11	7	3	3	2											32
13½ and under 14.				4	1	20	16	7	3	3	2	2										56
14 and under 14½.					4	4	12	9	11	14	8	1										59
14½ and under 15.				2	4	6	23	10	5	5			6									61
15 and under 15½.					2	2	2	2	3	1			2									12
15½ and under 16.																						1
16 and under 16½.																						1
16½ and under 17.										2	2											11
17 and under 17½.																						1
17½ and under 18.																						1
18 and over.							6	1														11
Total.....			1	7	38	158	240	249	206	126	37	10							1	1	1,074	

1 Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PITTSBURGH, PA.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.		
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.	
7½ and under 8					1												1
8 and under 8½					12	9											21
8½ and under 9					2	101	18										121
9 and under 9½						27	172										262
9½ and under 10					1		17	63									280
10 and under 10½						2	2	211	51								175
10½ and under 11						6	2	11	109	53							86
11 and under 11½			2		4	4	2	2	12	47	17						27
11½ and under 12					4	1	2	2	2	1	14	1					20
12 and under 12½					2	2	4	5	1	2	4	4					18
12½ and under 13					1	4	2	2	1	2	1	1					11
13 and under 13½					5	5	7	3	7	1	1		1				15
13½ and under 14				1	1	4	4	8	6	7	3						30
14 and under 14½					1	9	11	8	7	7	3		4				50
14½ and under 15					1	5	12	11	7	9		1	2				48
15 and under 15½					1	4	2	1	1	2							11
16 and under 16½									1								1
17 and under 17½													1				2
17½ and under 18								1									1
18 and over						2		3									5
Total			2	1	20	185	252	322	203	135	37	15	8	5			1,185
Sunday.																	
7½ and under 8					17	2											19
8 and under 8½					1	39	24										64
8½ and under 9						6	173	20									199
9 and under 9½					1		22	201	36								260
9½ and under 10						1	2	22	109	37							171
10 and under 10½						3	1	1	8	55	16						84
10½ and under 11						1	7	1	1	3	7						28
11 and under 11½							2	2	1	3		2					11
11½ and under 12						3	3	3	1				1				11
12 and under 12½						4	1	9		4							19
12½ and under 13						4	2	3	4	1					1		14
13 and under 13½						4	1	5	4	3	4						17
13½ and under 14						1	2	1	3	3	2	1					10
14 and under 14½							2	1	1	1							7
14½ and under 15								3	1	1							5
15 and under 15½									2	1							3
18 and over						2		1									3
Total					19	67	246	268	171	111	29	11	2		1		925

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PORTLAND, ME.

[Employees were required to report in the morning 10 minutes before scheduled time of beginning runs (days' work), and employees on 8 runs were also required to report in the afternoon 10 minutes before scheduled time of beginning. This time was paid for but is not included here. Runs of less than 10 hours on duty were paid for as 10 hours.]

Number of hours within which runs were completed.	Monday to Saturday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
8 and under 8½						1											1
9½ and under 10		1															1
10 and under 10½		1					3	1									5
10½ and under 11					1			2	1								4
11 and under 11½					11	6	4	4	11								27
11½ and under 12	1			1	3	2	5	13	7	1							33
12 and under 12½			2	2	3	4	4	6	1	1							23
12½ and under 13				1	5	6	3	1									16
13 and under 13½					2	5	2	1	1								8
13½ and under 14						2		1									3
Total.....	1	2	2	4	13	21	26	28	21	3							121
	Sunday.																
9 and under 9½					1												1
9½ and under 10		1		3		1	3			1							9
10 and under 10½					5		5	1									11
10½ and under 11					3	4	7	1									15
11 and under 11½						8	4	5	4								21
11½ and under 12			1	1	2	3	3	2	3								15
12 and under 12½			1	3	3	1	3	2									13
12½ and under 13				1	4	6	6	1									18
13 and under 13½						3	5										8
13½ and under 14								1	1								2
Total.....		1	2	8	18	26	36	13	8	1							113

¹ Hours on duty were 9½ on Tuesdays, Thursdays, and Saturdays.

² Including one run with 7½ hours on duty on Tuesdays, Thursdays, and Saturdays.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PORTLAND, OREG.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work). They were paid for 5 minutes of this time, but it is not included here.]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
7½ and under 8					1												1
8 and under 8½						3											3
8½ and under 9							2										2
9 and under 9½								2									2
9½ and under 10							1	1	8								10
10 and under 10½								5	7								12
10½ and under 11								3	3	5							11
11 and under 11½								2	6	7	5						15
11½ and under 12									5	12	2						19
12 and under 12½				1					3	18	13						35
12½ and under 13						1			3	25	23						59
13 and under 13½	1			2	2	2	2	3	21	15	17	18		2			78
13½ and under 14			1	1	2	2	2	1	7	15	17	15	3	3			63
14 and under 14½		2		1		2	2	1	15	9	10	10	1	2			41
14½ and under 15					2	2	2		2	3	6	6					17
15 and under 15½						1	1	4	2	2	2	2					11
15½ and under 16						1	1		1	2	1	1					4
16 and under 16½									1	2	1						1
16½ and under 17										1							1
17 and under 18											1						1
18 and over										1							1
Total.....	1	2	1	4	5	10	9	28	87	129	96	15	2				389
Saturday.																	
7½ and under 8					2												2
8 and under 8½						2											2
8½ and under 9							7										7
9 and under 9½	4		1					4	1	8							9
9½ and under 10								1	5	4							10
10 and under 10½									4	5							10
10½ and under 11									2	5	7						14
11 and under 11½									2	3	12						15
11½ and under 12						1			3	16	11						18
12 and under 12½				1				1	3	12	2						32
12½ and under 13						2			10	24	21						66
13 and under 13½						1	1	6	15	21	13	3	1				62
13½ and under 14								11	7	15	13	7	2	1			56
14 and under 14½				1			2		11	7	10	1			1		33
14½ and under 15			2						2	2	2	2	1				9
15 and under 15½								3	1	3	2						9
15½ and under 16											1						1
16 and under 16½										1							1
16½ and under 17											1			1			2
17 and under 17½											1	1	1				3
17½ and under 18											4	1	2	2	1		10
18 and over										1	3	1	2		11		18
Total.....	4		3	2	2	6	11	37	69	114	91	23	11	4	12		389

¹ Eight runs, 12½ and under 13 hours; 2 runs, 13 and under 13½ hours; 2 runs, 13½ and under 14 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PORTLAND, OREG.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	1															1
6 and under 6½.....		1														1
7 and under 7½.....				8												8
7½ and under 8.....					17											17
8 and under 8½.....						29										29
8½ and under 9.....							20									20
9 and under 9½.....								22								22
9½ and under 10.....						1	1		15							17
10 and under 10½.....							5	1		6						12
10½ and under 11.....							3	11	10	2	6					32
11 and under 11½.....								4	35	12	1	1				53
11½ and under 12.....							1	1	9	11						22
12 and under 12½.....					1	1	1	1	7	2	1					13
12½ and under 13.....					1	1	2	3	1	2						10
13 and under 13½.....						1	6	4	10	3	1		3	1		29
13½ and under 14.....								12	24	3			1			40
14 and under 14½.....								2	7	1	2				1	13
14½ and under 15.....							1		5			1	1	1		9
15 and under 15½.....												1				1
Total.....	1	1		8	18	33	39	61	117	47	12	4	5	2	11	349

PROVIDENCE, R. I.

[Runs of less than 8 hours on duty were paid for as 8 hours, and of over 8 hours were paid for to the next quarter hour.]

	Monday to Friday.														Total.	
7 and under 7½.....				10												10
7½ and under 8.....					6											6
8 and under 8½.....						12										12
8½ and under 9.....				1			8									9
9 and under 9½.....					1	1			4							6
9½ and under 10.....								2								2
10 and under 10½.....							1									1
10½ and under 11.....							1	5	1	1						11
11 and under 11½.....							4	7	19	7						39
11½ and under 12.....							6	40	53	17						124
12 and under 12½.....				3	2	5	12	43	21	16						102
12½ and under 13.....				4	1		8	13	8	1						43
13 and under 13½.....				4				2	1	3		3				13
13½ and under 14.....				1	2	2				1						6
14 and under 14½.....				2		1	1			1						5
14½ and under 15.....				1						1						2
Total.....				27	17	28	41	116	103	55	1	3				391

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PROVIDENCE, R. I.—Concluded.

Number of hours within which runs were completed.	Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....	2															2
7 and under 7½.....				2												2
7½ and under 8.....				1	6											8
8 and under 8½.....	1	1		1		7										8
8½ and under 9.....				1	1		7									9
9 and under 9½.....	1			1	1		6									6
9½ and under 10.....								3								6
10 and under 10½.....								1								2
10½ and under 11.....								1								3
11 and under 11½.....					1	1		6	1							10
11½ and under 12.....							2	9	16	4						31
12 and under 12½.....			4				6	8	40	51	15					126
12½ and under 13.....				1	1	5	11	47	22	28						115
13 and under 13½.....	2			1			6	12	7	9						40
13½ and under 14.....		1		4				3	2	3	1	2				16
14 and under 14½.....				1				1		2						4
14½ and under 15.....							1	1								4
15 and under 15½.....																1
15½ and under 16.....				1												1
16 and under 17.....										1						1
17 and under 17½.....										1						1
17½ and under 18.....												1				1
Total.....	6	2	4	13	12	22	39	121	103	62	5		1		1	391

Number of hours within which runs were completed.	Sunday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
Under 6.....	3															3
6 and under 6½.....		3														3
6½ and under 7.....	1		1													2
7 and under 7½.....					5											5
7½ and under 8.....						2										2
8 and under 8½.....						1	1									3
8½ and under 9.....				1			5									8
9 and under 9½.....					2	1	1									3
9½ and under 10.....					6	17	2									27
10 and under 10½.....			1		5	15	10		9							40
10½ and under 11.....						6	14	10	7	2						39
11 and under 11½.....				2	2	11	4	22	21	4						66
11½ and under 12.....				4	5	17	7	4	13	5						55
12 and under 12½.....					1	27	8	14	2	3						55
12½ and under 13.....						1	5	6	3	1						16
13 and under 13½.....								3	1							4
13½ and under 14.....										1						1
14 and under 14½.....										1	1					2
Total.....	4	3	2	7	26	102	52	68	48	18	1					331

¹ Hours, 13 and under 13½.

566 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

PUEBLO, COLO.

Number of hours within which runs were completed.	Monday to Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11 and under 11½					5											5
11½ and under 12					3	1										4
12 and under 12½					1	5	4									10
12½ and under 13							3									3
13 and under 13½					7	1										8
13½ and under 14					5	3										8
14 and under 14½							4									4
14½ and under 15							2									2
Total					21	10	13									44

READING, PA.

Monday to Friday.																
9 and under 9½					1											1
10 and under 10½							1									1
11½ and under 12									1							1
12 and under 12½										29						29
12½ and under 13											4					4
13 and under 13½												4				4
13½ and under 14					1								1			2
14 and under 14½									1							1
14½ and under 15										2						2
15 and under 16										1						1
16 and under 16½											2					2
16½ and under 17											7	1				8
17 and under 17½												3				3
17½ and under 18													1			1
18 and over																13
Total					2		1		1	2	38	5	7	2		58

Saturday.																
9 and under 9½					1											1
10 and under 10½							1									1
11½ and under 12									1							1
12 and under 12½										29						29
12½ and under 13											3					3
13 and under 13½												5				5
13½ and under 14													1			1
14 and under 14½											2					2
14½ and under 15											5					5
15 and under 16												2				2
16 and under 16½													5			5
16½ and under 17														1		1
17 and under 17½																15
17½ and under 18																2
18 and over																15
Total					1		1			2	36	5	10	2	1	58

¹ Hours, 18 and over.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

READING, PA.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½					1											1
10 and under 10½						1										1
11½ and under 12									1							1
12 and under 12½										30						30
12½ and under 13											5					5
13 and under 13½												4				4
15 and under 15½						1										1
15½ and under 16						2										2
16 and under 16½						3										3
17 and under 17½						1		2			1					4
17½ and under 18												1				1
18 and over											3		2			5
Total					1	8		2	1	34	6	6				58

RICHMOND, VA.

9 and under 9½	Monday to Friday.														Total.	
9 and under 9½					1											1
9½ and under 10						10										10
10 and under 10½							43									43
10½ and under 11							1	25								26
11 and under 11½					1			1	11							13
11½ and under 12						2				9						11
12 and under 12½							3	3	1		3					10
12½ and under 13					2	2	6	6		1						17
13 and under 13½						2	5	2	1							10
13½ and under 14					1					1						2
14 and under 14½						1			2	4						7
14½ and under 15						1	1	1	3	2						8
15 and under 15½									2	1						3
15½ and under 16							1				1					2
16 and under 16½						1		1								2
16½ and under 17					2		1	1								4
17 and under 17½						1										1
17½ and under 18						3	3	4	6	1						17
18 and over						3	2	4	3	6						18
Total					1	6	23	68	48	25	27	6	1			205

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

RICHMOND, VA.—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7 and under 7½	1															1
7½ and under 8		1														1
8 and under 8½			5													5
8½ and under 9				6												6
9 and under 9½					4											4
9½ and under 10						15										15
10 and under 10½							44									44
10½ and under 11								25								25
11 and under 11½				1				1	11							13
11½ and under 12						2				9						11
12 and under 12½					1			2			2					8
12½ and under 13								1				1				5
13 and under 13½								2								4
13½ and under 14				1				1								2
14 and under 14½				1				1					1			7
14½ and under 15								1	2	3						7
15 and under 15½										2	1					3
15½ and under 16								1				1				2
16 and under 16½						1		1								2
16½ and under 17					2			1								4
17 and under 17½						1		1								4
17½ and under 18							3	3	4	6	1					17
18 and over							3	2	4	3	6					18
Total.....	1	1	5	9	7	24	61	42	25	21	4	2	1	2		205
Sunday.																
Under 6	7															7
6 and under 6½	3															3
6½ and under 7	5															5
7 and under 7½	11															11
7½ and under 8		11														11
8 and under 8½			13													13
8½ and under 9				33												33
9 and under 9½					15											15
9½ and under 10						32										32
10 and under 10½							15									15
10½ and under 11								12								12
11 and under 11½									13							13
11½ and under 12					1	2			1	1						5
12 and under 12½					1		3				1					8
12½ and under 13				1	1			1				1				5
13 and under 13½						2	1									3
13½ and under 14		2		4												6
14 and under 14½								1								1
14½ and under 15										1						1
15 and under 15½											1					1
15½ and under 16						1						1				2
16 and under 16½						1							1			1
16½ and under 17														1		1
17 and under 17½																1
18 and over												1				1
Total.....	26	13	13	38	17	37	21	17	14	3	1	4	1			205

¹ Hours, 7 and under 7½.² Hours, 14 and under 14½.³ 7 runs, under 6 hours; 3 runs, 6 and under 6½ hours; 5 runs, 6½ and under 7 hours; 11 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

ROCHESTER, N. Y.

[Employees who took cars out of barn in the morning were required to report 5 minutes before scheduled time of beginning runs (days' work). They were paid for this time, but it is not included here. Monday to Saturday runs of less than 9 hours on duty were paid for as 9 hours.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
9½ and under 10							4									4
10 and under 10½							40	4								44
10½ and under 11							20	10	1							31
11 and under 11½							20	7	2							29
11½ and under 12						1	39	26	3							69
12 and under 12½							7	10	2							19
12½ and under 13							12	9	6							27
13 and under 13½							21	5	4							30
13½ and under 14						1	4	6	2							13
14 and under 14½							5	3	1							9
14½ and under 15							2	1	1							4
Total						2	174	81	22							279
	Saturday.															
9½ and under 10							5									5
10 and under 10½							26	5								31
10½ and under 11							19	17	1							37
11 and under 11½							19	12	5							36
11½ and under 12						1	35	30	5							71
12 and under 12½						1	3	13	1							18
12½ and under 13							12	14	6							32
13 and under 13½							9	9	4							22
13½ and under 14							1	5	3							9
14 and under 14½							1									1
14½ and under 15							4	2								6
Total						2	134	107	25							268
	Sunday.															
8 and under 8½				1	3											4
8½ and under 9				3	8	5										16
9 and under 9½				2	2	11	2									15
9½ and under 10				2	4	11	12	2								31
10 and under 10½				3		8	9	14	3							37
10½ and under 11					2	10	10	5	6							33
11 and under 11½				1	1	5	19	8	5							39
11½ and under 12					1	2	6	12	2							23
12 and under 12½						1	6	4	2							13
12½ and under 13					1	2	2	6	1							12
13 and under 13½							4	3								7
13½ and under 14							1									1
14 and under 14½								1								1
Total				10	22	55	71	55	19							232

570 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SACRAMENTO, CAL.

[Employees reported 10 minutes before scheduled time of beginning runs (days' work) and pulled cars out of barn. They were paid for this time and for 5 minutes for pulling cars into barn at end of runs, but none of this time is included here.]

		Monday to Saturday.															
		Number of runs, with hours on duty of—															
Number of hours within which runs were completed.		Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	Total.
		9 and under 9½								2							
9½ and under 10							5	3									8
10 and under 10½								15	5								20
10½ and under 11									9	1							9
11 and under 11½									2								1
11½ and under 12							1	2									3
12 and under 12½								12	2								14
12½ and under 13								1	8	6							15
13 and under 13½									1	6							8
13½ and under 14										3	1						3
14 and under 14½											1						1
14½ and under 15										1							1
15 and under 15½																	1
Total							7	43	33	2							85
		Sunday.															
6½ and under 7			5														5
7 and under 7½				2													2
7½ and under 8																	2
8 and under 8½								2									2
8½ and under 9							6	3									9
9 and under 9½								14	5								19
9½ and under 10									9	1							9
10 and under 10½										2							1
10½ and under 11																	2
11 and under 11½									2								2
11½ and under 12								1	15	2							18
12 and under 12½									6	7	1						15
12½ and under 13							1	1	6	3							15
13 and under 13½										3							3
13½ and under 14																	3
Total			5	2			8	42	27	1							85

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SAGINAW, MICH.

Number of hours within which runs were completed.	Monday to Friday.														Total.		
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.	
9½ and under 10						1											1
11 and under 11½							3										3
11½ and under 12							2										2
12 and under 12½					1		3	2	1								7
12½ and under 13						1	3	2									6
13 and under 13½							3	3									3
13½ and under 14							2	1									4
14 and under 14½					1		3	1									4
14½ and under 15							1	1									2
15 and under 15½							1										1
15½ and under 16							1	1									2
16 and under 16½								1									1
18 and over							1										1
Total					1	3	20	11	1								36
Saturday.																	
9½ and under 10						1											1
11 and under 11½							4										4
11½ and under 12							2	1									3
12 and under 12½							2	1	2								5
12½ and under 13						1	2		2								5
13 and under 13½						1	1										2
13½ and under 14							2	1			1						4
14 and under 14½						1	1		1								3
14½ and under 15							1	1									2
15 and under 15½							1		1								2
15½ and under 16							1	1									2
16½ and under 17								1			1						1
18 and over							1		1								2
Total						4	18	5	7		2						36
Sunday.																	
8 and under 8½			1														1
8½ and under 9				1													1
9 and under 9½			2														2
10 and under 10½					1												1
10½ and under 11					1												2
11 and under 11½						1	3										4
11½ and under 12					1	1	2		2								6
12 and under 12½							2										2
12½ and under 13						2	1										3
13 and under 13½							2		3		1						6
13½ and under 14				1			1	2		1							5
14 and under 14½						2											2
15½ and under 16										1							1
Total			3	3	2	7	11	7	3								36

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

ST. LOUIS, MO.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½							7									7
9½ and under 10								6								6
10 and under 10½								1	23							24
10½ and under 11								1	3							20
11 and under 11½									13	4	16					20
11½ and under 12							1		43	5	2					51
12 and under 12½									79	17	7				2	112
12½ and under 13								3	4	195	46	3		1		252
13 and under 13½								4	10	219	42	8				283
13½ and under 14								1	5	71	21			1		99
14 and under 14½									4	8	33	18		3		66
14½ and under 15							1		10	9	40	12				72
15 and under 15½									1	8	30	9				46
15½ and under 16								1			3	3				11
16 and under 16½									2	2	4	1				9
16½ and under 17									2	17	9	3				32
17 and under 17½									4	15	32	5				56
17½ and under 18						1			1	4	30	1				37
18 and over										5						5
Total						1	2	40	97	835	203	28	2	3		1,211
Saturday.																
8½ and under 9							1									1
9 and under 9½							3	2	18							23
9½ and under 10							6	2		10						18
10 and under 10½							1		6	8	22					37
10½ and under 11								1	6	13	28	14				62
11 and under 11½								1	14	13	57	9	4			98
11½ and under 12								1	3	21	54	18	2			99
12 and under 12½									5	17	68	18	8			119
12½ and under 13									4	20	100	26	1			151
13 and under 13½									3	12	80	27	5			134
13½ and under 14									2	12	44	25	5	1		89
14 and under 14½						1			2	14	26	14	3	1		61
14½ and under 15							1		3	12	26	14	2	2		60
15 and under 15½								2	10	26	16			1		55
15½ and under 16								1	6	14	8	1	1	1		32
16 and under 16½									2	3	6	4	2	3		20
16½ and under 17									4	13	16	9	1			43
17 and under 17½									5	12	29	12				58
17½ and under 18						1				5	14	3				23
18 and over										8	15	3				27
Total						15	9	84	209	625	220	35	9	4		1,210

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

ST. LOUIS, MO.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	2															2
6 and under 6½.....		5														5
6½ and under 7.....			5													5
7 and under 7½.....				57												57
7½ and under 8.....					123											123
8 and under 8½.....					7	1	208									216
8½ and under 9.....					1	10	13	154								178
9 and under 9½.....					1	12	21	5	66							105
9½ and under 10.....			1		7	15	31	4	7							65
10 and under 10½.....					3	17	18	43	2	9						92
10½ and under 11.....					3	11	10	28	24	6	6					88
11 and under 11½.....					2	8	8	15	7	21	1	2				64
11½ and under 12.....					5	7	3	4	6	7	2					34
12 and under 12½.....					3	1	10	3	4	13	1		2	2		39
12½ and under 13.....							5	15	8	2	4	2				36
13 and under 13½.....					1	1			5	3	2	2				14
13½ and under 14.....									3							6
14 and under 14½.....							1			2			1			4
Total.....	2	5	6	66	171	308	254	179	57	64	14	3	2	2		1,133

SALT LAKE CITY, UTAH.

[Employees starting from the barn were required to report 10 minutes before scheduled time of beginning runs (days' work). This time was paid for but is not included here.]

	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½.....					4											4
10 and under 10½.....				1	2											3
10½ and under 11.....				4	5											9
11 and under 11½.....				1	16	4	1									22
11½ and under 12.....				2	7	19	1									29
12 and under 12½.....				2	7	10	4									23
12½ and under 13.....				2	5	9	5									21
13 and under 13½.....					8	11	7									26
13½ and under 14.....						12	8	1		1						22
14 and under 14½.....												1				1
Total.....				12	54	65	26	1		1		1				160

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SALT LAKE CITY, UTAH—Concluded.

Number of hours within which runs were completed.	Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½					4											4
10 and under 10½				1	2											3
10½ and under 11				4	5											9
11 and under 11½				1	16	4										22
11½ and under 12				2	7	19	1									29
12 and under 12½				2	7	10	4									33
12½ and under 13				2	5	9	5									21
13 and under 13½					8	11	7									26
13½ and under 14						11	8	1			1					21
14 and under 14½													1			1
16 and under 16½														1		1
Total				12	54	64	26	1			1			2		160
Sunday.																
Under 6	2															2
6 and under 6½	3															3
6½ and under 7	4															4
7 and under 7½	7															7
7½ and under 8		8														8
8 and under 8½			6													6
8½ and under 9		1														1
9 and under 9½			2		3											5
9½ and under 10			1	1												2
10 and under 10½		1	1	2	2											6
10½ and under 11		1	4	6	3	2										16
11 and under 11½				1	15	4	1									21
11½ and under 12			1	2	13	1										17
12 and under 12½				4	5	2										11
12½ and under 13				1	7	6	2									16
13 and under 13½					5	9	6	1								21
13½ and under 14						8	6									14
Total	16	11	15	15	42	44	16	1								160

SAN ANTONIO, TEX.

[Runs (days' work) shown here are for motormen only; conductors are subject to orders of the dispatcher, being shifted from one run to another. In addition to runs here shown there were also 20 runs known as regular trippers, for which 9 hours' pay was guaranteed. The time of these runs varied to meet traffic conditions, ranging from 2 to 9 hours on duty Monday to Friday and from 3 to 9 Saturday.]

Monday to Sunday.													
9 and under 9½					63								63
9½ and under 10						71							71
10 and under 10½							3						3
Total					63	71	3						137

¹ Three runs, under 6 hours; 3 runs, 6 and under 6½ hours; 4 runs, 6½ and under 7 hours; 6 runs, 7 and under 7½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SAN FRANCISCO, CAL.

CALIFORNIA STREET CABLE RAILROAD CO.

[Employees were required to report 5 minutes before scheduled time of beginning runs (days' work). This time was paid for but is not included here.]

Gripmen.

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	1															1
8 and under 8½.....						1										1
10 and under 10½.....							1									1
10½ and under 11.....								20								20
11 and under 11½.....								6	1							7
11½ and under 12.....								3								3
12 and under 12½.....									1							1
12½ and under 13.....							1	1								2
13 and under 13½.....						8	4	4								16
13½ and under 14.....						1	3	3								4
14 and under 14½.....							1	1								1
15 and under 15½.....					1											1
Total.....	1					2	8	7	38	2						58
	Sunday.															
6 and under 6½.....	1															1
10 and under 10½.....								4								4
10½ and under 11.....								18	4							22
11 and under 11½.....						1		1								2
11½ and under 12.....						1		1								1
12 and under 12½.....					1	1		1								3
12½ and under 13.....					4	2		2								6
13 and under 13½.....					2	7		2								11
Total.....	1				7	7	7	23	5							50

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SAN FRANCISCO, CAL.—Continued.

MUNICIPAL RAILWAYS OF SAN FRANCISCO.

[Employees reported 5 minutes before scheduled time of beginning runs (days' work) or part runs, to pull cars out of barn; they were paid for this time, and also were paid for 2 minutes for pulling cars into barn after completing runs; in neither case is this time included in "hours on duty." The time necessary for one pulling out and one pulling in of cars is not included in "hours within which runs were completed." Conductors were paid for 10 minutes for making out reports after runs, but this time is not included here.]

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
7½ and under 8	14															14
8 and under 8½	2	25														27
8½ and under 9	1	3														4
9 and under 9½																2
9½ and under 10	2	2														4
10 and under 10½	4	8														12
10½ and under 11	2	11	1													14
11 and under 11½	3	12														15
11½ and under 12	1	5		2	1											9
Total	30	67	1	2	1											101
Saturday.																
7½ and under 8	12															12
8 and under 8½	2	23														25
8½ and under 9	2	2	3													7
9 and under 9½	1	1	1													3
9½ and under 10	3	4														7
10 and under 10½	3	9														12
10½ and under 11	1	12	1													14
11 and under 11½	2	13														15
11½ and under 12	1	5														6
Total	27	69	5													101
Sunday.																
Under 6	2															2
7½ and under 8		19														19
8 and under 8½			40													40
8½ and under 9		3	4	1												8
9 and under 9½		5	5													10
9½ and under 10		4	3													7
10 and under 10½			5													5
10½ and under 11		2	1													3
11 and under 11½		2														2
11½ and under 12			2													2
Total	2	35	60	1												98

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SAN FRANCISCO, CAL.—Continued.

UNITED RAILROADS OF SAN FRANCISCO.

[Employees reported 5 minutes before scheduled time of beginning runs (days' work) or part runs to pull cars out of barn; they were paid for this time and also were paid for 2, 3, 3½, 4, or 4½ minutes for pulling cars into barn after completing runs; in neither case is this time included in "hours on duty." The time necessary for one pulling out and one pulling in of cars is not included in "hours within which runs were completed."]

Number of hours within which runs were completed.	Monday to Friday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
8½ and under 9				1													1
9 and under 9½					1												1
9½ and under 10						2											2
10 and under 10½					1		5										6
10½ and under 11						7	4	5									16
11 and under 11½							12	37	6								55
11½ and under 12							28	55	27	1							111
12 and under 12½					1	26	50	27	15								119
12½ and under 13					4	28	46	35	9								122
13 and under 13½				1		39	55	21	8	1							125
13½ and under 14		1	1		1	21	45	21	8								98
14 and under 14½	1		2		1	11	27	16	5								63
14½ and under 15					2	5	6	8	3		1	1					26
15 and under 15½								2									2
16½ and under 17											1						1
17 and under 17½									1	1	1						3
Total.....	1	1	3	2	11	179	332	167	50	2	2	1					751
Saturday.																	
7½ and under 8		1															1
9 and under 9½					4												4
9½ and under 10						3											3
10 and under 10½							1										1
10½ and under 11						6	7	9									22
11 and under 11½						10	43	12		1							66
11½ and under 12						25	51	32	4								112
12 and under 12½						18	54	40	11								123
12½ and under 13						18	43	33	7								101
13 and under 13½				1		32	48	27	8	1							117
13½ and under 14		1	1		1	19	49	28	9								108
14 and under 14½	1		2			7	28	17	4								59
14½ and under 15					1	3	8	10	5		1	1					29
15 and under 15½					1	1											2
16½ and under 17												1					1
17 and under 17½												2					2
Total.....	1	2	3	1	6	142	333	208	49	1	1	4					751

¹ Hours, 6 and under 6½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SAN FRANCISCO, CAL.—Concluded.

UNITED RAILROADS OF SAN FRANCISCO—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
7½ and under 8		1														1
8 and under 8½	1															1
9 and under 9½	1															1
9½ and under 10					2	2										4
10 and under 10½					5	1	1									7
10½ and under 11					5	17	8									30
11 and under 11½				2	10	11	53	16	1							93
11½ and under 12				4	33	62	36	3								138
12 and under 12½				2	1	16	53	28	15	1						116
12½ and under 13				3	8	19	29	9	4	2						75
13 and under 13½				4	7	35	13	2	7	3	1					74
13½ and under 14				1	7	6	15	6	1							52
14 and under 14½				3	6	9	15	3								36
14½ and under 15					3	6	5	2					1			17
15 and under 15½															2	2
15½ and under 16															7	7
16 and under 16½															2	2
Total	12	1		5	44	110	261	158	41	13	5	4	1		* 11	656

SAVANNAH, GA.

	Monday to Saturday.															Total.
	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15	15 and under 15½	15½ and under 16	16 and under 16½	16½ and under 17				
11 and under 11½	1															1
11½ and under 12				1				2								3
12 and under 12½		2	2	3		1		1	22	3						34
12½ and under 13			2	1	1					4						8
13 and under 13½										2						2
13½ and under 14													1			1
14 and under 14½														1		1
14½ and under 15										2						2
15 and under 15½									1	3						4
15½ and under 16									2		1					3
16 and under 16½							1	1								3
16½ and under 17												1				3
Total	* 1	2	4	5	1	2	1	3	25	12	3	2	1			62

	Sunday.															Total.
	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and under 14½	14½ and under 15				
9 and under 9½			1													1
9½ and under 10				2												2
10 and under 10½					5	1										6
10½ and under 11	1				8											9
11 and under 11½	1					6										7
11½ and under 12				1		1		1								3
12 and under 12½		2	2	4		1			8	1						18
12½ and under 13			2	1	1					1						5
13 and under 13½										1						1
13½ and under 14								3								3
14 and under 14½						2	2	3								7
14½ and under 15																7
Total	* 2	2	5	8	6	13	11	4	9	2						62

* One run, 6½ and under 7 hours; 1 run, 7 and under 7½ hours.
 * Five runs, 14 and under 14½ hours; 4 runs, 14½ and under 15 hours; 2 runs, 15 and under 15½ hours.
 * Hours, 7 and under 7½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SCRANTON, PA.

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8 and under 8½						8										8
8½ and under 9							12									12
9 and under 9½								41								41
9½ and under 10									34							34
10 and under 10½										22						22
10½ and under 11											11					11
Total						8	12	41	34	22	11					128
Sunday.																
Under 6	2															2
6 and under 6½		5														5
6½ and under 7			5													5
7 and under 7½				3												3
7½ and under 8					28											28
8 and under 8½						19										19
8½ and under 9							8									8
9 and under 9½								22								22
9½ and under 10									16							16
10 and under 10½										9						9
10½ and under 11											9					9
Total	2	5	5	3	28	19	8	22	16	9	9					126

SEATTLE, WASH.

PUGET SOUND TRACTION, LIGHT, AND POWER CO.

Monday to Friday.																
7 and under 7½				1												1
7½ and under 8					2											2
8 and under 9							1									1
9 and under 9½								8								8
9½ and under 10									1	33						34
10 and under 10½										4	64					68
10½ and under 11										3	3	9				15
11 and under 11½										1	2	10				13
11½ and under 12										4	8	2	1	3		18
12 and under 12½							1	3	8	14	2					28
12½ and under 13								1	6	16	10					33
13 and under 13½									14	23	11	1				49
13½ and under 14									3	16	12	2	1			34
14 and under 14½									3	7	7					17
14½ and under 15									1	2	3					6
15 and under 15½										1	1					2
15½ and under 16										1						1
Total				1	2		2	14	81	165	56	5	4			330

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SEATTLE, WASH.—Continued.

PUGET SOUND TRACTION, LIGHT, AND POWER CO.—Continued.

Number of hours within which runs were completed.	Saturday. ¹															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
8 and under 8½						2											2
8½ and under 9							2										2
9 and under 9½								14									14
9½ and under 10									44								44
10 and under 10½										83							83
10½ and under 11											35						35
11 and under 11½												3					3
11½ and under 12						1							2				3
12 and under 12½														4			4
12½ and under 13															4		4
13 and under 13½																4	4
13½ and under 14																1	1
14 and under 14½																	4
14½ and under 15																	3
15 and under 15½																	1
15½ and under 16																	2
16 and under 16½																	1
16½ and under 17																	1
17 and under 17½																	1
17½ and under 18																	1
18 hours and over																	1
Total						3	2	23	79	144	78	25	6				360
Number of hours within which runs were completed.	Sunday.															Total.	
	Number of runs, with hours on duty of—																
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.		
6 and under 6½	4																4
6½ and under 7		1															1
7 and under 7½			8														8
7½ and under 8				14													14
8 and under 8½					38												38
8½ and under 9						28											28
9 and under 9½							1										1
9½ and under 10								59									59
10 and under 10½					1	2	1	1	63								68
10½ and under 11							1	1	2								4
11 and under 11½		1								57							61
11½ and under 12											6						12
12 and under 12½												1					1
12½ and under 13													1				1
13 and under 13½																	1
13½ and under 14																	1
14 and under 15																	2
15 and under 15½																	2
Total	4	3	8	16	43	31	70	70	66	9			1				321

¹ Extra scheduled time—that is, time scheduled for this day only—is inseparably included with data of regular runs for this day.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SEATTLE, WASH.—Continued.

PUGET SOUND TRACTION, LIGHT, AND POWER CO.—Concluded.

Gripmen.

Number of hours within which runs were completed.	Monday to Friday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
8 and under 8½					1											1
10 and under 10½							1									1
10½ and under 11								2								2
11 and under 11½								1	1							2
11½ and under 12								1	1							2
12 and under 12½								1	1							2
12½ and under 13								1	5	1						7
13 and under 13½								1	2	2						7
13½ and under 14									2	1	3					6
14 and under 14½									2	1						1
15 and under 16										1						1
16½ and under 17												1				1
Total					1		4	8	12	6	1					32
Saturday.¹																
9½ and under 10								2								2
10 and under 10½					1											1
10½ and under 11									1							1
11 and under 11½									2							2
11½ and under 12								1	1							3
12 and under 12½								2	5	3						10
12½ and under 13								1	2	2	1					7
13 and under 13½						1		1	1	2		1				5
13½ and under 14									1	1		1				2
14 and under 14½									1	1						1
14½ and under 15									1							1
15 and under 16										2		2				4
Total					1	1	2	10	12	9	4					39
Sunday.¹																
8 and under 8½					2											2
9 and under 9½							1									1
9½ and under 10					2	1		2								5
10 and under 10½						3	1									4
10½ and under 11							6	1	1							8
11 and under 11½								2	1	1						3
11½ and under 12								1	1	1						3
12 and under 12½						1		1								2
12½ and under 13						1		1								2
13 and under 13½								1	2	1						5
13½ and under 14								1	1							2
14 and under 14½								1	1							2
14½ and under 15									1	1						2
15 and under 15½										1						1
Total					2	2	6	11	9	7	4					41

¹ Extra scheduled time—that is, time scheduled for this day only—is inseparably included with data of regular runs for this day.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SEATTLE, WASH.—Continued.

SEATTLE MUNICIPAL STREET RAILWAY.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7½ and under 8					2											2
8 and under 8½						1										1
8½ and under 9							2									2
9 and under 9½					1											1
11½ and under 12					1											1
14 and under 14½								1								1
Total					4	1	3									8
	Saturday.															
7½ and under 8					2											2
8 and under 8½						1										1
8½ and under 9							1									1
9 and under 9½					1											1
10½ and under 11										1						1
11½ and under 12					1											1
14 and under 14½								1								1
Total					4	1	2			1						8
	Sunday.															
7½ and under 8					2											2
8 and under 8½						4										4
9 and under 9½					1											1
11 and under 11½				1												1
Total				1	3	4										8

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SEATTLE, WASH.—Concluded.

SEATTLE, RENTON & SOUTHERN RAILWAY CO.

[Six Monday to Friday and 5 Saturday runs of 9 and under 10 hours on duty were paid for as 10 hours; 7 Monday to Friday and 1 Saturday run of 8 and under 9 hours on duty were paid for as 9 hours, and 1 Saturday run of 7½ and under 8 hours was paid for as 9 hours.]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½			1													1
8½ and under 9				1												1
9 and under 10					4											4
10 and under 10½						4										4
11 and under 11½					1											1
11½ and under 12					1	1										2
12 and under 13	1			2	2	3	1									9
13 and under 13½			1	1	1	3										2
13½ and under 14				1	1	1										2
14 and under 14½				1												1
16 and under 16½							2									2
16½ and under 17				1												1
Total.....	1	1	1	7	1	9	10	1								30
	Saturday.															
8½ and under 9				1												1
9 and under 10						5										5
10 and under 10½							4									4
11 and under 11½					1											1
12 and under 13		1			1			1								3
12½ and under 13½	1				1	2	1	1		1						6
13 and under 13½			1							1						1
13½ and under 14							1									1
16 and under 17										1						1
17 and under 18											1					1
18 and over												2	2	2		6
Total.....	1	1	1	1	2	6	7	1	1		2	1	2	2	2	30
	Sunday.															
7 and under 7½	5															5
8 and under 8½			3													3
8½ and under 9				2												2
9 and under 9½					4											4
9½ and under 10						2										2
10 and under 10½							2									2
11 and under 11½									1							1
11½ and under 12										2						2
12 and under 12½											1					1
Total.....	5		3	2	4	2	2		1	2	1					22

¹ Hours, 7 and under 7½.

² Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SIOUX CITY, IOWA.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
Under 6.....	1															1
6 and under 6½.....	8															8
10 and under 10½.....				1	1											2
10½ and under 11.....						1										1
11 and under 11½.....					6											9
11½ and under 12.....						1										1
12 and under 12½.....								1			2					5
12½ and under 13.....								2	5	4						11
13 and under 13½.....													1			1
13½ and under 14.....												1				2
17½ and under 18.....														1	1	6
18 and over.....															6	17
Total.....	19			1	1	7	4	3	7	4	3	2	5	5	7	58
Saturday.																
Under 6.....	1															1
6 and under 6½.....	8															8
10 and under 10½.....				1												1
11 and under 11½.....						2										2
11½ and under 12.....						4		2								6
12 and under 12½.....						1		2	2							7
12½ and under 13.....								3	6	4						13
13 and under 13½.....													1			1
13½ and under 14.....															1	2
17½ and under 18.....												1			1	6
18 and over.....											1		4	5	6	17
Total.....	19			1		7	7	8	4	3	2	5	5	7	58	
Sunday.																
Under 6.....	4															4
6 and under 6½.....	5															5
10 and under 10½.....				1												1
10½ and under 11.....				2	1											3
11 and under 11½.....					9	2	1									12
11½ and under 12.....					1	6	2	1								10
12 and under 12½.....											2					2
12½ and under 13.....						1										1
13 and under 13½.....													1			1
16½ and under 17.....										1						1
17 and under 17½.....									1		1		4	2		8
17½ and under 18.....										1		2	2	2	1	6
18 and over.....										1	2				1	4
Total.....	19			3	11	9	3	2	2	6	6	5	2			58

1 One run, under 6 hours; 8 runs, 6 and under 6½ hours.
 2 Four runs, 14 and under 14½ hours; 3 runs, 14½ and under 15 hours.
 3 Four runs, under 6 hours; 5 runs, 6 and under 6½ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SOUTH BEND, IND.

[Nine runs had 30 minutes' time off duty for meals. This time was paid for but is not included in "hours on duty."]

Number of hours within which runs were completed.	Monday to Saturday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
8½ and under 9				12													2
9 and under 9½				5	3 ¹												6
9½ and under 10					4	3 ¹											5
10 and under 10½							2										2
11½ and under 12							4										4
12 and under 12½									1								1
12½ and under 13									1	1							7
13 and under 13½										4							6
13½ and under 14								2									5
14 and under 14½								3	2								5
17½ and under 18											1						1
18 and over											3						5
Total				7	5	1	11	4	3	13							44
Sunday.																	
7½ and under 8		4 ²															2
8 and under 8½			10														10
8½ and under 9			4	2													6
9 and under 9½				5	1												6
9½ and under 10						1											1
10 and under 10½							1										1
10½ and under 11					2	4											6
12½ and under 13										4							4
13 and under 13½										2							2
16 and under 16½										3							5
16½ and under 17										2							1
Total		2	14	7	3	5	1		3	9							44

¹ Every other day, 11½ hours on duty; 12½ hours and 13½ hours, respectively, for completion of runs.

² Every other day, 11½ hours on duty and 13½ hours for completion of run.

³ Every other day, 12½ hours on duty and 15½ hours for completion of run.

⁴ Every other Sunday, 10½ hours on duty; 13½ hours and 13½ hours, respectively, for completion of runs.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SPOKANE, WASH.

SPOKANE & INLAND EMPIRE RAILROAD CO.

Number of hours within which runs were completed.	Monday to Friday.													Total.		
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12		12 and under 12½	12½ and over.
9 and under 9½							1									1
9½ and under 10								2								2
11 and under 11½								8								10
11½ and under 12								10	4							14
12 and under 12½									7	2						9
12½ and under 13										1						1
13 and under 13½								3	2							5
13½ and under 14							6	8	1	1						16
14 and under 14½							2	10	2	3						17
14½ and under 15								1	1							2
15 and under 15½									1							1
Total							9	42	20	7						78
	Saturday.															
11 and under 11½								11	2							13
11½ and under 12								12	6							18
12 and under 12½									8	1						9
13 and under 13½							1	2	1							4
13½ and under 14							6	4	1							11
14 and under 14½							2	14	3	3						22
15 and under 15½									1							1
Total							9	43	22	4						78
	Sunday.															
8 and under 8½			1			2										3
8½ and under 9				2												2
9 and under 9½				1												1
10½ and under 11								1	1							2
11 and under 11½								1	7							10
11½ and under 12									10	4	2					16
12 and under 12½					1	2	1			6	1					11
12½ and under 13						1										1
13 and under 13½								1	2	2						5
13½ and under 14								3	2	1						6
14 and under 14½								2	13	2	3					20
15 and under 15½										1						1
Total			1	3	1	5	1	8	35	18	6					78

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SPOKANE, WASH.—Concluded.

THE WASHINGTON WATER POWER CO.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½					1											1
9½ and under 10						4										4
10 and under 10½					1		1									2
10½ and under 11					3	5	3									11
11 and under 11½						6	5									11
11½ and under 12						1										1
12 and under 12½						1	2									3
12½ and under 13					2	1	4	3								10
13 and under 13½					10	5	4	4	3							26
13½ and under 14					2	5	4	3	1	2						17
14 and under 14½						3	4	2			1					10
14½ and under 15								1								1
15 and under 15½								1								1
15½ and under 16								1								1
Total					19	31	28	14	4	2	1					99
Saturday.																
9 and under 9½					1											1
9½ and under 10						4										4
10 and under 10½					1		1									2
10½ and under 11					3	13	3									19
11 and under 11½						6	5									11
11½ and under 12					1	1	1									3
12 and under 12½					1	1		1								3
12½ and under 13					2		1	3	2							8
13 and under 13½					10	7	3	1	2		1					24
13½ and under 14	1				2	4	5		1		1					14
14 and under 14½	1					1	3	1		2						8
14½ and under 15								1			1					2
Total	1	2			21	37	22	7	5	2	3					99
Sunday.																
9 and under 9½		1			2											3
9½ and under 10						3										3
10 and under 10½					2	5	1									8
10½ and under 11						7	2	3	2							14
11 and under 11½						5	5	5								15
11½ and under 12						1		4	1							6
12 and under 12½									3							3
12½ and under 13						5			3							8
13 and under 13½						10	5	2			2					19
13½ and under 14							2	2		1	1					7
14 and under 14½							1	4	1					1		7
14½ and under 15											1					1
15 and under 16											1				1	2
16 and under 16½											1					1
Total		1			2	35	18	21	10	1	3	4		1	2	97

¹ Hours, 7 and under 7½.

² Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SPRINGFIELD, ILL.

[Employees were required to report 10 minutes before scheduled time of beginning runs (days' work). They were paid for this time and also for 5 minutes for making out reports after completing runs, but in neither case is the time included here.]

Number of hours within which runs were completed.	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.	
8 and under 8½			2													2
8½ and under 9				20												20
9 and under 9½					24											24
9½ and under 10						20										20
Total			2	20	24	20										66
Sunday.																
7½ and under 8		4														4
8 and under 8½			20													20
8½ and under 9				25												25
9 and under 9½					7											7
9½ and under 10						10										10
Total		4	20	25	7	10										66

SPRINGFIELD, MASS.

[Any run (day's work) requiring over 9 hours on duty or over 11 hours for completion was fixed according to contract with employees and so was not in violation of State law. A daily rate by years of service, as shown in Table A, was paid for each run of 9 hours or under on duty. Runs of over 9 hours on duty were paid for as a day and ½ hour additional for the time over 9, if such time did not exceed 15 minutes, or 1 hour additional if such time did exceed 15 minutes but did not exceed ½ hour.]

	Monday to Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
6½ and under 7			1													1
7 and under 7½				1												1
8 and under 9						4										4
9 and under 9½						1	3									4
10 and under 10½						1										1
10½ and under 11						22	20									42
11 and under 11½						10	36	4								50
11½ and under 12						12	12	3								27
12 and under 12½						3	19		1	1						24
12½ and under 13									2	2	1					5
13 and under 13½									2	4	1	1				8
13½ and under 14									1		2					3
14 and under 14½												2	1			3
16½ and under 17																1
18 and over									2							2
Total			1	1		53	90	10	9	6	2	3	1			176

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SPRINGFIELD, MASS.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7 and under 7½				2												2
8 and under 8½						2										2
9 and under 9½						3										3
9½ and under 10					1	3	1									5
10 and under 10½						10	23									33
10½ and under 11						3	22	13								38
11 and under 11½					2	14	5	7								28
11½ and under 12					1	13	11	3								28
12 and under 12½					6	10	5	10		1						32
13 and under 13½								1								1
Total				2	10	58	67	34		1						172

SPRINGFIELD, OHIO.

	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8½ and under 9				4												4
9 and under 9½					29											29
9½ and under 10						16										16
10 and under 10½							8									8
Total				4	29	16	8									57
	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
7 and under 7½	8															8
7½ and under 8		14														14
8 and under 8½			6													6
8½ and under 9				1												1
9 and under 9½					5											5
9½ and under 10						15										15
10 and under 10½							8									8
Total	8	14	6	1	5	15	8									57

¹ Hours, 7 and under 7½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SUPERIOR, WIS.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11 and under 11½					1		1									2
12 and under 12½																1
12½ and under 13									1							1
13 and under 13½					1		3	3	1							8
13½ and under 14								1	4	2						7
14 and under 14½								3	2							5
14½ and under 15								2								2
15 and under 15½									1	1						2
Total.....					3		4	9	9	3						28
	Saturday.															
11½ and under 12							1									1
12½ and under 13									1		1					2
13 and under 13½							3									4
13½ and under 14								1	1	2						4
14 and under 14½							2		1							3
14½ and under 15								2		1	2					5
16 and under 16½											1					1
16½ and under 17													2			2
17 and under 17½														2		1
17½ and under 18								1					3			4
18 and over.....													1			1
Total.....							6	4	4	3	4		6		1	28
	Sunday.															
9 and under 9½		1														1
11 and under 11½			2													2
11½ and under 12			1				1									2
12 and under 12½				1												1
12½ and under 13				1							1					2
13 and under 13½				2	1	1		2	1		1					7
13½ and under 14				1					1	1						3
14 and under 14½				2		1										3
14½ and under 15								1								1
15 and under 15½											1					1
16½ and under 17									1				1			2
17½ and under 18											2					2
18 and over.....											1					1
Total.....		1	3		7	1	3	3	3	1	5		1			28

¹ Hours, 14 and under 14½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

SYRACUSE, N. Y.

[Employees were required to report 10 minutes before scheduled time of beginning of runs (days' work). They were paid for 5 minutes of this time, but it is not included in "hours on duty."]

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½							2									2
10 and under 10½							2									2
10½ and under 11							2	2								4
11 and under 11½							4	20								24
11½ and under 12							5	23	9							37
12 and under 12½							1	4	3							8
12½ and under 13							3	2	2							7
13 and under 13½					1		10	5								16
13½ and under 14							6	10	4							20
14 and under 14½						2	11	11	4							28
14½ and under 15							1	1	1							3
Total					1	2	47	78	23							151
Saturday.																
6½ and under 7			1													1
9 and under 9½							2									2
10½ and under 11							2	1								3
11 and under 11½							7	22								29
11½ and under 12							2	25	9							36
12 and under 12½					1		2	10	3	2						18
12½ and under 13							2	5								7
13 and under 13½							10	1								11
13½ and under 14							7	14								21
14 and under 14½							5	9	6							20
14½ and under 15								2								2
15 and under 15½									1							1
Total			1		1		39	89	19	2						151
Sunday.																
Under 6	3															3
6 and under 6½		1														1
7½ and under 8		1														1
8½ and under 9			2	2												4
9 and under 9½				1	1											4
9½ and under 10				2	3			2								8
10 and under 10½					11	3		2								16
10½ and under 11					2	7		10								19
11 and under 11½								8	6							14
11½ and under 12								2	3	1						6
12 and under 12½								1	1	1						3
12½ and under 13					1			1	2							5
13 and under 13½								5		1						6
13½ and under 14						1	2	4	3	2						12
14 and under 14½								6	12	2						20
14½ and under 15								2	7							9
15 and under 15½								1								1
Total	3	2	2	5	5	17	13	44	34	7						132

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

TACOMA, WASH.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½							4									4
9½ and under 10								5								5
10 and under 10½									22							22
10½ and under 11										18						18
11 and under 11½											5					5
11½ and under 12									2			3				5
12 and under 12½										1	2		1			4
12½ and under 13										3						3
13 and under 13½									1	2		1				4
13½ and under 14								1	7	5	5				1	19
14 and under 14½										1	2	1				4
14½ and under 15								2	4			3				9
15 and under 15½										1	2	3	1			4
15½ and under 16										1						1
16 and under 17										1						1
17 and under 17½											1					1
18 and over													1			1
Total							4	8	36	33	17	8	3	1	1	110
	Saturday.															
7½ and under 8				1												1
8 and under 8½					3											3
8½ and under 9						2										2
9 and under 9½							9									9
9½ and under 10								16								16
10 and under 10½									18							18
10½ and under 11										15						15
11 and under 11½										1	5					6
11½ and under 12									1			9				10
12 and under 12½										2		1				3
12½ and under 13										1						1
13 and under 13½									1	1	1	1				4
13½ and under 14										3	1				1	5
14 and under 14½												1	1			2
14½ and under 15												1				1
15 and under 15½									1			1	1	1		3
15½ and under 16										1						1
17 and under 17½											1					1
17½ and under 18															1	1
18 and over																1
Total				1	3	2	9	17	20	25	9	13	2	2	3	104

1 Hours, 13½ and under 14. 2 Two runs, 12½ and under 13 hours, 1 run 13½ and under 14 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

TACOMA, WASH—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	2															2
6½ and under 7.....			3													3
7 and under 7½.....				4												4
7½ and under 8.....					8											8
8 and under 8½.....						15										15
8½ and under 9.....							10									10
9 and under 9½.....								18								18
9½ and under 10.....									11							11
10 and under 10½.....										11						11
10½ and under 11.....											9					9
11 and under 11½.....																1
11½ and under 12.....				1									1			2
12½ and under 13.....														1		1
15 and under 15½.....																1
15½ and under 16.....										1						1
17½ and under 18.....												1				1
Total.....	2		3	5	8	15	10	18	13	11	10	1	1	1	1	98

Gripmen.

Monday to Friday.																
11½ and under 12.....									1							3
12½ and under 13.....										2						1
13 and under 13½.....										1						1
14 and under 14½.....										1	1					2
Total.....									1	5	1					7
Saturday.																
11 and under 11½.....											1					1
12 and under 12½.....											2					2
13 and under 13½.....											1					1
13½ and under 14.....											1					1
14½ and under 15.....												1				1
16½ and under 17.....												1				1
Total.....											5	2				7
Sunday.																
7 and under 7½.....				4												4
7½ and under 8.....					1											1
8½ and under 9.....							1									1
Total.....				4	1		1									6

¹ Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

TOLEDO, OHIO.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	9															9
6 and under 6½.....		3														3
6½ and under 7.....			1													1
7 and under 7½.....				1												1
8 and under 8½.....						2										2
8½ and under 9.....							8									8
9 and under 9½.....								59								59
9½ and under 10.....									63							63
10 and under 10½.....										22						22
10½ and under 11.....		1									6					7
11 and under 11½.....				2					1							3
11½ and under 12.....									3							3
12 and under 12½.....								1	4							7
12½ and under 13.....									5	4						10
13 and under 13½.....								1	3	6						12
13½ and under 14.....		3						1	1	4						12
14 and under 14½.....				1				3	2	4	2					17
14½ and under 15.....					1	2		1	1			4				4
15 and under 15½.....						1		1		2	1					6
16 and under 16½.....								1				1				1
17 and under 17½.....								1								1
18 and over.....									1							1
Total.....	9	7	1	4	4	10	68	76	42	19	7	5				252
Saturday.																
Under 6.....	2															2
6 and under 6½.....		1														1
7 and under 7½.....				1												1
7½ and under 8.....					3											3
8 and under 8½.....						1										1
8½ and under 9.....							15									15
9 and under 9½.....								51								51
9½ and under 10.....									78							78
10 and under 10½.....										20						20
10½ and under 11.....											6					6
11 and under 11½.....								1		1						3
11½ and under 12.....								6	4							11
12 and under 12½.....								1	4	8			1			13
12½ and under 13.....									4	4	2					6
13 and under 13½.....						2				4						6
13½ and under 14.....								2	7							9
14 and under 14½.....						1		2	7	2						12
14½ and under 15.....							2		3	1						6
15 and under 15½.....											1					1
15½ and under 16.....												1				1
16 and under 16½.....								1								1
16½ and under 17.....										1				1		2
17 and under 17½.....									1							1
17½ and under 18.....											1					1
18 and over.....										1						1
Total.....	2	1		1	3	2	19	58	107	46	10	1	1	1		252

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

TOLEDO, OHIO—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	4															4
6 and under 6½.....		1														1
6½ and under 7.....			1													1
7 and under 7½.....				2												2
7½ and under 8.....					2											2
8 and under 8½.....						15										15
8½ and under 9.....						32	2									32
9 and under 9½.....						2	86									90
9½ and under 10.....								15								15
10 and under 10½.....									5							5
10½ and under 11.....						1				5						6
11 and under 11½.....						3	3	1	4			1				12
11½ and under 12.....								3	5	1						9
12 and under 12½.....								1	3	3					1	8
12½ and under 13.....											2					3
13 and under 13½.....								1					1			1
13½ and under 14.....						2		3	3						1	9
14 and under 14½.....								4	3	1						8
14½ and under 15.....								2	2	1						5
15 and under 15½.....								1		2						3
15½ and under 16.....											1					1
Total.....	4	1	1	2	2	22	38	102	35	13	8	1	1	1	1	232

TOPEKA, KANS.

	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
10½ and under 11.....						1										1
11½ and under 12.....							1	1								2
12 and under 12½.....								1								1
12½ and under 13.....										18						18
13 and under 13½.....										6	1					7
13½ and under 14.....										1	1					2
14 and under 14½.....										1						1
14½ and under 15.....										7	1					9
17½ and under 18.....						1				3						3
18 and over.....																
Total.....						2	1	2		36	3					44

1 Hours, 12½ and under 13.

596 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

TOPEKA, KANS.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
9 and under 9½				1												1
9½ and under 10					1											1
10 and under 10½				1												1
10½ and under 11						15										15
11½ and under 12			1					1								2
12½ and under 13						1				5						6
13 and under 13½						1				5	1					7
13½ and under 14											1					1
15½ and under 16						7	1				1					8
16 and under 16½						2										2
Total			1	2	1	26	1	1		10	2					44

WASHINGTON, D. C.

[Practically all Monday to Saturday runs of 9 and under 10 hours on duty were paid for as 10 hours. Many Sunday runs of 8 and under 10 hours on duty were paid for as 10 hours. Owl-car runs were paid for at an average of 25 cents per hour.]

CAPITAL TRACTION CO.

	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
7 and under 7½				1												1
7½ and under 8					1											1
8 and under 8½						5										5
9 and under 9½								6								6
9½ and under 10									106							106
10 and under 10½							1		2	13						16
10½ and under 11									1	4	19					24
11 and under 11½									5	3	3	2				14
11½ and under 12						2				3	4	1	1			11
12 and under 12½											2		2	5		9
12½ and under 13						1				1						4
13 and under 13½							1					5	1			7
14 and under 14½					3											3
14½ and under 15					1			1	7	11	3					23
15 and under 15½							3	2	1	1						6
15½ and under 16							3	1	4	2	2					13
16 and under 16½								1		3	2	2				8
16½ and under 17											1					1
17½ and under 18												2				2
Total				1	5	8	9	22	128	30	33	12	6	5	1	260

1 Hours, 12½ and under 13.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

WASHINGTON, D. C.—Continued.

CAPITAL TRACTION CO.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
Under 6.....	5															5
6 and under 6½.....		2														2
6½ and under 7.....			7													7
7 and under 7½.....				7												7
7½ and under 8.....					4											4
8 and under 8½.....						68										68
8½ and under 9.....							19									19
9 and under 9½.....								43								43
9½ and under 10.....									56							56
10 and under 10½.....										16						16
10½ and under 11.....					1						5					6
11 and under 11½.....												2				2
11½ and under 12.....										1						1
12 and under 12½.....													1			1
12½ and under 13.....															1	1
13 and under 13½.....															1	1
13½ and under 15.....										1					1	2
Total.....	5	2	7	7	5	68	19	44	57	16	5	2	1	.....	12	240

WASHINGTON RAILWAY & ELECTRIC CO.

	Monday to Friday.														Total.	
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
8½ and under 9.....							1									1
9 and under 9½.....								1								1
9½ and under 10.....									12							12
10 and under 10½.....										37						37
10½ and under 11.....										2	3	19				25
11 and under 11½.....	1		1										12			14
11½ and under 12.....	1			1			1	1		3	1	1	2	6		17
12 and under 12½.....	1		1							4	5	8	5	1	2	27
12½ and under 13.....		1		1			1			2	7	14	7	4		37
13 and under 13½.....	1	1						3	2	1	11	4	6	1		30
13½ and under 14.....		1			2			2		1	4			3		13
14 and under 14½.....										3	2	5		2		12
14½ and under 15.....					1					2	3		1			7
15 and under 15½.....										3	1	2				6
15½ and under 16.....							1			2	1			1		8
16 and under 16½.....								2	2		2	4				10
16½ and under 17.....								2	1	2	5	2	3	1		16
17 and under 17½.....									1	1	7	4	3			16
17½ and under 18.....										1	2	5	2	3		13
18 and over.....											4	1	4	1	1	11
Total.....	4	4	1	2	3	2	11	10	37	97	69	47	23	3	.....	313

1 Hours, 13 and under 13½.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

WASHINGTON, D. C.—Concluded.

WASHINGTON RAILWAY & ELECTRIC CO.—Concluded.

Number of hours within which runs were completed.	Saturday.															Total.
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and over.	
8½ and under 9.						1										1
9 and under 9½.							1									1
9½ and under 10.								12								12
10 and under 10½.									42							42
10½ and under 11.		1							2	3	21					27
11 and under 11½.	1											12				14
11½ and under 12.				1			1	1	3	1	1	3				12
12 and under 12½.	1								3	6	9	3	2	3		27
12½ and under 13.		1		1		1			2	5	13	13	6	1		43
13 and under 13½.	1							1	1	12	3	3	1	2	3	27
13½ and under 14.								2			2	2	2	1	1	11
14 and under 14½.									2	1	3	2	2	1	1	10
14½ and under 15.					1	1			1	2	1		1			7
15 and under 15½.										2					1	2
15½ and under 16.						1					4		1	1	1	11
16 and under 16½.							2	2		1	2	1			1	9
16½ and under 17.							3	1		1	4	4	5	1		19
17 and under 17½.									1	4	4	3	2			14
17½ and under 18.									1	1	2	3	3			12
18 and over.						1					2	4	1	1		12
Total	3	2		2	1	3	8	10	30	87	73	50	25	10	19	313

Sunday.																
Under 6.	3															3
6 and under 6½.		5														5
6½ and under 7.			3													3
7 and under 7½.				1												1
7½ and under 8.					2											2
8 and under 8½.					1	7										8
8½ and under 9.					2											12
9 and under 9½.				1												12
9½ and under 10.				1				11								12
10 and under 10½.					1				36							37
10½ and under 11.					1					55						57
11 and under 11½.					1					1	37					39
11½ and under 12.										2	4	12				17
12 and under 12½.					1					3	2	1	6			17
12½ and under 13.										1	1					4
13 and under 13½.									2	2	3	3	1			8
13½ and under 14.										1	2	3	1	1		9
14 and under 14½.								1		1	1	1				6
14½ and under 15.							1									4
15 and under 15½.										2	1					3
15½ and under 16.										1	1	2				4
16 and under 16½.										1						1
16½ and under 17.											2	2				5
17 and under 17½.											2	1				3
17½ and under 18.											2					2
Total	3	5	3	3	7	8	12	14	44	70	60	25	8	1		263

¹ Four runs, 12½ and under 13 hours; 3 runs, 13 and under 13½ hours; 1 run, 14 and under 14½ hours; 1 run, 14½ and under 15 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS OF DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

WHEELING, W. VA.

Number of hours within which runs were completed.	Monday to Friday.														Total.	
	Number of runs, with hours on duty of—															
	Under 6	6 and under 6½	6½ and under 7	7 and under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½		12½ and over.
9 and under 9½							16									16
9½ and under 10							7	13								20
10 and under 10½							5	2	11							18
10½ and under 11								1	6	1						8
11 and under 11½										2	1					3
11½ and under 12							1	1								2
12 and under 12½									1	1						2
12½ and under 13																
13 and under 13½																
13½ and under 14																
14 and under 14½																
14½ and under 15																
Total							29	17	18	4	1					69
	Saturday.															
9 and under 9½							16									16
9½ and under 10							8	13								21
10 and under 10½							5	1	11							17
10½ and under 11									5	1						7
11 and under 11½										3	1					4
11½ and under 12																1
12 and under 12½							1									1
12½ and under 13									1	1						2
13 and under 13½																1
13½ and under 14																1
14 and under 14½																1
14½ and under 15																1
15 and under 15½																1
15½ and under 16																1
Total							30	15	17	5	1			1	1	69
	Sunday.															
6 and under 6½		1														1
6½ and under 7			1													1
7 and under 7½			1													1
7½ and under 8			1	6	6											13
8 and under 8½						5										5
8½ and under 9					3	1	1									5
9 and under 9½							1	14								15
9½ and under 10	1							7	5							13
10 and under 10½		1							2	4						7
10½ and under 11									1	3						4
11 and under 11½											1	1				2
11½ and under 12																1
12 and under 12½		1														1
12½ and under 13																1
13 and under 13½																1
13½ and under 14																1
14 and under 14½																1
14½ and under 15																1
Total	2	2	3	6	9	6	2	21	8	7	1	2				69

¹ Hours, 15½ and under 16.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

WICHITA, KANS.

Number of hours within which runs were completed.	Monday to Saturday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
12 and under 12½				1	1			2	3							5
12½ and under 13								1	3							6
13 and under 13½					2	4		1	4	1						11
13½ and under 14									2	5						13
14 and under 14½					1					1	1					2
14½ and under 15								1								1
15 and under 15½									1							1
15½ and under 16										1	1					2
16 and under 16½											5					5
16½ and under 17												2	1			3
17 and under 17½									1							1
17½ and under 18																1
18 and over																1
Total				1	4	4		4	14	7	12	3	1			50

	Sunday.														Total.	
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
11 and under 11½						2	1									3
11½ and under 12		1				1	4	1								7
12 and under 12½			4	2		1										7
12½ and under 13			1	1												2
13 and under 13½									4							4
13½ and under 14									2	5	5					12
14 and under 14½											1	1				2
14½ and under 15								1								1
15 and under 15½									1							1
15½ and under 16							1	1								2
16 and under 16½										1						1
16½ and under 17									1	4	2					7
17 and under 17½											1					1
17½ and under 18																1
Total		1	5	3		3	7	4	12	8	6	1				50

WILMINGTON, DEL.

PEOPLE'S RAILWAY CO.

	Monday to Saturday.														Total.	
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½			1													1
12 and under 12½											8					8
12½ and under 13											3	6				9
13 and under 13½													2			2
13½ and under 14					1								1	1		3
15 and under 15½								1								1
17 and under 17½									1	1	1	2				4
17½ and under 18											2					2
18 and over												2				2
Total			1		1			1	1	14	8	5	1			32

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

1. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Continued.

WILMINGTON, DEL.—Continued.
PEOPLE'S RAILWAY CO.—Concluded.

Number of hours within which runs were completed.	Sunday.														Total.	
	Number of runs, with hours on duty of—															
	Under 7½.	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14		14 and over.
8 and under 8½			1													1
9½ and under 10					1											1
10½ and under 11						5										5
11 and under 11½							1									1
11½ and under 12								3								3
12 and under 12½								1	1							2
12½ and under 13								2	3							5
13 and under 13½					1						2					3
13½ and under 14				1	1						1	1				3
14½ and under 15																1
16 and under 16½						1	1	1								3
16½ and under 17								1	1							2
17 and under 17½									1	1						1
17½ and under 18									1							1
Total			1	1	3	1	6	2	5	6	3	3	1			32

WILMINGTON & PHILADELPHIA TRACTION CO.

	Monday to Friday.														Total.	
10 and under 10½						1										1
11 and under 11½							2									2
11½ and under 12								2								2
12 and under 12½								2	6	3						11
12½ and under 13									1	16						21
13 and under 13½											4					4
13½ and under 14												1				1
14 and under 14½					1	1										2
15 and under 15½								2								2
15½ and under 16								1								1
16½ and under 17								3								3
17 and under 17½											2					2
17½ and under 18						1	1	1	4		6					12
18 and over			1				1	1			1					3
Total			1		1	3	3	11	11	28	8	1				67

	Saturday.														Total.	
6½ and under 7	1															1
8½ and under 9			1													1
11 and under 11½							2									2
11½ and under 12								2								2
12 and under 12½								2	8	3						13
12½ and under 13										15	2					17
13 and under 13½											4					5
13½ and under 14												2				2
16 and under 16½								1		1						2
16½ and under 17								4								4
17 and under 17½											1					1
17½ and under 18						1			3	5				1		10
18 and over			1	1					2		1	1	1			7
Total	1		2	1		1	2	9	11	26	8	4	2			67

Hours, 6½ and under 7.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

I. NUMBER OF REGULAR RUNS (DAYS' WORK) IN SPECIFIED CITIES, BY HOURS ON DUTY AND HOURS WITHIN WHICH RUNS WERE COMPLETED—Concluded.

WILMINGTON, DEL.—Concluded.

WILMINGTON & PHILADELPHIA TRACTION CO.—Concluded.

Number of hours within which runs were completed.	Sunday.															Total.	
	Number of runs, with hours on duty of—																
	Under 7½	7½ and under 8	8 and under 8½	8½ and under 9	9 and under 9½	9½ and under 10	10 and under 10½	10½ and under 11	11 and under 11½	11½ and under 12	12 and under 12½	12½ and under 13	13 and under 13½	13½ and under 14	14 and over.		
Under 6.....	1																1
6½ and under 7.....	1																1
8½ and under 9.....			1														1
9½ and under 10.....				1													1
10½ and under 11.....						2											2
11 and under 11½.....						1	5	2									8
11½ and under 12.....								10									10
12 and under 12½.....									2	1							3
12½ and under 13.....									1	5	3						9
13 and under 13½.....										1	4						5
13½ and under 14.....												1					1
14½ and under 15.....					1												1
15 and under 15½.....								1									1
15½ and under 16.....						2											2
16 and under 16½.....						2	3										5
16½ and under 17.....							3	2									5
17 and under 17½.....					1		1		2								4
17½ and under 18.....										1							1
Total.....	12		1	2	1	7	12	15	5	8	7	1					61

¹ One run, 5 and under 6 hours; 1 run, 6½ and under 7 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
	<i>H. m.</i>	<i>H. m.</i>	<i>H. m.</i>	<i>H. m.</i>	<i>H. m.</i>	<i>H. m.</i>
Aberdeen, Wash.....	8 15	10 15	10 0	9 15	11 15	10 0
Adrian, Mich.....	8 45	12 15	10 15	10 15	14 23	14 23
Akron, Ohio.....	8 0	10 40	9 30	8 0	16 0	12 0
Albany, Cohoes, and Troy, N. Y.....	7 0	11 0	9 0	8 15	15 0	14 0
Allentown, Pa.....	9 28	11 22	10 0	9 28	11 22	10 0
Alliance, Ohio.....	9 0	10 0	(1)	9 0	10 0	(1)
Alton, Ill.....	9 30	9 30	9 30	9 30	9 30	9 30
Amsterdam, N. Y. (see Gloversville, N. Y.).						
Anderson, Ind.....	9 0	12 0	10 0	9 0	15 0	10 0
Ann Arbor, Mich.....	8 0	9 30	8 40	8 0	9 30	8 40
Anniston, Ala.....	9 30	13 30	9 30	9 30	13 30	9 30
Appleton, Wis.....	8 40	9 10	9 10	8 40	9 10	9 10
Asbury Park, N. J.....	10 45	13 35	12 0	11 35	17 55	12 0
Asheville, N. C.....	10 10	11 10	10 30	10 15	11 30	10 30
Ashland, Wis.....	11 0	13 0	(1)	12 0	18 0	(1)
Ashtabula, Ohio.....	8 30	10 30	9 0	10 30	12 30	11 15
Atchison, Kans.....	9 45	11 30	10 30	12 0	17 0	14 0
Athens, Ga.....	10 0	10 0	10 0	11 0	18 0	11 0
Attleboro and North Attleboro, Mass.....	8 45	9 30	8 45	11 0	12 0	11 0
Auburn, N. Y.....	9 0	9 50	9 20	10 44	14 30	12 0
Augusta, Me. (see Lewiston, Me.).						
Aurora, Ill.....	8 15	11 0	9 45	10 15	17 20	11 0
Austin, Tex.....	11 36	13 12	11 36	12 12	17 48	12 24
Bakersfield, Cal.....	9 0	10 0	9 30	11 0	14 0	12 30
Bangor, Me.....	10 0	12 0	10 0	11 30	14 0	12 0
Barre and Montpelier, Vt.....	7 45	9 0	8 30	7 45	9 0	8 30
Batavia, N. Y.....	11 15	12 15	11 30	12 0	17 30	14 0
Battle Creek, Mich.....	8 50	10 6	9 0	8 50	10 6	9 0
Bay City, Mich.....	8 30	11 0	10 0	10 0	12 30	11 10
Beaumont, Tex.....	11 9	13 13	12 0	(1)	18 23	13 0
Beaver Falls, Pa.....	8 54	10 35	9 0	8 54	10 35	9 0
Bellingham, Wash.....	8 0	11 30	10 0	12 0	14 30	12 30
Bergen division, Public Service Ry. Co., New Jersey.....	8 0	13 0	10 0	10 53	15 18	12 30
Biddeford, Me.....	9 0	9 45	9 30	10 45	15 15	12 0
Bloomington, Ill.....	9 20	9 20	9 20	9 20	9 20	9 20
Boise, Idaho.....	8 0	10 30	9 0	8 0	17 20	9 30
Boone, Iowa.....	10 0	10 40	10 0	10 0	10 40	10 0
Bridgeport, Conn. (Bridgeport division, Connecticut Co.).....	8 0	10 39	9 30	8 0	14 45	12 0
Bridgeton, N. J.....	10 40	12 20	11 20	10 40	12 20	11 20
Bristol, Conn.....	9 20	9 40	9 20	10 40	12 30	12 0
Broad Ripple, Ind.....	9 0	12 0	10 0	9 0	15 0	10 0
Burlington, Iowa.....	12 0	12 0	(1)	(1)	(1)	(1)
Burlington, Vt.....	8 0	11 0	11 0	8 0	11 0	11 0
Cambridge, Ohio.....	11 30	12 45	11 30	11 30	12 45	11 30
Canton, Ohio.....	8 0	10 40	9 30	8 0	16 0	12 0
Carlisle, Pa.: Company No. 1.....	8 30	16 30	9 0	16 30	17 30	17 30
Company No. 2.....	6 0	16 30	9 15	16 30	18 30	18 30
Cedar Falls, Iowa (see Waterloo, Iowa).						
Cedar Rapids, Iowa.....	9 25	10 15	9 50	9 25	10 15	9 50
Central division, Public Service Ry. Co., New Jersey.....	8 1	12 25	10 0	10 58	14 15	12 30
Charleston, W. Va.....	10 0	11 0	10 20	10 0	17 30	10 0
Charlottesville, Va.....	8 0	10 0	10 0	8 0	10 0	10 0
Chelsea, Mass.....	8 33	9 0	8 45	9 40	14 0	10 45
Cheyenne, Wyo.....	9 30	9 50	(2)	13 30	14 10	(3)
Clinton, Fitchburg, and Leominster, Mass.....	8 15	9 30	9 0	9 30	11 15	11 0
Cohoes, N. Y. (see Albany, N. Y.).						
Colorado Springs, Colo.....	8 0	12 10	10 13	8 0	17 10	12 32
Columbia, S. C.....	10 0	12 0	(1)	10 0	12 0	(1)
Columbus, Ga.....	9 30	12 15	11 30	9 58	18 20	(1)
Columbus, Ohio.....	8 40	11 5	9 33	8 40	11 5	9 33
Corning, N. Y.....	5 0	11 10	10 10	7 0	13 40	10 10
Cortland, N. Y.....	9 0	11 45	10 30	11 50	16 30	13 0
Council Bluffs, Iowa.....	10 4	10 34	10 17	11 25	14 27	(1)
Danbury, Conn.....	9 0	9 0	9 0	11 0	14 0	(4)

¹ Not reported.

² Equal number 9½ and 9¾ hours.

³ Equal number 13½ and 14½ hours.

⁴ Equal number 11 and 13 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES—Continued.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
Danville, Ill.	H. m.	H. m.	H. m.	H. m.	H. m.	H. m.
Danville, Va.	9 0	9 0	9 0	9 10	9 10	9 10
Dayton, Ohio:	11 0	12 0	12 0	11 0	12 0	12 0
Company No. 1.	8 20	10 20	9 20	17 20	19 40	18 30
Company No. 2.	(¹)	(¹)	9 15	9 0	10 0	(¹)
Decatur, Ill.	9 0	9 0	9 0	9 0	9 0	9 0
Derby, Conn. (Derby division, Connecticut Co.)	8 45	11 0	9 30	11 15	14 15	11 15
Dover, N. H.	8 15	10 15	9 15	11 0	12 30	12 0
Dubuque, Iowa.	10 30	13 0	11 30	11 30	18 0	11 30
Duluth, Minn.	9 20	12 11	10 41	9 30	15 28	13 02
Dunkirk, N. Y.	9 20	10 0	(²)	9 20	10 0	(²)
Durham, N. C.	11 0	11 0	11 0	11 0	11 0	11 0
East Liverpool, Ohio.	8 20	10 15	9 30	15 0	19 30	17 0
Easton, Pa., and Phillipsburg, N. J.	8 30	10 10	9 0	8 55	12 15	11 0
Eau Claire, Wis.	10 30	12 15	11 0	11 30	17 30	12 30
Elgin, Ill.	9 0	10 0	9 45	10 45	17 45	12 0
Elkhart, Ind.	11 20	12 20	11 53	12 20	18 0	14 32
Elmira, N. Y.	8 15	10 30	9 0	(¹)	(¹)	(¹)
El Paso, Tex.	7 50	10 10	10 0	7 50	10 10	10 0
Elwood, Ind.	9 0	12 0	10 0	9 0	15 0	10 0
Enid, Okla.	8 0	10 0	9 0	8 0	10 0	9 0
Erie, Pa.	8 40	10 0	9 0	8 40	10 0	9 0
Escanaba, Mich.	8 0	10 0	9 0	13 0	19 0	16 0
Eureka, Cal.	8 47	10 33	10 10	11 0	13 30	(¹)
Everett, Wash.	9 0	10 45	10 0	10 0	14 30	11 30
Fargo, N. Dak.	9 4	12 28	11 4	13 38	13 52	13 41
Findlay, Ohio.	8 0	10 30	9 0	8 0	10 30	9 0
Fitchburg, Mass. (see Clinton, Mass.).						
Flint, Mich.	6 24	9 42	8 27	7 22	12 58	11 16
Fond du Lac, Wis.	8 30	11 30	10 0	11 30	17 30	12 30
Fort Dodge, Iowa.	8 30	12 15	9 0	8 30	13 15	9 0
Fort Smith, Ark.	9 5	14 0	11 0	11 0	18 0	12 0
Fort Wayne, Ind.	9 2	12 1	10 30	9 2	18 12	14 0
Fort Worth, Tex.	8 20	13 30	11 30	8 20	18 15	12 30
Framingham, Mass. (Framingham division, Boston & Worcester Street Ry. Co.)	8 0	9 0	8 30	8 30	11 0	10 30
Frankfort, Ky.	8 30	11 0	10 0	8 30	11 0	10 0
Franklin, Mass. (see Milford, Mass.).						
Freeport, Ill.	10 10	13 0	11 30	10 10	13 0	11 30
Fresno, Cal.	8 0	10 0	9 30	8 0	10 0	9 30
Gadsden, Ala.	8 0	11 0	11 0	8 0	12 0	11 0
Galesburg, Ill.	9 0	9 5	9 0	9 0	9 10	9 0
Galveston, Tex.	9 0	12 10	11 35	9 0	16 58	12 30
Gardner, Mass.	7 30	9 0	8 30	7 30	11 0	(¹)
Gary, Ind.	9 0	10 45	9 0	9 0	10 45	(¹)
Geneva, N. Y.	11 30	13 0	11 30	12 15	18 0	12 15
Glens Falls and Saratoga, N. Y.	8 40	10 20	10 0	12 0	15 0	12 0
Gloucester, Mass.	6 0	9 0	9 0	8 50	12 50	10 0
Gloversville, Johnstown, and Amsterdam, N. Y.	8 30	9 30	9 0	11 30	13 15	12 0
Grand Forks, N. Dak.	6 10	10 50	10 10	11 0	13 0	11 30
Grand Junction, Colo.	9 0	12 0	12 0	10 0	13 0	(¹)
Great Falls, Mont.	8 45	9 35	8 50	8 45	9 35	8 50
Green Bay, Wis.	10 0	11 10	10 30	11 15	17 30	13 30
Greenfield, Mass.	7 25	9 0	9 0	7 25	11 0	11 0
Greensboro, N. C.	11 0	13 0	12 0	11 0	13 0	12 0
Greenville, S. C.	10 50	12 5	11 5	10 50	17 0	11 5
Hammond, Ind.	9 0	11 25	10 0	9 0	15 55	10 0
Hampton, Va. (see Newport News, Va.).						
Hannibal, Mo.	8 0	9 30	9 30	8 0	9 30	9 30
Harrisburg, Pa.	8 0	12 30	10 0	12 0	14 0	12 0
Hartford, Conn. (Hartford division, Connecticut Co.)	7 45	11 15	9 30	10 45	12 42	(¹)
Hazleton, Pa.	8 35	9 15	9 0	8 35	9 15	9 0
Helena, Mont.	8 25	10 10	9 15	8 25	11 30	9 15
Henderson, Ky.	9 45	10 35	10 15	11 20	12 45	12 0
Holyoke, Mass.	8 15	9 30	9 15	8 15	12 0	11 45
Homestead, Pa.	9 20	9 40	(³)	9 20	12 0	9 40
Hornell, N. Y.	10 0	12 0	11 0	12 15	15 16	(¹)
Hot Springs, Ark.	10 30	11 20	10 30	12 0	14 30	12 0
Hudson division, Public Service Ry. Co., New Jersey.	9 45	10 45	10 0	10 45	14 45	12 15

¹ Not reported.² Equal number $9\frac{1}{2}$ and 10 hours.³ Equal number $9\frac{1}{2}$ and $9\frac{3}{4}$ hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES—Continued.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
Huntington, W. Va.....	H. m. 8 25	H. m. 12 45	H. m. 9 30	H. m. 8 25	H. m. 17 30	H. m. (1)
Hutchinson, Kans.....	9 0	12 0	11 40	9 0	17 40	12 40
Hyde Park, Mass.....	6 53	10 41	8 50	9 15	13 7	11 0
Iowa City, Iowa.....	5 30	9 10	8 40	5 30	9 10	8 40
Ironton, Ohio.....	8 30	11 40	11 40	8 30	11 40	11 40
Ishpeming, Mich.....	11 0	11 30	11 0	11 30	12 0	11 30
Jackson, Mich.....	8 50	10 5	9 0	8 50	10 5	9 0
Jackson, Miss.....	10 48	13 21	11 0	10 48	13 21	11 0
Jackson, Tenn.....	9 55	12 40	11 0	11 0	18 0	15 0
Jamestown, N. Y.....	7 30	10 15	9 30	7 30	10 15	9 30
Janesville, Wis.....	11 20	11 50	11 20	12 40	17 30	12 40
Jeffersonville, Ind. (see New Albany, Ind.)						
Johnstown, N. Y. (see Gloversville, N. Y.)						
Johnstown, Pa.....	8 0	10 30	9 30	8 0	15 45	10 30
Joliet, Ill.....	8 30	9 55	9 0	8 30	9 55	9 0
Joplin, Mo. (see Pittsburg, Kans.)						
Kalamazoo, Mich.....	8 35	9 40	9 0	8 35	9 40	9 0
Kankakee, Ill.....	10 0	10 30	10 0	12 30	17 30	12 30
Keene, N. H.....	7 0	9 30	9 30	10 0	11 30	11 30
Kenosha, Wis.....	9 0	9 25	9 0	9 0	9 25	9 0
Keokuk, Iowa.....	11 0	12 30	12 0	(1)	17 0	12 0
Kingston, N. Y.....	9 13	11 15	10 30	12 10	13 33	13 9
Knoxville, Tenn.....	8 46	12 58	11 42	9 4	18 26	13 40
Kokomo, Ind.....	9 0	10 40	9 50	9 0	10 40	9 50
Laconia, N. H.....	9 0	9 40	9 0	12 0	13 0	12 0
La Crosse, Wis.....	(1)	(1)	(1)	(1)	(1)	(1)
La Fayette, Ind.....	10 0	11 10	10 40	11 10	18 0	14 0
Lake Charles, La.....	9 0	9 20	9 20	9 0	9 20	9 20
Lancaster, Ohio.....	10 0	12 0	12 0	10 0	12 0	12 0
Lancaster, Pa.....	11 0	13 30	12 0	12 0	17 0	13 0
Lansing, Mich.....	8 59	10 10	9 20	8 59	10 10	9 20
Laporte, Ind.....	9 30	10 0	9 45	9 30	10 0	9 45
La Salle, Ill.....	9 0	12 15	10 45	9 45	17 25	10 45
Lawrence, Kans.....	7 30	12 0	(2)	7 30	12 0	(2)
Lawrence, Mass.....	4 0	9 0	7 41	4 0	11 0	8 51
Leavenworth, Kans.....	11 0	13 0	12 0	(1)	(1)	(1)
Lebanon, Pa.....	10 0	13 30	11 15	10 0	18 45	18 0
Leominster, Mass. (see Clinton, Mass.)						
Lewiston and Augusta, Me.....	7 45	10 35	9 5	11 0	15 15	12 m
Lexington, Ky.....	11 0	12 0	11 0	11 40	16 0	12 0
Lockport, N. Y.....	9 2	10 0	9 8	11 8	14 4	12 0
Logansport, Ind.....	9 55	11 20	10 30	9 55	16 0	12 30
Lynchburg, Va.....	9 0	9 30	9 0	9 0	9 30	9 0
Lynn, Mass.....	6 30	11 45	9 0	6 30	18 30	11 0
McAlester, Okla.....	8 50	9 5	9 0	8 50	9 5	9 0
Macon, Ga.....	12 0	13 30	12 15	12 0	13 30	12 15
Madison, Wis.....	7 0	11 0	10 0	7 0	17 0	13 0
Manistee, Mich.....	9 20	9 50	9 30	9 20	9 50	9 30
Mankato, Minn.....	11 6	12 6	11 24	12 15	17 0	12 15
Mansfield, Ohio.....	8 40	9 20	9 0	8 40	9 20	9 0
Marietta, Ohio.....	8 10	10 5	9 0	8 10	10 5	9 0
Marquette, Wis. (see Menominee, Mich.)						
Marion, Ind.....	9 0	12 0	10 0	9 0	15 0	10 0
Marion, Ohio.....	9 0	10 15	9 15	18 10	18 50	18 30
Marlboro, Mass. (see Worcester, Mass.)						
Marquette, Mich.....	10 30	12 30	10 0	12 15	17 0	10 0
Marshalltown, Iowa.....	9 0	9 0	9 0	9 0	9 0	9 0
Mason City, Iowa.....	9 0	9 0	9 0	(1)	14 0	9 0
Meadville, Pa.....	9 0	12 15	10 40	9 0	17 0	11 40
Menominee, Mich., and Marinette, Wis.....	9 36	12 24	11 0	10 36	17 24	13 0
Meriden, Conn. (Meriden division, Connecticut Co.)	8 0	10 0	9 30	8 0	13 0	11 0
Meridian, Miss.....	11 0	11 30	11 30	11 0	17 30	11 30
Michigan City, Ind.....	9 0	9 10	9 5	9 0	9 10	9 5
Middletown, Conn. (Middletown division, Connecticut Co.)	9 0	10 15	10 0	9 0	12 15	11 0
Middletown, N. Y.....	10 0	11 20	10 30	10 0	11 20	10 30
Milford, Franklin, and Plainville, Mass.....	9 0	9 30	9 0	11 0	12 0	11 0

. 1 Not reported.

* 8 and 10 hours.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES—Continued.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
	H. m.	H. m.	H. m.	H. m.	H. m.	H. m.
Milford, Mass.	8 0	9 30	9 0	11 0	12 0	11 0
Millville, N. J.	10 20	14 15	11 40	10 50	18 45	12 40
Missoula, Mont.	5 40	9 25	9 0	5 40	9 25	9 0
Moline, Ill.	9 0	11 0	9 30	9 0	18 50	12 45
Montgomery, Ala.	11 0	13 15	12 0	11 0	18 0	12 0
Montpelier, Vt. (see Barre, Vt.).						
Mount Vernon and New Rochelle, N. Y.	6 30	10 30	10 0	10 30	11 30	11 0
Muncie, Ind.	9 0	12 0	10 0	9 0	15 0	10 0
Muskegon, Mich.	8 0	10 30	10 0	8 0	10 30	10 0
Nanticoke, Pa.	8 30	11 0	9 30	8 30	11 0	9 30
Nashua, N. H.	7 50	8 57	8 50	10 30	10 57	10 50
New Albany and Jeffersonville, Ind.	8 0	10 0	10 0	8 0	10 0	10 0
Newburgh, N. Y.	8 0	10 0	10 0	8 0	10 0	10 0
New Castle, Pa. (see Youngstown, Ohio).						
New London, Conn. (see Norwich, Conn.).						
Newport, R. I.	8 45	9 0	9 0	11 0	12 0	11 0
Newport News and Hampton, Va.	11 45	13 30	12 15	11 45	13 30	12 15
New Rochelle, N. Y. (see Mount Vernon, N. Y.).						
Newton, Waltham, and near-by towns, Mass.	8 30	9 45	9 0	11 0	12 0	12 0
Niagara Falls, N. Y.	9 0	9 36	9 18	9 0	12 48	9 18
Norristown, Pa.	9 30	13 52	12 19	14 5	19 22	17 24
North Adams, Mass. (see Pittsfield, Mass.).						
Northampton, Mass.	8 45	9 30	9 0	9 55	11 25	11 0
North Yakima, Wash.	10 0	11 14	10 0	10 30	15 30	12 0
Norton and Taunton, Mass.	8 0	10 0	9 0	10 30	14 0	12 0
Norwalk, Conn. (Norwalk division, Connecticut Co.).	8 15	10 0	9 0	10 45	12 0	11 0
Norwich, Willimantic, and New London, Conn.	6 0	10 30	9 30	8 0	15 30	12 0
Ogden, Utah.	8 0	11 15	9 0	8 0	13 45	9 0
Ogdensburg, N. Y.	10 12	10 48	10 24	16 0	16 48	16 0
Oil City, Pa.	9 50	10 40	10 0	10 0	17 15	12 0
Olean, N. Y.	11 30	11 45	11 30	12 30	18 0	12 30
Oshkosh, Wis.	9 45	12 37	11 15	10 30	17 35	12 30
Oswego, N. Y.	10 15	12 15	11 0	11 30	17 0	14 0
Ottumwa, Iowa.	8 30	9 30	9 0	8 30	13 30	9 0
Owensboro, Ky.	10 0	12 0	10 30	11 0	17 0	12 0
Paducah, Ky.	7 18	12 20	11 0	10 35	17 40	13 0
Parkersburg, W. Va.	8 10	13 0	9 0	8 10	13 0	9 0
Parsons, Kans.	10 0	11 30	11 0	10 0	11 30	11 0
Pasadena, Cal.	7 48	11 25	10 0	9 20	12 30	11 0
Passaic, N. J. (Passaic division, Public Service Ry. Co.).	8 30	10 56	10 0	10 41	14 37	12 30
Pawtucket, R. I.	7 5	10 9	9 22	7 5	13 13	11 45
Peekskill, N. Y.	8 12	10 5	9 0	9 0	11 5	10 5
Pensacola, Fla.	8 5	11 40	10 0	10 50	16 0	12 0
Peru, Ind.	11 0	12 30	11 45	12 15	16 0	14 0
Phillipsburg, N. Y. (see Easton, Pa.).						
Phoenix, Ariz.	9 50	13 15	10 0	10 45	16 0	11 45
Phoenixville, Pa.	9 0	12 0	10 0		(²)	(²)
Pine Bluff, Ark.	10 57	11 38	11 37	16 30	17 40	16 30
Piqua, Ohio.	8 45	9 15	9 0	8 45	9 15	9 0
Pittsburg, Kans., and Joplin, Mo.	9 0	9 15	9 0	9 0	9 15	9 0
Pittsfield and North Adams, Mass.	8 0	9 10	9 30	8 0	12 0	9 30
Plainville, Mass. (see Milford, Mass.).						
Plattsburg, N. Y.	10 45	11 30	11 15	11 45	15 30	13 15
Plymouth, Mass.	8 0	9 12	9 0	9 56	12 0	11 30
Pomona, Cal.	10 0	11 45	10 40	10 0	15 30	11 9
Pontiac, Mich.	9 0	10 0	9 27	9 0	12 30	11 13
Portsmouth, N. H.	8 10	9 30	8 35	11 0	14 30	11 30
Portsmouth, Ohio.	9 30	10 5	10 0	9 30	10 05	10 0
Pottstown, Pa.	9 15	11 25	11 0	9 15	11 25	11 0
Pottsville, Pa.	8 15	11 45	10 30	8 15	11 45	10 30
Poughkeepsie, N. Y.	8 22	10 5	9 0	11 16	13 50	12 12
Punxsutawney, Pa.	11 0	12 0	11 20	11 0	12 0	11 20
Quincy, Ill.	10 35	11 22	11 0	12 0	16 0	12 0

¹ 17 hours 30 minutes on Saturday.² Not reported.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Continued.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES—Continued.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
Quincy, Mass. (Quincy division, Bay State Street Ry. Co.)	H. m.	H. m.	H. m.	H. m.	H. m.	H. m.
Raleigh, N. C.	7 0	10 15	9 0	10 0	12 45	11 0
Reading, Mass. (Reading division, Bay State Street Ry. Co.)	8 45	12 55	12 5	11 45	18 10	14 45
Redlands, Cal.	6 0	9 15	9 0	6 0	18 45	11 0
Richmond, Ind.	9 0	10 35	9 45	9 0	14 0	9 45
Riverside, Cal.	9 0	9 15	9 0	13 0	18 30	14 42
Roanoke, Va.	9 0	10 30	9 45	9 0	14 0	10 0
Rockford, Ill.	8 50	9 40	9 30	8 50	9 40	9 30
Rock Island, Ill.	11 25	12 45	11 25	12 45	18 45	12 45
Rome, Ga.	9 0	11 30	10 0	9 0	18 0	12 30
Rome, N. Y. (see Ithaca, N. Y.)	11 30	13 0	12 30	11 30	19 0	12 30
Rutland, Vt.	6 5	8 50	7 50	7 20	10 15	9 10
St. Cloud, Minn.	10 0	11 15	11 0	12 0	16 0	11 0
St. Joseph, Mo.	7 30	11 0	(1)	12 30	14 0	(1)
Salem, Mass. (Salem division, Bay State Street Ry. Co.)	6 25	9 35	9 0	12 0	18 0	12 0
Salem, Ore.	8 15	9 25	9 0	11 30	14 0	12 30
San Bernardino, Cal.	9 15	11 0	10 0	9 15	12 30	10 0
San Diego, Cal.	8 0	11 0	(2)	10 24	13 45	(3)
San Jose, Cal.						
Company No. 1.	8 4	10 0	10 0	9 45	14 20	12 0
Company No. 2.	9 0	9 45	9 30	10 15	11 30	10 30
Santa Cruz, Cal.	8 30	10 0	9 0	(1)	13 47	9 0
Saratoga, N. Y. (see Glens Falls, N. Y.)						
Sault Ste. Marie, Mich.	9 35	11 50	10 48	10 35	17 30	13 35
Schenectady, N. Y.	9 0	10 30	9 30	11 0	15 0	12 0
Sedalia, Mo.	9 45	10 10	10 0	9 50	17 40	10 0
Selma, Ala.	10 15	12 0	10 45	10 15	12 0	10 45
Shamokin, Pa.	9 0	9 30	9 0	18 0	19 0	18 0
Sharon, Pa. (see Youngstown, Ohio.)						
Shawnee, Okla.	9 0	11 30	10 15	9 30	17 30	12 0
Sheboygan, Wis.	7 30	12 45	10 30	10 0	18 0	(1)
Shreveport, La.	9 0	10 0	9 30	10 54	12 0	11 30
Sioux Falls, S. Dak.	10 0	12 15	10 0	(1)	(1)	(1)
South Bethlehem, Pa.	9 0	10 0	10 0	9 0	10 0	10 0
Southbridge, Mass. (see Webster, Mass.)						
Southern division, Public Service Ry. Co., New Jersey	8 0	12 10	10 0	10 42	14 35	12 30
Spartanburg, S. C.	10 15	11 45	11 0	10 15	17 0	13 0
Spencer, Mass. (see Worcester, Mass.)						
Stamford, Conn. (Stamford division, Connecticut Co.)	7 25	10 10	9 0	10 0	13 40	11 30
Stockton, Cal.	8 21	9 40	9 15	9 40	12 13	10 0
Sunbury, Pa.	12 0	13 0	12 0	12 0	13 0	12 0
Tampa, Fla.	6 30	11 40	9 45	8 30	12 40	10 45
Taunton, Mass. (see Norton, Mass.)						
Temple, Tex.	11 0	12 0	12 0	12 0	18 0	12 0
Terre Haute, Ind.	8 45	11 0	9 30	10 0	15 12	12 30
Tiffin, Ohio.	8 30	9 30	8 30	11 30	12 30	11 30
Torrington, Conn. (Torrington division, Connecticut Co.)	8 0	11 30	9 45	10 0	15 30	12 45
Trenton, N. J.	7 0	11 0	9 15	7 0	11 0	9 15
Trinidad, Colo.	10 0	10 0	10 0	10 0	11 0	10 0
Troy, N. Y. (see Albany, N. Y.)						
Tucson, Ariz.	10 40	11 30	11 20	12 40	15 40	12 20
Tulsa, Okla.	10 30	12 20	11 15	11 30	14 0	12 45
Utica and Rome, N. Y.	9 0	10 35	9 30	9 0	14 30	12 0
Vicksburg, Miss.	8 0	11 45	11 0	13 0	16 0	13 0
Vincennes, Ind.	12 0	12 0	12 0	13 0	18 0	13 0
Waco, Tex.	8 10	13 0	13 0	17 0	18 20	18 20
Walla Walla, Wash.	10 10	11 15	10 35	10 15	18 35	12 41
Waltham, Mass. (see Newton, Mass.)						
Warren, Pa.	10 50	12 15	11 0	11 50	12 15	12 0
Waterbury, Conn. (Waterbury division, Connecticut Co.)	8 53	10 38	9 22	10 52	15 7	13 0
Waterloo and Cedar Falls, Iowa.	8 55	9 40	9 20	10 55	13 40	11 5

¹ Not reported.

² Nine hours for night runs; 10 hours for day runs.

³ Twelve hours for day runs; 13 hours for night runs.

608 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE B.—HOURS OF LABOR OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, 1914—Concluded.

2. FULL-TIME WORKING HOURS AND TIME WITHIN WHICH RUNS WERE COMPLETED, BY CITIES—Concluded.

City and State.	Hours on duty.			Time within which runs were completed.		
	Shortest run.	Longest run.	Prevailing time.	Shortest time.	Longest time.	Prevailing time.
	H. m.	H. m.	H. m.	H. m.	H. m.	H. m.
Watertown, N. Y.....	9 0	12 0	11 0	9 0	16 45	11 0
Waterville, Me.....	9 0	11 0	10 0	10 0	15 0	12 0
Waukegan, Ill.....	5 30	10 45	10 0	5 30	18 15	11 30
Wausau, Wis.....	9 0	12 0	10 0	10 0	10 0	10 0
Webb City, Mo.....	9 0	12 30	10 40	9 0	19 0	11 45
Webster and Southbridge, Mass.....	7 20	9 30	9 0	7 20	9 30	9 0
Westfield, Mass.....	7 50	9 0	9 0	7 50	12 0	11 0
White Plains, N. Y.....	7 45	10 0	10 0	7 45	11 0	10 0
Wilkes-Barre and near-by towns, Pa.....	8 0	11 0	9 0	8 0	11 0	9 0
Williamsport, Pa.....	9 0	13 0	10 30	(1)	18 0	10 15
Willimantic, Conn. (see Norwich, Conn.).						
Wilmington, N. C.....	10 53	12 7	11 36	11 53	18 0	13 44
Winona, Minn.....	6 0	12 0	(2)	6 0	18 0	(3)
Winston-Salem, N. C.....	8 15	12 30	9 0	8 15	12 15	12 0
Woburn, Mass.....	8 36	9 0	8 45	10 25	14 18	11 0
Woonsocket, R. I.....	9 0	11 0	9 35	11 0	13 15	12 0
Worcester, Spencer, and Marlboro, Mass.....	7 25	9 30	9 0	7 30	12 0	11 0
Yonkers, N. Y.....	8 0	13 30	10 0	11 0	13 30	11 0
York, Pa.....	10 0	14 0	11 50	12 0	17 50	14 15
Youngstown, Ohio, and Sharon and New Castle, Pa.....	9 0	12 0	10 0	9 0	12 0	10 0

¹ Not reported.

² All straight runs, equal number at shortest time and longest time, men alternating each day.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914.

[When in any city some employees did other work in addition to their regular occupation and the detailed information was available the employees doing and not doing other work have been segregated. When there was no record of work done by any man in any other occupation there is no qualifying statement. When the segregation could be made the two groups are shown separately except when the second group is inconsequential, in which case the group is omitted and footnotes show the number doing other kinds of work. Each day is considered separately, and a man may appear in one group on one day and in the other group on another day.]

Whenever possible to determine from the company records, actual time on duty is used; otherwise paid time is used, and in a few instances tabulation is made of both paid time and actual time. Paid time may include certain allowed time; that is, time not at work but paid for. For example, employees were paid for 8 hours for runs of under 8 hours, for one-quarter of an hour for any fraction of an hour under one-quarter, for 10 minutes' "reporting time" (required presence before beginning work), for 5 minutes for making out reports at end of runs, for time off duty for meals, etc. Actual time on duty is time remaining after deduction of all allowed time not worked.

For extra men the "reporting time," time allowed for making out reports, and time off duty for meals could not be eliminated from hours paid for except for division 2 of Boston Elevated Railway Co. (surface lines), for which actual time worked is given.]

ALTOONA, PA.

[The data used here are for paid time. Time worked each day was paid for to the nearest half hour, except that time on tripper runs of 1 hour and 5 minutes to 1 hour and 15 minutes was paid for as 2 hours.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6		1		1	1	2	1
6 and under 6½							1
7 and under 7½							9
7½ and under 8							15
8 and under 8½	1	1	1	1	1		4
8½ and under 9					1		12
9 and under 9½	18	22	19	20	19	18	5
9½ and under 9¾	29	26	28	26	27	33	8
10 and under 10½	3	4	4	4	4	4	1
10½ and under 10¾					1	1	1
11 and under 11½	3	3	4	3	3	2	
11½ and under 11¾	6	7	8	6	7	2	
12 and under 12½			1	1			1
13 and under 13½	1	1	1	1		1	
15 and under 15½							
15½ and under 16			1				
Total	61	66	67	62	64	63	58
<i>Motormen: Extra.</i>							
1 and under 1½			1				
2 and under 2½			2				
4 and under 4½		1					
5 and under 5½		1					
7 and under 7½						1	3
8 and under 8½							1
8½ and under 9							4
9 and under 9½	11	6	8	8	8	11	9
9½ and under 10	5	7	4	6	6	3	4
10 and under 10½	2	1	1	2	1	1	1
10½ and under 11						2	
11 and under 11½	1	1		1	1	1	
11½ and under 12				1			
15½ and under 16							1
Total	19	17	16	18	16	19	22
<i>Conductors: Regular.</i>							
Under 6	1		1	2			
6 and under 6½	2		1		1	1	2
7 and under 7½							9
7½ and under 8			1			1	12
8 and under 8½	1	1	1	2	1		3
8½ and under 9							11
9 and under 9½	16	18	17	12	16	17	6
9½ and under 9¾	27	25	25	25	26	29	9
10 and under 10½	1		2	1	2	2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ALTOONA, PA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
10½ and under 10¾	1	1	1	1	1	2	1
11 and under 11¼	2	2	1	2	1	2	
11½ and under 11¾	8	6	7	7	6	4	2
12 and under 12¼	1	1	1	1	1	1	1
13 and under 13½	1	1	1	1	2	1	
15 and under 15½							
Total	61	56	59	54	57	60	56
<i>Conductors: Extra.</i>							
2 and under 2½			1	1	1		2
3 and under 3½			2		1		
6 and under 6½				1			4
7 and under 7½							1
7½ and under 8							4
8½ and under 9							6
9 and under 9½	9	9	9	14	11	11	5
9½ and under 10	5	7	7	8	6	8	2
10 and under 10½	1	2		1			1
10½ and under 11						2	
11 and under 11½		1	1			1	
11½ and under 12		1			2		
12 and under 12½	1					1	
Total	16	20	20	25	21	23	21

ATLANTA, GA.

[The data used here are for time on duty to the nearest 5 minutes.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	2	4	7	3	7	14	9
6 and under 6½	1	2		1		2	4
6½ and under 7			1	1	2	1	
7 and under 7½		1				2	6
7½ and under 8	1	2	3	1			2
8 and under 8½		1	1				
8½ and under 8¾	1	1	1	1	1		1
8¾ and under 9			1				2
9 and under 9½	8	8	9	10	9	6	3
9½ and under 9¾	5	7	7	6	2	6	
9¾ and under 9½	5	5	5	5	5	3	10
9½ and under 10	5	5	5	6			8
10 and under 10½	30	23	24	25	19	18	37
10½ and under 10¾	22	27	26	27	22	21	9
10¾ and under 10½	17	16	12	14	17	13	17
10½ and under 11	22	21	18	17	23	21	29
11 and under 11½	32	32	29	31	30	32	18
11½ and under 11¾	43	45	45	47	42	42	11
11¾ and under 11½	17	17	13	16	23	16	6
11½ and under 12	17	12	16	18	16	21	21
12 and under 12½	35	29	35	35	34	44	5
12½ and under 13	3	2	3	3	4	4	2
13 and under 13½	1	2	2	1	2	2	1
13½ and under 14	1				2	2	
14 and under 14½			1			1	
Total	268	1 262	264	268	1 267	275	216

1 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ATLANTA, GA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2.....	2	1	1	1	1		2
2½ and under 3.....		5	1				
3 and under 3½.....		4		1	6		1
3½ and under 4.....		2		1	2	7	
4 and under 4½.....			1		1	1	
4½ and under 5.....				1		9	
5 and under 5½.....	1		1			1	
5½ and under 6.....					1		2
6 and under 6½.....	2	1		1			
6½ and under 7.....	1	1	1	2		1	
7 and under 7½.....		1		1	1		1
7½ and under 8.....	1	1	1	1	1		
8 and under 8½.....				1	1	1	1
8½ and under 9.....			1			1	1
9 and under 9½.....	3	3	2	2	4	2	2
9½ and under 10.....	1	1	1	1	3	2	8
10 and under 10½.....	9	6	7	9	12	10	17
10½ and under 11.....	3	5	6	9	5	14	14
11 and under 11½.....	19	19	23	16	17	18	11
11½ and under 12.....	4	11	9	4	4	7	4
12 and under 12½.....	9	15	12	12	10	7	8
12½ and under 13.....					1		
13 and under 13½.....		1				1	
13½ and under 14.....	2						
15½ and under 16.....			1			1	
Total.....	57	177	168	162	170	83	72
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	1	5	2	6	4	9	11
6 and under 6½.....	2	1	1		3	5	1
6½ and under 7.....	1	2		1		1	1
7 and under 7½.....	1	1		1		1	6
7½ and under 8.....	2	1	2	2			1
8 and under 8½.....				1		1	
8½ and under 9.....	2	2	2	1	2	2	1
9 and under 9½.....		1	1			2	2
9½ and under 9¾.....	7	7	7	6	8	6	3
9¾ and under 9½.....	5	6	8	6	5	3	3
9½ and under 9¾.....	2	3	3	4	6	3	10
9¾ and under 10.....	5	5	4	4	5	3	12
10 and under 10½.....	26	20	21	28	22	14	31
10½ and under 10¾.....	21	21	24	24	20	22	8
10¾ and under 10½.....	14	15	14	15	14	13	11
10½ and under 10¾.....	17	17	16	17	23	22	24
11 and under 11½.....	32	31	27	31	27	30	20
11½ and under 11¾.....	39	40	44	41	43	48	19
11¾ and under 11½.....	19	15	17	16	20	13	10
11½ and under 11¾.....	15	16	15	15	16	17	5
12 and under 12½.....	37	31	37	39	37	43	21
12½ and under 13.....		5	3	2	5	4	2
13 and under 13½.....	2	1	1	2	1	2	1
13½ and under 14.....			1		1	2	1
18 and over.....	1						
Total.....	251	246	1250	262	262	1268	201
<i>Conductors: Extra.</i>							
1½ and under 2.....		1	3				1
2½ and under 3.....		4	1				
3 and under 3½.....		2		1	5		1
3½ and under 4.....			1		1	8	
4 and under 4½.....	1			2		1	
4½ and under 5.....	2		1		1	8	
5 and under 5½.....	1			1	1	3	1
5½ and under 6.....		2		1	3	2	

¹ Not including 1 who also did other work.

² Not including 2 who also did other work.

612 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ATLANTA, GA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
6 and under 6½			1	1		1	1
6½ and under 7		1	2	3	1	1	1
7 and under 7½	1	3	1	1	3	1	1
7½ and under 8		1	1	1	1		1
8 and under 8½			1				1
9 and under 9½	6	3	4	4	3	6	3
9½ and under 10	4	3	3	3	3	3	2
10 and under 10½	15	18	13	9	10	12	24
10½ and under 11	9	11	10	7	7	13	25
11 and under 11½	24	19	22	21	17	14	10
11½ and under 12	5	7	8	9	13	13	9
12 and under 12½	9	14	9	8	10	9	6
12½ and under 13	2		1				2
13 and under 13½		1					1
14 and under 14½		2				1	
14½ and under 15		1	1				
15 and under 15½						1	
16½ and under 17		1					
Total	79	94	83	72	79	97	87

AUGUSTA, GA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	2	1			3	2	1
6 and under 6½	3	1	1	2	1	3	1
6½ and under 7	1			1			
7 and under 7½		1					
9½ and under 9¾							1
9¾ and under 10							1
10 and under 10½							2
10½ and under 10¾	2	2	1	3	2	2	
10¾ and under 11	2	3	3	3	3	3	4
11 and under 11½			1	1			3
11½ and under 11¾			2	1	1	1	1
11¾ and under 12	4	5	4	3	4	4	1
12 and under 12½	6	5	6	5	2	3	4
12½ and under 13	4	6	5	3	2	4	3
13 and under 13½					1	1	
Total	24	24	23	22	20	24	24
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½			1			1	
2½ and under 3		1					1
3½ and under 4	1		1	1			
4½ and under 5		2					
5 and under 5½	1	3	2	1		1	
6 and under 6½		1	2	2		2	
6½ and under 7			2	1			1
7 and under 7½				1			
7½ and under 8				1			
8 and under 8½	2		1		1		1
8½ and under 9	1	1				1	
9 and under 9½	1			1			3
9½ and under 10					1		1
10½ and under 11	3	2	2	2	1	1	1
11 and under 11½		1				2	1
11½ and under 12	1		1		3	2	

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

AUGUSTA, GA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
12 and under 12½	1		1				2
12½ and under 13				1	2	2	
13½ and under 14						1	
14½ and under 15				1			
16½ and under 17					1		
17 and under 17½					1		
Total	1 11	2 11	1 13	2 12	2 11	1 13	2 11
<i>Conductors: Regular.</i>							
Under 6	4	3		1	3		1
6 and under 6½	1			1	1	3	
6½ and under 7						1	
7 and under 7½		1					
8 and under 8½		1					2
8½ and under 9	1		1		1		
9 and under 9½	1						
9½ and under 9¾							2
9¾ and under 10							2
10 and under 10½					1		
10½ and under 10¾	2	2	2	2	1	2	
10¾ and under 11	1	2	3	3	2	3	2
10¾ and under 11¼						1	2
11 and under 11½				1	1		2
11½ and under 11¾	1		1	1	2	1	3
11¾ and under 12	4	3	3	4	4	4	6
12 and under 12½	5	3	4	4	5	3	6
12½ and under 13	4	5	4	4	2	5	3
14 and under 14½							1
Total	24	20	18	21	23	23	26
<i>Conductors: Extra (who did no other work).</i>							
1½ and under 2					1		
2 and under 2½		1					
3½ and under 4	1		2				1
4 and under 4½					1		
5 and under 5½	2			1	1	1	
5½ and under 6	1						1
6 and under 6½	1			2	1		
7 and under 7½				1			1
7½ and under 8			1		1		
8 and under 8½	1			1			1
8½ and under 9	1					1	
9 and under 9½	1	1				1	
9½ and under 10						1	1
10 and under 10½					1		1
10½ and under 11		1	2			2	1
11 and under 11½		1					
11½ and under 12	1	4	1	2	4	1	
12 and under 12½	1	1	2	1		1	
12½ and under 13	2	1	2	2	2	2	
13 and under 13½							1
13½ and under 14			1			1	1
14 and under 14½			1				
Total	11	10	12	1 10	12	11	9

¹ Not including 1 who also did other work.
² Not including 2 who also did other work.

³ Not including 3 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BINGHAMTON, N. Y.

[The data used here are for time on duty to the nearest 10 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	2	1	1		1		2
6 and under 6½.....							2
7 and under 7½.....						1	2
7½ and under 8.....						1	3
8 and under 8½.....							13
8½ and under 8¾.....							2
8¾ and under 8½.....	8	8	7	8	5	5	12
8½ and under 9.....	5	3	5	4	8	7	5
9 and under 9½.....	15	13	15	12	16	20	5
9½ and under 9¾.....	4	4	3	4	5	4	1
9¾ and under 9½.....	10	9	9	9	12	13	1
9½ and under 10.....			1			1	1
10 and under 10½.....	1				1	1	
10½ and under 10¾.....	1	1	1	1	1		1
10¾ and under 10½.....	5	5	5	5	4	3	
10½ and under 11.....				1			
11 and under 11½.....			1				
11½ and under 11¾.....	1	1	1	1	1		
11¾ and under 11½.....	2	1		1	3		
11½ and under 12.....	1	1	1				
12 and under 12½.....		1	1				
12½ and under 13.....				1			
Total.....	55	48	51	47	57	56	50
<i>Motormen: Extra.</i>							
1 and under 1½.....			1				
2 and under 2½.....					1	1	
3 and under 3½.....					1		
4½ and under 5.....	1						
5 and under 5½.....	1						
5½ and under 6.....					2		
6 and under 6½.....	1						
7 and under 7½.....						4	
7½ and under 8.....	1		1				
8 and under 8½.....							4
8½ and under 9.....		1					2
9 and under 9½.....	5	7	3	2	2	2	1
9½ and under 10.....	3	2	1	2		1	
10 and under 10½.....	2	3	3	4	2	4	
10½ and under 11.....	3		5	3	4	1	
11 and under 11½.....		2	1	4	1	2	
11½ and under 12.....	1				1	1	
12 and under 12½.....				1			1
12½ and under 13.....						1	
13 and under 13½.....						1	
14½ and under 15.....						1	1
16½ and under 17.....		1					1
17 and under 17½.....							1
17½ and under 18.....							1
18 and over.....		2	1				
Total.....	18	18	16	16	14	18	12
<i>Conductors: Regular.</i>							
Under 6.....	3	3	6	1	4		3
7 and under 7½.....							4
7½ and under 8.....							4
8 and under 8½.....							10
8½ and under 8¾.....							2
8¾ and under 8½.....	6	5	4	8	4	3	10
8½ and under 9.....	6	7	7	5	10	7	6
9 and under 9½.....	17	17	18	20	15	21	6
9½ and under 9¾.....	2	3	2	2	4	3	
9¾ and under 9½.....	12	10	10	8	11	13	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BINGHAMTON, N. Y.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular — Concluded.</i>							
9½ and under 10.....	1	1	1	2	1	2	.....
10 and under 10½.....	1	1	.....	2	1	2	.....
10½ and under 10¾.....	.....	.....	.....	1	.....	.....	1
10¾ and under 10¾.....	4	4	4	4	5	3	.....
10¾ and under 11.....	1	.....	.....	.....	.....	.....	.....
11 and under 11½.....	.....	.....	1	.....	.....	.....	.....
11½ and under 11¾.....	.....	.....	.....	.....	1	.....	.....
12½ and under 13.....	.....	.....	.....	.....	.....	1	.....
13 and under 13½.....	.....	.....	.....	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	1	.....	.....	.....
16½ and under 17.....	.....	.....	.....	.....	.....	.....	.....
Total.....	54	51	53	54	56	57	47
<i>Conductors: Extra.</i>							
1 and under 1½.....	1	1	.....	1	.....	.....	.....
1½ and under 2.....	.....	1	1	1	1	.....	1
2 and under 2½.....	1	1	.....	1	.....	1	.....
2½ and under 3.....	1	.....	2	.....	.....	.....	.....
3 and under 3½.....	1	.....	.....	1	.....	.....	.....
3½ and under 4.....	1	1	.....	1	.....	2	.....
4 and under 4½.....	.....	.....	.....	1	.....	.....	.....
4½ and under 5.....	1	.....	.....	.....	2	.....	.....
5 and under 5½.....	1	.....	.....	.....	1	.....	.....
5½ and under 6.....	.....	.....	.....	.....	.....	1	.....
6 and under 6½.....	.....	.....	.....	1	.....	.....	1
6½ and under 7.....	.....	.....	.....	.....	.....	1	.....
7 and under 7½.....	.....	1	.....	.....	.....	1	2
7½ and under 8.....	.....	.....	.....	.....	1	1	.....
8 and under 8½.....	.....	.....	.....	.....	.....	.....	6
8½ and under 9.....	2	2	4	1	2	1	6
9 and under 9½.....	1	2	3	1	3	1	2
9½ and under 10.....	6	5	4	4	3	4	1
10 and under 10½.....	1	1	1	2	3	4	.....
10½ and under 11.....	4	5	3	1	.....	.....	.....
11 and under 11½.....	.....	.....	2	2	.....	.....	.....
12 and under 12½.....	.....	.....	.....	.....	.....	1	.....
13½ and under 14.....	.....	.....	1	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	1	.....	.....
15 and under 15½.....	.....	.....	.....	.....	.....	.....	1
16 and under 16½.....	.....	.....	.....	1	.....	.....	.....
Total.....	21	20	21	19	19	19	20

BIRMINGHAM, ALA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.....	3	3	3	5	1	4	4
6 and under 6½.....	1	.....	1	1	.....	.....	1
6½ and under 7.....	1	.....	1	.....	.....	1	5
7 and under 7½.....	.....	1	1	.....	.....	.....	1
7½ and under 8.....	.....	.....	.....	.....	.....	2	4
8 and under 8½.....	.....	.....	.....	.....	.....	2	1
8½ and under 8¾.....	.....	.....	2	.....	1	.....	5
8¾ and under 8¾.....	2	4	1	2	4	.....	6
8¾ and under 9.....	1	1	2	1	1	3	3
9 and under 9½.....	1	1	4	1	3	3	9
9½ and under 9¾.....	4	7	7	3	6	1	11
9¾ and under 9¾.....	8	6	7	7	5	7	7
9¾ and under 10.....	14	12	9	20	10	16	19
10 and under 10½.....	39	36	37	33	37	32	26

616 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BIRMINGHAM, ALA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
10½ and under 10¾	27	27	24	30	28	28	20
10¾ and under 10¾	18	17	17	19	19	22	13
10¾ and under 11	18	17	18	16	14	10	8
11 and under 11¼	13	10	10	12	9	5	4
11¼ and under 11½	7	9	8	8	10	3	2
11½ and under 11¾	5	11	5	2	7	3	6
11¾ and under 12	4	3	5	4	4	4	1
12 and under 12½	2	2	2	3	2	4	2
12½ and under 13	2	1	2	2	4	3	2
13 and under 13½	1	1	1	1	2	3	1
13½ and under 14		1				5	2
14 and under 14½			1	1		1	
14½ and under 15			1			1	
15½ and under 16						2	
16 and under 16½						1	
Total	171	170	171	172	167	174	162
<i>Motormen: Extra.</i>							
1 and under 1½			1	1			
1½ and under 2		1			1	1	1
2 and under 2½		1					1
2½ and under 3	2		1		2		1
3 and under 3½	1	2				1	
3½ and under 4	1				1	2	1
4 and under 4½	2	2	2	3	1		
4½ and under 5			1	1		1	
5 and under 5½	2	1			1	1	
5½ and under 6	1		2	3	1		
6 and under 6½	2	1	1	3		1	
6½ and under 7		1					
7 and under 7½	2	1	3	3	1	1	1
7½ and under 8		1					
8 and under 8½							3
8½ and under 9	1		1		1	1	3
9 and under 9½	1	2	2	2	1	2	4
9½ and under 10	4	2	4	1	5	2	5
10 and under 10½	9	12	13	9	10	6	6
10½ and under 11	2	3	1	3	2	7	4
11 and under 11½	3	1		2	1	2	2
11½ and under 12		1	2	2	2	1	5
12 and under 12½	1		1		2	2	
12½ and under 13		1		2		3	
13 and under 13½	1		1		1		
13½ and under 14		1	1				
14 and under 14½			1				
17½ and under 18				1			
18 and over	1						
Total	36	35	37	36	35	34	38
<i>Conductors: Regular.</i>							
Under 6	3	2	5	6	3	6	5
6 and under 6½					1	1	1
6½ and under 7		1	2		1		4
7 and under 7½		1	1		1		
7½ and under 8			1			1	5
8 and under 8½	1				1	1	2
8½ and under 8¾							8
8¾ and under 8¾		1	1	1	1		9
8¾ and under 9	2	1	1			2	2
9 and under 9½	2	5	4	2	4	2	13
9½ and under 9¾	5	9	8	3	7	1	10
9¾ and under 9¾	9	8	11	7	9	5	10
9¾ and under 10	16	13	10	14	15	11	17
10 and under 10½	37	33	32	38	33	25	26
10½ and under 10½	34	31	31	30	30	28	18

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BIRMINGHAM, ALA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
10½ and under 10¾	19	19	17	20	20	21	17
10¾ and under 11	13	15	12	15	12	13	7
11 and under 11¼	9	8	9	11	7	5	4
11¼ and under 11½	8	8	6	8	6	3	5
11½ and under 11¾	5	6	9	6	8	13	3
11¾ and under 12	7	3	1	4	3	7	.....
12 and under 12½	5	1	4	1	2	8	1
12½ and under 13	.....	.....	2	1	2	6	2
13 and under 13½	.....	2	1	.....	3	4	.....
13½ and under 14	.....	1	.....	1	1	2	.....
14 and under 14½	.....	1	1	.....	2	4	.....
14½ and under 15	2	2	1	1	1	1	1
15 and under 15½	.....	.....	.....	.....	.....	3	.....
15½ and under 16	1	.....	.....	.....	.....	2	.....
16 and under 16½	.....	.....	1	.....	.....	1	.....
Total	174	171	171	169	173	175	170
<i>Conductors: Extra.</i>							
1½ and under 2	5	3	1	.....	3	2	.....
2 and under 2½	1	1	.....	1	1	1	.....
2½ and under 3	1	2	1	3	2	2	2
3 and under 3½	2	2	2	3	2	.....	2
3½ and under 4	7	9	5	5	4	.....	1
4 and under 4½	5	4	3	5	5	1	.....
4½ and under 5	6	3	8	3	5	.....	.....
5 and under 5½	8	11	7	9	10	.....	.....
5½ and under 6	6	4	7	4	6	2	.....
6 and under 6½	1	3	5	5	5	1	3
6½ and under 7	3	5	3	3	4	.....	8
7 and under 7½	4	4	2	1	2	1	2
7½ and under 8	2	.....	2	1	1	.....	3
8 and under 8½	3	3	7	5	6	1	6
8½ and under 9	.....	.....	.....	2	4	2	3
9 and under 9½	.....	.....	3	2	2	4	5
9½ and under 10	5	3	1	5	.....	4	13
10 and under 10½	6	9	6	6	2	5	11
10½ and under 11	2	3	4	3	3	8	7
11 and under 11½	4	3	3	3	3	4	3
11½ and under 12	.....	2	2	2	1	4	4
12 and under 12½	1	.....	.....	2	.....	6	.....
12½ and under 13	.....	1	1	2	2	5	2
13 and under 13½	.....	.....	.....	.....	.....	8	1
13½ and under 14	.....	.....	.....	.....	.....	9	.....
14 and under 14½	1	1	1	2	1	2	.....
14½ and under 15	1	.....	.....	.....	.....	.....	.....
15 and under 15½	1	.....	.....	.....	1	.....	.....
17 and under 17½	.....	.....	.....	.....	.....	1	.....
17½ and under 18	.....	.....	.....	.....	.....	1	.....
18 and over	.....	.....	.....	.....	.....	1	.....
Total	75	76	75	77	75	75	76

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES).

[Data for "paid time" are shown for all divisions combined and for division 2 separately. In runs of 8 and under $8\frac{1}{2}$ hours men were paid for $8\frac{1}{2}$ hours, and in runs of over $8\frac{1}{2}$ hours, any fraction of a quarter hour was counted a full quarter. Paid time includes 5 minutes, "reporting time," and 5 and 10 minutes allowed motormen and conductors, respectively, for making out reports. Data for actual time on duty are also shown for division 2. See page 167 for explanation of presentation of data for this city.]

PAID TIME—ALL DIVISIONS.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	50	65	69	54	48	64	51
6 and under $6\frac{1}{2}$	6	11	12	6	12	8	21
$6\frac{1}{2}$ and under 7	4	3	2	6	4	2	11
7 and under $7\frac{1}{2}$	4	6	1	5	6	3	6
$7\frac{1}{2}$ and under 8	2	4	6	2	3	3	1
8 and under $8\frac{1}{2}$	2	2	2	3	1	2	5
$8\frac{1}{2}$ and under $8\frac{3}{4}$	2	1	2	1	5	1	1
$8\frac{3}{4}$ and under $8\frac{1}{2}$	64	56	55	53	66	80	137
$8\frac{1}{2}$ and under 9	221	227	208	207	228	178	232
9 and under 9	384	392	384	395	407	396	242
$9\frac{1}{2}$ and under $9\frac{1}{2}$	280	283	264	274	253	301	161
$9\frac{1}{2}$ and under 10	205	193	202	191	206	203	87
10 and under 10	29	64	54	62	61	74	18
10 and under $10\frac{1}{2}$	23	26	12	26	30	25	4
$10\frac{1}{2}$ and under $10\frac{1}{2}$	15	9	21	15	9	5	4
$10\frac{1}{2}$ and under $10\frac{1}{4}$	24	14	21	16	17	12	6
$10\frac{1}{4}$ and under 11	16	12	15	25	13	11	5
11 and under $11\frac{1}{2}$	9	7	8	7	12	2	-----
$11\frac{1}{2}$ and under $11\frac{1}{2}$	7	5	11	10	6	5	-----
$11\frac{1}{2}$ and under $11\frac{1}{4}$	5	4	7	5	4	4	1
$11\frac{1}{4}$ and under 12	1	2	2	2	3	1	1
12 and under $12\frac{1}{2}$	11	5	11	10	5	7	2
$12\frac{1}{2}$ and under 13	4	2	4	2	2	1	2
13 and under $13\frac{1}{2}$	3	3	2	1	2	2	2
$13\frac{1}{2}$ and under 14	1	1	2	3	2	1	-----
14 and under $14\frac{1}{2}$	1	1	-----	-----	-----	-----	-----
$14\frac{1}{2}$ and under 15	2	-----	-----	-----	1	-----	1
15 and under $15\frac{1}{2}$	-----	1	2	1	-----	-----	-----
$15\frac{1}{2}$ and under 16	-----	-----	-----	2	1	-----	-----
16 and under $16\frac{1}{2}$	2	-----	-----	-----	-----	-----	-----
$16\frac{1}{2}$ and under 17	-----	-----	-----	2	1	-----	-----
18 and over	1	1	2	-----	1	1	-----
Total	1,406	1,400	1,384	1,386	1,412	1,394	1,001
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1	5	5	8	-----	1	2	1
1 and under $1\frac{1}{2}$	16	12	14	16	15	7	4
$1\frac{1}{2}$ and under 2	18	17	19	13	10	8	4
2 and under $2\frac{1}{2}$	15	35	16	12	21	7	4
$2\frac{1}{2}$ and under 3	42	30	31	21	29	13	6
3 and under $3\frac{1}{2}$	45	45	38	31	53	16	12
$3\frac{1}{2}$ and under 4	37	57	65	45	32	19	9
4 and under $4\frac{1}{2}$	45	32	52	36	52	14	11
$4\frac{1}{2}$ and under 5	50	49	39	40	48	29	17
5 and under 5	41	34	34	81	47	24	14
$5\frac{1}{2}$ and under 6	32	35	31	23	36	18	27
6 and under $6\frac{1}{2}$	22	21	20	19	29	24	58
$6\frac{1}{2}$ and under 7	22	22	17	33	32	27	44
7 and under $7\frac{1}{2}$	25	28	12	25	29	35	30
$7\frac{1}{2}$ and under 8	21	12	14	20	20	27	27
8 and under $8\frac{1}{2}$	17	18	15	29	20	29	36
$8\frac{1}{2}$ and under 9	48	46	47	65	45	85	118
9 and under 9	71	81	95	82	69	115	116
$9\frac{1}{2}$ and under 10	45	40	44	38	26	61	47
10 and under $10\frac{1}{2}$	24	16	13	24	10	23	21
$10\frac{1}{2}$ and under 11	17	14	15	22	16	31	11
11 and under $11\frac{1}{2}$	17	11	14	28	15	20	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

PAID TIME—ALL DIVISIONS—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (including those who also did other work)—</i>							
<i>Concluded.</i>							
11½ and under 12.....	4	8	16	16	6	11	2
12 and under 12½.....	7	8	5	6	8	11	8
12½ and under 13.....	5	5	7	8	3	11	3
13 and under 13½.....	5	2	2	3	5	8	1
13½ and under 14.....	.....	2	5	5	2	5	2
14 and under 14½.....	4	.....	.....	1	1	5	1
14½ and under 15.....	1	1	2	.....	1	1	4
15 and under 15½.....	1	.....	1	3	.....	2	1
15½ and under 16.....	.....	.....	.....	1	.....	2	.....
16 and under 16½.....	.....	.....	.....	1	1	3	1
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
17 and under 17½.....	.....	1	.....	.....	.....	2	.....
18 and over.....	.....	1	1	.....	1	1	.....
Total.....	704	694	692	697	684	696	650
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	79	76	97	99	93	65	52
6 and under 6½.....	9	13	13	12	14	20	15
6½ and under 7.....	3	5	16	12	8	4	13
7 and under 7½.....	6	7	5	6	10	3	13
7½ and under 8.....	9	7	6	8	5	5	10
8 and under 8½.....	4	6	6	10	4	3	2
8½ and under 8¾.....	3	4	2	3	1	3	6
8¾ and under 9.....	40	38	38	27	36	48	83
8¾ and under 9¼.....	165	155	136	139	159	150	182
9 and under 9½.....	361	353	354	342	356	337	236
9½ and under 9¾.....	276	301	277	279	285	301	158
9¾ and under 9¾.....	199	188	199	189	202	202	88
9¾ and under 10.....	97	79	102	91	92	99	25
10 and under 10½.....	24	32	24	27	24	26	17
10½ and under 10¾.....	16	18	14	16	19	13	2
10¾ and under 10¾.....	13	8	8	21	15	11	8
10¾ and under 11.....	12	16	13	21	8	6	4
11 and under 11¼.....	13	11	15	14	9	14	11
11¼ and under 11½.....	4	4	5	6	6	8	1
11½ and under 11¾.....	7	10	7	9	8	3	4
11¾ and under 12.....	6	1	4	4	4	2	1
12 and under 12½.....	7	7	6	8	5	6	1
12½ and under 13.....	3	2	2	3	1	4	1
13 and under 13½.....	1	.....	2	.....	1	2	1
13½ and under 14.....	1	.....	.....	.....	1	1	1
14 and under 14½.....	.....	.....	1	.....	.....	.....	1
14½ and under 15.....	.....	.....	.....	.....	.....	2	.....
15 and under 15½.....	.....	1	.....	.....	1	.....	.....
Total.....	1,358	1,342	1,352	1,346	1,366	1,338	936
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....	1	.....	2	4	.....	1	.....
1 and under 1½.....	12	10	14	9	10	7	3
1½ and under 2.....	14	10	13	7	12	7	1
2 and under 2½.....	16	23	16	8	13	10	7
2½ and under 3.....	32	33	27	15	31	20	2
3 and under 3½.....	31	39	32	16	25	14	9
3½ and under 4.....	30	39	46	37	43	14	5
4 and under 4½.....	32	45	48	34	47	23	13
4½ and under 5.....	44	55	37	45	46	24	11
5 and under 5½.....	55	31	37	35	45	14	19
5½ and under 6.....	25	25	30	25	37	14	38

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

PAID TIME—ALL DIVISIONS—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (including those who also did other work)—Concluded.</i>							
6 and under 6½	32	36	19	27	37	28	35
6½ and under 7	27	16	30	26	33	21	63
7 and under 7½	23	25	31	23	26	30	24
7½ and under 8	19	18	22	25	21	35	28
8 and under 8½	21	16	15	15	19	27	22
8½ and under 9	49	43	52	52	49	76	102
9 and under 9½	108	111	108	129	100	161	173
9½ and under 10	60	65	54	62	54	73	64
10 and under 10½	19	15	17	20	14	18	18
10½ and under 11	14	16	24	32	10	30	16
11 and under 11½	28	18	17	35	15	25	13
11½ and under 12	18	12	13	16	6	18	8
12 and under 12½	8	5	7	13	3	12	6
12½ and under 13	6	5	5	7	7	11	2
13 and under 13½	5	2	4	8	7	8	4
13½ and under 14	2	1	1	4	2	2	3
14 and under 14½	1		1	4		3	2
14½ and under 15		1	1	1		3	1
15 and under 15½		3					
15½ and under 16	1						1
16 and under 16½	1			2	1		
16½ and under 17				1		1	
17 and under 17½	1			1			
18 and over				1			
Total	735	718	723	739	713	730	693

PAID TIME—DIVISION 2.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	5	10	9	7	9	5	8
6 and under 6½	1		1	1		1	
6½ and under 7		2			1	1	1
7 and under 7½		2			4		1
7½ and under 8		1	1				
8 and under 8½		2					1
8½ and under 8¾			1				
8¾ and under 8½	3	1	2	1	2	6	14
8½ and under 9	35	33	38	33	35	20	34
9 and under 9½	56	52	50	51	53	59	22
9½ and under 9¾	34	32	27	31	30	44	12
9¾ and under 9½	28	21	24	26	26	22	11
9½ and under 10	6	11	5	10	6	5	2
10 and under 10½	2	2			2	2	
10½ and under 10¾			2	1	1		
10¾ and under 10½	1		2	1	1	2	
10½ and under 11					1		
11 and under 11½					1		
11½ and under 11¾						1	
11¾ and under 11½			1				1
11½ and under 12						1	
12 and under 12½	1		1			2	
13 and under 13½				1			
13½ and under 14				1	1		
Total	172	169	164	164	172	172	107

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

PAID TIME—DIVISION 2—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1.....	1		5				
1 and under 1½.....		2	1	4	2	1	
1½ and under 2.....	5	3	5	2	4		
2 and under 2½.....	4	8	5	1	4	1	1
2½ and under 3.....	9	6	4	2	1	3	3
3 and under 3½.....	2	9	5	5	3	2	4
3½ and under 4.....	5	6	4	4	3	1	2
4 and under 4½.....	1	7	11	3	8	2	1
4½ and under 5.....	9	8	7	10	9	5	5
5 and under 5½.....	11	6	4	5	4	4	3
5½ and under 6.....	7	7	6	6	8	3	3
6 and under 6½.....	6	4	6	4	7	7	1
6½ and under 7.....	5	1	2	10	6	8	2
7 and under 7½.....	6	3	1	6	11	9	1
7½ and under 8.....	6		2	3	6	7	5
8 and under 8½.....	4	4	1	7	4	7	8
8½ and under 9.....	4	9	7	7	4	14	18
9 and under 9½.....	6	8	13	10	10	8	27
9½ and under 10.....	4	4	5	6		6	8
10 and under 10½.....	3	3	2	3		8	1
10½ and under 11.....	3	5		3	1	5	
11 and under 11½.....	3			1		1	1
11½ and under 12.....	1		2	1	2	2	
12 and under 12½.....	1			1	1		
12½ and under 13.....	1		2	1		2	
13 and under 13½.....		1					
13½ and under 14.....				1			
14½ and under 15.....	1	1					
Total.....	108	105	100	106	103	106	94
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	9	13	18	8	11	1	9
6 and under 6½.....	1	3	3	3	4	2	
6½ and under 7.....			1	3	1	2	
7 and under 7½.....					2		1
7½ and under 8.....		1	1	1	1	1	
8 and under 8½.....	1	1	1	1	1		
8½ and under 8¾.....		1					1
8¾ and under 9.....		3	1	2	1	6	10
9 and under 9½.....	20	11	10	13	14	15	16
9½ and under 9¾.....	52	53	53	58	55	52	28
9¾ and under 9½.....	37	40	30	30	30	45	15
9½ and under 9¾.....	24	18	19	23	27	23	9
9¾ and under 10.....	13	15	15	15	13	12	3
10 and under 10½.....		1			1		
10½ and under 10¾.....	1	1					
10¾ and under 10½.....			1	2	1	3	1
10½ and under 11.....	1	1					
11 and under 11½.....			1	1	2	2	1
11½ and under 11¾.....					1	1	
11¾ and under 11½.....	2		1				
11½ and under 12.....			1				
12 and under 12½.....	1						
12½ and under 13.....						1	
13 and under 13½.....						1	1
13½ and under 14.....							
Total.....	162	163	156	160	165	167	95

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

PAID TIME—DIVISION 2—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....				2			
1 and under 1½.....	2		5	1	1	2	
1½ and under 2.....		1	4	2	1		
2 and under 2½.....	3	3	2		3	1	4
2½ and under 3.....	5	2	2	5	4	4	
3 and under 3½.....	3	6	10	2	2	1	3
3½ and under 4.....	5	6	4	8	4	2	2
4 and under 4½.....	2	7	5	5	2	1	1
4½ and under 5.....	7	8	3	8	8	5	1
5 and under 5½.....	10	9	6	5	7	2	5
5½ and under 6.....	7	2	1	1	8	6	10
6 and under 6½.....	1	4	7	4	6	8	4
6½ and under 7.....	4	7	5	8	14	7	3
7 and under 7½.....	8	4	3	5	8	10	
7½ and under 8.....	3	5	2	2	6	9	1
8 and under 8½.....	5	5	5	5	1	8	
8½ and under 9.....	8	5	9	7	4	7	15
9 and under 9½.....	13	14	16	15	10	14	25
9½ and under 10.....	6	5	3	4	7	7	8
10 and under 10½.....	3		1	2		1	
10½ and under 11.....	1		2	5	3		3
11 and under 11½.....	3	1	3	3		4	
11½ and under 12.....	2	1	1	2	1	2	2
12 and under 12½.....	1			2		1	1
12½ and under 13.....		1			1		
13 and under 13½.....				2			
14 and under 14½.....						1	
14½ and under 15.....		1					
Total.....	102	97	99	105	101	103	89

ACTUAL TIME ON DUTY—DIVISION 2.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	7	10	10	8	9	7	9
6 and under 6½.....		2			2	2	2
6½ and under 7.....		2			2		
7 and under 7½.....	1	2	1		1		
7½ and under 8.....		1					1
8 and under 8½.....	3	1	3	1	3	5	10
8½ and under 8¾.....	16	15	17	14	13	12	22
8¾ and under 8½.....	61	52	57	60	63	53	33
8½ and under 9.....	38	42	36	35	30	47	14
9 and under 9½.....	26	19	19	23	29	26	10
9½ and under 9¾.....	13	20	15	17	13	13	5
9¾ and under 9½.....	4	3	1	2	5	2	
9½ and under 10.....				1		1	
10 and under 10½.....	1		1	1	1	1	
10½ and under 10¾.....	1		2				
10¾ and under 10½.....							1
10½ and under 11.....						1	
11 and under 11½.....	1						
11½ and under 11¾.....			1			1	
11¾ and under 12.....			1			1	
12 and under 13.....				1			
13 and under 13½.....				1	1		
Total.....	172	169	164	164	172	172	107

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

ACTUAL TIME ON DUTY—DIVISION 2—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1.....	1	1	6	3	2		
1 and under 1½.....	3	3	4	1	3	1	
1½ and under 2.....	4	7	6	4	5	1	1
2 and under 2½.....	11	6	2	1		2	3
2½ and under 3.....	2	11	6	5	4	3	3
3 and under 3½.....	4	5	6	4	3	1	3
3½ and under 4.....	2	8	9	1	7	2	
4 and under 4½.....	8	8	8	12	9	4	2
4½ and under 5.....	10	8	4	5	5	5	6
5 and under 5½.....	7	4	8	3	8	2	2
5½ and under 6.....	8	3	4	9	7	4	3
6 and under 6½.....	5	3	2	6	6	10	2
6½ and under 7.....	5	4	2	6	9	10	1
7 and under 7½.....	7	1	1	5	7	7	4
7½ and under 8.....	4	3	1	6	5	7	
8 and under 8½.....	1	4	4	6	4	10	22
8½ and under 9.....	10	13	15	11	10	13	25
9 and under 9½.....	2	4	4	5	3	4	9
9½ and under 10.....	2	1	3	2	2	9	7
10 and under 10½.....	6	5		5		6	1
10½ and under 11.....		1	1			1	
11 and under 11½.....	2		1	2	3		
11½ and under 12.....	2			2		2	
12 and under 12½.....	1		1	1	1	2	
12½ and under 13.....		1	2				
13 and under 13½.....				1			
14 and under 14½.....	1						
14½ and under 15.....		1					
Total.....	108	105	100	106	103	106	94
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	9	15	21	9	16	4	8
6 and under 6½.....			2	4	1	2	
6½ and under 7.....		1		1			1
7 and under 7½.....		1		1	2	1	
7½ and under 8.....		1	1	1		1	1
8 and under 8½.....	2	4	2	3	3	7	7
8½ and under 9.....	16	10	10	12	14	14	17
9 and under 9½.....	53	50	49	55	51	48	32
9½ and under 10.....	35	39	33	32	33	48	15
10 and under 10½.....	27	21	19	23	29	24	8
10½ and under 11.....	15	17	16	15	11	12	3
11 and under 11½.....		1		1	2		1
11½ and under 12.....	1						
12 and under 12½.....		3	1	1	1	2	
12½ and under 13.....						1	
13 and under 13½.....	1			2	2	1	
13½ and under 14.....			2				1
14 and under 14½.....	1						
14½ and under 15.....						1	
Total.....	162	163	156	160	165	167	95

624 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

ACTUAL TIME ON DUTY—DIVISION 2—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....			1	2	1	2	
1 and under 1½.....	2	1	7	3	1		
1½ and under 2.....	2	1	3		2		3
2 and under 2½.....	6	4	3	5	6	5	1
2½ and under 3.....	3	3	5	1	2		3
3 and under 3½.....	3	6	7	5	5	3	2
3½ and under 4.....	4	9	6	8	2	3	1
4 and under 4½.....	8	7	4	7	3	3	1
4½ and under 5.....	11	10	6	4	9	4	5
5 and under 5½.....	5	5	1	3	9	4	9
5½ and under 6.....	2	2	8	6	4	9	5
6 and under 6½.....	3	6	3	7	14	7	3
6½ and under 7.....	7	7	4	4	9	11	
7 and under 7½.....	5	5	1	4	7	8	1
7½ and under 8.....	4	2	5	4	1	6	
8 and under 8½.....	6	6	7	7	4	8	15
8½ and under 9.....	13	15	17	16	11	14	25
9 and under 9½.....	7	4	4	4	7	8	8
9½ and under 10.....	4		1	2		3	3
10 and under 10½.....	1		2	5	2		1
10½ and under 11.....	2	1	3	2	1	2	
11 and under 11½.....	2	1	1	2		2	2
11½ and under 12.....	2			1	1	1	1
12 and under 12½.....		1					
12½ and under 13.....				2			
13 and under 13½.....				1			
13½ and under 14.....						1	
14 and under 14½.....		1					
Total.....	102	97	99	105	101	103	89
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	7	10	8	6	9	7	7
6 and under 6½.....		2			2	2	2
6½ and under 7.....		1			1		
7 and under 7½.....	1	2	1		1		
7½ and under 8.....		1					1
8 and under 8½.....	3	1	2	1	3	5	10
8½ and under 9.....	16	15	17	14	13	12	22
9 and under 9½.....	60	52	57	60	63	52	32
9½ and under 10.....	38	39	35	35	30	46	14
10 and under 10½.....	24	18	19	22	28	25	10
10½ and under 11.....	13	20	15	16	13	13	5
11 and under 11½.....	1	1	1		2		
11½ and under 12.....						1	
12 and under 13.....			1	1		1	
Total.....	163	162	156	155	165	165	104
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	1	1		3	2		
1 and under 1½.....	1	3	3	1	3	1	
1½ and under 2.....	3	6	3	4	5	1	1
2 and under 2½.....	9	4	2	1		1	1
2½ and under 3.....	2	9	3	5	3	2	3
3 and under 3½.....	4	3	5	4	1	1	3
3½ and under 4.....	2	7	7	1	3	1	
4 and under 4½.....	8	5	7	9	9	3	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

ACTUAL TIME ON DUTY—DIVISION 2—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
4½ and under 5.....	9	7	1	4	4	4	6
5 and under 5½.....	7	2	5	2	8	2	2
5½ and under 6.....	5	3	3	7	4	4	2
6 and under 6½.....	4	3	1	5	4	9	2
6½ and under 7.....	5	4	1	3	8	8	1
7 and under 7½.....	5	.....	.....	5	6	6	3
7½ and under 8.....	2	3	1	5	4	7	.....
8 and under 8½.....	1	3	4	6	3	10	16
8½ and under 9.....	8	10	15	8	10	12	22
9 and under 9½.....	1	2	2	2	.....	3	2
9½ and under 10.....	2	.....	2	1	1	5	1
10 and under 10½.....	3	1	.....	2	.....	2	.....
10½ and under 11.....	.....	.....	1	.....	.....	1	.....
11 and under 11½.....	1	.....	1	1	.....	.....	.....
11½ and under 12.....	1	.....	.....	.....	.....	1	.....
12 and under 12½.....	.....	.....	1	1	1	1	.....
Total.....	84	77	68	80	79	85	67
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	8	13	17	7	15	2	6
6 and under 6½.....	.....	.....	2	3	1	2	.....
6½ and under 7.....	.....	1	.....	1	.....	.....	1
7 and under 7½.....	.....	1	.....	1	2	1	.....
7½ and under 8.....	.....	1	1	1	.....	1	1
8 and under 8½.....	2	3	2	3	3	7	7
8½ and under 8¾.....	16	10	10	12	14	14	17
8¾ and under 8½.....	53	50	49	55	51	48	32
8½ and under 9.....	35	39	33	32	33	48	15
9 and under 9½.....	26	21	19	22	28	24	8
9½ and under 9¾.....	15	17	16	14	10	11	3
9¾ and under 9½.....	.....	1	.....	.....	2	.....	.....
10 and under 10½.....	.....	1	1	1	1	1	.....
10½ and under 10¾.....	.....	.....	.....	1	.....	1	.....
10¾ and under 11.....	.....	.....	1	.....	.....	.....	.....
11 and under 11½.....	1	.....	.....	.....	.....	.....	1
11½ and under 12.....	.....	.....	.....	.....	.....	1	.....
12 and under 13.....	.....	.....	.....	.....	.....	.....	1
13 and under 13½.....	.....	.....	.....	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
Total.....	156	158	151	153	160	162	92
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	.....	.....	1	2	1	2	.....
1 and under 1½.....	2	1	4	3	1	.....	.....
1½ and under 2.....	2	1	1	.....	2	.....	3
2 and under 2½.....	6	4	2	4	5	3	.....
2½ and under 3.....	3	3	6	1	2	.....	3
3 and under 3½.....	2	6	4	4	2	.....	1
3½ and under 4.....	2	7	5	7	4	2	.....
4 and under 4½.....	7	4	3	6	2	1	.....
4½ and under 5.....	11	9	6	3	8	4	5
5 and under 5½.....	4	5	1	3	7	3	8
5½ and under 6.....	2	2	6	4	2	8	5
6 and under 6½.....	2	4	3	7	13	6	2
6½ and under 7.....	6	5	3	2	7	9	.....
7 and under 7½.....	3	4	1	3	6	8	1
7½ and under 8.....	3	1	5	4	1	4	.....
8 and under 8½.....	6	4	6	5	4	8	15
8½ and under 9.....	13	14	17	15	11	13	25
9 and under 9½.....	5	4	4	2	3	8	8

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

ACTUAL TIME ON DUTY—DIVISION 2—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
9½ and under 10.....	2		1	1		2	2
10 and under 10½.....	1		1	3	2		1
10½ and under 11.....	2	1	2	1	1		
11 and under 11½.....		1	1			1	2
11½ and under 12.....				1	1		1
12 and under 12½.....		1					
13 and under 13½.....				1			
Total.....	84	81	82	82	85	84	83
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....			2	2			2
6½ and under 7.....		1			1		
8 and under 8½.....			1				
8½ and under 9.....	1					1	1
8½ and under 9.....		3	1			1	
9 and under 9½.....	2	1		1	1	1	
9½ and under 9½.....				1			
9½ and under 9½.....	3	2		2	3	2	
9½ and under 10.....				1			
10 and under 10½.....	1		1	1	1	1	
10½ and under 10½.....	1		2				
10½ and under 11.....						1	
11 and under 11½.....	1						
11½ and under 11½.....			1				
13 and under 13½.....				1	1		
Total.....	9	7	8	9	7	7	3
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....			6				
1 and under 1½.....	2		1				
1½ and under 2.....	1	1	3				
2 and under 2½.....	2	2				1	2
2½ and under 3.....		2	3		1	1	
3 and under 3½.....		2	1		2		
3½ and under 4.....		1	2		4	1	
4 and under 4½.....		3	1	3		1	
4½ and under 5.....	1	1	3	1	1	1	
5 and under 5½.....		2	3	1			
5½ and under 6.....	3		1	2	3		1
6 and under 6½.....	1		1	1	2	1	
6½ and under 7.....			1	3	1	2	
7 and under 7½.....	2	1	1		1	1	1
7½ and under 8.....	2			1	1		
8 and under 8½.....		1			1		6
8½ and under 9.....	2	3		3		1	3
9 and under 9½.....	1	2	2	3	3	1	7
9½ and under 10.....		1	1	1	1	4	6
10 and under 10½.....	3	4		3		4	1
11 and under 11½.....	1			1	3		
11½ and under 12.....	1			2		1	
12 and under 12½.....	1					1	
12½ and under 13.....		1	2				
13 and under 13½.....				1			
14 and under 14½.....	1						
14½ and under 15.....		1					
Total.....	24	28	32	26	24	21	27

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Concluded.

ACTUAL TIME ON DUTY—DIVISION 2—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	1	2	4	2	1	2	2
6 and under 6½.....				1			
8 and under 8½.....		1					
9 and under 9½.....	1			1	1		
9½ and under 9¾.....				1	1	1	
9¾ and under 9¾.....				1			1
9¾ and under 10.....	1						
10 and under 10½.....		2				1	
10½ and under 10¾.....						1	1
10¾ and under 10¾.....	1			1	2		
10¾ and under 11.....			1				
11 and under 11½.....	1						
11½ and under 12.....	1						
Total.....	6	5	5	7	5	5	3
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½.....			3				
1½ and under 2.....			2				1
2 and under 2½.....			1	1	1	2	1
3 and under 3½.....	1		3	1		1	1
3½ and under 4.....	2	2	1	1	1		1
4 and under 4½.....	1	3	1	1	1	2	
4½ and under 5.....		1		1	1		
5 and under 5½.....	1				2	1	1
5½ and under 6.....			2	2	2	1	
6 and under 6½.....	1	2			1	1	1
6½ and under 7.....	1	2	1	2	2	2	
7 and under 7½.....	2	1		1	1		
7½ and under 8.....	1	1				2	
8 and under 8½.....		2	1	2			
8½ and under 9.....		1		1		1	
9 and under 9½.....	2			2	4		
9½ and under 10.....	2			1		1	1
10 and under 10½.....			1	2			
10½ and under 11.....			1	1		2	
11 and under 11½.....	2			2		1	
11½ and under 12.....	2					1	
12½ and under 13.....				2			
13½ and under 14.....						1	
14 and under 14½.....		1					
Total.....	18	16	17	23	16	19	6

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES).

[The data used here are for actual time on duty except that for extra men making regular runs, the time includes 2, 4, or 6 minutes' "reporting time."]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	3	1	2	3	1	2	1
6 and under 6½.....			1	2	2	1	
6½ and under 7.....				3			
7 and under 7½.....	1			1	1		1
7½ and under 8.....			1	2	1	1	1
8 and under 8½.....							1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work)—Concluded.</i>							
8½ and under 8¾.....	1	1	1	1	1	1	.....
8¾ and under 9.....	6	7	5	4	5	6	2
9 and under 9½.....	36	27	35	30	29	33	36
9½ and under 9¾.....	3	10	8	6	9	11	3
9¾ and under 9¾.....	2	2	1	.....	2	.....	1
9¾ and under 9¾.....	1	1	1	1	1	1	.....
9¾ and under 10.....	.....	.....	.....	.....	.....	.....	1
10½ and under 11.....	.....	.....	.....	.....	1	.....	.....
11½ and under 11¾.....	1	.....	.....	.....	.....	.....	.....
Total.....	54	49	55	53	53	56	47
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	.....	.....	.....	.....	1	1	.....
1 and under 1½.....	.....	1	1	2	.....	.....	1
1½ and under 2.....	1	.....	1	1	2	1	1
2 and under 2½.....	4	4	2	.....	2	.....	.....
2½ and under 3.....	2	2	2	2	3	2	1
3 and under 3½.....	2	.....	3	2	.....	2	.....
3½ and under 4.....	2	3	1	3	1	2	1
4 and under 4½.....	.....	.....	2	2	.....	1	1
4½ and under 5.....	2	1	1	4	2	1	1
5 and under 5½.....	2	3	.....	3	3	2	2
5½ and under 6.....	2	3	2	1	.....	4	2
6 and under 6½.....	2	3	5	3	6	5	3
6½ and under 7.....	4	2	5	.....	4	1	1
7 and under 7½.....	.....	1	.....	1	3	.....	2
7½ and under 8.....	5	1	4	1	1	5	4
8 and under 8½.....	5	1	1	5	1	4	.....
8½ and under 9.....	6	6	4	3	4	5	6
9 and under 9½.....	6	6	5	4	3	8	8
9½ and under 10.....	1	4	2	2	2	2	1
10 and under 10½.....	1	2	.....	2	1	1	1
10½ and under 11.....	1	2	1	1	2	1	1
11 and under 11½.....	1	1	2	1	1	1	1
11½ and under 12.....	2	1	.....	1	2	1	.....
12 and under 12½.....	.....	.....	1	3	2	.....	.....
12½ and under 13.....	.....	.....	.....	1	1	.....	.....
13½ and under 14.....	.....	.....	1	.....	1	.....	.....
Total.....	51	47	46	48	48	50	38
<i>Conductors:¹ Regular (who did no other work).</i>							
Under 6.....	5	.....	2	5	2	4	4
6 and under 6½.....	.....	.....	.....	1	.....	.....	2
6½ and under 7.....	.....	2	.....	1	1	.....	.....
7 and under 7½.....	1	.....	.....	.....	.....	.....	.....
7½ and under 8.....	.....	.....	1	3	4	.....	1
8 and under 8½.....	1	1	3	.....	3	3	2
8½ and under 9.....	25	31	31	26	22	33	28
9 and under 9½.....	7	9	7	10	13	9	3
9½ and under 10.....	.....	.....	.....	.....	.....	1	.....
11 and under 11½.....	.....	.....	1	.....	.....	.....	.....
Total.....	39	43	45	46	45	50	40
<i>Conductors:¹ Extra (who did no other work).</i>							
1 and under 1½.....	1	.....	.....	.....	1	.....	1
1½ and under 2.....	.....	.....	.....	1	.....	2	.....
2 and under 2½.....	.....	.....	.....	1	.....	.....	.....
2½ and under 3.....	.....	.....	.....	.....	3	.....	.....
3 and under 3½.....	.....	.....	.....	1	1	.....	.....

¹ Called guards in Boston.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors:</i> ¹ <i>Extra (who did no other work)</i> —Concluded.							
3½ and under 4.....	1	1	1	1		1	
4 and under 4½.....	3				1		
5 and under 5½.....	1		1		1	1	1
5½ and under 6.....		2	1	2	2	2	2
6 and under 6½.....	1	2	1	2	1	2	1
6½ and under 7.....			1	1	1	2	1
7 and under 7½.....		3	1	1	1	1	
7½ and under 8.....			1		1	1	
8 and under 8½.....	1		1	3		2	
8½ and under 9.....	7	6	7	3	2	3	9
9 and under 9½.....	2	6	4	3	3	2	4
9½ and under 10.....		1		1	1	2	
10 and under 10½.....	2		1	2	1		
10½ and under 11.....	1			1	1		
11 and under 11½.....	2	2		1	1	1	
12½ and under 13.....			1			1	
14 and under 14½.....	1						
14½ and under 15.....		1					
16 and under 16½.....			1				
Total.....	23	24	22	24	22	23	19
<i>Guards:</i> ² <i>Regular (who did no other work)</i> .							
Under 6.....	2	3	3	5	2	6	6
6 and under 6½.....	3			2	2	1	
6½ and under 7.....	1	1		1	1		
7 and under 7½.....	1		1		1		1
7½ and under 8.....	1	3		4		3	3
8 and under 8½.....			1		2		
8½ and under 8¾.....	2	1	2				
8¾ and under 8½.....	8	10	10	7	10	10	3
8½ and under 9.....	23	16	29	17	17	21	29
9 and under 9½.....	4	15	11	5	13	15	2
9½ and under 9¾.....	5	3	2	3	2	2	
9¾ and under 9½.....		1		1		1	2
9½ and under 10.....				1			
10 and under 10½.....			1				
10½ and under 10¾.....		1					
10¾ and under 10½.....						1	
10½ and under 11.....				1			1
11½ and under 11½.....		1		1			
11½ and under 12.....		4		2	1	3	
12 and under 12½.....	1					2	
Total.....	51	59	60	50	53	66	47
<i>Guards:</i> ² <i>Extra (who did no other work)</i> .							
Under 1.....		1	3	1	1		5
1 and under 1½.....	2	4	6	2	3	1	1
1½ and under 2.....	2	2	5	5	3	9	
2 and under 2½.....	4	6	9	6	3	1	1
2½ and under 3.....	7	6	8	7	4	4	1
3 and under 3½.....	8	7	12	10	9		1
3½ and under 4.....	8	9	11	8	7	8	
4 and under 4½.....	6	10	12	8	9	4	7
4½ and under 5.....	7	6	3	8	8	12	2
5 and under 5½.....	8	9	8	7	7	6	7
5½ and under 6.....	10	8	6	12	12	15	14
6 and under 6½.....	8	9	6	2	8	5	11
6½ and under 7.....	12	13	6	4	7	9	5
7 and under 7½.....	10	6	7	11	6	9	4
7½ and under 8.....	11	5	5	9	8	7	5
8 and under 8½.....	8	12	5	5	10	5	29
8½ and under 9.....	19	11	15	13	12	30	29
9 and under 9½.....	12	12	16	10	16	19	19

¹ Called guards in Boston.

² Called brakemen in Boston.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards:</i> ¹ <i>Extra (who did no other work)</i> —Concluded.							
9½ and under 10.....	14	13	10	12	13	9	9
10 and under 10½.....	5	5	6	7	10	4	5
10½ and under 11.....	4	7	10	7	3	4	5
11 and under 11½.....	8	5	6	3	7	8	2
11½ and under 12.....	2	3	5	10	6	6	2
12 and under 12½.....	1	7	5	6	5		2
12½ and under 13.....	1	1	4	4	3	5	1
13 and under 13½.....	2	2	1	4	3	3	1
13½ and under 14.....		1	3	1	1	5	1
14 and under 14½.....		1		1	1	1	1
14½ and under 15.....	1	1	1		1	2	1
15 and under 15½.....						2	
15½ and under 16.....		1		1		2	
16 and under 16½.....	1					1	
16½ and under 17.....	1						
17 and under 17½.....				1		3	
17½ and under 18.....						2	
Total.....	182	183	194	185	186	194	147
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....					2		
6 and under 6½.....							1
6½ and under 7.....	1	1					
7 and under 7½.....	1	1	1	1	1		
7½ and under 8.....	1	1	1	1	1		
8 and under 8½.....							
8½ and under 9.....							
9 and under 9½.....							
9½ and under 10.....							
10 and under 10½.....							
10½ and under 11.....							
11 and under 11½.....							
11½ and under 12.....		2					
Total.....	3	6	2	4	4		1
<i>Conductors:</i> ² <i>Regular (who also did other work).</i>							
Under 6.....		1					
6 and under 6½.....	1						
6½ and under 7.....	1						
7 and under 7½.....	1		2				
7½ and under 8.....					1		
8 and under 8½.....		1	1		1		
8½ and under 9.....							
9 and under 9½.....		1	3		1		
9½ and under 10.....	2	2		1			
10 and under 10½.....	1				2	1	
10½ and under 11.....							
11 and under 11½.....					1		
11½ and under 12.....		1					
12 and under 12½.....	1						
12½ and under 13.....							
13 and under 13½.....							
13½ and under 14.....							
14 and under 14½.....		1					
14½ and under 15.....	1						
Total.....	7	6	6	4	6	1	
<i>Guards:</i> ¹ <i>Regular (who also did other work).</i>							
Under 6.....	1		3	5	2	1	1
6 and under 6½.....					1		
6½ and under 7.....					1		
7 and under 7½.....				1			
7½ and under 8.....			1				
8 and under 8½.....			1		1		
8½ and under 9.....							
9 and under 9½.....				3			
9½ and under 10.....				1			
10 and under 10½.....	1	1		1	1	1	
10½ and under 11.....				1			

¹ Called brakemen in Boston.² Called guards in Boston.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Concluded.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards:¹ Regular (who also did other work)—Concluded.</i>							
10½ and under 10½			1				
10½ and under 10¾	1			2			
10¾ and under 11		3	1				
11 and under 11½	1	2		2	4		
11½ and under 11¾	1	1	1	1	3		1
11¾ and under 12	3		1	3			
12 and under 12½	3	1	3				
12½ and under 13	8	1	1		5	2	
13 and under 13½	1	2	1				1
16½ and under 17	1			2		2	
17½ and under 18						1	
Total	21	11	14	22	18	7	3

BROCKTON, MASS.

[The data used here are for actual time on duty except that for extra men making early regular runs the time includes 5 minute's "reporting time."]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	2	4	4	9	5	3	5
6 and under 6½	3		1	2			4
6½ and under 7			1				5
7 and under 7½		1					2
7½ and under 8	2	1	1	2	2	3	11
8 and under 8½	1		1			2	3
8½ and under 8¾	1	1	1	1			4
8¾ and under 9	4	3	4	3	5	4	3
8¾ and under 9½	15	16	15	11	11	13	2
9 and under 9½	13	17	17	15	16	12	6
9½ and under 9¾	11	8	7	10	12	10	3
9¾ and under 9½	3	5	3	2	3	7	1
9½ and under 10	3	3	4		5	2	
10 and under 10½	4	5	3	5	3	4	1
10½ and under 10¾	1					1	
10¾ and under 10½			1	2	1	1	
13 and under 13½						1	
Total	63	64	63	62	63	63	50
<i>Motormen: Extra (who did no other work).</i>							
Under 1	1						
1 and under 1½	1	1	1	2			
1½ and under 2				1			
2½ and under 3			1				
3½ and under 4	1						
4½ and under 5					1		
5 and under 5½		1					
5½ and under 6						1	
7 and under 7½			1				
8 and under 8½		1		1	2		1
8½ and under 9		1				1	1
9 and under 9½	1	1	1	1	1	1	1
9½ and under 10	1		1	1	1		
10 and under 10½				1			
10½ and under 11		1	1				1
11 and under 11½	1						
12½ and under 13							1
14 and under 14½						1	
Total	6	6	6	7	5	4	5

¹ Called brakemen in Boston.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BROCKTON, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	5	8	7	9	12	7	11
6 and under 6½.....	2	2	2	3	2	1	3
6½ and under 7.....							2
7 and under 7½.....	2	2	1			1	3
7½ and under 8.....	1		1		2	1	11
8 and under 8½.....	2	1	1		1	1	2
8½ and under 8¾.....	1	1	1	1	1		5
8¾ and under 8½.....	3	3	4	4	2	5	2
8½ and under 9.....	14	11	12	13	7	10	2
9 and under 9½.....	17	14	18	13	10	17	5
9½ and under 9¾.....	9	9	6	12	13	9	1
9¾ and under 9½.....	3	5	4	4	3	3	1
9½ and under 10.....	3	3	2		5	1	
10 and under 10½.....	3	2	2	5	3	3	
10½ and under 10¾.....	2	1	1			1	
10¾ and under 10½.....		1	1	1	1	1	
11 and under 11½.....		1					
11½ and under 13½.....						1	
Total.....	67	64	63	65	62	62	48
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.....					1		
1½ and under 2.....	2	2	2				
2½ and under 3.....		1		1			
3 and under 3½.....				2	1		
3½ and under 4.....	2	1			1	1	
4 and under 4½.....		1					1
4½ and under 5.....	2						1
5½ and under 6.....			1		1		1
6½ and under 7.....	1	1					
7 and under 7½.....			1				2
7½ and under 8.....			1			1	
8 and under 8½.....		1					
8½ and under 9.....		1		1		1	
9 and under 9½.....	1		2	1	3	1	1
9½ and under 10.....				1			
10 and under 10½.....			1		1	2	
10½ and under 11.....							1
12 and under 12½.....						1	
Total.....	8	8	8	6	8	7	6
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	2	2	1	1	1	1	3
6 and under 6½.....		1					
7 and under 7½.....	1	1	2	3	1	1	3
7½ and under 8.....			1	1	1		
8 and under 8½.....							1
8½ and under 8¾.....					1		1
8¾ and under 9.....	2	1	2	1	2	2	
9 and under 9½.....	4	2	4	2	4	6	1
9½ and under 9¾.....				2	2		1
9¾ and under 9½.....	2	2	2			1	
9½ and under 10.....	1	1		2	1	1	
10 and under 10½.....				1	1		
10½ and under 10¾.....						1	
10¾ and under 10½.....	1	1	1	1			
10½ and under 11.....			1		1		
11 and under 11½.....							
11½ and under 14.....				1			
Total.....	13	11	14	15	15	13	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BROCKTON, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½	1	1			1		
1½ and under 2	6	5	4	6	5	2	
2 and under 2½	4	8	7	3	7	1	
2½ and under 3	2	2	2	2	3	2	
3 and under 3½	3	3	2		3		1
3½ and under 4	6	1	5	8	7	1	
4 and under 4½	5	2	3	2	4	1	1
4½ and under 5		1	3	4	4	3	3
5 and under 5½	2	4	3	1	4		
5½ and under 6	1	2					
6 and under 6½	3	3	1	2	1	4	5
6½ and under 7		2	2	3		2	2
7 and under 7½	4	2	3	5	1	6	2
7½ and under 8	3		2	1	1	1	5
8 and under 8½	1	1	3	2	1	2	2
8½ and under 9		2	4	2	2	3	2
9 and under 9½	4	2		2		4	4
9½ and under 10		1	2	1	2	3	3
10 and under 10½		1		1		2	1
10½ and under 11		2		1		1	4
11 and under 11½							2
11½ and under 12		1				1	2
12 and under 12½					1	1	2
12½ and under 13					1	1	
13 and under 13½						2	1
13½ and under 14			1				
Total	45	46	47	46	48	43	42
<i>Conductors: Regular (who also did other work).</i>							
Under 6		1	3	1	1	1	2
6 and under 6½		1		2			
6½ and under 7				2			
7 and under 7½	1			2	1		1
7½ and under 8			1				1
8 and under 8½							1
8½ and under 8¾							1
8¾ and under 9	1	1	2	2	2	1	
9 and under 9½	3	3	2	1	1	3	
9½ and under 9¾	4	3	1		1	1	
9¾ and under 10	1	1	1		1		1
10 and under 10½	1	1	1			2	
10½ and under 11						1	
11 and under 11½							
Total	11	11	11	10	8	9	7
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½	1		1	1	1		
1½ and under 2	2	3	1	4			1
2 and under 2½	5	3	2	1	3		
2½ and under 3	3	4	1	1			
3 and under 3½	6	1	3	4	2	1	1
3½ and under 4	5	4	3	2	4		
4 and under 4½	4	3	2	2	4	1	
4½ and under 5	2	1	2	2	7	1	
5 and under 5½	5	2	2	6	1		
5½ and under 6	2	2	3	5	3	3	1
6 and under 6½	1	1	6	2	3	5	5
6½ and under 7		6		2	1	2	4
7 and under 7½	2	1		3		1	2
7½ and under 8		1	5	1	1	1	3
8 and under 8½		2	3	1	2	1	3
8½ and under 9	2	2	6	1	4	3	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BROCKTON, MASS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who also did other work)—Concluded.</i>							
9 and under 9½	2	5	2	5	4	9	6
9½ and under 10	1		1	1	3	4	1
10 and under 10½		1	1	1	1	1	1
10½ and under 11		1	1				
11 and under 11½				1		2	3
11½ and under 12					1	1	3
12 and under 12½							4
12½ and under 13	1	1			1	2	1
13 and under 13½						1	
13½ and under 14							1
14½ and under 15				1		2	
15½ and under 16						1	
Total	44	44	45	47	47	42	42

BUFFALO, N. Y.

[The data used here are for time on duty to the nearest 6 minutes.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	6	21	17	17	17	17	27
6 and under 6½	2				1	2	1
6½ and under 7	1					2	2
7 and under 7½		1					2
7½ and under 8	7	9	8	8	8	10	10
8 and under 8½	6	9	10	10	7	4	7
8½ and under 9	4	3	4	4	2	4	4
9 and under 9½	12	12	12	13	12	15	9
9½ and under 10	17	21	19	19	21	21	6
10 and under 10½	40	42	47	52	40	41	39
10½ and under 11	40	35	34	32	42	47	30
11 and under 11½	61	66	65	62	56	65	55
11½ and under 12	31	37	38	39	37	52	31
12 and under 12½	100	101	108	108	91	75	48
12½ and under 13	54	50	44	43	52	39	21
13 and under 13½	39	37	35	34	46	45	30
13½ and under 14	19	15	18	17	16	17	7
14 and under 14½	12	10	6	7	10	6	
14½ and under 15	2	3	3	1	4	1	
15 and under 15½	8	2	1	3	5	4	1
15½ and under 16	3	1	1	1		2	
16 and under 16½	11	5	5	6	5	5	1
16½ and under 17	8	1	2	1	3	1	
17 and under 17½	4			1		1	1
17½ and under 18	2						
18 and over	1						1
Total	492	481	477	478	475	479	333
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½	1	2	2	3	2		
1½ and under 2	1				3	2	
2 and under 2½			1	2			
2½ and under 3	1	2	1		1	1	1
3 and under 3½		3	1		3		
3½ and under 4		2			1		1
4 and under 4½			2	4	2	1	
4½ and under 5	2	3			1	1	1
5 and under 5½	2	5	4	4	1	5	3
5½ and under 6	1	2	7	6	8	1	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BUFFALO, N. Y.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
6 and under 6½	2	1					
6½ and under 7	3			1	1	1	1
7 and under 7½	2	2			1	2	
7½ and under 8	4		1			1	
8 and under 8½			1		1	4	3
8½ and under 9	8	2	3	2	7	1	4
9 and under 9½	3	10	6	9	7	9	10
9½ and under 10	10	5	11	14	8	8	17
10 and under 10½	9	14	14	13	8	10	6
10½ and under 11	3	8	8	5	5	5	9
11 and under 11½	8	1	3	3	3	3	3
11½ and under 12	2	2	1	3	2	3	
12 and under 12½	3	2	2	3	3	3	
12½ and under 13	3	1		1	1	4	
13 and under 13½	1	1				3	
13½ and under 14					1		
14 and under 14½	1						
14½ and under 15	2						
15 and under 15½		1	1	1	1		2
16½ and under 17						1	
Total	72	69	69	71	73	69	63
<i>Conductors: Regular (who did no other work).</i>							
Under 6	16	31	31	29	27	23	25
6 and under 6½	3	2	2		3	1	2
6½ and under 7	1			1		3	1
7 and under 7½	2				1	2	3
7½ and under 8	11	11	11	10	11	13	10
8 and under 8½	7	7	7	8	7	8	8
8½ and under 9	6	4	3	2	2	4	4
9 and under 9½	9	10	11	9	11	10	7
9½ and under 10	12	10	11	10	13	17	9
10 and under 10½	39	36	40	41	32	35	28
10½ and under 11	24	33	21	19	34	38	28
11 and under 11½	65	61	62	65	69	70	58
11½ and under 12	33	31	34	35	32	37	29
12 and under 12½	93	106	116	110	89	83	43
12½ and under 13	42	42	36	38	42	38	27
13 and under 13½	41	41	40	41	52	43	29
13½ and under 14	19	11	12	13	11	16	12
14 and under 14½	10	13	10	7	10	4	
14½ and under 15	5	5	3	2	7	4	1
15 and under 15½	8	4	2	7	9	13	1
15½ and under 16	7	1	2	2			
16 and under 16½	16	10	6	8	9	6	
16½ and under 17	5	2	4	3	4	7	
17 and under 17½	5		4		1		1
17½ and under 18	3					1	1
18 and over	2						1
Total	485	471	464	461	478	476	327
<i>Conductors: Extra (who did no other work).</i>							
Under 1		1					
1 and under 1½		3	1	2	3	1	
1½ and under 2		2	1	3	1	3	
2 and under 2½	2	3	1	2	1	1	1
2½ and under 3	1	1	1	2	1	3	
3 and under 3½		3	1	4			
3½ and under 4			1		2	1	
4 and under 4½			1		1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BUFFALO, N. Y.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
4½ and under 5	2	1	3		3	1	1
5 and under 5½	1	4	3	1	7	1	7
5½ and under 6	1		1		2	2	
6 and under 6½			1		1	2	
6½ and under 7	2	1	2	1	3	1	3
7 and under 7½		2	3	3	2		2
7½ and under 8	10	1	3		1	1	
8 and under 8½	3	2		2	2	3	
8½ and under 9	11	10	6	7	5	3	3
9 and under 9½	13	11	12	16	14	13	20
9½ and under 10	10	7	11	14	9	16	16
10 and under 10½	13	21	22	24	13	14	17
10½ and under 11	6	10	11	11	9	11	8
11 and under 11½	4	4	3	3	5	3	3
11½ and under 12	4	5	3		4	3	1
12 and under 12½	4	3	3		1	2	
12½ and under 13	3		1	1		1	
13 and under 13½					1		
13½ and under 14	3		1	1		1	
14 and under 14½		2			1		
14½ and under 15	1						
15 and under 15½		1					
16 and under 17				1			
18 and over							1
Total	96	99	96	101	92	87	83
<i>Motormen: Regular (who also did other work).</i>							
Under 6	7	3	4	3	4	6	4
6½ and under 7			1		1		
7 and under 7½					1		1
7½ and under 8	1		1	1		1	
8 and under 8½	2	2	2	2	2	1	2
8½ and under 9	4	4	6	5	3	5	5
9 and under 9½	6	7	6	8	7	4	5
9½ and under 10	4	2	3	3	3	9	5
10 and under 10½	4	4	3	3	3	5	2
10½ and under 11	6	12	10	12	8	11	4
11 and under 11½	6	6	5	6	8	2	3
11½ and under 12	4	2	2	2	4	3	2
12 and under 12½		1	1		1	1	3
12½ and under 13	1						
13 and under 13½	1		1				
13½ and under 14							
Total	48	43	46	*45	45	48	36
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½	2		1		1		
1½ and under 2			1				
2 and under 2½				2		1	
2½ and under 3				1			
3 and under 3½	2				1		
3½ and under 4			1	1			1
4 and under 4½			2				
4½ and under 5	1		1	1			
5 and under 5½		1	1	1	1	2	1
5½ and under 6					2	3	
6 and under 6½					1		1
6½ and under 7	2	1	2	1			4
7 and under 7½	1	1					1
7½ and under 8	2			1	2	1	
8 and under 8½					1	1	1
8½ and under 9	3		1				
9 and under 9½	5	3	3		3	1	7
9½ and under 10	1	4	2	6	5	5	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BUFFALO, N. Y.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who also did other work)—Concluded.</i>							
10 and under 10½	3	9	8	7	2	3	4
10½ and under 11	2	2	1	4		2	1
11 and under 11½		4			2	1	
11½ and under 12					1	1	
12 and under 12½			1		2	1	
12½ and under 13			1			1	
13 and under 13½		1					
Total	24	26	25	24	24	23	24
<i>Conductors: Regular (who also did other work).</i>							
Under 6	7	8	6	7	8	4	4
6 and under 6½	1				1	1	
6½ and under 7	1					1	
7 and under 7½	1	1		1			2
7½ and under 8						1	
8 and under 8½	1	1	1	1	1	1	1
8½ and under 8¾	1	2	1	1	2		
8¾ and under 8½						1	2
8½ and under 9	2	1	3	2	1	3	1
9 and under 9½	3	5	8	8	4	3	3
9½ and under 9¾	4	4	5	5	5	4	3
9¾ and under 9½	1	2	1	2	1	8	6
9½ and under 10	4	3	5	2	1	2	2
10 and under 10½	9	7	6	10	6	9	2
10½ and under 10¾	5	8	7	6	6	5	2
10¾ and under 10½	3	2	1	2	4	4	1
10½ and under 11	2	3	3	2	1	2	2
11 and under 11½	2	2	1	1	2		1
11½ and under 11¾	1		2		2	1	
12 and under 12½	1						
12½ and under 13	1						
13 and under 13½	2		1	1	1		
13½ and under 14		1			1		
14 and under 15		1					
Total	52	51	51	51	47	49	32
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½		1					
1½ and under 2						1	
2 and under 2½	1					1	
2½ and under 3						1	
3 and under 4		1	3				
4 and under 5		1					
5 and under 6			1		2		
6 and under 7					1	1	2
7 and under 7½				1	1		
7½ and under 8			1				
8 and under 8½	1			1			
8½ and under 9	1		1	1	1		
9 and under 9½	2	4	2	2	2	3	1
9½ and under 10		3	4	5	3	1	6
10 and under 10½	5	3	1	3	4	2	2
10½ and under 11	2	2		2	1	1	1
11 and under 11½		1				2	
11½ and under 12	1					1	
12 and under 12½						2	
12½ and under 13			1				
13 and under 13½	1						
13½ and under 14			1				
14 and under 15	1						
18 and over			1				
Total	15	16	16	15	15	16	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

BUTTE, MONT.

[The data used here are for time on duty to the nearest 5 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Trainmen (motormen and conductors): Regular.</i>							
Under 6.....	5	1	1	2	1	2	2
6 and under 6½.....	2	2	1	1	2	1	2
8½ and under 8½.....	2	2	3	2	2	2	2
8½ and under 9.....	3	5	5	3	4	4	5
9 and under 9½.....	16	16	16	17	17	15	17
9½ and under 9¾.....	36	35	33	36	42	37	37
9¾ and under 9¾.....	19	21	19	16	18	19	18
9¾ and under 10.....	5	6	6	7	6	5	6
10½ and under 10½.....	1	1	1	1	1	1	1
12½ and under 13.....	2	2	2	1	1	2	2
13 and under 13½.....	1	2	2	2	2	2	2
14½ and under 14½.....	2	2	2	2	2	2	2
Total.....	91	94	90	90	95	91	91
<i>Trainmen (motormen and conductors): Extra.</i>							
2½ and under 3.....					1		
3 and under 3½.....					1		1
4 and under 4½.....		1	2				
4½ and under 5.....					1		
5 and under 5½.....	2			1	1	1	
5½ and under 6.....	1	1		1	1	1	3
6 and under 6½.....		2	3	2	1	1	1
6½ and under 7.....	3		3	2		1	1
7 and under 7½.....	1	2				1	
7½ and under 8.....	1				2	1	
8 and under 8½.....	1						
8½ and under 9.....	2	1		1		2	1
9 and under 9½.....	2	4	5	3	2	3	5
9½ and under 10.....	2	1	2	4	2	4	4
10 and under 10½.....	1		1	2			4
10½ and under 11.....				1		1	
11 and under 11½.....							1
11½ and under 12.....				1			
12½ and under 13.....				2	1		
13 and under 13½.....	1	1					
Total.....	17	13	16	19	13	16	17

CHARLESTON, S. C.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	4	2	2		1	1	4
6 and under 6½.....				1	1	1	
6½ and under 7.....		2		1	1		
7 and under 7½.....			1				
8 and under 8½.....							1
8½ and under 9.....			1				1
9 and under 9½.....	1	1			1		1
9½ and under 9¾.....	1						2
9¾ and under 9¾.....	1		1		1	1	
9¾ and under 10.....				1	1		1
10 and under 10½.....	1	1	1		1	1	1
10½ and under 10¾.....	1	1	1		1	1	1
10¾ and under 11.....	1	1	1	2	1	1	2
11 and under 11½.....				1	1	2	2
11½ and under 11¾.....				1			1
11¾ and under 11¾.....	6	5	7	7	5	8	7

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHARLESTON, S. C.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work)—Concluded.</i>							
11½ and under 11¾.....	3	2	2	1	3	2	
11¾ and under 12.....	5	7	7	6	8	4	5
12 and under 12½.....	15	14	15	12	14	15	11
12½ and under 13.....	5	4	4	7	5	6	5
13 and under 13½.....		1				1	
13½ and under 14.....				1			
Total.....	44	41	43	41	43	44	42
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....					1	1	1
1½ and under 2.....	1		1			1	
2 and under 2½.....					1		
2½ and under 3.....							1
3 and under 3½.....					1		
3½ and under 4.....		2	2				
4 and under 4½.....	1	2		2	2		1
4½ and under 5.....	1	1	1		1		1
5 and under 5½.....	1		1		2	2	2
5½ and under 6.....		2	4	3	2	1	
6 and under 6½.....	1	1		1		2	4
6½ and under 7.....	1		1			1	
7 and under 7½.....		2	1		1	1	
7½ and under 8.....	2	1		2		1	
8 and under 8½.....						1	1
8½ and under 9.....							2
9 and under 9½.....		1		3			
9½ and under 10.....		1	1	1	1	1	
10 and under 10½.....	1						
10½ and under 11.....	1						1
11 and under 11½.....	1	1	2	1	3		
11½ and under 12.....	2		1			1	2
12 and under 12½.....	2	2	3	3		3	3
12½ and under 13.....					2	1	1
13 and under 13½.....		1		1	1	2	1
13½ and under 14.....	1						
14 and under 14½.....		1					
Total.....	16	18	18	17	19	19	21
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	4	1	1	4	3		7
6 and under 6½.....		1	1		1	1	1
6½ and under 7.....		2		1			
7 and under 7½.....			1				
7½ and under 8.....				1			
8 and under 8½.....							1
8½ and under 9.....				1			
9 and under 9½.....	1	1			1		
9½ and under 9¾.....			2	1			2
9¾ and under 9¾.....		1				1	1
9¾ and under 9¾.....	1	1	2	1	2		
9¾ and under 10.....			1			1	
10 and under 10½.....	1	1	1	2	1	1	
10½ and under 10½.....	1		2				
10½ and under 10¾.....	1	2	1				
10¾ and under 11.....	1	1	1	1	1	2	1
11 and under 11½.....	5	6	6	6	5	7	5
11½ and under 11¾.....	2	1	1	1	3	2	
11¾ and under 12.....	7	6	7	7	9	5	7
12 and under 12½.....	15	13	11	11	13	19	9
12½ and under 13.....	5	5	5	7	5	5	6
13 and under 13½.....		1		1	1		1
Total.....	44	43	42	45	45	46	41

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHARLESTON, S. C.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....						1	
1 and under 1½	1		1				
1½ and under 2	1						
2 and under 3	1	1			2	1	
3 and under 3½			1		1	1	1
3½ and under 4			2		1		
4 and under 4½	1	4	1	2	3	1	
4½ and under 5	1	2	3		2		1
5 and under 5½	2	1	1	1	1	1	1
5½ and under 6	3	2	1	2	2	4	3
6 and under 6½		1		1	2	2	1
6½ and under 7	2	1	1	2	1	1	
7 and under 7½		1	2	2	1	1	
7½ and under 8	1	2	1	2		1	
8 and under 8½			1	1		1	
8½ and under 9						1	2
9 and under 9½	1	1		1			
9½ and under 10							1
10 and under 10½							1
10½ and under 11				1		1	2
11 and under 11½	2	1			2		2
11½ and under 12	1	3	1				
12 and under 12½	4	1	4	2	2	1	4
12½ and under 13			2	2		1	
13 and under 13½						1	1
14 and under 14½				1			
14½ and under 15					1		
Total.....	21	21	22	20	20	20	1 20
<i>Motormen: Extra (who also did other work).</i>							
6½ and under 7			1				
7 and under 8	1						
8 and under 9		1					
10 and under 10½			1				
13½ and under 14		1					
14 and under 14½	1			1			
Total.....	2	2	2	1			

CHARLOTTE, N. C.

[The data used here are for time on duty to the nearest 5 minutes except that for extra men making regular runs the time includes 10, 15, or 20 minutes' "reporting time" and 10 minutes allowed for making out reports.]

<i>Motormen: Regular.</i>							
Under 6.....		1			2		
6½ and under 7							6
7 and under 7½							11
7½ and under 8							4
8 and under 8½	5	2	2	1		2	1
8½ and under 9	15	15	20	12	6	13	4
9 and under 9½	20	21	19	15	17	21	16
9½ and under 9¾	4	4	3	4	3	2	3
10 and under 10½			1				
11½ and under 11¾							1
11¾ and under 12	3	2		4	5	3	
12 and under 12½	1			3	2	1	3
13 and under 13½		1				2	
13½ and under 14				2	3	2	

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHARLOTTE, N. C.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
14 and under 14½				1		2	
16½ and under 17					1		
17 and under 17½		1					
17½ and under 18				2	1		
18 and over		1	1		4	1	1
Total	48	48	46	44	44	49	50
<i>Motormen: Extra.</i>							
3 and under 3½	1						
9 and under 9½	2	4	3	3	3	2	2
9½ and under 10	1			1	1		
10 and under 10½						2	
11 and under 11½							2
12 and under 12½			1	1	1		
12½ and under 13			1				
Total	4	4	5	5	5	4	4
<i>Conductors: Regular.</i>							
Under 6		1	2	1	2		1
6½ and under 7							7
7 and under 7½							10
7½ and under 8							3
8½ and under 8¾	14	16	9	11	7	12	1
8¾ and under 9	15	15	14	12	12	17	5
9 and under 9½	18	16	14	11	14	13	13
9½ and under 9¾							5
11½ and under 11¾	1	3	2	2	4	2	
11¾ and under 12	1			3	3	1	
12 and under 12½				2	1	2	2
12½ and under 13			1				
13 and under 13½			1		2	2	
13½ and under 14				2	1	2	1
14 and under 14½				1			
15 and under 15½		1					
17 and under 17½				1			
17½ and under 18	1		1				2
18 and over			3	1	1		
Total	50	52	47	47	47	51	50
<i>Conductors: Extra.</i>							
3 and under 3½						1	
9 and under 9½	8	5	4	4	4	3	3
9½ and under 10	1	2	1	1	1	1	3
10 and under 10½							2
12 and under 12½	1	2	4		1	4	
14 and under 14½					1		2
18 and over				4	2	1	
Total	10	9	9	9	9	10	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHATTANOOGA, TENN.

[The data used here are for time on duty to the nearest 5 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	3	1	3	3	6	3	2
6 and under 6½.....	5	2	3	3	4		4
6½ and under 7.....	2	1	1	1	1		2
7 and under 7½.....	2	4	1	1	1		5
7½ and under 8.....	2	2	1	2	2	2	9
8 and under 8½.....	1	1	2			1	4
8½ and under 8¾.....	4	2	4	4	3		2
8¾ and under 8½.....	3	2	2	3	2		2
8½ and under 9.....		4	2	2	3	1	8
9 and under 9½.....	13	6	11	9	8	6	9
9½ and under 9¾.....	7	8	12	10	7	7	6
9¾ and under 9½.....	4	7	3	4	4	4	3
9½ and under 10.....	4	1	1	3	2	2	3
10 and under 10½.....	10	12	11	12	13	19	7
10½ and under 10¾.....	3	4	2	3	3	2	3
10¾ and under 10½.....	4	4	5	3	5	9	
10½ and under 11.....	2	1	1			1	
11 and under 11½.....	2	2	2	2	2	2	2
11½ and under 11¾.....	2	3	3	2	2	2	1
11¾ and under 11½.....					1	3	
11½ and under 12.....		3	1	2	3		1
12 and under 12½.....	4	3	3	5	3	4	4
12½ and under 13.....	2	2	4	4	1	1	1
13 and under 13½.....		1	1				
13½ and under 14.....			1			1	1
14 and under 14½.....							1
14½ and under 15.....		1			1		
15 and under 15½.....						2	
16 and under 16½.....						3	
16½ and under 17.....						1	
Total.....	80	77	80	78	77	76	76
<i>Motormen: Extra.</i>							
1 and under 1½.....	3	1	2	1			
1½ and under 2.....	1	3	2	2	1		
2 and under 2½.....	2	4	5	4	4	1	
2½ and under 3.....	3						
3 and under 3½.....		1	2	1		1	1
3½ and under 4.....	3		1			1	
4 and under 4½.....		1		1			
4½ and under 5.....					1		2
5 and under 5½.....					1		
5½ and under 6.....				1	1		
6 and under 6½.....				2	1		4
6½ and under 7.....	1				1		3
7 and under 7½.....	1	1	1	1	1		
7½ and under 8.....		2			1		1
8 and under 8½.....			1		1		2
8½ and under 9.....			1		1	1	
9 and under 9½.....	2	2	1	1	3	4	2
9½ and under 10.....	2	1					1
10 and under 10½.....	1	3	1	3	3	5	2
10½ and under 11.....	1		1	2	1		1
11 and under 11½.....	1	2	1			2	
11½ and under 12.....			1	1	1	1	1
12 and under 12½.....		1					
12½ and under 13.....	1			1			
13 and under 14.....	1						
14 and under 14½.....		1		1		3	
14½ and under 15.....			1		1		
15 and under 15½.....						1	
Total.....	23	23	21	22	22	20	20

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHATTANOOGA, TENN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	5	6	3	2	8	2	5
6 and under 6½.....	5	3	5	6	3	3	4
6½ and under 7.....	1	1	1	1	1		4
7 and under 7½.....		2	1				4
7½ and under 8.....							2
8 and under 8½.....	1	1	1	1	1	1	1
8½ and under 8¾.....	3	3	4	3	3		2
8¾ and under 8¾.....	3	1	4	3	2		2
8¾ and under 9.....	1	4	3	3	3	3	7
9 and under 9½.....		6	8	8	9	7	7
9½ and under 9¾.....	7	5	8	9	8	8	6
9¾ and under 9¾.....	2	3	1	2	3	3	2
9¾ and under 10.....	5	2	1	3	4	2	1
10 and under 10½.....	8	12	13	14	12	17	5
10½ and under 10¾.....	5	6	4	4	5		2
10¾ and under 10¾.....	2	3	3	3	4	9	2
10¾ and under 11.....	1		1	1	1	1	1
11 and under 11½.....	2		1	1	1	1	
11½ and under 11¾.....	1	3	2	2	2	2	1
11¾ and under 11¾.....							
11¾ and under 12.....	1	2	1	1	1	3	
12 and under 12½.....	5	4	5	5	5	5	5
12½ and under 13.....	2	2	1	2	1		
13 and under 13½.....	1		2			1	
13½ and under 14.....			1			1	1
14 and under 14½.....				1		1	1
14½ and under 15.....			1				
15 and under 15½.....						2	
16 and under 16½.....						2	
Total.....	70	69	75	75	78	74	65
<i>Conductors: Extra.</i>							
1½ and under 2.....	2	3	4	2	3	1	
2 and under 2½.....	1	2	3	4	4		
2½ and under 3.....	2	1				1	
3 and under 3½.....				2	3		
3½ and under 4.....	1		3	1	1		
4 and under 4½.....				2	1	2	
4½ and under 5.....	1		1	1			
5 and under 5½.....	1		1	1			
5½ and under 6.....					1		
6 and under 6½.....							2
6½ and under 7.....			1		1	1	1
7 and under 7½.....				2			
7½ and under 8.....	1		1		3	1	3
8 and under 8½.....	1		1				1
8½ and under 9.....	1	2			2		1
9 and under 9½.....	4	6	4	5	1	1	5
9½ and under 10.....	2			1		1	1
10 and under 10½.....	1	1	1		1	5	1
10½ and under 11.....	3	3				2	1
11 and under 11½.....	2	2	4	1	1		
11½ and under 12.....		3	1	2	2	3	1
12 and under 12½.....	2	1	1	1		3	
12½ and under 13.....	1			1	1	1	
13 and under 13½.....							1
13½ and under 14.....		1					
14 and under 14½.....		1					
14½ and under 15.....					1		1
15 and under 15½.....	1						
16 and under 16½.....		1				1	1
Total.....	27	27	25	26	26	23	21

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.

CHICAGO ELEVATED RAILWAYS.

[Data for "paid time" are shown here for all divisions combined and for the south side division separately. In runs of under 10 hours men were paid for 10 hours and in runs over 10 hours any fraction of a quarter hour was accounted a full quarter. For all divisions combined and for extra men in the south side division "paid time" includes "reporting time" of 8 to 30 minutes on straight runs and a maximum of 60 minutes on swing runs. This reporting time is also included in the "actual time" for all extra men making regular runs.]

PAID TIME—ALL DIVISIONS.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	11	13	8	9	14	18	12
6 and under 6½.....			1	1		3	2
6½ and under 7.....		1	1	1	2	1	
7 and under 7½.....	3	4	3	3	2	4	1
7½ and under 8.....	2	1	1	1	1		1
8 and under 8½.....	2	2	1	3	2	5	13
8½ and under 9.....	1	1	2	1	1		7
9 and under 9½.....	4	3	3	3	4	3	8
9½ and under 10.....					1		
10 and under 10½.....	205	202	205	215	204	193	132
10½ and under 11.....	40	41	46	39	35	34	19
11 and under 11½.....	30	28	24	24	26	29	9
11½ and under 12.....	20	22	20	17	21	21	1
12 and under 12½.....	2	3	2	2	1	1	
12½ and under 13.....						1	
13 and under 13½.....	7	6	7	7	9	5	
13½ and under 14.....	2	2	3	1		2	
14 and under 14½.....	8	9	11	10	7	9	1
14½ and under 15.....		1	1	1			
Total.....	337	339	339	338	331	330	206
<i>Motormen: Extra (including those who also did other work).</i>							
2 and under 2½.....							1
3 and under 3½.....						1	1
5 and under 5½.....		4	4	2	4	1	
6 and under 6½.....	3		3	1	1		
7 and under 7½.....	1	1					1
8 and under 8½.....	2		1	2	1	2	4
8½ and under 9.....	3	5	3	5	3	1	1
9 and under 9½.....		3	2		1	4	
10 and under 10½.....	10	10	10	12	12	13	15
10½ and under 11.....	4	3	4	6	3	1	1
11 and under 11½.....	1				1	3	
11½ and under 12.....		2			1		
12 and under 12½.....	3	1	3	2	1	2	
12½ and under 13.....	2	1					
13 and under 13½.....	2		1		2	1	
13½ and under 14.....		1	1	1			
14½ and under 15.....	1						
15½ and under 16.....						1	
Total.....	32	31	32	31	30	30	24
<i>Acting motormen: Extra (including those who also did other work).</i>							
2 and under 2½.....		1		2		2	1
3 and under 3½.....		1		1	1	4	
3½ and under 4.....	1	1	1				1
4 and under 4½.....	2	3	2	2	3	2	
4½ and under 5.....					1		
5 and under 5½.....	6	7	6	5	3	1	
6 and under 6½.....	4	5	5	7	5	1	1
6½ and under 7.....	1				1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—ALL DIVISIONS—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Acting motormen: Extra (including those who also did other work)—Concluded.</i>							
7 and under 7½	1	3	3	1	2	2	1
7½ and under 8					1		2
8 and under 8½		2	2	3		1	
8½ and under 9	5	5	3	3	6	5	
9 and under 9½	1			1		1	
9½ and under 10	1	1			1		
10 and under 10½	1	2	2	1	1	8	15
10½ and under 11	2	1	3	2	1	2	1
11 and under 11½	2		3		3	2	
11½ and under 12	1						
12 and under 12½	3	2	2	1	1	2	2
12½ and under 13				1			
13 and under 13½	1	2		1		3	2
14 and under 14½	1	1	4			2	
16 and under 16½					1		
16½ and under 17	1			1			
17 and under 17½				1		1	1
Total	34	37	36	33	32	39	27
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	16	16	14	24	19	34	8
6 and under 6½		2	2	2	4	3	2
6½ and under 7		1	1	1	2	1	2
7 and under 7½	1		2	1	2	6	
7½ and under 8	1		1	1	1	3	
8 and under 8½	4	4	3	3	3	5	7
8½ and under 8¾	1					2	7
8¾ and under 8½				1			1
8½ and under 9					2		
9 and under 9½	2					2	
9½ and under 9¾	1		1				
9¾ and under 10						1	
10 and under 10½	198	192	195	193	189	167	94
10½ and under 10¾	33	42	36	35	34	31	19
10¾ and under 10½	29	27	25	23	26	23	4
10½ and under 11	15	18	20	15	20	17	2
11 and under 11½	5	5	2	5	5	3	1
11½ and under 11¾		1	3			2	
12 and under 12½	6	8	7	2	5	4	
12½ and under 13	2	3	3		3	5	
13 and under 13½	4	4	5	6	5	1	
14 and under 14½	1						
15 and under 15½		1	1				
Total	319	324	321	312	320	310	147
<i>Conductors: Extra (including those who also did other work).</i>							
2 and under 2½				1			
2½ and under 3						1	
3 and under 3½			1				
4 and under 4½					1		
7 and under 7½				1	1		
8 and under 8½		1					1
8½ and under 9	1	1	1	1		1	
10 and under 10½	1	1	1	1	3	1	1
10½ and under 11						1	
Total	2	3	3	4	5	4	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—ALL DIVISIONS—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Guards: Regular (including those who also did other work).</i>							
Under 6.....	15	6	4	8	5	20	2
6 and under 6½.....	5	6	6	7	4	.....	3
6½ and under 7.....	1	1	3	1	.....	.....	.....
7 and under 7½.....	26	29	26	28	26	10	5
7½ and under 8.....	2	1	1	1	.....	1	1
8 and under 8½.....	2	.....	1	1	.....	4	7
8½ and under 8¾.....	.....	.....	.....	.....	1	.....	4
8¾ and under 8½.....	1	2	1	.....	.....	.....	2
8½ and under 9.....	.....	.....	.....	.....	1	1	.....
9 and under 9½.....	17	15	18	18	18	35	8
9½ and under 9¾.....	.....	.....	1	.....	.....	.....	.....
9¾ and under 9½.....	.....	.....	.....	1	1	3	.....
9½ and under 10.....	.....	.....	.....	.....	.....	.....	1
10 and under 10½.....	72	68	70	71	68	64	56
10½ and under 10¾.....	31	28	28	29	29	29	13
10¾ and under 10½.....	18	22	21	15	18	15	.....
10½ and under 11.....	2	2	3	3	3	3	1
11 and under 11½.....	4	3	6	6	4	2	.....
11½ and under 11¾.....	.....	1	1	1	1	.....	2
11¾ and under 11½.....	.....	3	.....	.....	.....	.....	.....
11½ and under 12.....	.....	.....	.....	.....	.....	1	.....
12 and under 12½.....	4	8	5	5	6	4	2
12½ and under 13.....	1	3	1	1	1	2	.....
13 and under 13½.....	.....	.....	2	1	2	2	.....
13½ and under 14.....	1	1	2	1	2	1	.....
14 and under 15.....	.....	.....	1	.....	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	.....	1	1	.....
16 and under 16½.....	.....	.....	.....	.....	1	1	.....
17 and under 17½.....	.....	1	.....	.....	.....	.....	.....
Total.....	292	200	201	199	196	199	109
<i>Guards: Extra (including those who also did other work).</i>							
1 and under 1½.....	1	2	1	1	2	1	.....
2 and under 2½.....	12	20	16	17	12	23	8
2½ and under 3.....	6	4	4	5	6	5	.....
3 and under 3½.....	33	25	28	26	33	37	27
3½ and under 4.....	.....	1	3	1	2	5	2
4 and under 4½.....	36	42	49	56	52	28	7
4½ and under 5.....	7	19	11	5	7	5	1
5 and under 5½.....	173	188	188	187	168	43	19
5½ and under 6.....	20	21	13	19	10	6	.....
6 and under 6½.....	126	131	136	139	147	93	51
6½ and under 7.....	5	5	7	8	5	3	1
7 and under 7½.....	75	66	63	66	51	36	23
7½ and under 8.....	7	5	6	5	8	4	3
8 and under 8½.....	50	50	44	44	54	56	37
8½ and under 9.....	14	14	17	14	18	13	9
9 and under 9½.....	26	19	22	21	26	63	9
9½ and under 10.....	3	3	8	3	8	1	.....
10 and under 10½.....	55	63	55	62	62	117	209
10½ and under 11.....	18	13	17	17	10	23	25
11 and under 11½.....	27	19	21	19	20	60	10
11½ and under 12.....	6	3	1	2	3	12	1
12 and under 12½.....	26	22	22	20	18	34	24
12½ and under 13.....	7	9	7	11	10	21	5
13 and under 13½.....	9	15	13	17	12	27	10
13½ and under 14.....	3	4	6	9	6	5	2
14 and under 14½.....	5	4	4	3	3	14	3
14½ and under 15.....	3	1	.....	2	2	7	1
15 and under 15½.....	.....	1	3	2	3	10	.....
15½ and under 16.....	1	3	1	.....	.....	4	2
16 and under 16½.....	1	2	1	2	1	3	3
16½ and under 17.....	.....	.....	1	.....	.....	2	1
17 and under 17½.....	.....	.....	.....	.....	.....	2	1
17½ and under 18.....	.....	.....	.....	.....	.....	1	.....
18 and over.....	3	1	2	1	1	3	3
Total.....	758	775	770	784	760	767	502

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—SOUTH SIDE DIVISION.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (no motormen did other work).</i>							
Under 6.....	3	5	4	4	6	5	3
6 and under 6½.....			1	1		2	1
6½ and under 7.....			1	1			
7 and under 7½.....	1	1		1	1	3	1
7½ and under 8.....	1			1			1
8 and under 8½.....						1	
8½ and under 8¾.....	4	3	3	3	4	3	
10 and under 10½.....	50	48	45	49	46	41	52
10½ and under 10¾.....	15	13	16	16	14	11	8
10¾ and under 10¾.....	14	14	12	10	11	14	2
10¾ and under 11.....	8	7	8	6	7	6	
11 and under 11½.....	1	1	1	1	1	1	
12 and under 12½.....		1			1	2	
12½ and under 13.....	1	1	2	1		2	
13 and under 13½.....	2	2	3	2	1	2	
13½ and under 14.....		1	1	1	1		
Total.....	100	97	97	97	93	93	68
<i>Motormen: Extra (no extra motormen did other work).</i>							
3 and under 3½.....							1
3½ and under 4.....							1
4 and under 4½.....				1			
4½ and under 5.....					1		
5 and under 5½.....					1	1	
6 and under 6½.....	1						
7 and under 7½.....		1	1	1			1
7½ and under 8.....							1
8 and under 8½.....							
8½ and under 9.....	6	8	5	8	7	5	
9 and under 9½.....						1	
10 and under 10½.....	3	3	4	3	3	5	6
10½ and under 11.....	4	3	5	3	3	2	1
11½ and under 12.....	1						
13 and under 13½.....					1		
13½ and under 14.....		1					
14 and under 15.....	1						
15½ and under 16.....						1	
Total.....	16	16	16	16	16	15	11
<i>Acting motormen: Extra (no acting motormen did other work).</i>							
3½ and under 4.....							1
4 and under 4½.....		1		1			
4½ and under 5.....					1		
6 and under 6½.....				1			
7 and under 7½.....		1	1	1		1	
7½ and under 8.....							1
8 and under 8½.....			1				
8½ and under 9.....	5	5	3	3	5	4	
10 and under 10½.....							2
10½ and under 11.....	1		2	1	1	2	
11½ and under 12.....	1						
Total.....	7	7	7	7	7	7	4
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	6	9	8	8	6	10	5
6 and under 6½.....				1	2		2
6½ and under 7.....		1	1	1	1		2
7 and under 7½.....	1		1	1	1		
7½ and under 8.....	1			1	1	2	
8 and under 8½.....			1			1	
8½ and under 8¾.....				1			
8¾ and under 9.....					1	1	
9 and under 9½.....	2					1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work)—</i>							
<i>Concluded.</i>							
9½ and under 9¾			1				
9¾ and under 10						1	
10 and under 10¼	34	38	34	33	34	33	33
10¼ and under 10½	13	15	11	13	13	8	9
10½ and under 10¾	17	13	15	12	14	11	
10¾ and under 11	6	8	7	6	8	7	1
11 and under 11¼	1	1		2	1		
11¼ and under 11½		1	2			2	
12 and under 12½	3	2	2	2	2	1	1
12½ and under 13	2	3	3		3	5	
13 and under 13½			2	3	1		
14 and under 14½	1						
Total	87	91	88	84	88	84	52
<i>Conductors: Extra (no extra conductors did other work).</i>							
7 and under 7½					1		
8½ and under 9	1	1	1	1		1	
10 and under 10½	1	1	1	1	2	1	1
Total	2	2	2	2	3	2	1
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	5	1	2	6	3	6	
6 and under 6¼				1			2
6¼ and under 7	1	1	1	1	2		
7 and under 7½	1	1				1	1
7½ and under 8							1
9 and under 9½						1	
9½ and under 9¾			1				
9¾ and under 9¾				1	1	2	
9¾ and under 10							1
10 and under 10¼	24	21	20	21	19	19	20
10¼ and under 10½	12	11	13	12	11	9	8
10½ and under 10¾	9	12	11	8	11	10	
10¾ and under 11	1	1	1	1	1	1	
11 and under 11¼	1	1	1	1		2	
11¼ and under 11½					1		2
11½ and under 11¾					2	2	
12 and under 12½		2	1		1	2	1
12½ and under 13	1	2	1	1	1	2	
13 and under 13½			1		1		
13½ and under 14			1				
14 and under 15			1				
15 and under 16					1	1	
17 and under 17½		1					
Total	55	54	55	53	54	56	36
<i>Guards: Extra (including those who also did other work).</i>							
1 and under 1½					1		
2 and under 2½	2	5	2	3	2	7	
3 and under 3½	8	4	9	7	9	6	1
3½ and under 4			1			1	1
4 and under 4½	9	10	11	13	7	5	1
4½ and under 5		1				1	1
5 and under 5½	28	29	30	25	20	11	
5½ and under 6	2		1	1			
6 and under 6½	44	47	51	44	50	27	24
6½ and under 7	1	2	1	4		2	
7 and under 7½	12	23	22	23	21	8	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (including those who also did other work)—Con.</i>							
7½ and under 8.....	4	2	5	3	5	2	1
8 and under 8½.....	22	20	19	16	23	7	13
8½ and under 9.....	12	13	11	11	16	11	.....
9 and under 9½.....	9	4	2	5	3	13	.....
9½ and under 10.....	1	1	3	1	2	.....	.....
10 and under 10½.....	16	13	14	21	14	20	51
10½ and under 11.....	4	2	4	3	3	10	10
11 and under 11½.....	12	13	13	13	12	31	2
11½ and under 12.....	.....	1	1	1	1	2	.....
12 and under 12½.....	7	5	3	4	5	5	8
12½ and under 13.....	1	1	1	3	2	5	1
13 and under 13½.....	5	5	6	8	7	12	6
13½ and under 14.....	.....	2	2	7	3	3	.....
14 and under 14½.....	3	1	1	1	1	5	1
14½ and under 15.....	2	1	.....	1	1	5	.....
15 and under 15½.....	1	1	1	1	3	6	.....
15½ and under 16.....	1	2	.....	.....	.....	1	1
16 and under 16½.....	.....	.....	.....	.....	.....	2	.....
16½ and under 17.....	.....	.....	1	.....	.....	.....	.....
17 and under 17½.....	.....	.....	.....	.....	.....	1	1
18 and over.....	.....	.....	.....	.....	.....	1	.....
Total.....	205	209	215	219	210	210	133
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	5	9	5	4	2	10	4
6 and under 6½.....	.....	.....	.....	1	1	.....	1
6½ and under 7.....	.....	1	1	1	1	.....	2
7 and under 7½.....	1	.....	1	.....	1	1	.....
7½ and under 8.....	1	.....	.....	1	.....	1	.....
8 and under 8½.....	.....	.....	.....	.....	.....	1	.....
8½ and under 9.....	.....	.....	.....	.....	1	.....	.....
9 and under 9½.....	1	.....	.....	.....	.....	.....	.....
10 and under 10½.....	24	31	27	26	26	24	25
10½ and under 10¾.....	9	8	9	10	9	6	5
10¾ and under 10¾.....	16	12	14	10	13	10	.....
10¾ and under 11.....	6	7	5	4	7	6	.....
11 and under 11½.....	.....	.....	1	.....	.....	.....	.....
11½ and under 11¾.....	.....	1	1	.....	.....	.....	.....
11¾ and under 12.....	1	1	.....	.....	2	1	.....
12 and under 12½.....	.....	.....	.....	.....	.....	1	.....
12½ and under 13.....	1	.....	1	.....	.....	.....	.....
13 and under 13½.....	1	.....	.....	.....	.....	.....	.....
14 and under 14½.....	.....	.....	.....	.....	.....	.....	.....
Total.....	65	70	65	57	63	61	37
<i>Guards: Regular (who did no other work).</i>							
Under 6.....	4	1	2	4	2	5	.....
6 and under 6½.....	.....	.....	.....	.....	.....	.....	2
6½ and under 7.....	1	1	1	1	2	.....	.....
7 and under 7½.....	1	1	.....	.....	.....	1	1
7½ and under 8.....	.....	.....	.....	.....	.....	.....	1
9 and under 9½.....	.....	.....	.....	.....	.....	1	.....
9½ and under 9¾.....	.....	.....	.....	1	.....	.....	.....
10 and under 10½.....	21	18	18	20	18	17	19
10½ and under 10¾.....	11	11	12	11	10	7	6
10¾ and under 10¾.....	8	9	9	8	10	10	.....
10¾ and under 11.....	1	1	1	1	1	1	.....
11 and under 11½.....	1	1	1	1	.....	1	.....
11½ and under 11¾.....	.....	.....	.....	.....	.....	.....	2
11¾ and under 12.....	.....	.....	.....	.....	1	.....	.....
12 and under 12½.....	.....	1	1	.....	1	1	1
12½ and under 13.....	.....	1	.....	.....	.....	.....	.....
13 and under 13½.....	.....	.....	1	.....	1	.....	.....
Total.....	48	45	46	47	46	44	32

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (who did no other work).</i>							
1 and under 1½					1		
2 and under 2½	2	5	2	3	2	6	
3 and under 3½	7	4	7	7	5	5	
4 and under 4½	8	7	8	10	6	2	1
5 and under 5½	21	22	16	18	13	7	
6 and under 6½	34	37	45	36	44	23	23
6½ and under 7				1			
7 and under 7½	9	21	18	19	16	7	9
7½ and under 8	1	2	2	1	2	1	1
8 and under 8½	16	15	15	15	20	7	13
8½ and under 9				1			
9 and under 9½	6	3	1	2	2	9	
9½ and under 10	1		1	1	1		
10 and under 10½	9	6	9	7	5	9	17
10½ and under 11	2	1	1	1	1	5	3
11 and under 11½	10	11	11	11	10	23	
11½ and under 12		1	1			1	
12 and under 12½	2	2	3		2	1	4
12½ and under 13	1			3	1		1
13 and under 13½	2	3	4	5	4	3	5
13½ and under 14		1	1	3		2	
14 and under 14½	2					3	1
14½ and under 15	1					4	
15 and under 15½					2	5	
15½ and under 16	1					1	
16 and under 16½						1	
17 and under 17½						1	1
18 and over						1	
Total	135	140	144	144	137	132	79
<i>Conductors: Regular (who also did other work).</i>							
Under 6	1		3	4	4		1
6 and under 6½					1		1
7 and under 7½				1			
7½ and under 8					1	1	
8 and under 8½			1				
8½ and under 9				1			
9 and under 9½	1					1	
9½ and under 10			1				
10 and under 10½		7	7	7	8	1	8
10½ and under 10¾	10	7	2	3	4	9	4
10¾ and under 10½	1	1	1	2	1	1	
10½ and under 11		1	2	2	1	1	1
11 and under 11½	1	1	2	2	1		
11½ and under 11¾		1	1			2	
12 and under 12½	3	1	1	2			
12½ and under 13	1	2	3		3	4	
13 and under 13½			1	3	1		
Total	22	21	23	27	25	23	15
<i>Guards: Regular (who also did other work).</i>							
Under 6	1			2	1	1	
6 and under 6½				1			
9½ and under 9¾			1				
9¾ and under 9½					1	2	
9½ and under 10							1
10 and under 10½	3	3	2	1	1	2	1
10½ and under 10¾	1		1	1	1	2	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN. EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

PAID TIME—SOUTH SIDE DIVISION—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (who also did other work)—Concluded.</i>							
10½ and under 10¾	1	3	2		1		
11 and under 11¼						1	
12 and under 12½		1			1	1	
12½ and under 13	1	1	1	1	1	2	
13½ and under 14			1				
14½ and under 15			1				
15½ and under 16					1	1	
17 and under 17½		1					
Total	7	9	9	6	8	12	4
<i>Guards: Extra (who also did other work).</i>							
2 and under 2½						1	
3 and under 3½	1		2		4	1	1
3½ and under 4			1			1	1
4 and under 4½	1	3	3	3	1	3	
4½ and under 5		1				1	1
5 and under 5½	7	7	14	7	7	4	
5½ and under 6	2		1	1			
6 and under 6½	10	10	6	8	6	4	1
6½ and under 7	1	2	1	3		2	
7 and under 7½	3	2	4	4	5	1	1
7½ and under 8	3		3	2	3	1	
8 and under 8½	6	5	4	1	3		
8½ and under 9	12	13	11	10	16	11	
9 and under 9½	3	1	1	3	1	4	
9½ and under 10		1	2		1		
10 and under 10½	7	7	5	14	9	11	3½
10½ and under 11	2	2	4	2	2	5	7
11 and under 11½	2	2	2	2	2	3	2
11½ and under 12				1	1	1	
12 and under 12½		3		4	3	4	4
12½ and under 13	5	1	1		1	5	1
13 and under 13½	3	2	2	3	3	9	
13½ and under 14		1	1	4	3	1	
14 and under 14½	1	1	1	1		2	
14½ and under 15	1	1		1	1	1	
15 and under 15½		1	1	1	1	1	
15½ and under 16		1					1
16 and under 16½		2				1	
16½ and under 17			1				
Total	70	69	71	75	73	78	54

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION.

<i>Motormen: Regular (no motormen did other work).</i>							
Under 6	6	7	7	8	9	11	6
6 and under 6½	1		1				
6½ and under 7		1		1		1	1
7 and under 7½	2			2			
7½ and under 8	6	6	7	6	7	4	13
8 and under 8½	2	2	3	3	3	3	4
8½ and under 8¾	5	4	3	4	4	4	1
8¾ and under 9	5	5	5	6	4	4	1
8¾ and under 9½	12	10	11	9	11	11	8
9 and under 9½	13	10	9	11	11	9	7
9½ and under 9¾	7	9	7	8	5	6	4
9¾ and under 9¾	3	3	2	4	5	4	9
9¾ and under 10	12	11	11	10	9	10	8

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (no motormen did other work)—Concl'd.</i>							
10 and under 10½	12	12	13	11	10	10	6
10½ and under 10¾	8	10	7	7	9	9	.....
10¾ and under 10¾	3	3	5	3	3	4	.....
11 and under 11½	.....	.....	.....	.....	1	.....	.....
11½ and under 12	1	1	1	1	1	1	.....
12 and under 12½	2	2	4	2	.....	1	.....
13 and under 13½	.....	1	1	1	1	.....	.....
Total	100	97	97	97	93	93	68
<i>Motormen: Extra (no extra motormen did other work).</i>							
2 and under 2½	.....	.....	.....	.....	.....	.....	1
2½ and under 3	.....	1	1	1	.....	.....	1
3 and under 4	.....	1	1	1	1	1	.....
4 and under 4½	.....	.....	1	1	.....	.....	.....
4½ and under 5	2	1	.....	.....	3	.....	.....
5 and under 5½	1	2	1	3	2	3	.....
5½ and under 6	1	1	1	3	1	2	.....
6 and under 6½	3	3	2	1	2	1	.....
7 and under 7½	.....	.....	.....	.....	.....	.....	2
7½ and under 8	.....	.....	.....	.....	.....	1	.....
8 and under 8½	2	1	2	.....	1	1	1
8½ and under 9	.....	.....	.....	1	.....	2	.....
9 and under 9½	2	2	1	1	1	1	.....
9½ and under 10	.....	.....	1	.....	.....	.....	2
10 and under 10½	3	2	4	2	4	2	3
10½ and under 11	1	1	1	2	.....	.....	.....
11½ and under 12	.....	.....	.....	.....	1	.....	.....
12½ and under 13	1	1	.....	.....	.....	.....	.....
13 and under 13½	.....	.....	.....	.....	.....	1	.....
Total	16	16	16	16	16	15	11
<i>Acting motormen: Extra (no acting motormen did other work).</i>							
2 and under 2½	.....	.....	.....	.....	.....	.....	1
2½ and under 3	.....	1	1	1	.....	.....	.....
3 and under 3½	.....	1	.....	1	.....	1	.....
4 and under 5	1	1	.....	.....	2	.....	.....
5 and under 5½	1	2	1	2	1	2	.....
5½ and under 6	1	.....	1	2	1	2	.....
6 and under 6½	2	2	2	.....	2	1	.....
7 and under 7½	.....	.....	.....	.....	.....	.....	1
8 and under 8½	1	.....	1	.....	.....	.....	.....
8½ and under 9	.....	.....	.....	.....	.....	1	.....
9 and under 9½	.....	.....	.....	.....	.....	.....	1
10 and under 10½	1	.....	1	.....	1	.....	1
10½ and under 11	.....	.....	.....	1	.....	.....	.....
Total	7	7	7	7	7	7	4
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	7	11	8	10	10	10	8
6 and under 6½	.....	.....	.....	1	1	.....	1
6½ and under 7	1	.....	1	.....	.....	1	1
7 and under 7½	1	.....	1	1	.....	3	.....
7½ and under 8	4	4	4	4	4	5	10
8 and under 8½	4	7	6	5	6	6	1
8½ and under 8¾	3	4	2	4	4	2	1
8¾ and under 8¾	5	6	5	5	6	7	2
8¾ and under 9	9	7	5	8	6	3	7
9 and under 9½	10	11	11	9	10	9	4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work)—Concluded.</i>							
9½ and under 9½	3	3	3	3	5	5	2
9½ and under 9½	6	5	4	3	3	4	6
9½ and under 10	2	4	4	4	3	4	5
10 and under 10½	16	17	14	11	16	13	4
10½ and under 10½	10	6	9	9	8	7	4
10½ and under 10½	3	2	4	3	2	3	
10½ and under 11		1	2	1	1		
11½ and under 11½							
11½ and under 11½	1			2	1		
11½ and under 12	1	1	1	1			
12 and under 12½		1	1		2	2	
13 and under 13½	1						
Total	87	91	88	84	88	84	52
<i>Conductors: Extra (no extra conductors did any other work).</i>							
5½ and under 6	1	1	1	1		1	
7 and under 7½					1		
9 and under 9½	1	1	1	1	2	1	1
Total	2	2	2	2	3	2	1
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	6	2	2	7	4	5	1
6 and under 6½				1			2
6½ and under 7					1		
7 and under 7½	1	1				2	
7½ and under 8	4	4	3	3	3	4	3
8½ and under 8½	2	2	2	2	2	2	
8½ and under 8½	6	4	5	6	6	4	4
8½ and under 9	6	4	6	6	6	6	4
9 and under 9½	6	6	6	6	5	6	
9½ and under 9½	2	3	3	1	2	2	2
9½ and under 9½	1	1	1	2	1	1	6
9½ and under 10	5	6	7	6	6	5	6
10 and under 10½	6	8	8	5	8	7	3
10½ and under 10½	7	6	7	5	8	9	
10½ and under 10½	1	1	2	1	1	3	1
10½ and under 11		1		1			1
11 and under 11½							
11½ and under 12		1	1				
12 and under 12½	1	1	1	1	1	1	
12½ and under 13					1		
13½ and under 14			1				
14 and under 14½		1					
14½ and under 15					1	1	
Total	55	54	55	53	54	56	36
<i>Guards: Extra (including those who also did other work).</i>							
Under 1					1		
1 and under 1½		3	2	1	2	5	1
1½ and under 2	2	2		2	1	3	
2 and under 2½	4	5	4	9	5	2	1
2½ and under 3	10	9	12	7	5	4	1
3 and under 3½	11	3	6	12	5	5	1
3½ and under 4	14	19	18	15	6	7	
4 and under 4½	6	16	25	17	13	13	
4½ and under 5	29	25	26	22	34	12	4
5 and under 5½	22	20	23	25	26	14	17

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (including those who also did other work)—Con.</i>							
5½ and under 6.....	13	18	15	18	14	5	3
6 and under 6½.....	13	12	10	13	17	7	1
6½ and under 7.....	8	13	11	8	11	6	8
7 and under 7½.....	10	9	9	7	9	9	3
7½ and under 8.....	8	9	4	4	4	3	12
8 and under 8½.....	9	3	4	5	5	12	6
8½ and under 9.....	6	3	5	2	6	12	5
9 and under 9½.....	8	5	7	8	4	8	13
9½ and under 10.....	6	4	6	8	9	12	21
10 and under 10½.....	3	8	9	7	5	18	14
10½ and under 11.....	9	6	8	8	8	15	6
11 and under 11½.....	3	4	1	2	5	9	5
11½ and under 12.....	2	2	1	4	4	3	3
12 and under 12½.....	2	1	2	1	2	5	5
12½ and under 13.....	2	4	3	6	5	4	1
13 and under 13½.....	3	1	2	7	1	4	.....
13½ and under 14.....	1	1	1	1	1	4	.....
14 and under 14½.....	.....	1	1	.....	2	5	.....
14½ and under 15.....	1	1	.....	.....	.....	1	1
15 and under 15½.....	.....	.....	.....	.....	.....	1	1
15½ and under 16.....	.....	1	.....	.....	.....	1	1
16 and under 16½.....	.....	.....	1	.....	.....	.....	.....
17½ and under 18.....	.....	.....	.....	.....	.....	1	.....
Total.....	205	209	215	219	210	210	133
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	6	11	5	5	4	10	6
6 and under 6½.....	.....	.....	.....	.....	1	.....	1
6½ and under 7.....	1	.....	.....	.....	.....	.....	1
7 and under 7½.....	1	.....	1	1	.....	2	.....
7½ and under 8.....	4	3	4	4	4	5	9
8 and under 8½.....	3	6	5	4	5	5	1
8½ and under 8¾.....	1	3	2	2	3	2	1
8¾ and under 8½.....	5	5	6	5	5	4	2
8½ and under 9.....	6	6	4	5	5	2	4
9 and under 9½.....	8	9	8	9	9	7	3
9½ and under 9¾.....	2	3	2	2	2	3	1
9¾ and under 9½.....	1	.....	1	.....	.....	1	2
9½ and under 10.....	.....	1	1	1	.....	1	4
10 and under 10½.....	14	16	13	11	14	11	2
10½ and under 10¾.....	9	4	7	5	7	6	.....
10¾ and under 10½.....	3	2	4	3	2	2	.....
10½ and under 11.....	.....	.....	1	.....	.....	.....	.....
11 and under 11½.....	.....	1	.....	.....	.....	.....	.....
11½ and under 11¾.....	.....	.....	.....	.....	1	.....	.....
11¾ and under 12.....	.....	.....	1	.....	.....	.....	.....
12 and under 12½.....	.....	.....	.....	.....	1	.....	.....
13 and under 13½.....	1	.....	.....	.....	.....	.....	.....
Total.....	65	70	65	57	63	61	37
<i>Guards: Regular (who did no other work).</i>							
Under 6.....	5	2	2	4	3	4	1
6 and under 6½.....	.....	.....	.....	1	.....	.....	2
6½ and under 7.....	.....	.....	.....	.....	1	.....	.....
7 and under 7½.....	1	1	.....	.....	.....	2	.....
7½ and under 8.....	3	3	3	3	3	3	3
8 and under 8½.....	2	2	2	2	2	2	.....
8½ and under 8¾.....	5	4	5	6	3	2	4
8¾ and under 8½.....	7	5	5	6	5	4	6
9 and under 9½.....	5	5	4	5	5	5	.....
9½ and under 9¾.....	1	2	2	1	2	2	1
9¾ and under 9½.....	1	1	1	1	1	1	6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards; Regular (who did no other work)—Concluded.</i>							
9½ and under 10.....	4	5	5	6	5	4	3
10 and under 10½.....	6	7	7	5	7	7	3
10½ and under 10¾.....	7	6	7	5	7	5	1
10¾ and under 10¾.....	1		2	1	1	3	1
10¾ and under 11.....		1		1			1
11 and under 11½.....							1
11½ and under 12.....		1	1				
12½ and under 13.....					1		
Total.....	48	45	46	47	46	44	32
<i>Guards; Extra (who did no other work).</i>							
Under 1.....					1		
1 and under 1½.....		2	2	1		4	
1½ and under 2.....	2	2	3	2	1	2	
2 and under 2½.....	3	5	3	8	3	1	
2½ and under 3.....	8	6	8	4	3	3	
3 and under 3½.....	9	3	2	10	3	3	1
3½ and under 4.....	11	12	12	11	5	4	
4 and under 4½.....	4	14	12	10	7	10	
4½ and under 5.....	24	18	21	18	29	9	3
5 and under 5½.....	13	16	19	17	19	9	17
5½ and under 6.....	8	14	13	15	12	2	3
6 and under 6½.....	8	6	9	9	10	2	1
6½ and under 7.....	6	9	5	5	6	4	7
7 and under 7½.....	5	6	7	3	7	7	3
7½ and under 8.....	4	4	2	2	3	3	12
8 and under 8½.....	4	1	1	3		6	2
8½ and under 9.....	4	3	4	2	2	8	1
9 and under 9½.....	2	2	2		1	5	1
9½ and under 10.....	2	2	3	2	3	7	4
10 and under 10½.....	1	4	6	6	2	8	9
10½ and under 11.....	8	5	8	7	8	12	4
11 and under 11½.....	2	3		1	2	4	1
11½ and under 12.....			1	1	2		3
12 and under 12½.....	2	1		1	1	3	5
12½ and under 13.....	1	2	2	5	3	1	1
13 and under 13½.....	2		2	1		2	
13½ and under 14.....	1				1	4	
14 and under 14½.....					1	5	
14½ and under 15.....	1					1	
15 and under 15½.....						1	
15½ and under 16.....						1	1
17 and under 18.....						1	
Total.....	135	140	144	144	137	132	79
<i>Conductors; Regular (who also did other work).</i>							
Under 6.....	1		3	5	6		2
6 and under 6½.....				1			
6½ and under 7.....			1			1	
7 and under 7½.....						1	
7½ and under 8.....		1					1
8 and under 8½.....	1	1	1	1	1	1	
8½ and under 9.....	2	1		2			
9 and under 9½.....	3	1	2	3	1	3	
9½ and under 9¾.....	2	2	3	3	1	2	1
9¾ and under 9¾.....	1		1	1	3	2	1
9¾ and under 9¾.....	5	5	3	3	3	3	4
9¾ and under 10.....	2	3	3	3	3	3	1
10 and under 10½.....	2	1	1		2	2	2
10½ and under 10½.....	1	2	2	4	1	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Concluded.

ACTUAL TIME ON DUTY—SOUTH SIDE DIVISION—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
10½ and under 10¾						1	
10¾ and under 11		1	1	1	1		
11½ and under 11¾	1			2			
11¾ and under 12	1	1		1			
12 and under 12½		1	1		1	2	
Total	22	21	23	27	25	23	15
<i>Guards: Regular (who also did other work).</i>							
Under 6	1			3	1	1	
7½ and under 8	1	1				1	
8½ and under 8¾	1				1	2	
8¾ and under 9		1	1		1		
9 and under 9½	1	1	2	1			
9½ and under 9¾	1	1	1				1
9¾ and under 9¾				1			
9¾ and under 10	1	1	2			1	3
10 and under 10½		1	1	1	1		
10½ and under 10¾					1	4	
10¾ and under 10¾		1					
12 and under 12½	1	1	1	1	1	1	
13½ and under 14			1	1			
14 and under 14½		1					
14½ and under 15					1	1	
Total	7	9	9	6	8	12	4
<i>Guards: Extra (who also did other work).</i>							
1 and under 1½		1					1
1½ and under 2						1	
2 and under 2½	1		1	1	2	1	1
2½ and under 3	2	3	4	3	2	1	1
3 and under 3½	2		4	2	2	2	
3½ and under 4	3	7	6	4	1	3	
4 and under 4½	2	2	13	7	6	3	
4½ and under 5	5	7	4	4	5	3	1
5 and under 5½	9	4	4	8	7	5	
5½ and under 6	5	4	2	3	2	3	
6 and under 6½	5	6	1	4	5	5	
6½ and under 7	2	4	6	3	5	2	1
7 and under 7½	5	3	2	4	2	2	
7½ and under 8	4	5	2	2			
8 and under 8½	5	2	1	2	5	6	4
8½ and under 9	2		3	1	4	4	4
9 and under 9½	6	3	5	8	3	3	12
9½ and under 10	4	2	5	6	6	5	17
10 and under 10½	2	4	3	6	3	10	5
10½ and under 11	1	1		1	3	3	2
11 and under 11½	1	1		1	3	5	4
11½ and under 12	2	2		3	2	3	
12 and under 12½				2	1	2	
12½ and under 13	1	2	1	1	2	3	
13 and under 13½	1	1		6	1		
13½ and under 14		1	1	1		2	
14 and under 14½		1	1				
14½ and under 15		1			1		
15 and under 15½							1
15½ and under 16		1					
16 and under 16½			1				
Total	70	69	71	75	73	78	54

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO SURFACE LINES.

[The data used here are for actual time on duty except that for extra men making regular runs "reporting time" of 10 to 30 minutes, 5 minutes for making out reports, and 15 to 50 minutes for meals (on 61 per cent of the runs) are included.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	11	11	9	13	10	10	493
6 and under 6½.....	1	2	1	3	1	2	463
6½ and under 7.....	11	11	11	11	11	12	493
7 and under 7½.....	33	28	27	29	29	27	362
7½ and under 8.....	65	65	71	61	68	55	226
8 and under 8½.....	66	61	66	53	63	37	112
8½ and under 8¾.....	137	138	139	130	123	113	107
8¾ and under 8¾.....	209	212	217	190	204	239	119
8¾ and under 9.....	297	301	287	290	293	278	84
9 and under 9½.....	349	354	334	334	348	321	68
9½ and under 9¾.....	368	383	383	346	374	356	95
9¾ and under 9¾.....	408	399	388	378	395	339	49
9¾ and under 10.....	351	344	344	320	332	348	54
10 and under 10½.....	285	286	281	274	285	305	39
10½ and under 10¾.....	198	191	201	191	186	175	13
10¾ and under 10¾.....	116	112	116	114	119	111	9
10¾ and under 11.....	53	55	46	46	54	68	1
11 and under 11½.....	35	35	32	32	31	30	2
11½ and under 11½.....	6	6	7	5	7	2	2
11½ and under 11¾.....						1	2
11¾ and under 12.....	2	2	2	2	2	1	1
12 and under 12½.....	1						
12½ and under 17.....						1	
18 and over.....	1						
Total.....	3,003	2,995	2,962	2,822	2,935	2,831	2,792
<i>Motormen: Extra.</i>							
1½ and under 2.....		1	1				
2 and under 2½.....	1	1		1		1	
2½ and under 3.....	1			1	1	1	3
3 and under 3½.....	1	2					5
3½ and under 4.....	1	3		1		2	4
4 and under 4½.....	1		2	1		2	5
4½ and under 5.....			4	1			7
5 and under 5½.....	2		5	6	3		13
5½ and under 6.....	2			2			38
6 and under 6½.....	2			4		1	89
6½ and under 7.....	1	1	1		2		71
7 and under 7½.....	2	3	2	2	2	5	105
7½ and under 8.....	1	1			1		40
8 and under 8½.....	1	1				2	56
8½ and under 9.....					1		46
9 and under 9½.....	133	143	136	186	156	174	36
9½ and under 10.....	113	100	124	138	114	144	28
10 and under 10½.....	125	126	134	181	148	162	13
10½ and under 11.....	73	74	77	97	83	114	7
11 and under 11½.....	18	32	27	30	30	40	1
11½ and under 12.....	3	4	10	11	6	8	3
12 and under 12½.....							2
12½ and under 13.....				2			1
13 and under 13½.....							2
13½ and under 14.....							1
14 and under 17.....							1
17 and under 17½.....							1
18 and over.....					1	2	1
Total.....	481	492	523	664	551	659	687

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Concluded.

CHICAGO SURFACE LINES—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	16	16	12	13	9	11	482
6 and under 6½.....	1	1	2	2	1	1	459
6½ and under 7.....	10	9	11	8	11	10	481
7 and under 7½.....	27	28	27	26	30	31	353
7½ and under 8.....	59	65	70	64	64	59	206
8 and under 8½.....	66	60	63	58	62	39	119
8½ and under 8¾.....	123	124	124	123	129	114	117
8¾ and under 8½.....	219	218	215	201	208	236	116
8½ and under 9.....	288	290	286	279	284	275	89
9 and under 9½.....	323	332	324	318	318	284	71
9½ and under 9¾.....	365	361	345	360	359	336	100
9¾ and under 9½.....	385	382	376	376	390	345	51
9½ and under 10.....	318	320	320	305	305	340	46
10 and under 10½.....	268	277	279	265	286	298	40
10½ and under 10¾.....	180	192	193	191	185	170	14
10¾ and under 10½.....	113	102	109	99	99	107	8
10½ and under 11.....	44	46	45	49	47	61	.....
11 and under 11½.....	36	34	31	35	34	29	.....
11½ and under 11¾.....	4	3	4	2	4	5	.....
11¾ and under 11½.....	.....	.....	.....	.....	.....	.....	.....
11½ and under 12.....	1	2	1	1	1	1	1
12 and under 12½.....	.....	.....	.....	.....	.....	.....	.....
12½ and under 13.....	.....	.....	.....	.....	.....	.....	.....
13 and under 13½.....	.....	.....	.....	.....	.....	.....	.....
Total.....	2,847	2,862	2,837	2,775	2,827	2,753	2,753
<i>Conductors: Extra.</i>							
1 and under 1½.....	.....	.....	.....	.....	1	.....	.....
1½ and under 2.....	.....	.....	.....	.....	1	.....	.....
2 and under 2½.....	1	1	1	1	1	2	.....
2½ and under 3.....	1	1	1	1	1	2	3
3 and under 3½.....	1	2	2	.....	1	.....	4
3½ and under 4.....	.....	1	1	.....	1	1	5
4 and under 4½.....	.....	2	4	4	.....	1	7
4½ and under 5.....	1	.....	4	1	2	.....	10
5 and under 5½.....	1	1	8	4	1	3	15
5½ and under 6.....	1	1	.....	1	.....	.....	38
6 and under 6½.....	1	6	3	4	3	2	90
6½ and under 7.....	6	8	5	3	3	2	115
7 and under 7½.....	2	4	.....	2	3	5	119
7½ and under 8.....	3	2	3	1	1	2	84
8 and under 8½.....	2	.....	1	1	.....	2	50
8½ and under 9.....	2	1	.....	.....	.....	3	48
9 and under 9½.....	176	167	171	190	169	205	43
9½ and under 10.....	147	131	159	149	147	166	34
10 and under 10½.....	164	169	166	183	165	194	30
10½ and under 11.....	96	98	95	125	108	131	19
11 and under 11½.....	36	38	31	36	36	47	11
11½ and under 12.....	8	10	9	8	7	7	1
12 and under 12½.....	.....	.....	.....	.....	.....	.....	3
12½ and under 13.....	.....	.....	1	1	.....	.....	1
13 and under 13½.....	.....	.....	.....	.....	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	.....	2
14 and under 14½.....	.....	.....	.....	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	.....
15 and under 16.....	.....	.....	.....	.....	.....	.....	1
Total.....	649	643	665	716	652	777	733

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CINCINNATI, OHIO.

[The data used here are for time on duty to the nearest 6 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6	12	13	15	13	11	5	16
6 and under 6½			2				10
6½ and under 7		1		1	1	1	1
7 and under 7½			1				11
7½ and under 8		1	2				27
8 and under 8½	21	19	15	19	21	6	12
8½ and under 9	9	11	7	7	9	8	30
9 and under 9½	22	15	16	17	21	15	58
9½ and under 10	7	7	11	6	7	3	36
10 and under 10½	35	33	37	32	40	32	96
10½ and under 11	36	32	34	34	33	39	39
11 and under 11½	59	58	65	58	56	52	72
11½ and under 12	35	27	22	23	31	52	17
12 and under 12½	54	57	57	65	74	135	28
12½ and under 13	23	23	22	28	27	28	4
13 and under 13½	29	23	28	31	25	44	14
13½ and under 14	21	25	24	19	18	23	14
14 and under 14½	18	22	24	21	13	9	12
14½ and under 15	22	24	19	21	17	11	9
15 and under 15½	44	45	42	40	42	22	5
15½ and under 16	16	15	17	17	17	10	2
16 and under 16½	59	54	58	57	51	20	11
16½ and under 17	10	18	9	17	13	13	5
17 and under 17½	8	9	9	6	9	5	3
17½ and under 18	1		1	1	1	6	3
18 and over						8	1
Total	511	532	537	533	539	564	536
<i>Motormen: Extra.</i>							
Under 1	1		1				
1 and under 1½	3	3	2		6		
1½ and under 2	13	7	5	5	4	5	1
2 and under 2½	6	4	5	5	7		1
2½ and under 3	8	2	1	3	5	1	
3 and under 3½	4	6	1	3	6	3	
3½ and under 4	3	3	7		4	1	1
4 and under 4½	13	5	7	8	10	1	2
4½ and under 5	4	6	2	8	7	5	9
5 and under 5½	6	5	10	5	8	2	2
5½ and under 6	9	7	11	10	10	2	3
6 and under 6½	7	3	8	8	10	4	8
6½ and under 7		4	2		2	4	10
7 and under 7½		5	4	1	4	2	5
7½ and under 8	1	3	3	3	3	9	2
8 and under 8½	2	3	4	6	4	6	6
8½ and under 9	5	6	3	8	4	5	13
9 and under 9½	10	8	12	14	14	12	17
9½ and under 10	9	7	10	13	12	8	12
10 and under 10½	14	8	10	11	10	18	17
10½ and under 11	8	10	8	8	9	10	17
11 and under 11½	14	13	10	10	9	12	13
11½ and under 12	10	16	8	14	12	9	8
12 and under 12½	13	20	15	22	16	15	7
12½ and under 13	8	4	12	6	1	15	4
13 and under 13½	3	1	2	1		4	3
13½ and under 14		2	4	1	1	9	4
14 and under 14½		1				6	
14½ and under 15	1	1			1	2	5
15 and under 15½						2	2
15½ and under 16						1	
16 and under 16½			1				1
16½ and under 17		1					1
17 and under 17½							1
17½ and over							1
18 and over							1
Total	175	164	168	173	179	173	175

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CINCINNATI, OHIO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	30	23	29	29	26	8	13
6 and under 6½.....	1	1	1	3	1	2	11
6½ and under 7.....	1	2	1	1	1	1	3
7 and under 7½.....	1	1	2	1	1	1	9
7½ and under 8.....	16	16	14	16	19	5	27
8 and under 8½.....	9	8	6	4	10	7	15
8½ and under 8¾.....	18	17	17	17	17	16	26
8¾ and under 9.....	11	9	8	9	11	5	27
9 and under 9½.....	30	34	35	37	35	26	97
9½ and under 9¾.....	27	26	17	25	28	23	38
9¾ and under 9¾.....	51	60	50	53	60	48	60
9¾ and under 10.....	34	33	29	27	26	53	14
10 and under 10½.....	58	59	59	65	60	139	29
10½ and under 10¾.....	21	19	23	23	22	27	7
10¾ and under 10¾.....	23	22	23	23	26	40	16
10¾ and under 11.....	20	16	20	21	20	20	15
11 and under 11½.....	27	21	29	22	27	11	10
11½ and under 11½.....	27	26	30	18	20	8	7
11½ and under 11¾.....	34	34	36	31	34	21	3
11¾ and under 12.....	19	19	23	19	16	8	3
12 and under 12½.....	54	58	62	52	54	37	12
12½ and under 13.....	18	21	17	22	17	12	6
13 and under 13½.....	3	7	5	8	5	5	1
13½ and under 14.....	1	1	3	1	1	6	3
14 and under 14½.....	1	1	1	1	1	5	1
14½ and under 15.....	1	1	1	1	1	3	1
15 and under 15½.....	1	1	1	1	1	2	1
15½ and under 16.....	1	1	1	1	1	2	1
16 and under 16½.....	1	1	1	1	1	3	1
16½ and under 17.....	1	1	1	1	1	2	1
17 and under 17½.....	1	1	1	1	1	1	1
18 and over.....	1	1	1	1	1	1	1
Total.....	532	534	538	528	537	556	514
<i>Conductors: Extra.</i>							
Under 1.....	1	1	1	1	1	1	1
1 and under 1½.....	6	4	3	3	1	1	2
1½ and under 2.....	9	7	5	4	11	5	2
2 and under 2½.....	2	6	3	3	3	1	1
2½ and under 3.....	8	6	6	5	4	1	1
3 and under 3½.....	3	2	3	3	5	3	3
3½ and under 4.....	3	4	6	2	7	2	2
4 and under 4½.....	11	8	5	5	5	1	3
4½ and under 5.....	5	6	8	4	5	2	4
5 and under 5½.....	6	8	4	11	10	2	1
5½ and under 6.....	6	4	8	9	15	2	1
6 and under 6½.....	5	4	2	3	1	4	3
6½ and under 7.....	1	3	3	1	3	4	3
7 and under 7½.....	2	2	2	3	3	4	6
7½ and under 8.....	4	5	3	4	4	3	2
8 and under 8½.....	8	6	7	4	5	5	9
8½ and under 9.....	3	7	13	5	2	4	15
9 and under 9½.....	8	8	10	12	7	9	17
9½ and under 10.....	6	9	10	15	10	8	20
10 and under 10½.....	14	11	6	10	10	17	15
10½ and under 11.....	8	11	8	13	10	9	15
11 and under 11½.....	8	11	11	13	15	9	13
11½ and under 12.....	11	20	9	19	13	17	14
12 and under 12½.....	29	18	19	21	22	18	9
12½ and under 13.....	11	7	14	9	7	17	4
13 and under 13½.....	2	1	1	2	2	13	5
13½ and under 14.....	2	1	2	3	3	6	4
14 and under 14½.....	1	1	2	3	1	1	1
14½ and under 15.....	1	1	1	1	1	3	8
15 and under 15½.....	3	1	1	1	1	6	2
15½ and under 16.....	1	1	1	1	1	4	1
16 and under 17.....	1	1	1	1	1	2	1
17 and under 17½.....	1	1	1	1	1	1	1
18 and over.....	1	1	1	1	1	1	1
Total.....	185	181	174	189	185	184	180

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CLEVELAND, OHIO.

[The data used here are for time on duty, the unit for reckoning time being one-twelfth hour. Any fraction of a twelfth was counted a full twelfth.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	32	34	35	29	43	25	38
6 and under 6½.....	7	8	6	7	6	6	5
6½ and under 7.....	5	3	2	1	1	1	7
7 and under 7½.....	7	6	8	10	9	1	7
7½ and under 8.....	3	5	3	3	3	2	7
8 and under 8½.....	27	23	29	29	25	16	24
8½ and under 8¾.....	37	32	36	34	29	11	30
8¾ and under 9.....	31	26	27	29	27	21	24
8¾ and under 9½.....	25	23	22	27	27	22	55
9 and under 9½.....	46	50	51	47	43	32	65
9½ and under 9¾.....	43	49	42	41	43	56	68
9¾ and under 9½.....	82	83	81	87	78	71	75
9½ and under 10.....	88	91	95	102	92	130	48
10 and under 10½.....	113	107	117	116	105	117	35
10½ and under 10¾.....	114	106	103	111	107	82	16
10¾ and under 10½.....	44	49	47	40	47	59	10
10½ and under 11.....	9	12	8	10	10	17	3
11 and under 11½.....	3	5	3	2	2	5	2
11½ and under 11¾.....	5	2	1	2	2	7	2
11¾ and under 11½.....	1	2	2	1	2	5	1
11½ and under 12.....	3	3	3	3	3	7	3
12 and under 12½.....	1	.....	.....	.....	1	10	1
12½ and under 13.....	2	.....	.....	.....	1	4	4
13 and under 13½.....	.....	.....	.....	.....	.....	1	1
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
14 and under 14½.....	1	.....	1	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	1	.....
Total.....	729	719	722	731	706	710	524
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	21	24	23	24	17	.....	.....
1½ and under 2.....	9	8	10	11	6	2	.....
2 and under 2½.....	7	7	7	10	8	1	.....
2½ and under 3.....	20	17	21	21	18	5	.....
3 and under 3½.....	6	7	11	5	8	4	2
3½ and under 4.....	15	12	13	15	15	3	.....
4 and under 4½.....	14	15	14	11	11	8	2
4½ and under 5.....	27	24	21	24	20	11	3
5 and under 5½.....	5	14	8	10	8	6	14
5½ and under 6.....	3	5	4	2	7	1	19
6 and under 6½.....	5	4	3	3	1	3	14
6½ and under 7.....	2	3	5	7	6	8	5
7 and under 7½.....	3	4	3	1	2	6	9
7½ and under 8.....	3	2	4	2	2	5	6
8 and under 8½.....	5	11	4	6	13	6	22
8½ and under 9.....	9	12	11	13	13	9	32
9 and under 9½.....	17	15	13	16	16	18	59
9½ and under 10.....	24	21	26	20	28	48	24
10 and under 10½.....	35	25	34	32	33	50	19
10½ and under 11.....	13	12	14	12	13	31	7
11 and under 11½.....	3	5	3	3	3	11	3
11½ and under 12.....	.....	2	1	2	1	6	4
12 and under 12½.....	2	.....	2	3	2	2	2
12½ and under 13.....	1	.....	1	.....	.....	1	.....
13 and under 13½.....	.....	.....	2	.....	.....	2	1
13½ and under 14.....	.....	.....	.....	1	1	.....	.....
14½ and under 15.....	.....	.....	.....	1	.....	.....	.....
15 and under 15½.....	1	1	.....	.....	.....	2	.....
15½ and under 16.....	.....	.....	.....	.....	1	1	.....
16½ and under 17.....	.....	.....	.....	.....	1	1	.....
17 and under 17½.....	.....	.....	.....	.....	1	.....	1
17½ and under 18.....	.....	.....	.....	.....	.....	.....	1
18 and over.....	.....	.....	.....	.....	.....	.....	1
Total.....	250	250	258	255	254	251	250

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES; 1914—Continued.

CLEVELAND, OHIO—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	28	40	40	37	44	29	41
6 and under 6½.....	6	8	5	5	4	3	6
6½ and under 7.....	3	7	6	5	4	2	1
7 and under 7½.....	10	9	10	14	11	2	9
7½ and under 8.....	5	4	5	5	2	1	11
8 and under 8½.....	24	27	29	26	23	11	22
8½ and under 8¾.....	35	31	34	28	31	13	29
8¾ and under 8¾.....	30	29	30	33	28	18	27
8¾ and under 9.....	28	25	28	29	31	20	56
9 and under 9¼.....	47	46	44	42	46	36	58
9¼ and under 9½.....	47	42	43	42	51	64	61
9½ and under 9¾.....	73	84	77	82	72	75	63
9¾ and under 10.....	93	99	97	99	92	130	46
10 and under 10¼.....	121	109	116	114	111	115	29
10¼ and under 10½.....	111	116	105	108	105	88	23
10½ and under 10¾.....	51	41	36	41	44	54	11
10¾ and under 11.....	11	12	6	9	12	19	3
11 and under 11¼.....	3	5	4	5	5	2	6
11¼ and under 11½.....	2	1	.....	1	.....	5	3
11½ and under 11¾.....	1	1	1	1	2	8	2
11¾ and under 12.....	2	1	2	2	2	7	4
12 and under 12½.....	2	.....	.....	.....	.....	13	1
12½ and under 13.....	.....	.....	.....	.....	.....	4	3
13 and under 13½.....	.....	.....	.....	1	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
14 and under 15.....	.....	.....	.....	.....	1	.....	.....
15 and under 15½.....	.....	.....	1	.....	.....	1	.....
Total.....	733	737	719	729	721	723	515
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	1	.....	.....	.....	.....	1	.....
1 and under 1½.....	39	32	33	28	29	5	2
1½ and under 2.....	9	9	10	7	7	2	1
2 and under 2½.....	11	8	17	16	12	2	1
2½ and under 3.....	21	22	21	25	23	6	1
3 and under 3½.....	8	10	5	6	9	5	.....
3½ and under 4.....	14	13	13	12	16	3	.....
4 and under 4½.....	10	9	11	9	11	5	4
4½ and under 5.....	30	31	29	25	20	7	2
5 and under 5½.....	11	15	9	13	8	3	12
5½ and under 6.....	4	4	5	5	6	1	21
6 and under 6½.....	6	4	4	2	8	4	11
6½ and under 7.....	6	4	6	8	3	14	10
7 and under 7½.....	5	2	3	2	3	4	10
7½ and under 8.....	2	2	3	3	1	7	6
8 and under 8½.....	7	15	8	16	11	12	33
8½ and under 9.....	5	9	8	8	15	21	26
9 and under 9¼.....	15	19	18	16	12	28	66
9¼ and under 10.....	27	25	37	29	36	53	39
10 and under 10¼.....	39	32	44	30	41	50	21
10¼ and under 11.....	8	14	20	13	10	24	6
11 and under 11¼.....	4	3	2	2	5	17	5
11¼ and under 12.....	.....	.....	1	3	.....	4	1
12 and under 12½.....	.....	.....	1	1	2	2	5
12½ and under 13.....	.....	1	.....	1	.....	1	2
13 and under 13½.....	.....	.....	.....	1	.....	5	.....
13½ and under 14.....	.....	.....	.....	1	.....	1	1
14 and under 14½.....	.....	.....	.....	.....	1	1	.....
14½ and under 15.....	1	.....	.....	1	.....	.....	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
17 and under 17½.....	.....	.....	1	.....	.....	.....	.....
18 and over.....	.....	.....	.....	.....	.....	1	.....
Total.....	283	283	309	283	289	290	286

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CLEVELAND, OHIO—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	2	1		1	2	1	2
6 and under 6½.....		2					2
6½ and under 7.....	2	2					
7 and under 7½.....			2	2	3		
7½ and under 8.....		2		3			
8 and under 8½.....	1	3	1	1			
8½ and under 8¾.....			1		2		
8¾ and under 9.....			1				
8¾ and under 9½.....	1		3		1		
9 and under 9½.....	1	2				1	
9½ and under 9¾.....	2			1	2		
9¾ and under 9¾.....			1		1	1	
9¾ and under 10.....	2	1	2	1	2		
10 and under 10½.....		3			1	1	1
10½ and under 10¾.....		2	1	2			
10¾ and under 10¾.....		2		3	2		
10¾ and under 11.....	1			2	2	4	4
11 and under 11½.....					2	1	
11½ and under 11½.....	1					3	
11½ and under 11¾.....	1					2	
11½ and under 12.....	2	2	1	1			1
12 and under 12½.....	1	1	2		1		2
12½ and under 13.....		1			1	2	1
13 and under 13½.....	1		1	1	1	1	
13½ and under 14.....		1	1				
14½ and under 15.....							1
17 and under 17½.....		1					
Total.....	18	26	17	18	23	19	12
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....	1		1	1		1	
1 and under 1½.....	1	1	1		2	2	
1½ and under 2.....	1		1	1	3		
2 and under 2½.....	3	2	3	1	1		
2½ and under 3.....	2	4	1	2	2		1
3 and under 3½.....	3	6	4	2	4	3	
3½ and under 4.....	3	4	3	1	2		
4 and under 4½.....	2	2	1	2	3	1	
4½ and under 5.....	2	2	3	2	1		
5 and under 5½.....	2		2	2	2		
5½ and under 6.....	4	2	1	4	1	1	
6 and under 6½.....	6	4	5	3	5	1	
6½ and under 7.....	1	4	4	2	5	3	
7 and under 7½.....	4	1	2		2	1	1
7½ and under 8.....	1		1	1	1	1	
8 and under 8½.....			4	1	2	2	
8½ and under 9.....			2	3		1	1
9 and under 9½.....		2		2	1		3
9½ and under 10.....	2	2	1			3	
10 and under 10½.....		3		1	3	3	1
10½ and under 11.....		1	1	4	1	2	2
11 and under 11½.....	2		4	1		4	
11½ and under 12.....		3				4	1
12 and under 12½.....		1				4	
12½ and under 13.....				3		3	2
13 and under 13½.....				1		1	
13½ and under 14.....							1
14 and under 14½.....						1	
14½ and under 15.....				1			1
15 and under 15½.....							
16 and under 16½.....						1	
16½ and under 17.....		1					1
17 and under 18.....						1	
18 and over.....							1
Total.....	40	46	45	41	41	42	16

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

CLEVELAND, OHIO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	2	2	1	2	2		
6 and under 6½.....		1					
7 and under 7½.....				2	1	1	
7½ and under 8.....							1
8 and under 8½.....	1		1	1			
8½ and under 8¾.....			1		1		
8¾ and under 8½.....		2	1	1		1	
8½ and under 9.....	1		1		1		1
9 and under 9½.....		1		1			
9½ and under 9¾.....							1
9¾ and under 9½.....					1		
9½ and under 10.....	1	1	1		2		
10 and under 10½.....			1				1
10½ and under 10¾.....				2			
10¾ and under 10½.....		1	1	3	1	1	3
10½ and under 11.....		1		2			
11 and under 11½.....	1	1	3	1	2	1	
11½ and under 11¾.....	1		1			1	
11¾ and under 11½.....	1		1			1	
11½ and under 12.....	3						
12 and under 12½.....	1	2	1	1	1	2	
12½ and under 13.....				1	1	3	
13 and under 13½.....					1		
13½ and under 14.....	1	1	1	1	1	1	
14 and under 15.....		1				1	1
15 and under 16.....						1	
Total.....	13	14	15	17	17	13	8
<i>Conductors: Extra (who also did other work).</i>							
Under 1.....	1	1			2		
1 and under 1½.....	2			1	1		
1½ and under 2.....	4	3	2	3	3		
2 and under 2½.....	1	1	1	1	1		
2½ and under 3.....		2		3			
3 and under 3½.....	6	4	3	1	1	1	
3½ and under 4.....	4	1	2	2	1		
4 and under 4½.....	1	3	1	2	1		
4½ and under 5.....	1	2	3	2	5	1	
5 and under 5½.....	2	1	1	1		2	
5½ and under 6.....	1	2	2	1	2	1	
6 and under 6½.....	3	3	4	3	3	1	2
6½ and under 7.....	1	1	2	1	3	1	
7 and under 7½.....	4	1	1	2	2	2	
7½ and under 8.....	1	2	1	4	1	1	
8 and under 8½.....		2				2	1
8½ and under 9.....	3	2	1	4	1	1	2
9 and under 9½.....	1				1	2	
9½ and under 10.....	1	2	1	1	1	1	1
10 and under 10½.....		3	1		2	2	2
10½ and under 11.....	1	1			3		1
11 and under 11½.....	1		1	1		4	1
11½ and under 12.....		1		1		2	2
12 and under 12½.....		1	1		1	4	
12½ and under 13.....		1			1	3	
13 and under 13½.....			1			1	
13½ and under 14.....						4	
14 and under 14½.....		1				3	
14½ and under 15.....						1	
15 and under 16.....				1			
16 and under 17.....						1	
18 and over.....						1	
Total.....	39	41	29	35	38	38	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DALLAS, TEX.

DALLAS ELECTRIC CORPORATION.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	6	8	8	6	8	2	5
6 and under 6½.....	1	3	1		2	2	1
6½ and under 7.....		1	1	1			
7 and under 7½.....		1			1		2
7½ and under 8.....	2	2	1	1	5		1
8 and under 8½.....	1	1	1		3	2	3
8½ and under 8¾.....			2				2
8¾ and under 9.....	1	1	2	1			1
9 and under 9½.....					1		4
9½ and under 9¾.....	2	1	1	2	1		6
9¾ and under 9½.....	2	2	2	1	1	1	3
9½ and under 9¾.....	1	1	2	1	1	1	4
9¾ and under 10.....	2	3	2	3	1	3	4
10 and under 10½.....	3	2	2	3	2	1	12
10½ and under 10¾.....	4	3	7	4	5	7	11
10¾ and under 10½.....	11	9	5	10	10	8	8
10½ and under 10¾.....	15	16	13	17	11	19	13
11 and under 11½.....	12	11	14	10	10	10	6
11½ and under 11¾.....	17	17	19	15	18	16	3
11¾ and under 11½.....	18	14	14	16	16	13	9
11½ and under 11¾.....	5	7	5	6	5	8	3
12 and under 12½.....	3	2	2	4	1	5	4
12½ and under 13.....	3	2	2	2	1	2	3
13 and under 13½.....	1				1	3	
13½ and under 14.....	1					2	1
14 and under 14½.....					2	2	
15 and under 15½.....				1			
16 and under 16½.....			1	1			
16½ and under 17.....					1		
17 and under 17½.....					1		
17½ and under 18.....	1			1			
18 and over.....					1		
Total.....	112	107	107	106	109	107	109
<i>Motormen: Extra.</i>							
Under 1.....		1	1	1			
1 and under 1½.....	4		2	2	2	1	
1½ and under 2.....	3				2		1
2 and under 2½.....	3	1	1	1	2	6	
2½ and under 3.....	3	4	2	4	2	2	
3 and under 3½.....	4	1	2	1	1	2	1
3½ and under 4.....	3	4	4	5	4	4	
4 and under 4½.....	1	2	2	4	2	1	2
4½ and under 5.....	2			4	3		
5 and under 5½.....	3		2		3		1
5½ and under 6.....		1	1		2	6	4
6 and under 6½.....	1		2	1	1	3	2
6½ and under 7.....	1	1	1	3	2		2
7 and under 7½.....	2	2	2	1			
7½ and under 8.....	1	2	1	2			2
8 and under 8½.....	1	5		2	1	1	1
8½ and under 9.....		2	1	1	1		2
9 and under 9½.....	3		1		1		2
9½ and under 10.....	1		2	1	4	2	4
10 and under 10½.....	2	2	6	2		2	7
10½ and under 11.....	7	12	8	4	6	4	4
11 and under 11½.....	3	4	3	7	4	8	3
11½ and under 12.....	2	4	2	2	2	3	2
12 and under 12½.....			1	1	1	1	1
12½ and under 13.....		1	1	1	1		
13 and under 13½.....				1			
13½ and under 14.....		1		2	1		
15 and under 16.....			1				
17 and under 18.....						1	
Total.....	50	50	49	52	48	48	41

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DALLAS, TEX.—Continued.

DALLAS ELECTRIC CORPORATION—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sun- day.
<i>Conductors: Regular.</i>							
Under 6.....	9	12	9	6	5	6	6
6 and under 6½.....		1	4	2	2	1	1
6½ and under 7.....			1		1	2	
7 and under 7½.....	1	2	2	1	3		2
7½ and under 8.....	2	1	1	2	3		1
8 and under 8½.....	2	2	1	1	1	1	2
8½ and under 8¾.....	1				1		2
8¾ and under 9.....	1			1	1		1
9 and under 9½.....	1	2	2	1	2		5
9½ and under 9¾.....	4	2	1	2	2	1	6
9¾ and under 9¾.....	2	1	3	1	1		4
9¾ and under 10.....	2	5	3	4	4	4	3
10 and under 10½.....	2	1	1	3	2	1	12
10½ and under 10¾.....	6	5	7	6	5	7	12
10¾ and under 10¾.....	8	7	7	6	8	7	7
10¾ and under 11.....	16	17	17	18	17	21	10
11 and under 11½.....	8	10	9	10	5	9	7
11½ and under 11¾.....	15	14	14	18	18	18	3
11¾ and under 11¾.....	17	16	15	14	15	12	7
11¾ and under 12.....	5	6	5	6	5	7	3
12 and under 12½.....	3	3	3	2	4	5	5
12½ and under 13.....	2	1	2	1	1	1	2
13 and under 13½.....					1	2	
13½ and under 14.....	1					2	
14 and under 14½.....						2	
14½ and under 15.....	1			1			
16 and under 16½.....			1				
16½ and under 17.....		1			1		
17 and under 17½.....				1			
17½ and under 18.....				1			
18 and over.....					1		1
Total.....	109	109	108	108	109	109	105
<i>Conductors: Extra.</i>							
1 and under 1½.....		3	1	1	2	2	
1½ and under 2.....	2	1		2		1	2
2 and under 2½.....	1		2				
2½ and under 3.....	2	3	1	2	3	2	
3 and under 3½.....	2	1	1	1			
3½ and under 4.....		2	2	5	5	3	1
4 and under 4½.....	3	1	2	1	2	1	
4½ and under 5.....		1	2	3	1	3	2
5 and under 5½.....	1						
5½ and under 6.....		3	2	1	1	2	2
6 and under 6½.....	2	2	1		3	1	1
6½ and under 7.....		1	1	2	3		
7 and under 7½.....		1	1	4	3	1	2
7½ and under 8.....	2	1	1	3	1		
8 and under 8½.....	1	1	2			1	2
8½ and under 9.....	2	2	2	1	1	2	
9 and under 9½.....	1	2	3	1	1		2
9½ and under 10.....		1	2	1	1		5
10 and under 10½.....	3		4	2	1	1	3
10½ and under 11.....	3	4	1	6	3	3	7
11 and under 11½.....	4	5	6	3	4	7	1
11½ and under 12.....	3	2	2		2	4	5
12 and under 12½.....	1	1				3	
12½ and under 13.....	2	1	1	2	2	1	1
13 and under 13½.....	3	1	1	1		2	
13½ and under 14.....	1	1	2		1		1
14 and under 14½.....	1			1	1	1	
14½ and under 15.....		2					1
15 and under 15½.....	1						
15½ and under 16.....						1	
16½ and under 17.....		1					
Total.....	41	44	42	43	44	43	38

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DALLAS, TEX.—Continued.

NORTHERN TEXAS TRACTION CO.—OAK CLIFF DIVISION OF FORT WORTH LINES.

[The data used here are for time on duty to the nearest 5 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Regular.</i>							
Under 6.....	1	4	1	3	1	1	2
6 and under 6½.....							2
7 and under 7½.....		1	1	1		1	1
7½ and under 8.....	1	1	1	1	1	1	1
8 and under 8½.....			1				1
8½ and under 9.....							1
9 and under 9½.....					1		
10 and under 10½.....	2	1					1
10½ and under 10¾.....	2	3	4	3	2	1	
10¾ and under 10¾.....		1	1	1	1	1	
10¾ and under 11.....		1					1
11 and under 11½.....	7	4	3	3	5	6	1
11½ and under 11¾.....	1	1	1	1	1	2	2
11¾ and under 12.....	2	2		2	3	2	
11¾ and under 12.....	2		1	2	2	2	
12 and under 12½.....	1	1	2	2	2	2	1
12½ and under 13.....			2	1			
13 and under 13½.....	2	1	2	2	2	1	2
13½ and under 14.....						1	
Total.....	21	21	19	20	21	21	16
<i>Motormen: Extra.</i>							
1½ and under 2.....		1	1	1	1		
2 and under 2½.....			1				
3 and under 3½.....					1		
3½ and under 4.....	1						
4 and under 4½.....	1		1	1	2	1	
4½ and under 5.....			1		3	1	1
5 and under 5½.....	1	2	3	2	4		1
5½ and under 6.....	5	1	3	5	4	4	
6 and under 6½.....	6	2	4	3	2		
6½ and under 7.....	3	6					
7 and under 7½.....		1	1	1			
7½ and under 8.....		1	1		2	1	
8 and under 8½.....							
8½ and under 9.....	2	1				4	1
9 and under 9½.....			1			3	
9½ and under 10.....			1	1			
10 and under 10½.....			1		1	1	
10½ and under 11.....	1			3			2
11 and under 11½.....		3	1	1			1
11½ and under 12.....		1			1		2
12 and under 12½.....		1		1		1	3
12½ and under 13.....	1			1			2
13 and under 13½.....	1	1	2	2	1	2	4
13½ and under 14.....						1	2
14 and under 14½.....			2				
14½ and under 15.....				1		2	
15 and under 15½.....					2		
15½ and under 16.....						1	1
16 and under 16½.....		1					
16½ and under 17.....		1				1	
Total.....	22	25	24	23	24	23	20
<i>Conductors: Regular.</i>							
Under 6.....	2	4	1	2	4	2	2
6 and under 6½.....			1				1
7 and under 7½.....				1			
7½ and under 8.....		1	1				1
8½ and under 8¾.....	1						1
9 and under 9½.....					1		
9½ and under 9¾.....					1		
10 and under 10½.....	2	1					

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DALLAS, TEX.—Concluded.

NORTHERN TEXAS TRACTION CO.—OAK CLIFF DIVISION OF FORT WORTH LINES—Conclcd.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
10½ and under 10½	2	1	1	2	1	1	
10½ and under 10½	1	1	1	1			
10½ and under 11			1	1			
11 and under 11½	3	3	4	3	2	4	2
11½ and under 11½	3	2	1	2		2	1
11½ and under 11½	2	1		1	2	1	
11½ and under 12	1	1		1		1	
12 and under 12½	1	1	4	1	3	4	3
12½ and under 13	1	1	1	1	2	1	
13 and under 13½	2	2	3	4	3	2	2
13½ and under 14		2	1	1	1	1	1
Total	21	21	20	21	20	19	14
<i>Conductors: Extra.</i>							
1½ and under 2	1		1	4	1	1	1
3 and under 3½						1	
3½ and under 4	2	1	2	2	2		
4 and under 4½	1	1		2	1		
4½ and under 5	2	3	2	1	2	2	1
5 and under 5½	1	1	1	2	2	1	
5½ and under 6	1	2	3	1	2	2	
6 and under 6½	5	2	2	5			
6½ and under 7	2	1	1		1	1	
7 and under 7½		1	1			1	
7½ and under 8			1		1		
8½ and under 9				1		2	
9 and under 9½	1	1				1	
9½ and under 10			1	1			
10 and under 10½				1		1	2
10½ and under 11		1				1	2
11 and under 11½		1			1		1
11½ and under 12							1
12 and under 12½	1	1					
12½ and under 13						1	1
13 and under 13½		1	1				
13½ and under 14							3
14½ and under 15					1	1	1
15 and under 15½	1				1	1	
15½ and under 16							1
16½ and under 17						1	
Total	17	17	17	19	18	18	14

DAVENPORT, IOWA.

[The data used here are for time on duty to the nearest 5 minutes except that for extra conductors the time includes 15 minutes for making out reports.]

<i>Motormen; Regular.</i>							
Under 6		1	1		2	1	2
6 and under 6½							2
6½ and under 7							2
8 and under 8½							2
8½ and under 8½							6
8½ and under 8½							1
8½ and under 9					1		1
9 and under 9½	3	3	3	2	2	3	16
9½ and under 9½							6
9½ and under 9½							4
9½ and under 9½	5	5	4	4	5	7	4
9½ and under 10	25	21	24	23	24	23	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DAVENPORT, IOWA—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
10 and under 10½	19	20	21	19	16	16	7
10½ and under 10¾	7	7	6	7	5	4	2
10¾ and under 10¾	6	8	7	8	6	7	3
10¾ and under 11	1		1	2	2		1
11 and under 11½						2	
11½ and under 11¾						1	
11¾ and under 12					1		
12 and under 12½						2	
12½ and under 13		1					
13 and under 13½							
13½ and under 14							
Total	66	66	67	65	64	66	65
<i>Motormen: Extra.</i>							
1 and under 1½	1	2		1			
1½ and under 2			1	1	1		
2 and under 2½		1		1	1	1	
3 and under 3½						1	
3½ and under 4	1			1		2	
4 and under 4½							1
4½ and under 5							3
7½ and under 8	1						
8 and under 8½		1					2
9 and under 9½							2
9½ and under 10	2	5	4	1	1		2
10 and under 10½	3	1	2	3	2	4	5
10½ and under 11	2	2	3	3	3	3	1
11 and under 11½					5	2	1
11½ and under 12			1	1	1	1	
12½ and under 13	2	3	2	3	2	2	2
13 and under 13½						1	
13½ and under 14				1			
15 and under 16½		1					
Total	12	16	13	17	16	17	17
<i>Conductors: Regular.</i>							
Under 6			1			1	6
6 and under 6½							1
6½ and under 7					1		2
7 and under 7½				1			
7½ and under 8	1						
8 and under 8½						1	1
8½ and under 8¾							6
8¾ and under 8¾							1
8¾ and under 9						1	
9 and under 9½	3	3	3	2	3	4	17
9½ and under 9¾							5
9¾ and under 9¾	4	5	5	4	5	6	4
9¾ and under 10	23	24	23	23	25	20	10
10 and under 10½	18	18	16	17	17	14	6
10½ and under 10¾	7	5	7	7	5	2	2
10¾ and under 10¾	7	8	9	10	7	9	4
10¾ and under 11	1						1
11 and under 11½							1
11½ and under 11½						2	
11½ and under 11¾						1	
11¾ and under 12						1	
12 and under 12½						2	
14½ and under 15					1		
Total	64	63	64	64	64	64	67
<i>Conductors: Extra.</i>							
1 and under 1½	1						
1½ and under 2		2		1	2		
2 and under 2½		1	1		1		
3 and under 3½				1			
3½ and under 4					1	2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DAVENPORT, IOWA—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
4 and under 4½	1	1	1	1	1		
4½ and under 5							2
6 and under 6½						1	2
8 and under 8½							1
8½ and under 9				1			4
9½ and under 10	1			1			1
10 and under 10½	7	6	9	7	4	7	3
10½ and under 11	3	2	1		4	1	3
11 and under 11½			1	1			
11½ and under 12		1					
12 and under 12½				1	1		
12½ and under 13						1	
13 and under 13½			1			1	
Total	13	14	14	14	14	13	14

DENVER, COLO.

[The data used here are for actual time on duty, except that for extra men making regular runs the time includes 10 minutes' "reporting time."]

<i>Motormen: Regular.</i>							
Under 6	9	5	10	9	5	7	17
6 and under 6½	2	2	2	3		2	5
6½ and under 7	1		3	2	1	3	5
7 and under 7½	1	1	2	1			4
7½ and under 8	2	2	2		4		13
8 and under 8½	1	1	2				12
8½ and under 8¾	2	3	2	3	1	1	6
8¾ and under 8½	1	1		1	2	2	4
8½ and under 9	9	5	3	5	5	5	10
9 and under 9½	15	16	15	14	14	15	5
9½ and under 9¾	8	16	13	14	13	13	9
9¾ and under 9½	11	8	8	8	11	9	9
9½ and under 10	15	20	20	17	16	15	17
10 and under 10½	18	17	18	19	15	14	7
10½ and under 10¾	21	19	19	19	26	13	8
10¾ and under 10½	21	20	21	21	21	15	6
10½ and under 11	16	18	15	15	18	16	8
11 and under 11½	14	13	13	14	12	14	5
11½ and under 11¾	10	11	9	9	9	13	7
11¾ and under 11½	12	10	9	8	14	14	6
11½ and under 12	7	8	8	8	9	9	10
12 and under 12½	13	16	11	15	15	18	19
12½ and under 13	3	6	5	4	4	3	7
13 and under 13½						2	2
13½ and under 14	1					5	
14 and under 14½				1			
14½ and under 15	1					3	
15 and under 15½			1				
Total	214	218	211	210	215	212	201
<i>Motormen: Extra.</i>							
1 and under 1½	2		2		1	2	
1½ and under 2		2	1	1	5	5	3
2 and under 2½	5	1	3	1	5	2	
2½ and under 3	4	2	7	7	7	1	
3 and under 3½		1	1		3		1
3½ and under 4				1	2	1	2
4 and under 4½	1	4	2	2	4	1	
4½ and under 5	2	3	3	4	2		1
5 and under 5½	1	2		1	1		1
5½ and under 6				1	2	1	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DENVER, COLO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
6 and under 6½		1		1		1	2
6½ and under 7	1	1	1	2	1	3	1
7 and under 7½	1	4	1	3		4	3
7½ and under 8	3	2	1	3	1		5
8 and under 8½	1	1	2			6	7
8½ and under 9		2	1		2	1	2
9 and under 9½	2	1	3	3	5	5	5
9½ and under 10	5	4	8	2	7	6	10
10 and under 10½	9		7	5	5	6	5
10½ and under 11	4	10	10	11	4	6	4
11 and under 11½	8	5	5	5	4	7	1
11½ and under 12	7	6	4	8	2	5	7
12 and under 12½	5	2	4	3	4	1	2
12½ and under 13	2	1	3	2	1	4	4
13 and under 13½	1	1			1	1	
13½ and under 14						2	1
14 and under 14½			1				3
14½ and under 15						2	
15 and under 15½			1				
15½ and under 16	1						
16 and under 16½			2			1	
Total	65	61	68	68	69	74	72
<i>Conductors: Regular.</i>							
Under 6	10	8	10	8	6	11	16
6 and under 6½	1		1	2	2	2	3
6½ and under 7	1		1	1	4	3	6
7 and under 7½	2	1	1	1	1	4	6
7½ and under 8	2	4	4		2	2	10
8 and under 8½		1				1	11
8½ and under 9	1	4	2	3	2	2	6
9 and under 9½	6	7	3	3	2	4	6
9½ and under 9½	17	17	18	6	7	5	5
9½ and under 9½	16	15	16	19	17	14	14
9½ and under 9½	8	8	8	8	9	10	13
9½ and under 9½	20	18	17	21	19	16	15
10 and under 10½	20	19	19	17	17	12	9
10½ and under 10½	22	19	22	18	23	14	6
10½ and under 10½	20	18	22	17	18	14	9
10½ and under 11	21	19	18	16	16	14	2
11 and under 11½	13	15	12	14	14	15	4
11½ and under 11½	10	7	11	9	6	13	8
11½ and under 11½	9	8	5	12	13	10	8
11½ and under 12	8	10	11	9	4	6	8
12 and under 12½	11	13	10	12	12	15	14
12½ and under 13	4	5	5	3	3	2	4
13 and under 13½			1			2	2
13½ and under 14						5	
14 and under 14½						1	1
14½ and under 15						2	
16½ and under 17	1						
17½ and under 18						1	
Total	224	220	219	215	214	215	188
<i>Conductors: Extra.</i>							
Under 1			1		1	1	
1 and under 1½	10	7	10	10	11	6	2
1½ and under 2	5	5	5	6	7	8	5
2 and under 2½	10	9	10	14	8	5	1
2½ and under 3	16	16	19	15	15	12	2
3 and under 3½	14	9	8	10	11	7	4
3½ and under 4	6	7	7	6	3	6	2
4 and under 4½	8	12	9	13	12	6	3
4½ and under 5	7	2	9	8	11	5	6
5 and under 5½	9	11	7	8	13	3	9
5½ and under 6	4	7	6	7	1	6	6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DENVER, COLO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
6 and under 6½	2	1			1	3	3
6½ and under 7	10	12	11	10	10	10	6
7 and under 7½	2	2	2	2	2	8	9
7½ and under 8	2	2	1	3	1	1	4
8 and under 8½			1	1		10	18
8½ and under 9	2	1	2	3	2	4	8
9 and under 9½			1	1	4	9	8
9½ and under 10	5	6	7	4	5	4	7
10 and under 10½	2	10	6	7	4	9	10
10½ and under 11	7	8	3	10	10	8	7
11 and under 11½	4	6	8	3	4	6	5
11½ and under 12	6	3	6	2	4	4	6
12 and under 12½	6	5	5	3	7	5	7
12½ and under 13	1			1	2	2	6
13 and under 13½	1					2	
13½ and under 14					1	1	1
14 and under 14½				1			
15 and under 15½	1		1			1	
16 and under 16½			1				
16½ and under 17						1	1
17½ and under 18						1	
Total	140	141	146	148	150	148	146

DES MOINES, IOWA.

[The data used here are for actual time on duty, except that for extra men making regular runs the time includes 5 minutes' "reporting time."]

<i>Motormen: Regular.</i>							
Under 6		2	2	2	8	5	1
6½ and under 7						1	
7 and under 7½	2	1	2	2	1		1
7½ and under 8							5
8 and under 8½					1		12
8½ and under 8¾	1	2	1	2	1	1	5
8¾ and under 9	9	9	8	8	7	8	19
9 and under 9½	24	24	20	23	23	22	29
9½ and under 9¾	25	22	24	23	20	19	12
9¾ and under 9½	19	14	15	17	19	16	10
9½ and under 10	22	22	22	21	22	27	8
10 and under 10½	14	15	14	21	17	16	14
10½ and under 10¾	7	6	8	8	6	7	6
10¾ and under 10½	5	4	5	3	2	5	1
10½ and under 11	2	2	3	2	2	2	1
11 and under 11½	1	1	1	1	1		1
11½ and under 11¾	3	4	4	4	4	4	2
11¾ and under 11½	2	2	2	2	2	4	2
11½ and under 12	1	1		1			
12 and under 12½	2	2	3	2	2	2	2
12½ and under 13		1				3	
13 and under 13½					1		
14 and under 14½					1		
Total	139	134	134	141	140	142	129
<i>Motormen: Extra.</i>							
1 and under 1½	1					1	
1½ and under 2	1					1	
2 and under 2½	2					3	
2½ and under 3				1	1		
3 and under 3½	1	2	2				1
3½ and under 4							1
4 and under 4½	1						1
4½ and under 5							2
5½ and under 6	1	1	1	1	2	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DES MOINES, IOWA—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
6½ and under 7.			1				
7 and under 7½.			1				
7½ and under 8.					1		
8 and under 8½.							3
8½ and under 9.			1				4
9 and under 9½.	3	6	7	3	5	3	9
9½ and under 10.	1	4	3	3	6	3	6
10 and under 10½.	5	6	2	4	4	2	4
10½ and under 11.	2	2	2	6	1	4	1
11 and under 11½.	8	6	6	4	6	8	
11½ and under 12.	3	4	4	3	8	1	1
12 and under 12½.	1	2	2			2	
Total.....	30	33	32	31	34	34	28
<i>Conductors: Regular.</i>							
Under 6.	3	3	1	6		9	
7 and under 7½.	1		1	1	7		
7½ and under 8.							1
8 and under 8½.					1		5
8½ and under 8¾.							13
8¾ and under 8½.		1	2	2	2	1	5
8½ and under 9.	6	8	7	7	7	8	19
9 and under 9½.	22	19	20	21	20	16	24
9½ and under 9¾.	23	27	26	24	21	22	17
9¾ and under 9½.	18	14	13	11	16	18	10
9½ and under 10.	24	21	24	24	25	28	7
10 and under 10½.	18	17	16	20	20	17	13
10½ and under 10¾.	7	9	9	7	7	8	6
10¾ and under 10½.	3	4	4	4	3	5	1
10½ and under 11.	2	1	3	1	3	2	1
11 and under 11½.	2	2	1	1	1	1	1
11½ and under 11¾.	3	3	4	2	2	2	1
11¾ and under 11½.	2	2	2	3	2	3	3
11½ and under 12.	1	1		1		1	
12 and under 12½.	1	2	2	2	1	2	
12½ and under 13.						2	
13½ and under 14.					1		
Total.....	136	134	135	137	141	145	126
<i>Conductors: Extra.</i>							
1 and under 1½.						1	
1½ and under 2.	1	1			1		
2 and under 2½.	4	5	6	4	3	3	
2½ and under 3.		1					
3 and under 3½.	1		1	1		1	
3½ and under 4.						2	
4 and under 4½.				1			
5 and under 5½.						1	
5½ and under 6.	1	1	1	1		1	
6 and under 6½.	1	1			2		
7 and under 7½.	1	1		1	1	1	
7½ and under 8.	1				2		
8 and under 8½.					1		
8½ and under 9.			1				4
9 and under 9½.	4	2	4	6	1	5	2
9½ and under 10.	6	7	6	5	4		11
10 and under 10½.	7	6	4	5	2	6	6
10½ and under 11.	2	4	1	2	4	3	
11 and under 11½.	2	3	6	7	4	4	
11½ and under 12.	3	6	3	4	6	5	1
12 and under 12½.	1		2		1	1	1
12½ and under 13.	1		1	1			
13 and under 13½.					1		1
17½ and under 18.					1		
Total.....	36	37	36	38	35	34	32

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DETROIT, MICH.

[The data used here are for actual time on duty except that for extra men making regular runs the time includes 10 minutes' "reporting time."]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Regular.</i>							
Under 6.....	21	28	23	21	22	21	49
6 and under 6½.....	.....	1	2	1	1	2	31
6½ and under 7.....	4	5	3	6	7	2	60
7 and under 7½.....	6	5	5	7	10	2	121
7½ and under 8.....	21	13	20	16	22	9	125
8 and under 8½.....	53	43	48	46	42	10	55
8½ and under 8¾.....	61	67	68	59	62	18	108
8¾ and under 8½.....	79	76	79	88	76	21	67
8½ and under 9.....	58	56	58	60	56	39	55
9 and under 9½.....	103	95	97	101	97	85	29
9½ and under 9¾.....	128	137	128	134	134	124	27
9¾ and under 9½.....	109	109	110	112	111	110	28
9½ and under 10.....	99	99	98	94	99	138	20
10 and under 10½.....	68	68	58	61	63	80	11
10½ and under 10¾.....	32	37	37	38	37	79	7
10¾ and under 10½.....	20	18	14	14	18	58	4
10½ and under 11.....	9	10	8	9	5	36	3
11 and under 11½.....	1	6	.....	3	1	16	2
11½ and under 11¼.....	2	4	4	4	3	11	2
11¼ and under 11½.....	1	2	1	1	2	5	2
11½ and under 12.....	2	.....	2	1	.....	4	1
12 and under 12½.....	1	2	2	4	2	6	2
12½ and under 13.....	3	3	5	1	3	4	.....
13 and under 13½.....	.....	1	.....	1	1	1	.....
13½ and under 14.....	1	.....	2	.....	.....	2	.....
14 and under 14½.....	.....	.....	2	.....	.....	2	.....
14½ and under 15.....	.....	.....	1	.....	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	1	.....	.....	.....	.....
Total.....	882	885	876	882	874	887	809
<i>Motormen: Extra.</i>							
Under 1.....	2	.....	.....	.....	.....	.....	1
1 and under 1½.....	2	5	2	2	.....	2	.....
1½ and under 2.....	.....	1	1	.....	.....	.....	.....
2 and under 2½.....	3	1	1	2	.....	2	2
2½ and under 3.....	.....	1	.....	.....	.....	1	.....
3 and under 3½.....	2	.....	.....	.....	1	3	1
3½ and under 4.....	2	.....	3	4	4	.....	1
4 and under 4½.....	1	4	1	1	.....	.....	1
4½ and under 5.....	1	1	.....	2	2	.....	1
5 and under 5½.....	2	.....	1	1	1	1	2
5½ and under 6.....	2	1	1	1	1	3	2
6 and under 6½.....	4	4	4	4	1	2	6
6½ and under 7.....	3	2	1	2	2	2	7
7 and under 7½.....	5	8	4	6	6	1	17
7½ and under 8.....	5	6	5	7	4	6	29
8 and under 8½.....	35	27	37	36	36	9	34
8½ and under 9.....	36	35	34	32	27	15	30
9 and under 9½.....	37	34	27	24	27	32	29
9½ and under 10.....	26	22	28	33	29	38	14
10 and under 10½.....	18	23	23	18	23	25	5
10½ and under 11.....	5	6	6	7	6	15	3
11 and under 11½.....	5	7	7	5	7	12	.....
11½ and under 12.....	.....	4	2	2	2	15	.....
12 and under 12½.....	2	6	2	2	3	5	2
12½ and under 13.....	.....	1	1	2	.....	3	.....
13 and under 13½.....	.....	1	.....	.....	.....	1	.....
13½ and under 14.....	.....	.....	1	.....	1	2	.....
14 and under 14½.....	.....	.....	1	.....	2	1	.....
15 and under 15½.....	.....	.....	.....	.....	2	1	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
16 and under 16½.....	.....	.....	.....	.....	2	1	.....
16½ and under 17.....	.....	.....	.....	.....	.....	.....	1
18 and over.....	.....	.....	.....	.....	1	2	.....
Total.....	200	200	193	192	188	200	188

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

DETROIT, MICH.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	19	24	23	15	24	22	43
6 and under 6½.....	4	1	3	.....	1	2	26
6½ and under 7.....	5	2	.....	2	2	5	68
7 and under 7½.....	9	5	3	5	6	4	106
7½ and under 8.....	17	13	15	19	19	14	109
8 and under 8½.....	47	45	57	52	44	7	65
8½ and under 8¾.....	58	56	55	53	61	19	101
8¾ and under 8¾.....	82	73	80	74	73	15	62
8¾ and under 9.....	53	60	57	54	58	46	50
9 and under 9½.....	93	97	92	93	95	72	36
9½ and under 9½.....	131	123	128	141	124	120	31
9½ and under 9½.....	106	106	110	113	99	108	33
9½ and under 10.....	97	104	95	91	105	131	15
10 and under 10½.....	59	60	57	56	61	74	6
10½ and under 10½.....	29	36	34	33	39	78	6
10½ and under 10½.....	22	19	18	13	15	51	7
10½ and under 11.....	16	9	7	12	6	38	4
11 and under 11½.....	3	4	2	3	3	16	3
11½ and under 11½.....	2	3	1	3	5	9	2
11½ and under 11½.....	3	.....	2	3	4	8	1
11½ and under 12.....	.....	2	1	1	.....	5	.....
12 and under 12½.....	.....	3	3	1	1	8	1
12½ and under 13.....	1	.....	2	.....	1	5	.....
13 and under 13½.....	.....	.....	1	1	1	3	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	.....	1	1	.....	.....	1	.....
15 and under 15½.....	.....	.....	.....	.....	1	1	.....
15½ and under 16.....	.....	.....	.....	.....	1	.....	.....
16 and under 16½.....	.....	.....	.....	.....	.....	.....	1
Total.....	856	846	848	838	849	863	776
<i>Conductors: Extra.</i>							
Under 1.....	1	.....	2	2	2	.....	.....
1 and under 1½.....	2	3	1	3	3	4	.....
1½ and under 2.....	2	1	.....	1	1	1	.....
2 and under 2½.....	2	1	2	1	2	1	.....
2½ and under 3.....	.....	1	.....	.....	.....	.....	.....
3 and under 3½.....	.....	.....	1	1	.....	1	.....
3½ and under 4.....	2	.....	.....	1	1	1	.....
4 and under 4½.....	.....	1	1	.....	2	.....	.....
4½ and under 5.....	1	1	1	2	1	2	2
5 and under 5½.....	2	3	1	1	.....	1	.....
5½ and under 6.....	.....	3	.....	.....	.....	.....	.....
6 and under 6½.....	3	3	5	6	2	1	4
6½ and under 7.....	2	4	7	3	5	2	8
7 and under 7½.....	6	7	10	4	8	1	10
7½ and under 8.....	7	8	9	9	7	3	46
8 and under 8½.....	32	31	30	32	29	8	31
8½ and under 9.....	46	45	39	35	44	19	43
9 and under 9½.....	29	22	44	33	39	30	18
9½ and under 10.....	34	29	24	24	21	44	12
10 and under 10½.....	23	25	16	30	25	33	7
10½ and under 11.....	4	4	9	10	6	20	4
11 and under 11½.....	3	4	2	1	2	8	3
11½ and under 12.....	1	3	2	1	4	11	1
12 and under 12½.....	2	4	.....	3	1	9	1
12½ and under 13.....	.....	1	1	.....	1	2	1
13 and under 13½.....	.....	.....	2	2	.....	4	1
13½ and under 14.....	.....	.....	.....	2	2	.....	.....
14½ and under 15.....	.....	1	1	.....	.....	1	.....
15 and under 15½.....	.....	.....	1	1	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	1
16 and under 16½.....	.....	.....	.....	.....	.....	.....	1
17½ and under 18.....	.....	.....	1	.....	.....	.....	.....
Total.....	204	205	210	208	208	208	194

676 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

EVANSVILLE, IND.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	1	2	1	1		1	2
6 and under 6½.....							1
6½ and under 7.....				1			
7 and under 8.....						2	
8 and under 8½.....							1
8½ and under 9.....						1	
9 and under 9½.....							3
9½ and under 10.....	2	2	2	2	2	3	3
10 and under 10½.....	6	4	5	6	5	6	7
10½ and under 10¾.....	7	7	7	6	8	5	4
10¾ and under 10¾.....	3	4	3		3	3	2
10¾ and under 11.....	13	12	11	11	11	10	5
11 and under 11½.....	2	6	6	6	6	5	6
11½ and under 11¾.....	7	8	8	8	7	9	5
11¾ and under 11¾.....	3	3	3	2	1	3	2
11¾ and under 12.....	2	3	4	3	2	2	3
Total.....	46	51	50	46	45	50	44
<i>Motormen: Extra.</i>							
1 and under 1½.....	3	6	3	2	3		
1½ and under 2.....				1	1		1
2 and under 2½.....	1					2	
2½ and under 3.....					1	1	
3 and under 4.....		2	1				
4 and under 4½.....	1	1	1	2			1
4½ and under 5.....	1	1					
5 and under 5½.....					1	2	
5½ and under 6.....			1				
6 and under 6½.....						1	
6½ and under 7.....		2				2	
7 and under 7½.....	1						
7½ and under 8.....			1	1		2	1
8 and under 8½.....				1			
8½ and under 9.....							1
9 and under 9½.....							3
9½ and under 10.....						2	1
10 and under 10½.....	2	1	3	2	2	2	5
10½ and under 11.....	2	1	3	6	4	2	3
11 and under 11½.....	5	3	1	1	1	1	1
11½ and under 12.....				1	2	1	1
12 and under 12½.....							1
12½ and under 13.....					1		
Total.....	16	17	14	17	16	16	18
<i>Conductors: Regular.</i>							
Under 6.....		4	2	1	1	2	
6 and under 6½.....				1			1
6½ and under 7.....							1
7 and under 7½.....	1						
7½ and under 8.....	1					2	1
8 and under 8½.....							1
8½ and under 9.....						1	
9 and under 9½.....							2
9½ and under 10.....	1	2	2	2	2	3	3
10 and under 10½.....	6	4	6	6	6	7	9
10½ and under 10¾.....	8	7	5	5	7	4	3
10¾ and under 10¾.....	3	5	2	3	3	3	3
10¾ and under 11.....	10	8	12	10	11	12	8
11 and under 11½.....	5	8	6	6	6	5	5
11½ and under 11¾.....	8	7	8	9	8	8	8
11¾ and under 11¾.....	2	3	3	3	2	3	3
11¾ and under 12.....	2	3	3	2	3	2	1
12 and under 12½.....							1
Total.....	47	51	49	48	49	52	50

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

EVANSVILLE, IND.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1½	1	1	1	1	3		1
1½ and under 2							
2 and under 2½	1	1				2	
3 and under 3½			1				
3½ and under 4	1	1	1	1	1		
4 and under 4½	1				1		
4½ and under 5		1					
5 and under 5½			1			1	1
5½ and under 6			1				
6 and under 6½						1	1
6½ and under 7		1				2	2
7 and under 8	1	1		1		3	
8 and under 8½							1
8½ and under 9		1					
10 and under 10½	3	4	4	5	2	3	1
10½ and under 11	3	1	3	5	4	1	5
11 and under 11½	2	1	1	3	4	2	3
11½ and under 12	3	1	1	1	1		1
12 and under 12½			1				
12½ and under 13		1					
Total	16	16	15	17	16	16	16

GRAND RAPIDS, MICH.

[The data used here are for time on duty to the nearest quarter hour.]

<i>Motormen: Regular.</i>							
Under 6	1	7	3	3	6	2	8
6 and under 6½	2	3	4	3	1	3	
6½ and under 7	1		2	2	2	2	1
7 and under 7½		1	1	1			1
7½ and under 8	3	1	1			1	
8 and under 8½	1	1	1	2	1	1	3
8½ and under 8¾		2	1	2	1	3	1
8¾ and under 9		2	5	4	4	2	2
9 and under 9½	8	5	7	7	4	5	5
9½ and under 9¾	7	9	7	10	10	9	13
9¾ and under 9¾	4	7	13	15	14	12	17
9¾ and under 9¾	6	18	20	22	24	16	19
9¾ and under 10	13	21	19	18	18	16	11
10 and under 10½	8	12	7	8	9	10	11
10½ and under 10¾	10	2	2	3	3	8	8
10¾ and under 10¾	7	5	3	4	4	3	4
10¾ and under 11	7	6	7	5	4	7	2
11 and under 11½	10	7	8	4	7	2	5
11½ and under 11¾	8	1		1	1	3	1
11¾ and under 11¾	3					3	5
11¾ and under 12	3	1					1
12 and under 12½	7	4	2		2	4	1
12½ and under 13	7	1			2	1	2
13 and under 13½	7	2	2		3	5	
13½ and under 14	4				1	1	
14 and under 14½						2	
14½ and under 15	1		1				1
15 and under 15½	1						1
15½ and under 16	1						
Total	130	118	116	114	121	121	123

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

GRAND RAPIDS, MICH.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½						1	
1½ and under 2	1	1	1	1	1	1	
2 and under 2½				1			
2½ and under 3	1		1				
3½ and under 4	1	1		1			
4 and under 4½			1		1		
4½ and under 5		1					1
5 and under 5½		1			1		
5½ and under 6		1	1	1	2	1	
6 and under 6½	1				2		
6½ and under 7	1	5	4	8	10	9	6
7 and under 7½	1				1		2
7½ and under 8	1		3			1	1
8 and under 8½		1			1		2
8½ and under 9	1	2	1			2	
9 and under 9½	2	3	4	3	2	3	4
9½ and under 10	1	3	3	3	4	3	3
10 and under 10½	4	2	2	4	1	1	3
10½ and under 11	2	2	4	4	1	1	1
11 and under 11½	4	4	2	2	1	1	2
11½ and under 12	1	1	1	1	1	1	1
12 and under 12½	3	1	2	1	2	2	1
12½ and under 13	1	1		1			1
13 and under 13½	2	1				1	
13½ and under 14	1						
14 and under 14½	1						
14½ and under 15	1						
15 and under 15½	1						
15½ and under 16	1						
Total	32	31	30	31	31	28	28
<i>Conductors: Regular.</i>							
Under 6	1	8	4	8	4	7	8
6 and under 6½			2			1	1
6½ and under 7		1					1
7 and under 7½			1	1	2	1	2
7½ and under 8		1		2			1
8 and under 8½	1					2	1
8½ and under 8¾	1	2	3	1	3	1	4
8¾ and under 8½	1		3	4		3	1
8½ and under 9	1	4	3	3	4	1	4
9 and under 9½	4	8	6	6	9	6	10
9½ and under 9¾	8	16	11	15	14	13	16
9¾ and under 9½	5	18	15	17	15	19	19
9½ and under 10	11	19	20	20	18	16	13
10 and under 10½	9	8	9	10	9	8	13
10½ and under 10¾	6	6	7	5	7	6	6
10¾ and under 10½	5	3	3	4	2	3	6
10½ and under 11	7	6	6	7	10	5	4
11 and under 11½	7	4	9	4	6	3	3
11½ and under 11¾	8	1		1		2	2
11¾ and under 11½	5	1				2	4
11½ and under 12	3	1	1	1	1		
12 and under 12½	8	1	1			2	
12½ and under 13	9	1					1
13 and under 13½	8	1			1	3	
13½ and under 14	3					1	
14 and under 14½	3						
14½ and under 15	1		1				
15 and under 15½	2					1	
16 and under 16½	5						
Total	122	110	105	109	105	106	120

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

GRAND RAPIDS, MICH.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1½							1
1½ and under 2					1	1	
2 and under 3			1		1		
3 and under 4					1		
4 and under 4½				1			
4½ and under 5		1					
5 and under 6					1		
6 and under 6½			1			1	1
6½ and under 7		12	5	8	8	6	4
7 and under 7½		2	1	1	1	1	1
7½ and under 8		1	1	1		1	1
8 and under 8½					3		
8½ and under 9	1	3	3	1	1	7	3
9 and under 9½	4	4	4	3	5	6	2
9½ and under 10		4	5	4	2	3	9
10 and under 10½	13	4	3	4	2	2	1
10½ and under 11	2	2	4	2	3		2
11 and under 11½	2	4	3	4		2	3
11½ and under 12	1		2	2	4	3	1
12 and under 12½		1	1	1	1	2	1
12½ and under 13	3	1				1	
13 and under 13½	2	1		1	2		
13½ and under 14	2		1	1		1	
14 and under 14½	2						
15 and under 15½	3						
Total	40	40	35	34	36	38	37

HOUSTON, TEX.

[The data used here are for time on duty to the nearest 5 minutes.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	5	5	10	10	6	8	6
6 and under 6½			1		1	2	
6½ and under 7			1		1	1	
7 and under 7½	1				1		1
7½ and under 8	1	1	1		1	1	5
8 and under 8½						1	2
8½ and under 8¾	1			1	2	2	5
8¾ and under 9				2	2	2	3
9 and under 9½		2				3	5
9½ and under 9¾	4	4	3	4	3	6	8
9¾ and under 10	4	5	5	3	4	4	4
10 and under 10½	4	5	3	4	2	3	1
10½ and under 10¾	6	2	2	5	7	3	3
10¾ and under 11	7	9	8	6	10	3	7
11 and under 11½	12	13	5	6	5	3	4
11½ and under 11¾	12	8	8	7	9	10	10
11¾ and under 12	6	8	3	7	5	5	6
12 and under 12½	12	17	15	14	13	17	14
12½ and under 12¾	10	8	9	7	6	4	5
12¾ and under 13	11	7	8	9	10	5	8
13 and under 13½	6	4	6	5	5	5	5
13½ and under 13¾	12	7	11	15	15	18	13
13¾ and under 14	6	5	4	3	4	7	1
14 and under 14½	2	1	1	2	1	2	3
14½ and under 15			1	1	1	1	1
15 and under 15½	1		1	1	1	2	
Total	118	111	106	112	115	115	119

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

HOUSTON, TEX.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½				1			
1½ and under 2	2	1		2	3		
2 and under 2½	3	1	1	2	4		
2½ and under 3	3					2	1
3 and under 3½	2	1				1	
3½ and under 4	3	1			2	1	
4 and under 4½	1	1	1	2			1
4½ and under 5	1	2	1	3	1		1
5 and under 5½		1	1	2	1		
5½ and under 6	2	2	2	2		1	
6 and under 6½	5	1	2	1	3		1
6½ and under 7		1		1	1	2	
7 and under 7½	2	2	2	1	4	2	1
7½ and under 8	2	1	2	3	2	1	1
8 and under 8½	2	2	1	1	2	3	3
8½ and under 9			3	1	1	3	1
9 and under 9½	1	3	4	1	1	3	6
9½ and under 10		3	3	2	1	2	6
10 and under 10½	5	5	6	8	5	7	5
10½ and under 11	3	1	3	2	2	3	4
11 and under 11½	6	8	6	8	6	5	6
11½ and under 12	1	6	3	1	4	5	5
12 and under 12½	2	5	7	5	2	6	3
12½ and under 13		1	1	1	2	2	2
13 and under 13½		1	1			3	1
13½ and under 14		2				2	
14 and under 14½							1
15 and under 15½	1						
15½ and under 16		1					
16 and under 16½			1			1	
17½ and under 18		1					
Total	47	53	51	149	48	55	50
<i>Conductors: Regular.</i>							
Under 6	7	5	15	11	7	11	3
6 and under 6½		2	1	1		2	
6½ and under 7		2			4	4	1
7 and under 7½					3	2	1
7½ and under 8	1			1			2
8 and under 8½			1				5
8½ and under 8¾		1		1		3	2
8¾ and under 8½		1	1	3	1	1	2
8½ and under 9				1		2	6
9 and under 9½	3	4	1	1	1	3	5
9½ and under 9¾	2	3	1	3	3	2	4
9¾ and under 9½	2	4	2	1	2	1	2
9½ and under 10	7	4	3	4	6	3	1
10 and under 10½	5	6	7	8	6	6	7
10½ and under 10¾	5	6	2	5	5	2	2
10¾ and under 10½	14	8	5	7	9	8	8
10½ and under 11	3	7	5	4	6	4	2
11 and under 11½	13	14	14	12	11	16	8
11½ and under 11¾	11	7	10	9	8	4	7
11¾ and under 11½	10	7	5	7	7	8	4
11½ and under 12	4	5	5	4	6	2	6
12 and under 12½	11	8	13	12	11	15	13
12½ and under 13	7	6	3	5	3	7	2
13 and under 13½	2	2	3	2	3	2	2
13½ and under 14		1		1		1	1
14 and under 15						2	
15½ and under 16	1	1	2	1	1		
Total	108	104	99	104	103	111	96

1 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

HOUSTON, TEX.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1½	1	1	1	1	1		
1½ and under 2	3			5	6	2	
2 and under 2½	2	2	1	2	7	1	
2½ and under 3	2			3	1	2	
3 and under 3½	2	2			1		
3½ and under 4	5	1	3	1	2		1
4 and under 4½	4	3			1	2	
4½ and under 5	2	2	2	3	2		1
5 and under 5½	1	2		3			
5½ and under 6	1	1	1	4	1		3
6 and under 6½	4	4	2	2	1	2	
6½ and under 7	2	2	2		1		1
7 and under 7½	3	3	6	1	3	3	
7½ and under 8	1		3	6	5	1	
8 and under 8½	2	5	4	2	2	3	12
8½ and under 9	3		3	1		4	5
9 and under 9½	3		3	3	4	5	1
9½ and under 10	1	2	5	4		3	6
10 and under 10½	3	11	5	5	7	4	5
10½ and under 11	2	2	6	2	4	3	7
11 and under 11½	3	5	6	6	5	4	12
11½ and under 12	3	3	1	1	3	4	3
12 and under 12½	3	4	5	5	4	6	3
12½ and under 13		1	1			2	1
13 and under 13½	1	1				3	
13½ and under 14			1				1
14 and under 14½		1					
14½ and under 15			1		1		
15 and under 15½		1					
15½ and under 16		1				1	
17½ and under 18						1	
Total	57	60	62	62	62	60	62

INDIANAPOLIS, IND.

[The data used here are for actual time on duty except that for extra men making regular runs the time includes 20 to 30 minutes for meals on 40 per cent of the runs.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	13	9	10	6	4	5	5
6 and under 6½	1	1			1	1	1
6½ and under 7	1				1	4	3
7 and under 7½	1						2
7½ and under 8	3	4	4	4	2	2	
8 and under 8½	1	3	3	3	3		
8½ and under 8¾	2	2	3	2	2	1	1
8¾ and under 9	4	6	3	5	7	2	
9 and under 9½	4	4	3	4	4	3	3
9½ and under 9¾	6	7	5	6	6	3	
9¾ and under 9½	16	15	14	15	15	15	6
9½ and under 9½	17	15	17	15	18	8	
9½ and under 10	14	14	12	15	14	13	11
10 and under 10½	37	37	43	41	39	25	22
10½ and under 10¾	32	32	30	30	30	34	26
10¾ and under 10¾	37	36	36	37	39	24	23
10¾ and under 11	21	21	23	22	19	42	24
11 and under 11½	14	16	12	13	13	37	37
11½ and under 11¾	10	9	8	9	10	14	19
11¾ and under 11¾	2	2	2	2	2	7	9
11¾ and under 12							4
12 and under 12½	1	1	1	1			
12½ and under 12¾	1	1	1	1	1	1	
13½ and under 14		1					
15½ and under 16							1
Total	1 238	2 236	230	231	2 230	2 241	1 203

¹ Not including 2 who also did other work.

² Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

INDIANAPOLIS, IND.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2.....	1			2			
2 and under 2½.....	3	6	1	1	2	1	
2½ and under 3.....	1	2	3	1	3	7	
3 and under 3½.....	3	3	1	4	3	4	
3½ and under 4.....		2	2	2	2		
4 and under 4½.....	3	1	1	3	1	2	
4½ and under 5.....	12	8	10	9	9	2	
5 and under 5½.....	7	6	7	9	9	4	3
5½ and under 6.....	5	6	9	4	6	1	1
6 and under 6½.....	7	6	11	7	10	2	2
6½ and under 7.....	3	5	2	3	5	9	4
7 and under 7½.....	3	1	1	2	1	4	
7½ and under 8.....	3	2	3	3	3	2	2
8 and under 8½.....	3	1	1	2	3	5	1
8½ and under 9.....	4	1	6	3	2	6	2
9 and under 9½.....	7	6	9	11	9	5	12
9½ and under 10.....	9	5	7	6	4	7	5
10 and under 10½.....	8	10	3	9	13	12	12
10½ and under 11.....	8	10	15	9	9	16	21
11 and under 11½.....	9	9	8	10	10	14	21
11½ and under 12.....		3	3	3	1	6	8
12 and under 12½.....		1		1			1
12½ and under 13.....		1	1				1
13 and under 13½.....	1				1		
13½ and under 14.....	2	2		1	2	1	
14 and under 14½.....			1	2	1	2	
14½ and under 15.....			1				
17½ and under 18.....						1	
Total.....	102	1 99	2 108	3 107	1 110	3 113	4 96
<i>Conductors: Regular.</i>							
Under 6.....	8	14	8	9	12	5	5
6 and under 6½.....		3					1
6½ and under 7.....	2						7
7 and under 7½.....			1				1
7½ and under 8.....	4	1	2	4	3	2	1
8 and under 8½.....	4		2	2	3		1
8½ and under 8¾.....	3	4	3	3	3		1
8¾ and under 9.....	5	5	4	6	3	3	1
9 and under 9½.....	5	3	3	3	4	3	2
9½ and under 9¾.....	6	7	8	6	8	6	3
9¾ and under 10.....	14	12	14	13	15	11	8
10 and under 10½.....	15	13	12	12	15	9	7
10½ and under 11.....	14	16	17	16	16	12	7
11 and under 11½.....	29	32	31	30	28	19	16
11½ and under 12.....	36	34	29	30	35	33	30
12 and under 12½.....	29	28	28	26	28	24	23
12½ and under 13.....	30	31	34	33	32	41	25
13 and under 13½.....	17	17	16	17	19	45	32
13½ and under 14.....	10	7	9	9	9	11	19
14 and under 14½.....	3	2	4	4	2	13	12
14½ and under 15.....	1	2	1	1	1	1	5
15 and under 15½.....					1	2	
15½ and under 16.....		1					1
16 and under 16½.....	1			1			
Total.....	236	232	226	224	237	240	209
<i>Conductors: Extra (who did no other work).</i>							
1½ and under 2.....	1			1			
2 and under 2½.....	2	1	1	1			
2½ and under 3.....			3	2		1	
3 and under 3½.....	4	3	3	3	4		

1 Not including 2 who also did other work.

2 Not including 1 who also did other work.

3 Not including 3 who also did other work.

4 Not including 4 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

INDIANAPOLIS, IND.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
3½ and under 4.....	2		1	1	2	2	
4 and under 4½.....	2	1	2	3	1	2	
4½ and under 5.....	9	11	8	9	6	3	
5 and under 5½.....	6	5	5	6	9	2	3
5½ and under 6.....	6	8	4	3	7	2	
6 and under 6½.....	5	5	8	8	9	3	5
6½ and under 7.....	2	2	2	3	4	7	1
7 and under 7½.....	2	2				1	1
7½ and under 8.....	4	5	5	4	3	4	
8 and under 8½.....			2	1	1	3	
8½ and under 9.....	2	3	4	5	6	6	
9 and under 9½.....	7	9	7	9	5	4	3
9½ and under 10.....	5	5	5	5	3	7	6
10 and under 10½.....	7	10	13	9	10	11	16
10½ and under 11.....	8	6	7	11	12	15	20
11 and under 11½.....	8	10	9	8	8	14	11
11½ and under 12.....	3	4	2	2	2	1	12
12 and under 12½.....			1	1	1	1	3
12½ and under 13.....	2	1		1	2	1	
13 and under 13½.....		1	1	2		1	
13½ and under 14.....			1		1	3	
14 and under 14½.....	1	2	4	1	1		
15 and under 15½.....	1	1	1				
17½ and under 18.....						1	
Total.....	189	195	299	399	398	197	382

JACKSONVILLE, FLA.

[The data used here are for actual time on duty except that for extra men making regular runs the time includes 10 minutes' "reporting time."]

<i>Motormen: Regular.</i>							
Under 6.....	2	3	2	2	2	4	2
6 and under 6½.....			1		2		1
6½ and under 7.....	1		1				
7 and under 7½.....		1					
8 and under 8½.....					1		
8½ and under 9.....			1				
8½ and under 9½.....		1			1	1	
9 and under 9½.....	1	1	2	1	1	1	
9½ and under 10.....	1	1					
9½ and under 10½.....		1		2	1	3	1
10 and under 10½.....		1	1		1	1	1
10½ and under 10½.....	2	1	3	2	2	2	2
10½ and under 10½.....	6	4	4	4	4	5	8
10½ and under 11.....	9	11	12	9	7	5	13
11 and under 11.....	8	6	8	7	8	5	12
11½ and under 11½.....	9	15	12	12	9	12	12
11½ and under 11½.....	14	8	10	9	6	9	8
11½ and under 12.....	6	11	9	8	8	2	5
12 and under 12½.....	9	6	6	7	8	9	3
12½ and under 13.....		1				2	1
13 and under 13½.....				1		4	
13½ and under 14.....		1	1	1		2	
14 and under 14½.....						3	
15 and under 15½.....						1	
17 and under 17½.....				1			
Total.....	68	73	73	66	62	71	72

¹ Not including 2 who also did other work.
² Not including 3 who also did other work.

³ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

JACKSONVILLE, FLA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
Under 1.....	1	1					
2 and under 2½.....	2	3		3	1	1	
2½ and under 3.....	1	1	4	1			1
3 and under 3½.....					1		
3½ and under 4.....	1					1	
4 and under 5.....			1			1	
5 and under 5½.....			3		1		1
5½ and under 6.....	1	1	1		1		1
6 and under 6½.....	1	2	2		1	1	3
6½ and under 7.....		1	1	1	1	1	2
7 and under 7½.....			1	1	1	1	
7½ and under 8.....	4		1	2	1	1	2
8 and under 8½.....		2			1	1	2
8½ and under 9.....	1	1	1	2	2	3	1
9 and under 9½.....	1	1	1	1		1	1
9½ and under 10.....			1	2			2
10 and under 10½.....		1			1	1	3
10½ and under 11.....	2	1		1	2	1	2
11 and under 11½.....	4	6	3	8	5	5	6
11½ and under 12.....	5	7	5	6	7	3	3
12 and under 12½.....	4	3	4	7	6	3	1
12½ and under 13.....	2		1		2	2	
13 and under 13½.....	1						2
13½ and under 14.....	2			1	1	1	
14 and under 14½.....						4	
14½ and under 15.....						1	
15 and under 15½.....						1	
15½ and under 16.....						1	
16 and under 17.....				1		1	
18 and over.....							
Total.....	33	31	31	35	35	34	33
<i>Conductors: Regular.</i>							
Under 6.....	2	1	3	3	1	4	3
6 and under 6½.....		1					
6½ and under 7.....		1		1			
7 and under 8.....						1	1
8 and under 8½.....							1
8½ and under 8¾.....			1				
8¾ and under 9.....							1
9 and under 9½.....	2	1	2	1		1	1
9½ and under 9¾.....	1	1				1	
9¾ and under 9¾.....				1	1		
9¾ and under 10.....						3	
10 and under 10½.....	1	2		2		2	4
10½ and under 10¾.....	2	2	3	3	4	1	3
10¾ and under 10¾.....	6	1	4	4	3	4	6
10¾ and under 11.....	12	8	10	7	9	7	8
11 and under 11½.....	4	9	9	6	9	7	10
11½ and under 11¾.....	11	15	15	12	11	10	14
11¾ and under 11¾.....	12	11	10	7	12	7	7
11¾ and under 12.....	8	13	8	12	13	1	6
12 and under 12½.....	9	5	7	6	6	6	4
12½ and under 13.....		1	2	2		2	1
13 and under 13½.....	1				1	3	
13½ and under 14.....				1		3	
14 and under 14½.....						8	
14½ and under 17.....						1	
18 and over.....				1			
Total.....	71	73	74	69	72	72	73

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

JACKSONVILLE, FLA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
2 and under 2½	3	3	1	2	4	1	2
2½ and under 3	3	3	5	1	1		1
3 and under 3½		1			1	1	
3½ and under 4						2	
4 and under 4½		1					1
4½ and under 5				1			
5 and under 5½			1	1			1
5½ and under 6	1	1	1	1	1		2
6 and under 6½	2			1	1		3
6½ and under 7	1	1		1	1	1	1
7 and under 7½	1	2	1	1	1		
7½ and under 8	1	2	1	2	1	1	3
8 and under 8½	1	1					
8½ and under 9		1	2	1	1	3	1
9 and under 9½	1	1	2	2	1		
9½ and under 10	1				2		1
10 and under 10½				1		1	2
10½ and under 11	1	2	1			1	4
11 and under 11½	7	5	3	7	6	6	7
11½ and under 12	4	3	3	7	6	5	7
12 and under 12½	7	3	3	6	6	3	1
12½ and under 13	2	1			3	4	1
13 and under 13½	1					1	1
13½ and under 14		1	1	1		4	
14 and under 14½						3	
14½ and under 15						1	
15½ and under 16						2	
18 and over				1			
Total	37	32	28	37	36	40	39

KANSAS CITY, MO.

[The data used here are for actual time on duty (to the nearest 6 minutes) except that for extra men making regular runs the time includes 12 minutes allowed for making out reports.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	18	16	15	16	22	18	69
6 and under 6½	4			2	1		20
6½ and under 7	2	2			3	1	18
7 and under 7½	2			1			24
7½ and under 8	1		1			1	33
8 and under 8½	1			1		1	17
8½ and under 9	1	1		1			11
9 and under 9½	3		1		1		8
9½ and under 9	5	9	8	8	8	9	22
9½ and under 9½	11	13	11	14	6	13	37
9½ and under 9½	11	25	25	22	17	26	47
9½ and under 9½	12	22	29	29	19	25	32
9½ and under 10	29	34	34	34	29	33	48
10 and under 10½	78	82	76	77	66	80	15
10½ and under 10½	36	50	45	49	50	41	23
10½ and under 10½	65	76	70	71	79	76	14
10½ and under 11	46	53	48	54	55	46	10
11 and under 11½	67	76	71	64	75	64	5
11½ and under 11½	46	39	43	39	42	44	6
11½ and under 11½	53	40	36	36	45	44	3
11½ and under 12	17	9	12	10	11	10	1
12 and under 12½	21	14	14	10	12	12	2
12½ and under 13	22		6	7	8	4	
13 and under 13½	7			3			
13½ and under 14	4			2	2		
14 and under 14½						1	
Total	562	563	545	550	552	550	474

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

KANSAS CITY, MO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	3	1	2	3	1	1	1
1 and under 1½.....	4	3	5	2	1	.....	4
1½ and under 2.....	5	5	5	3	5	.....	4
2 and under 2½.....	4	5	4	3	3	6	3
2½ and under 3.....	1	9	6	7	5	3	1
3 and under 3½.....	6	6	9	7	2	4	1
3½ and under 4.....	7	5	2	3	2	5	5
4 and under 4½.....	4	8	5	5	3	6	3
4½ and under 5.....	3	9	2	.....	4	3	3
5 and under 5½.....	7	3	4	6	6	3	3
5½ and under 6.....	5	2	2	6	6	6	6
6 and under 6½.....	5	2	5	6	3	8	5
6½ and under 7.....	6	6	5	4	6	1	6
7 and under 7½.....	.....	4	2	5	5	5	10
7½ and under 8.....	8	1	1	3	4	4	6
8 and under 8½.....	5	2	5	3	5	1	4
8½ and under 9.....	2	1	1	.....	.....	2	12
9 and under 9½.....	6	6	9	4	6	6	8
9½ and under 10.....	7	10	7	13	9	8	25
10 and under 10½.....	10	14	21	18	14	11	19
10½ and under 11.....	14	18	16	18	19	23	11
11 and under 11½.....	12	11	12	21	19	20	3
11½ and under 12.....	17	10	10	11	16	7	8
12 and under 12½.....	4	5	7	2	4	5	3
12½ and under 13.....	2	1	2	2	2	3	.....
13 and under 13½.....	4	3	2	.....	1	2	1
13½ and under 14.....	1	1	1	1	.....	.....	1
14 and under 14½.....	1	.....	2	.....	2	1	.....
14½ and under 15.....	.....	.....	.....	2	.....	2	.....
15 and under 15½.....	.....	1	1	.....	.....	.....	.....
15½ and under 16.....	.....	.....	1	.....	.....	.....	.....
16 and under 16½.....	.....	2	.....	.....	.....	.....	1
16½ and under 17.....	1	1	.....	1	.....	1	.....
17½ and under 18.....	.....	.....	.....	.....	1	.....	.....
Total.....	154	155	156	159	155	147	151
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	26	20	18	28	22	22	66
6 and under 6½.....	5	.....	1	.....	2	.....	17
6½ and under 7.....	2	2	1	1	1	.....	24
7 and under 7½.....	1	.....	2	2	1	2	25
7½ and under 8.....	.....	.....	1	.....	1	1	27
8 and under 8½.....	1	1	.....	.....	1	1	14
8½ and under 8¾.....	.....	.....	.....	.....	.....	1	9
8¾ and under 9.....	2	.....	.....	1	.....	1	6
9 and under 9½.....	2	7	7	7	4	7	8
9½ and under 9¾.....	8	12	15	14	7	13	20
9¾ and under 9½.....	13	27	20	23	20	24	44
9½ and under 9½.....	11	21	22	22	14	24	54
9½ and under 10.....	27	30	33	32	25	28	23
10 and under 10½.....	75	76	74	71	67	77	41
10½ and under 10¾.....	36	45	44	44	52	50	16
10¾ and under 10½.....	67	68	71	69	71	69	23
10½ and under 11.....	46	52	54	52	54	45	16
11 and under 11½.....	63	70	65	66	76	64	9
11½ and under 11¾.....	51	44	43	37	43	48	3
11¾ and under 11½.....	54	44	45	43	47	46	3
11½ and under 12.....	14	12	12	12	12	12	5
12 and under 12½.....	24	14	17	14	18	11	2
12½ and under 13.....	16	3	3	5	8	5	2
13 and under 13½.....	4	.....	1	3	.....	4	.....
13½ and under 14.....	5	.....	.....	.....	1	.....	1
14 and under 14½.....	.....	1	.....	.....	1	1	.....
14½ and under 15.....	1	.....	.....	.....	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	1	.....	.....
16 and under 16½.....	1	.....	.....	.....	.....	.....	.....
18 and over.....	1	1	.....	.....	.....	.....	.....
Total.....	556	550	549	546	549	556	458

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

KANSAS CITY, MO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....				1			
1 and under 1½.....	1	1	2	3	2	1	3
1½ and under 2.....	4	3	1		2		5
2 and under 2½.....	2	6	8	6	6	11	2
2½ and under 3.....	2	9	7	3	3	7	2
3 and under 3½.....	2	3	11	8	8	11	3
3½ and under 4.....	5	5	4	4		4	4
4 and under 4½.....	6	10	11	6	3	5	4
4½ and under 5.....	4	5	4	4	8	5	3
5 and under 5½.....	6	4		2	9	2	3
5½ and under 6.....	5	4	4	3	7	4	7
6 and under 6½.....	12	3	3	5	2	7	7
6½ and under 7.....	8	3	5	4	6	5	3
7 and under 7½.....	2	5	2	2	3	3	7
7½ and under 8.....	0	1		1	5	1	15
8 and under 8½.....	4	3	2	1	2	7	9
8½ and under 9.....	2	2	1	2		3	10
9 and under 9½.....	7	8	5	9	8	8	9
9½ and under 10.....	8	8	7	9	10	11	27
10 and under 10½.....	16	27	23	27	25	21	30
10½ and under 11.....	18	22	19	23	21	17	16
11 and under 11½.....	18	20	23	22	24	27	4
11½ and under 12.....	10	12	14	22	19	11	2
12 and under 12½.....	12	6	6	3	7	4	5
12½ and under 13.....	12	3	4	3	5	3	1
13 and under 13½.....	5	2	1	2	1	3	1
13½ and under 14.....		1	5	2	1	1	
14 and under 14½.....	2		3	5	1		
14½ and under 15.....	1	1	1	1			
15 and under 15½.....			3				
16 and under 16½.....							1
16½ and under 17.....						1	
Total.....	183	177	179	183	188	184	179
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....				1		2	
9 and under 9½.....							1
9½ and under 10.....			1				1
10 and under 10½.....							1
10½ and under 10¾.....		1	1			1	
10¾ and under 11.....		1	1	1			1
11 and under 11½.....			2	1	1	2	1
11½ and under 11¾.....		2					
11¾ and under 12.....	1		2	1	1	1	1
12 and under 12½.....		1		1	1		
12½ and under 12¾.....	2	1	2	2	2	1	
12¾ and under 13.....	2	1	2	1	1	3	
13 and under 13½.....	1		1		1	1	
13½ and under 14.....	1				1		1
14 and under 14½.....		1				1	
14½ and under 15.....							
15 and under 15½.....	1						
15½ and under 16.....			1				
Total.....	8	8	13	7	8	12	6
<i>Motormen: Extra (who also did other work).</i>							
2 and under 2½.....	1						
3 and under 3½.....	1					1	2
4 and under 4½.....	1	2				1	1
4½ and under 5.....	1				1		1
5 and under 5½.....	2						
5½ and under 6.....					1		
6 and under 6½.....		1			1		
6½ and under 7.....		1		1			
7 and under 7½.....	2	1		1	1		
8 and under 8½.....						1	
9 and under 9½.....			1				
9½ and under 10.....						1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

KANSAS CITY, MO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who also did other work)—Concluded.</i>							
10 and under 10½		1		1	1	1	1
10½ and under 11					1		
11 and under 11½			1		2	1	
11½ and under 12		2	1				
12 and under 12½			1	1		1	
12½ and under 13	1		1			1	
13½ and under 14				1	1		
14½ and under 15	1				1		
15 and under 15½			1				
18 and over				1			
Total	10	8	6	6	10	8	4
<i>Conductors: Regular (who also did other work).</i>							
Under 6	2	1	4	2	2	2	
6 and under 6½							1
6½ and under 7					1		
7 and under 7½						1	
7½ and under 8							1
8½ and under 8¾		1					2
9 and under 9½			1				
10 and under 10½		1				1	
10½ and under 10¾		1					
10¾ and under 11			1	1	1		
11 and under 11½	1		3	2			1
11½ and under 11¾	2	1		2	1		
11¾ and under 12	1	2	2	1	2		
11¾ and under 12½	2	1	2	1	1	1	
12 and under 12½	1	3	1				1
12½ and under 13			1				
13 and under 13½	1						
13½ and under 14	1		1				
14 and under 14½	1						1
14½ and under 15		1				1	
18 and over				1			
Total	12	13	16	10	9	6	7
<i>Conductors: Extra (who also did other work).</i>							
1½ and under 2	1	3	3	3	3	1	
2 and under 2½		1	1	2	1		
2½ and under 3		1	1		1	4	
3 and under 3½	1	1	1				
4 and under 4½	2	3	4	3	1	1	
4½ and under 5	1	3	1	1	2		
5 and under 5½	1						
5½ and under 6	1						
6 and under 6½	2						1
6½ and under 7	1	1	1				
7 and under 7½	1				1		
7½ and under 8	1		1			1	
8 and under 8½	1				1		
9½ and under 10	1					1	
10 and under 10½				1	1		
11 and under 11½						1	
11½ and under 12						1	
12 and under 12½			3	1	1	1	1
12½ and under 13		1		1			
13 and under 13½						1	
13½ and under 14		1					
14 and under 14½							1
14½ and under 15				1		1	
15 and under 15½							
Total	14	15	16	13	12	13	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LINCOLN, NEBR.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	3	3	3	3	1	2	8
6 and under 6½.....		1					1
6½ and under 7.....							1
7 and under 7½.....		1					1
8½ and under 8½.....							1
8½ and under 8½.....							1
8½ and under 9.....							1
9 and under 9½.....		1	1	1	1		7
9½ and under 9½.....							4
9½ and under 9½.....							8
9½ and under 10.....							1
10 and under 10½.....							7
10½ and under 10½.....	1		1	2	1		7
10½ and under 10½.....							4
10½ and under 11.....							7
11 and under 11½.....					1	1	1
11½ and under 11½.....	4	2	3	3	3	4	1
11½ and under 11½.....	15	17	15	14	15	12	1
11½ and under 12.....	7	8	9	12	9	8	8
12 and under 12½.....	16	17	16	12	13	19	6
12½ and under 13.....	5	3	4	6	5	5	5
13 and under 13½.....	4	3	2	5	6	4	3
14 and under 14½.....						1	
Total.....	55	56	54	58	55	56	62
<i>Motormen: Extra.</i>							
1½ and under 2.....	2		1	1	2		
2 and under 2½.....	1					1	
2½ and under 3.....				1			
3 and under 3½.....						1	
3½ and under 4.....	1						
4 and under 4½.....			1	2		1	
5 and under 5½.....					1		2
5½ and under 6.....							1
6 and under 6½.....	1	2				2	1
6½ and under 7.....			1	1			
7 and under 7½.....		1			1	1	
8½ and under 9.....	1						3
9 and under 9½.....					1		3
9½ and under 10.....							2
10 and under 10½.....	1	1	1	1	1		2
10½ and under 11.....						3	1
11 and under 11½.....	2	3	2	3	2	3	1
11½ and under 12.....	5	4	5	6	6	6	
12 and under 12½.....	3	3	1	2	3		2
12½ and under 13.....		1	1		1	1	
13 and under 13½.....	1	1	2				
13½ and under 14.....			1				
15 and under 15½.....		2	1				
Total.....	18	18	16	17	18	16	18
<i>Conductors: Regular.</i>							
Under 6.....	4	6	4	2	3	4	6
6 and under 6½.....	1					1	1
7 and under 7½.....	1						1
8 and under 8½.....			1				
8½ and under 8½.....							3
9 and under 9½.....						1	9
9½ and under 9½.....							5
9½ and under 9½.....							6
9½ and under 10.....	1						2
10 and under 10½.....							5
10½ and under 10½.....	1	1	1	1	1		1
10½ and under 10½.....							3
10½ and under 11.....							4
11 and under 11½.....	1	1	1		1	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LINCOLN, NEBR.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
11½ and under 11¾	3	1	3	3	4	5	2
11¾ and under 11¾	15	16	15	16	16	11	2
11¾ and under 12	8	7	9	10	8	9	7
12 and under 12½	13	17	17	13	11	14	7
12½ and under 13	4	4	2	4	3	4	4
13 and under 13½	4	2	1	3	5	4	2
13½ and under 14						1	1
Total	56	55	54	52	52	55	63
<i>Conductors: Extra.</i>							
1½ and under 2	1						
2½ and under 3		1					
3 and under 3½						2	
3½ and under 4							2
4 and under 4½				1		1	
4½ and under 5	1						1
5 and under 5½		1			1		1
5½ and under 6							2
6 and under 6½	3	2	1			3	2
6½ and under 7	1			1			1
7 and under 7½		2	1		1	1	
8½ and under 9	1						1
9 and under 9½						1	2
9½ and under 10							1
10 and under 10½				1			2
10½ and under 11							3
11 and under 11½	2	3	1	2	1	3	
11½ and under 12	4	2	6	6	6	2	
12 and under 12½	2	4	3	3	5	3	
12½ and under 13	3	1	3	2	4	2	
13 and under 13½		2	2	1			1
13½ and under 14			1				
Total	18	18	18	17	18	18	17

LITTLE ROCK, ARK.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	5	2	3	4	2		5
6 and under 6½	1			1		2	3
6½ and under 7					1		2
7 and under 7½	1		3				
7½ and under 8	1	1	1	1	1		
8½ and under 8½							1
8½ and under 9	1	1		1	1		
9 and under 9½	1	1	1	1	1		1
9½ and under 10			2	1	1		
10 and under 10½	3	2	1	3	3	3	2
10½ and under 10½		1	1	1	1	1	1
10½ and under 10¾							3
10¾ and under 11	1	1				1	6
11 and under 11½	11	11	8	9	10	11	11
11½ and under 11½	12	12	13	13	13	11	10
11½ and under 11¾	4	7	6	6	5	7	5
11¾ and under 12	5	6	7	7	6	6	1
12 and under 12½		2				2	1
12½ and under 13		1				3	1
13 and under 13½	1	1	1	1	1		
13½ and under 14						1	
14 and under 14½						1	
Total	147	149	147	149	146	149	154

1 Not including 3 who also did other work.

2 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LITTLE ROCK, ARK.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½	1	2	1		1		
2 and under 2½			2	2		1	
2½ and under 3	1	1					
3 and under 3½	1						
3½ and under 4			1				1
4 and under 4½		1	1	1		1	
4½ and under 5						1	1
5 and under 5½	2						2
5½ and under 6	1						
6 and under 6½			2	1	1	1	
6½ and under 7	1			1			1
7 and under 7½			1			1	1
7½ and under 8						1	1
8 and under 8½						1	1
8½ and under 9			1		1	1	
9 and under 9½	1	1					
9½ and under 10	1	1	1			1	2
10 and under 10½							3
10½ and under 11	1				1		3
11 and under 11½	5	2	4	7	6	3	2
11½ and under 12	3	1	2		1	1	2
12 and under 12½	1	1	1	2	3	2	
12½ and under 13		2		1			
13 and under 13½					1	2	
13½ and under 14						1	
14 and under 14½							
Total	18	23	17	15	35	19	37
<i>Conductors: Regular (who did no other work).</i>							
Under 6	5	1	5	4	7	1	10
6 and under 6½	1	1		1		1	3
6½ and under 7		1		1			2
7 and under 7½	1					1	
7½ and under 8	1	1	1	1	2		
8 and under 8½			1	1			
8½ and under 9							1
9 and under 9½	1	1	1	1	1		
9½ and under 10	1	1	1	1	1	1	1
10 and under 10½	3	2	3	3	3	3	1
10½ and under 10¾		1	1	1	1	2	2
10¾ and under 10½							4
10½ and under 11			1	1	1		7
11 and under 11½	12	13	11	10	9	11	10
11½ and under 11¾	14	15	15	15	16	12	8
11¾ and under 11½	6	7	6	5	4	6	6
11½ and under 12	7	4	4	6	5	3	1
12 and under 12½		1				4	2
12½ and under 13						3	1
13 and under 13½	1	1	1			1	
13½ and under 14						1	
Total	451	51	52	51	451	450	59

¹ Not including 1 who also did other work.
² Not including 5 who also did other work.

³ Not including 3 who also did other work.
⁴ Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LITTLE ROCK, ARK.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½	3	1	1	3	2	2	
2 and under 2½			1	2			
2½ and under 3		1	1				
3 and under 3½						1	
4 and under 4½	1						1
4½ and under 5				1			2
5 and under 5½	2	1	2				4
5½ and under 6	1						2
6 and under 6½	3	2	1			1	3
7 and under 7½	1			2	1		3
7½ and under 8						3	
8 and under 8½				1			1
8½ and under 9						1	2
9 and under 10		1		1			
10 and under 10½							2
10½ and under 11		1	1				1
11 and under 11½	3	6	6	7	6	2	3
11½ and under 12	2	1	3	3	5	6	2
12 and under 12½	1		1		2		
12½ and under 13	1		1	1			2
13 and under 13½		1					
13½ and under 14		1				1	
14 and under 14½					1	1	
14½ and under 15	1						
Total	19	16	19	21	17	21	22

LOS ANGELES, CAL.

[The data used here are for actual time on duty except that for extra men making regular runs the time includes 5 minutes allowed for making reports.]

<i>Motormen: Regular.</i>							
Under 6	18	21	14	25	12	17	20
6 and under 6½	1	1	3	3	3	5	5
6½ and under 7	3	4	6	5	4	4	
7 and under 7½	16	16	14	15	13	15	
7½ and under 8	4	3	4	3	5	6	2
8 and under 8½	3	4	3	4	3	4	2
8½ and under 8¾	3	2	2	2	3	1	1
8¾ and under 8½	5	2	3	4	4	4	
8½ and under 9	7	7	8	11	13	8	2
9 and under 9½	7	10	9	8	10	12	3
9½ and under 9¾	21	18	24	23	21	15	9
9¾ and under 9½	31	28	29	29	30	27	24
9½ and under 10	105	117	120	105	114	96	60
10 and under 10½	205	203	191	198	194	193	139
10½ and under 10¾	172	174	174	171	173	156	133
10¾ and under 10½	100	100	88	83	91	82	76
10½ and under 11	50	48	45	41	45	39	52
11 and under 11½	32	21	26	26	21	30	28
11½ and under 11¾	7	4	6	4	6	8	8
11¾ and under 11½	4	6	2	1	3	4	4
11½ and under 12	4	2	3	5	7	9	2
12 and under 12½	2	2	4	5	4	13	3
12½ and under 13			1	4	3	12	
13 and under 13½	1	1		1	1	4	1
13½ and under 14						2	
14 and under 14½			1			1	
14½ and under 15					1		
15 and under 15½		1					
15½ and under 16			1				
16 and under 17			1				
17 and under 18				1			
18 and over			1				
Total	801	796	783	777	784	767	574

1 Not including 2 who also did other work.
2 Not including 4 who also did other work.

3 Not including 1 who also did other work.
4 Not including 5 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOS ANGELES, CAL.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
Under 1				1			
1 and under 1½	1		1	1	1		1
1½ and under 2	4	1	1	1	2		3
2 and under 2½	2		5	2	5	4	
2½ and under 3	5	3	7	1	7	1	
3 and under 3½	12	9	10	9	7		1
3½ and under 4	2	1	1	1	2		
4 and under 4½	4	5	4	2	3	2	
4½ and under 5	7	3	5	3	5		1
5 and under 5½	6	8	6	9	5	5	3
5½ and under 6	7	10	9	11	10	7	7
6 and under 6½	13	6	8	9	8	6	3
6½ and under 7	7	6	7	6	7	8	2
7 and under 7½	17	12	13	13	14	10	2
7½ and under 8	7	9	9	7	9	5	1
8 and under 8½	3	7	3	5	6	5	2
8½ and under 9	1	2	2	3	3	2	2
9 and under 9½	3	3	4	6	7	6	7
9½ and under 10	6	10	5	11	9	14	14
10 and under 10½	27	38	40	47	39	44	68
10½ and under 11	10	13	15	14	23	22	29
11 and under 11½	5	7	5	2	3	8	18
11½ and under 12	1		3	1	2	6	1
12 and under 12½	1	1	2	3	2	4	4
12½ and under 13	2	1	6	5		4	2
13 and under 13½	2		1		1	2	
13½ and under 14	2		1	2		2	
14 and under 14½	1			1	2		
14½ and under 15					1		
15 and under 15½					1		
15½ and under 16		1					
Total	158	160	173	176	179	179	170
<i>Conductors: Regular.</i>							
Under 6	23	24	17	24	19	23	14
6 and under 6½	2	6	1	6	6	5	3
6½ and under 7	3	5	6	5	5	7	1
7 and under 7½	14	15	13	14	14	14	1
7½ and under 8	6	5	8	5	7	4	2
8 and under 8½	3	3	4	4	4	4	3
8½ and under 9	2	1		4	4	2	2
9 and under 9½	6	3	3	4	6	3	1
9½ and under 9	7	6	6	6	9	6	1
9½ and under 9½	7	13	10	10	10	6	3
9½ and under 9½	21	16	15	18	21	18	5
9½ and under 9½	29	30	30	30	27	25	25
9½ and under 10	103	110	110	109	110	96	61
10 and under 10½	204	202	192	193	183	185	139
10½ and under 10½	159	167	160	158	152	156	116
10½ and under 10½	93	88	88	83	91	82	71
10½ and under 11	45	40	38	37	39	37	55
11 and under 11½	27	26	19	22	24	31	25
11½ and under 11½	10	4	6	5	5	6	6
11½ and under 11½		3	2	1	2	9	1
11½ and under 12		1	3	4	2	8	
12 and under 12½	3	3	4	2	3	10	3
12½ and under 13	1	1	1	4	2	13	
13 and under 13½				1	1	3	
13½ and under 14			1	1		2	
14 and under 14½						1	
15 and under 16					1		
Total	769	772	737	746	746	754	538

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOS ANGELES, CAL.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra.</i>							
1 and under 1½	6	3	1	3	1	3	3
1½ and under 2	2	2	3	1	1	1	1
2 and under 2½	11	13	5	5	7	3	4
2½ and under 3	4	10	4	5	4	3	1
3 and under 3½	18	6	3	6	4	7	7
3½ and under 4	1	5	3	2	4	3	3
4 and under 4½	7	6	2	7	7	3	3
4½ and under 5	5	4	1	5	3	5	1
5 and under 5½	5	4	6	3	8	5	4
5½ and under 6	10	14	13	13	13	9	1
6 and under 6½	10	8	9	8	12	10	1
6½ and under 7	8	9	5	10	11	5	1
7 and under 7½	15	16	18	13	16	16	2
7½ and under 8	7	7	11	6	5	5	3
8 and under 8½	6	4	5	4	4	6	1
8½ and under 9	3	1	1	4	4	4	2
9 and under 9½	5	1	8	4	6	5	7
9½ and under 10	7	7	13	6	11	20	20
10 and under 10½	42	43	61	61	57	51	82
10½ and under 11	21	19	16	27	28	24	49
11 and under 11½	4	6	7	6	6	10	12
11½ and under 12	5	5	3	4	2	3	5
12 and under 12½	3	.....	7	2	2	2	2
12½ and under 13	2	.....	.....	1	.....	5	3
13 and under 13½	4	.....	1	.....	2	2	2
13½ and under 14	.....	.....	3	2	.....	1	2
14 and under 14½	.....	1	3	.....	2	.....	2
14½ and under 15	.....	1	1	.....	1	.....	.....
15 and under 15½	.....	.....	.....	.....	2	.....	.....
15½ and under 16	.....	.....	2	1	.....	.....	.....
16 and under 16½	.....	.....	.....	.....	1	.....	.....
16½ and under 17	.....	.....	.....	.....	.....	.....	1
Total	211	194	216	209	219	211	210

LOUISVILLE, KY.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	3	7	7	11	4	4	24
6 and under 6½	1	.....	1	.....	1	.....	21
6½ and under 7	.....	.....	.....	.....	1	.....	22
7 and under 7½	1	1	1	.....	.....	2	26
7½ and under 8	1	1	1	1	3	3	9
8 and under 8½	4	2	3	3	2	1	10
8½ and under 8¾	6	8	7	7	9	4	3
8¾ and under 8½	4	4	3	2	3	5	9
8½ and under 9	9	7	7	10	9	7	14
9 and under 9½	14	13	11	13	16	8	9
9½ and under 9¾	18	18	14	18	14	9	6
9¾ and under 9½	11	15	13	13	13	9	1
9½ and under 10	7	8	6	8	7	5	4
10 and under 10½	15	15	18	17	18	24	7
10½ and under 10¾	25	25	18	24	22	16	4
10¾ and under 10½	58	54	51	55	55	52	12
10½ and under 11	49	47	49	47	47	37	8
11 and under 11½	25	20	23	20	20	25	7
11½ and under 11¾	23	26	27	20	26	20	14
11¾ and under 11½	10	10	14	8	10	16	16
11½ and under 12	4	4	6	8	4	8	15
12 and under 12½	11	12	14	10	9	22	28
12½ and under 13	7	4	5	3	3	8	9
13 and under 13½	1	1	1	1	1	3	4
13½ and under 14	.....	.....	.....	.....	.....	3	2
14 and under 14½	.....	.....	1	1	.....	1	2
14½ and under 15	.....	.....	.....	.....	.....	.....	1
15 and under 16	.....	.....	.....	.....	.....	1	.....
Total	307	302	301	300	298	293	287

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOUISVILLE, KY.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½	3	3	2	1	3	1	..
1½ and under 2	6	6	4	4	7	4	..
2 and under 2½	5	6	2	5	5	1	1
2½ and under 3	4	2	..	4	4	5	1
3 and under 3½	3	5	3	2	5	4	..
3½ and under 4	4	..	..	1	..	3	..
4 and under 4½	1	3	4	2	4	3	1
4½ and under 5	1	2	2	1	1	..	..
5 and under 5½	3	1	1	3	2	..	..
5½ and under 6	1	1	2	1	..	2	1
6 and under 6½	..	3	..	..	2	5	..
6½ and under 7	..	2	2	2	..	1	3
7 and under 7½	1	..	..	1	..	..	3
7½ and under 8	..	1	1	..	..	2	3
8 and under 8½	8	5	5	6	4	3	4
8½ and under 9	1	..	2	1	1	2	8
9 and under 9½	6	7	9	7	5	6	3
9½ and under 10	8	2	3	4	4	3	4
10 and under 10½	10	9	6	4	9	11	4
10½ and under 11	10	18	20	16	16	16	15
11 and under 11½	10	9	10	14	10	9	16
11½ and under 12	1	8	8	6	8	7	15
12 and under 12½	1	5	7	2	4	7	6
12½ and under 13	1	2	1	3	2	4	2
13 and under 13½	..	..	2	2	..	3	2
13½ and under 14	..	1	1	..	1	4	2
14 and under 14½	1	..	1	..	..	..	1
14½ and under 15	..	..	2	2	2	..	1
15 and under 15½	..	..	2	1	..	1	1
15½ and under 16	..	..	1	..	..	1	1
16 and under 16½	..	..	..	1	..	..	1
16½ and under 17	1	..	1	..	..	..	1
Total	97	101	104	96	99	108	190
<i>Conductors: Regular.</i>							
Under 6	6	7	11	11	7	4	26
6 and under 6½	..	..	..	..	1	..	21
6½ and under 7	..	..	..	2	..	1	19
7 and under 7½	1	1	..	1	2	2	21
7½ and under 8	2	1	1	1	2	2	16
8 and under 8½	4	3	3	4	5	2	17
8½ and under 8¾	6	5	7	6	6	1	10
8¾ and under 9	6	7	3	4	6	7	9
8¾ and under 9	10	8	9	9	10	5	15
9 and under 9½	15	14	13	13	16	12	6
9½ and under 9¾	18	19	19	19	18	10	7
9¾ and under 9¾	14	13	12	14	15	11	1
9¾ and under 10	7	8	7	7	8	4	4
10 and under 10½	17	18	22	18	18	24	6
10½ and under 10¾	21	25	20	21	23	18	5
10¾ and under 10¾	56	51	49	52	58	57	11
10¾ and under 11	44	47	51	42	49	38	7
11 and under 11½	22	21	18	22	21	24	12
11½ and under 11¾	23	23	24	19	24	21	13
11¾ and under 11¾	11	10	11	8	8	21	19
11¾ and under 12	5	6	5	5	4	8	11
12 and under 12½	10	10	9	8	9	24	19
12½ and under 13	3	1	4	2	1	7	7
13 and under 13½	2	1	1	1	..	4	5
13½ and under 14	1	..	..	..	..	1	2
14 and under 14½	..	..	..	..	..	1	1
14½ and under 15	..	..	..	..	..	..	1
15½ and under 16	..	..	..	..	..	1	..
Total	304	299	299	289	312	310	282

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOUISVILLE, KY.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1 $\frac{1}{4}$	5	6	1	6	2	2	.....
1 $\frac{1}{4}$ and under 2.....	7	8	4	5	7	4	.....
2 and under 2 $\frac{1}{4}$	4	6	3	4	6	4	1
2 $\frac{1}{4}$ and under 3.....	4	5	5	2	5	2	.....
3 and under 3 $\frac{1}{4}$	6	6	1	3	5	6	.....
3 $\frac{1}{4}$ and under 4.....	5	6	4	4	3	1	.....
4 and under 4 $\frac{1}{2}$	2	2	5	1	3	3	.....
4 $\frac{1}{2}$ and under 5.....	4	5	2	3	5	3	.....
5 and under 5 $\frac{1}{2}$	3	2	1	1	4	1	3
5 $\frac{1}{2}$ and under 6.....	.....	3	3	2	1	.....	.....
6 and under 6 $\frac{1}{2}$.....	.....	1	.....	3	2	.....	3
6 $\frac{1}{2}$ and under 7.....	1	1	1	.....	1	.....	6
7 and under 7 $\frac{1}{2}$	2	1	.....	1	.....	2	2
7 $\frac{1}{2}$ and under 8.....	1	.....	3	.....	.....	3	3
8 and under 8 $\frac{1}{2}$	4	5	4	4	3	2	4
8 $\frac{1}{2}$ and under 9.....	1	1	6	3	2	4	10
9 and under 9 $\frac{1}{2}$	6	6	8	7	11	5	5
9 $\frac{1}{2}$ and under 10.....	4	7	5	2	2	3	3
10 and under 10 $\frac{1}{2}$	12	8	7	10	9	9	5
10 $\frac{1}{2}$ and under 11.....	22	21	23	27	9	12	15
11 and under 11 $\frac{1}{2}$	7	6	14	12	12	7	16
11 $\frac{1}{2}$ and under 12.....	1	6	6	6	3	6	16
12 and under 12 $\frac{1}{2}$	4	2	9	6	2	8	11
12 $\frac{1}{2}$ and under 13.....	.....	3	.....	3	2	2	8
13 and under 13 $\frac{1}{2}$	1	1	2	2	2	4	3
13 $\frac{1}{2}$ and under 14.....	.....	1	2	.....	.....	6	2
14 and under 14 $\frac{1}{2}$.....	.....	.....	.....	.....	.....	.....	1
14 $\frac{1}{2}$ and under 15.....	.....	.....	2	.....	.....	1	.....
15 and under 15 $\frac{1}{2}$.....	.....	.....	1	.....	.....	.....	1
15 $\frac{1}{2}$ and under 16.....	.....	.....	1	.....	.....	.....	2
16 and under 16 $\frac{1}{2}$.....	.....	.....	.....	.....	.....	.....	1
16 $\frac{1}{2}$ and under 17.....	.....	.....	.....	.....	.....	.....	1
17 and under 17 $\frac{1}{2}$.....	.....	.....	.....	.....	.....	.....	2
17 $\frac{1}{2}$ and under 18.....	.....	.....	.....	.....	.....	.....	1
18 and over.....	1	.....	.....	.....	.....	.....	.....
Total.....	107	119	123	117	101	103	125

LOWELL, MASS.

[The data used here are for time on duty, the unit for reckoning time being one-fourth hour. Any fraction of a quarter hour was counted as a full quarter.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	1	5	4	3	1	1	7
6 and under 6 $\frac{1}{4}$	2	1	1	1	1	1	3
6 $\frac{1}{4}$ and under 7.....	1	1	1	1	1	.....	2
7 and under 7 $\frac{1}{4}$.....	.....	1	2	1	1	.....	6
7 $\frac{1}{4}$ and under 8.....	1	.....	.....	.....	.....	1	10
8 and under 8 $\frac{1}{4}$.....	.....	.....	.....	.....	.....	1	5
8 $\frac{1}{4}$ and under 8 $\frac{1}{2}$	2	2	2	2	2	1	15
8 $\frac{1}{2}$ and under 8 $\frac{3}{4}$	4	6	6	6	6	3	4
8 $\frac{3}{4}$ and under 9.....	21	22	18	21	22	19	4
9 and under 9 $\frac{1}{4}$	35	33	40	36	35	30	6
9 $\frac{1}{4}$ and under 9 $\frac{1}{2}$	4	2	2	5	2	8	.....
9 $\frac{1}{2}$ and under 9 $\frac{3}{4}$.....	.....	.....	.....	5	1	3	.....
10 $\frac{1}{4}$ and under 10 $\frac{1}{2}$.....	.....	.....	.....	.....	.....	1	.....
10 $\frac{1}{2}$ and under 10 $\frac{3}{4}$.....	.....	.....	.....	.....	.....	.....	1
10 $\frac{3}{4}$ and under 11.....	1	.....	.....	.....	.....	3	.....
11 and under 11 $\frac{1}{4}$.....	.....	1	.....	.....	.....	.....	.....
11 $\frac{1}{4}$ and under 12.....	.....	.....	.....	.....	1	.....	1
12 and under 12 $\frac{1}{4}$.....	.....	.....	.....	.....	.....	.....	1
12 $\frac{1}{4}$ and under 14.....	.....	.....	.....	.....	.....	.....	1
14 and over.....	.....	.....	.....	.....	.....	.....	.....
Total.....	73	74	76	76	72	73	66

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOWELL, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2	2	4	3	2	3	1	
2 and under 2½	2	1	3		2		
2½ and under 3	1	1	1		1		
3 and under 3½		1	1	1			
3½ and under 4	1	1			2		
4 and under 4½		2	1	1	1		
4½ and under 5				1			
5 and under 5½	2	2	1	2	1		1
5½ and under 6			1	1			
6 and under 6½						1	
6½ and under 7		1		1			1
7 and under 7½	1			2		2	2
7½ and under 8					1		3
8 and under 8½					1		1
8½ and under 9	2		1		1	1	2
9 and under 9½	1	2	1	3	1	2	2
9½ and under 10					1	1	1
10 and under 10½				1			1
10½ and under 11	1		2			2	1
11 and under 11½						1	1
12 and under 12½	1						
12½ and under 13						1	
13½ and under 14						1	
14½ and under 15						1	
15½ and under 16						1	
Total	14	15	15	15	15	15	14
<i>Conductors: Regular (who did no other work).</i>							
Under 6		4	5		3	1	8
6 and under 6½	3	2	2	1	2	2	1
6½ and under 7	2	1	1	1	1		1
7 and under 7½	1	2	2	2	3	3	6
7½ and under 8	3	3	4	5	3	2	16
8 and under 8½	2	2	1	2	1	1	7
8½ and under 8¾	3	4	2	4	4	2	20
8¾ and under 8½	3	7	5	8	5	4	4
8½ and under 9	12	12	8	15	15	13	3
9 and under 9½	31	29	31	31	29	32	4
9½ and under 9¾	1	2	2	4	3	9	1
9¾ and under 9½	2				1	1	
10½ and under 10½						1	
10½ and under 11	1					3	
11½ and under 11½						1	
11½ and under 12	1	1	1	1	1	1	
Total	65	69	64	74	71	76	71
<i>Conductors: Extra (who did no other work).</i>							
1½ and under 2		1		2	1	1	1
2½ and under 3	2	1					
3 and under 3½		1					
3½ and under 4		1	1	1	1		
4½ and under 5			1	1			
5 and under 5½	1						
5½ and under 6		1					
6 and under 6½					1	1	2
7 and under 7½	1	1	1	1	1		
8 and under 8½						1	3
8½ and under 9			2		1		
9 and under 9½	1					2	1
9½ and under 10				1	1		
10 and under 10½	1						1
10½ and under 11		1	3				
Total	6	7	8	6	6	6	8

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOWELL, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	2	1	1	2	3		
6 and under 6½.....		1					1
6½ and under 7.....							4
7 and under 8.....							4
8 and under 8½.....							3
8½ and under 9.....	1	3	2	2	3	1	1
9 and under 9½.....	8	7	7	8	7	9	1
9½ and under 9¾.....		2	1	2	1	3	1
9¾ and under 9¾.....	1				1		
10 and under 10½.....	1	1	1	1	1		
10½ and under 10¾.....						2	
10¾ and under 11.....	1						1
11 and under 11½.....	1	1	1	1	1	1	
Total.....	15	16	13	16	17	16	16
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½.....				2			
1½ and under 2.....	6	7	6	5	5	2	
2 and under 2½.....	4	3	2	4	3		
2½ and under 3.....	1	5	4	2	3		1
3 and under 3½.....			2	2		1	
3½ and under 4.....	4		2		2	1	
4 and under 4½.....	2	1	2	2	3	1	3
4½ and under 5.....	1	1		3	2	1	1
5 and under 5½.....		2		1	2	3	1
5½ and under 6.....	1		2	5	3	1	1
6 and under 6½.....	1		1		1	2	1
6½ and under 7.....	2		1				2
7 and under 7½.....	1	4		2	2	2	2
7½ and under 8.....	1	1	2	1	1	1	2
8 and under 8½.....				1	1	3	5
8½ and under 9.....	2	1	2	2	2	2	2
9 and under 9½.....	2	1			3	3	4
9½ and under 10.....					1		
10 and under 10½.....		2				2	2
10½ and under 11.....	1		3			3	
11 and under 11½.....						2	
11½ and under 12.....						1	2
12 and under 12½.....		1					2
12½ and under 13.....							1
13 and under 13½.....						2	1
13½ and under 14.....						1	1
14 and under 14½.....							
Total.....	29	29	29	32	33	36	34
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....		2					2
6 and under 7.....							1
7 and under 8.....							4
8 and under 8½.....							2
8½ and under 8¾.....		1					1
8¾ and under 9.....	5	1					3
9 and under 9½.....	1	5	7	5	4	3	1
9½ and under 9¾.....	7	7	6	8	7	8	1
9¾ and under 9¾.....	1	1	1	2	2		
9¾ and under 10.....						1	
10 and under 10½.....							1
10½ and under 11.....	1						
11 and under 11½.....						1	
11½ and under 12.....							1
Total.....	15	16	14	15	13	13	16

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

LOWELL, MASS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½				2	1	1	1
1½ and under 2	3	5	3	4	4	1	1
2 and under 2½	4	4	1	3	2	1	1
2½ and under 3		1	3	4	3		1
3 and under 3½	1	2	3	2	1		
3½ and under 4	2		2	1	3		2
4 and under 4½	2	1	1	1	2		1
4½ and under 5	3	1	1	2	2		
5 and under 5½	3	1	2	1	1	2	2
5½ and under 6		1		5	2		2
6 and under 6½	2		3			2	1
6½ and under 7		1	1	1		1	3
7 and under 7½	2	2	1	3	1	2	2
7½ and under 8	1		1	1		1	1
8 and under 8½	1			1	2	3	1
8½ and under 9	1	5	2	3	1	2	1
9 and under 9½	1	1	1	2			4
9½ and under 10	1	2	2	1	1		
10 and under 10½	3	2	2		1	3	2
10½ and under 11	6	2	5	2	6	7	2
11 and under 11½	1	1	2		2		1
11½ and under 12		1	1			2	3
12 and under 12½	1		1		1	2	2
12½ and under 13		1				2	2
13½ and under 14				1		3	1
14 and under 14½						1	2
14½ and under 15						1	
16 and under 16½						1	1
17 and under 17½						1	
18 and over					1		
Total	38	34	37	40	37	39	38

MANCHESTER, N. H.

[The data used here are for time on duty to the nearest quarter hour except that 10 minutes are included for extra men taking cars out of barn in the morning.]

<i>Motormen: Regular.</i>							
Under 6	9	8	12	9	10	9	10
6 and under 6½	1	1		1	3		4
6½ and under 7		1					6
7 and under 7½	1						2
7½ and under 8	1		1			1	1
8 and under 8½	1	2	2	2	1	2	2
8½ and under 8¾	6	7	6	6	1	4	
8¾ and under 8½	3	4	3	3	6	7	
8½ and under 9	3	1	2	2	2	1	
9 and under 9½	4	7	2	6	5	3	4
9½ and under 9¾	3	2	3	4	4	5	2
9¾ and under 9½	5	4	6	3	5	2	3
9½ and under 10			1			2	
10 and under 10½		1				2	
10½ and under 10¾		1			1		
10¾ and under 11				1		1	
11½ and under 11¾					1		
Total	37	39	38	38	39	39	34
<i>Motormen: Extra.</i>							
1 and under 1½	2	2	1	2			
1½ and under 2	2	3				1	
2 and under 2½	1	3			2	1	
2½ and under 3	3	3	1	4			1
3 and under 3½			1	2	2	2	1
3½ and under 4					1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MANCHESTER, N. H.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
4 and under 4½		1	1	1	1		2
4½ and under 5	1		1		1	2	1
5 and under 5½			1				1
5½ and under 6			3		2		2
6 and under 6½	1	1	2		1		2
6½ and under 7			1				2
7 and under 7½		1	2	1	2	1	2
7½ and under 8	3	3					
8 and under 8½	1			2	1		
8½ and under 9	1	3	1	3	2	2	3
9 and under 9½	5	3	5	3	4	3	2
9½ and under 10	1	1	1	4	3	3	2
10 and under 10½	1					1	1
10½ and under 11				1		4	
11½ and under 12						2	
12 and under 12½				1		1	1
12½ and under 13						1	
13 and under 13½			1				
Total	24	24	22	24	24	24	20
<i>Conductors: Regular.</i>							
Under 6	8	6	7	8	9	8	13
6 and under 6½	1	1	1	1	2		4
6½ and under 7	1						4
7 and under 7½		1	1				1
7½ and under 8	1	1	1	2	1		1
8 and under 8½	9	8	7	6	2	5	
8½ and under 8¾	6	6	4	5	4	5	
8¾ and under 9	1	1	1	1	3	1	
9 and under 9½	4	4	5	7	8	2	7
9½ and under 9¾	2		2	2	1	3	
9¾ and under 9½	1	3	1	1	3	3	3
10 and under 10½						1	
10½ and under 10¾		1					1
10¾ and under 10½						3	
11½ and under 11¾						1	
Total	34	32	30	33	33	32	33
<i>Conductors: Extra.</i>							
Under 1						1	1
1 and under 1½	5	3	1	4		1	
1½ and under 2	3	4	5	2	3		
2 and under 2½	1	3	4	1	1	1	1
2½ and under 3	1	3	1	1	1	1	1
3 and under 3½	1		1	1		2	3
3½ and under 4		1			1		1
4 and under 4½				1		2	
4½ and under 5	1	1	1	1	1	3	2
5 and under 5½	1	1		1	1	1	
5½ and under 6		2			1	1	3
6 and under 6½	2	1	2				1
6½ and under 7		1				3	3
7 and under 7½	1		2		3		1
7½ and under 8	3	5					
8 and under 8½				1	2		1
8½ and under 9			3	2	2	2	4
9 and under 9½	5	3	5	5	6	3	3
9½ and under 10	3	1	4	7	2	4	1
10 and under 10½	2		2		2	2	1
10½ and under 11			1	2		1	
11 and under 11½				1			
11½ and under 12						1	
12 and under 12½				1			
12½ and under 13						4	
13 and under 13½				1			
13½ and under 14							
Total	29	33	33	32	28	33	27

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MEMPHIS, TENN.

[The data used here are for time on duty to the nearest 5 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	9	12	8	7	8	6	8
6½ and under 6¾.....	2	4	1	1	3	2	2
6¾ and under 7.....	3	.....	2	1	.....	.....	.....
7 and under 7½.....	4	.....	2	2	2	3	.....
7½ and under 8.....	3	2	2	.....	3	2	4
8 and under 8½.....	2	1	3	2	2	.....	2
8½ and under 8¾.....	2	6	3	5	5	.....	1
8¾ and under 9.....	3	2	3	1	4	2	11
9 and under 9½.....	2	3	5	4	4	4	5
9½ and under 9¾.....	5	7	4	5	6	8	5
9¾ and under 9¾.....	10	7	9	5	4	6	5
9¾ and under 9¾.....	7	9	6	7	7	5	7
9¾ and under 10.....	11	14	12	14	12	10	8
10 and under 10½.....	21	21	21	15	21	18	11
10½ and under 10¾.....	14	11	17	20	19	11	11
10¾ and under 10¾.....	16	14	13	15	19	18	23
10¾ and under 11.....	13	7	11	8	7	10	17
11 and under 11½.....	9	11	13	14	13	13	13
11½ and under 11¾.....	3	9	5	5	5	7	14
11¾ and under 11¾.....	9	5	3	3	6	7	7
11¾ and under 12.....	1	1	1	2	1	9	14
12 and under 12½.....	4	2	4	5	7	8	14
12½ and under 13.....	6	3	1	6	1	2	7
13 and under 13½.....	3	.....	2	.....	1	3	5
13½ and under 14.....	1	.....	.....	.....	1	1	.....
14 and under 14½.....	.....	1	.....	.....	1	1	.....
14½ and under 15.....	.....	1	.....	.....	.....	2	.....
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
16 and under 16½.....	.....	.....	.....	.....	.....	3	.....
Total.....	163	153	151	146	161	162	192
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	3	.....	2	.....	.....	.....	.....
1½ and under 2.....	1	2	2	1	1	.....	.....
2 and under 2½.....	.....	1	.....	.....	.....	1	.....
2½ and under 3.....	1	1	1	2	1	1	.....
3 and under 3½.....	3	.....	.....	.....	.....	.....	.....
3½ and under 4.....	2	2	.....	2	3	.....	.....
4 and under 4½.....	1	2	4	3	4	.....	.....
4½ and under 5.....	.....	1	2	1	1	1	2
5 and under 5½.....	.....	1	1	.....	.....	2	2
5½ and under 6.....	1	1	2	2	1	2	.....
6 and under 6½.....	.....	2	2	3	3	.....	1
6½ and under 7.....	1	2	1	.....	.....	3	.....
7 and under 7½.....	1	1	1	2	3	2	.....
7½ and under 8.....	.....	2	3	1	1	1	2
8 and under 8½.....	1	1	.....	1	1	2	.....
8½ and under 9.....	1	1	1	2	2	2	5
9 and under 9½.....	1	1	4	3	5	1	1
9½ and under 10.....	3	3	3	3	2	1	5
10 and under 10½.....	3	5	5	3	4	6	5
10½ and under 11.....	2	4	4	3	3	1	6
11 and under 11½.....	3	1	1	3	2	5	7
11½ and under 12.....	3	3	1	.....	3	3	2
12 and under 12½.....	1	1	1	1	.....	2	2
12½ and under 13.....	.....	1	1	1	.....	2	1
13 and under 13½.....	.....	.....	.....	2	.....	1	1
13½ and under 14.....	2	.....	.....	1	.....	1	1
14 and under 14½.....	2	.....	.....	.....	1	2	.....
14½ and under 15.....	1	.....	.....	.....	.....	.....	.....
Total.....	37	39	42	40	41	42	43

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MEMPHIS, TENN.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	10	6	16	13	10	3	7
6 and under 6½.....	3	2	3	.....	1	1	3
6½ and under 7.....	1	2	.....	2	2	2	.....
7 and under 7½.....	2	1	1	1	1	4	4
7½ and under 8.....	3	1	.....	.....	3	.....	6
8 and under 8½.....	.....	1	.....	2	1	.....	4
8½ and under 9.....	4	6	3	3	8	1	2
9 and under 9½.....	3	2	3	1	6	4	8
9½ and under 10.....	5	3	3	3	1	4	7
10 and under 10½.....	5	10	3	3	4	8	7
10½ and under 11.....	9	7	5	7	8	7	3
11 and under 11½.....	5	6	8	6	6	5	10
11½ and under 12.....	9	10	10	10	13	10	10
12 and under 12½.....	17	21	24	19	25	17	12
12½ and under 13.....	14	15	16	15	13	15	13
13 and under 13½.....	14	14	12	12	17	15	21
13½ and under 14.....	7	8	12	9	6	12	14
14 and under 14½.....	11	11	11	10	10	11	16
14½ and under 15.....	9	9	6	8	4	5	12
15 and under 15½.....	5	5	3	3	8	12	7
15½ and under 16.....	5	2	.....	2	1	11	12
16 and under 16½.....	6	2	7	5	8	5	9
16½ and under 17.....	7	3	.....	3	.....	2	4
17 and under 17½.....	1	1	.....	2	1	1	4
Total.....	151	148	150	139	157	162	196
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.....	1	2	2	1	3	.....	.....
1½ and under 2.....	2	1	1	1	1	.....	.....
2 and under 2½.....	.....	1	.....	.....	.....	1	.....
2½ and under 3.....	.....	1	.....	2	.....	1	.....
3 and under 3½.....	.....	1	1	.....	1	1	.....
3½ and under 4.....	.....	.....	.....	.....	1	.....	.....
4 and under 4½.....	1	2	2	1	3	1	4
4½ and under 5.....	.....	.....	3	1	2	2	.....
5 and under 5½.....	2	1	2	.....	3	.....	3
5½ and under 6.....	3	1	2	2	3	1	1
6 and under 6½.....	1	1	.....	.....	.....	3	2
6½ and under 7.....	.....	1	2	.....	.....	.....	1
7 and under 7½.....	4	1	.....	3	.....	3	.....
7½ and under 8.....	3	5	2	1	3	1	1
8 and under 8½.....	.....	1	1	.....	.....	2	2
8½ and under 9.....	1	1	1	1	4	3	12
9 and under 9½.....	2	4	1	6	3	.....	2
9½ and under 10.....	4	3	2	6	4	1	3
10 and under 10½.....	3	4	5	5	7	2	12
10½ and under 11.....	7	5	6	6	4	4	3
11 and under 11½.....	4	2	6	2	6	5	6
11½ and under 12.....	2	1	.....	2	.....	4	5
12 and under 12½.....	1	2	4	2	1	6	4
12½ and under 13.....	1	1	2	3	3	2	1
13 and under 13½.....	2	1	.....	.....	1	2	1
13½ and under 14.....	.....	.....	1	.....	.....	.....	.....
14 and under 14½.....	.....	1	.....	.....	.....	2	.....
14½ and under 15.....	.....	.....	.....	.....	.....	1	.....
15 and under 15½.....	.....	.....	.....	.....	.....	2	.....
15½ and under 16.....	.....	.....	.....	.....	.....	.....	1
16 and under 16½.....	.....	.....	.....	.....	.....	.....	1
16½ and under 17.....	.....	.....	.....	.....	.....	.....	.....
Total.....	44	44	44	41	53	50	65

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MEMPHIS, TENN.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	1		1				
6 and under 6½.....				1			
7½ and under 8.....				1			
8½ and under 8¾.....				1			
8¾ and under 9.....			1				
9 and under 9½.....		1		1			
9½ and under 9¾.....		1	1	2	2	1	
9¾ and under 9¾.....		1	1		1		
9¾ and under 10.....	1			1			
10 and under 10½.....	1	1	1	1	1	1	1
10½ and under 10¾.....				2	2		1
10¾ and under 10¾.....		1	1	1	2	1	
10¾ and under 11.....	1	1	1	1		1	1
11 and under 11½.....	2	4	5	4	4	4	
11½ and under 11¾.....	6	5	7	2	4	2	
11¾ and under 11¾.....	3	6	5	4	4	8	
11¾ and under 12.....	7	10	9	12	10	4	
12 and under 12½.....	10	9	10	13	8	5	
12½ and under 13.....		3	4	3	2	1	
13 and under 13½.....	1	1	1			3	
13½ and under 14.....	1	2	1	1	1	2	
14 and under 14½.....				1			
Total.....	34	46	49	51	39	33	2
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½.....							1
2½ and under 3.....					1		
3½ and under 4.....					1		
5½ and under 6.....			1				
6½ and under 7.....	1						
7 and under 7½.....	1	1					
7½ and under 8.....			1				
8 and under 8½.....	2	1			1		
8½ and under 9.....	1		1		1		
9 and under 9½.....				1			
11 and under 11½.....					1	1	
11½ and under 12.....		1	1	2			1
12 and under 12½.....	2	1			1	1	
12½ and under 13.....	1						
13 and under 13½.....		1				1	
13½ and under 14.....		1					
14½ and under 15.....						1	
Total.....	8	6	4	3	6	4	2
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....		2	1	1			
6 and under 6½.....					1		
6½ and under 7.....		1	1	1			
7 and under 7½.....						1	
7½ and under 8.....	2						
8½ and under 8¾.....	1	1		1			
8¾ and under 9.....	1			2			
9 and under 9½.....			1				
9½ and under 9¾.....	1				2		
9¾ and under 9¾.....		2	2		1		
9¾ and under 10.....	1		1	2			
10 and under 10½.....	1		2	1	1	2	1
10½ and under 10¾.....	1		1	2	2		1
10¾ and under 10¾.....				3		1	
10¾ and under 11.....	1	2	1			2	
11 and under 11½.....	1	4	4	2	3	3	
11½ and under 11¾.....	9	2	5	5	2	1	
11¾ and under 11¾.....	5	11	5	6	6	7	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MEMPHIS, TENN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
11½ and under 12.....	6	9	5	10	10	4	.....
12 and under 12½.....	10	9	11	13	6	7	.....
12½ and under 13.....	1	3	6	5	3	4	.....
13 and under 13½.....	3	.....	.....	1	.....	2	.....
Total.....	44	46	46	55	37	34	2
<i>Conductors: Extra (who also did other work).</i>							
3½ and under 4.....	1	1	.....	.....	.....	.....	.....
5 and under 5½.....	3	3	1	.....	.....	.....	.....
5½ and under 6.....	1	.....	.....	1	1	.....	.....
6 and under 6½.....	6	1	3	2	2	.....	.....
6½ and under 7.....	1	1	.....	1	1	.....	.....
7 and under 7½.....	.....	2	4	2	1	.....	.....
7½ and under 8.....	1	.....	.....	2	1	.....	.....
8 and under 8½.....	1	2	2	.....	.....	1	.....
8½ and under 9.....	.....	1	1	1	3	.....	.....
9 and under 9½.....	.....	1	1	2	3	.....	.....
9½ and under 10.....	1	.....	.....	3	1	.....	.....
10½ and under 11.....	.....	.....	.....	1	.....	2	1
11 and under 11½.....	1	3	3	1	2	1	.....
11½ and under 12.....	1	1	2	1	1	3	1
12 and under 12½.....	1	.....	1	1	1	2	.....
12½ and under 13.....	.....	1	1	1	1	2	.....
13 and under 13½.....	.....	1	1	.....	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
14 and under 14½.....	.....	.....	.....	.....	.....	1	.....
Total.....	18	19	20	19	16	15	2

MILWAUKEE, WIS.

[The data used here are for time on duty to the nearest 5 minutes.]

<i>Motormen: Regular.</i>							
Under 6.....	16	8	8	13	9	22	9
6 and under 6½.....	1	.....	1	2	1	4	1
6½ and under 7.....	.....	.....	1	.....	2	1	5
7 and under 7½.....	4	11	9	9	8	5	3
7½ and under 8.....	12	12	12	10	13	6	2
8 and under 8½.....	5	3	6	9	5	3	8
8½ and under 8¾.....	4	6	6	6	7	7	8
8¾ and under 8½.....	6	7	8	6	7	2	15
8½ and under 9.....	9	8	7	5	7	3	20
9 and under 9½.....	103	116	108	112	105	105	34
9½ and under 9¾.....	17	18	21	27	25	22	48
9¾ and under 9½.....	23	21	23	21	22	33	43
9½ and under 10.....	29	27	26	27	28	42	47
10 and under 10½.....	64	63	64	66	63	61	26
10½ and under 10¾.....	42	46	46	50	42	35	14
10¾ and under 10½.....	32	34	33	34	34	21	4
10½ and under 11.....	10	9	11	10	8	13	4
11 and under 11½.....	11	10	8	9	11	11	2
11½ and under 11¾.....	10	12	9	9	9	10	2
11¾ and under 11½.....	7	8	6	4	5	10	4
11½ and under 12.....	5	5	3	3	4	2	2
12 and under 12½.....	5	4	4	3	4	4	2
12½ and under 13.....	1	1	1	3	5	1	.....
13 and under 13½.....	1	1	2	1	1	1	1
13½ and under 14.....	2	.....	2	1	2	1	.....
14 and under 14½.....	.....	1	.....	1	.....	3	.....
15 and under 15½.....	1	.....	.....	.....	.....	.....	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
Total.....	420	431	425	441	427	429	301

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MILWAUKEE, WIS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
Under 1.....		1		2	2	2	
1 and under 1½.....		2		2	1	4	5
1½ and under 2.....	1	4	5	3	2	4	
2 and under 2½.....		7		9	3	2	1
2½ and under 3.....	1	2	2	1	3	3	2
3 and under 3½.....	2	4	1	4	3	2	2
3½ and under 4.....	6	4	7	3	5	2	1
4 and under 4½.....	3	2	4	4	4	2	2
4½ and under 5.....	3	3	7	4	6	5	1
5 and under 5½.....	3	5	6	3	3	3	
5½ and under 6.....	4	3	1	3	1	5	2
6 and under 6½.....		2	3	4	2	4	5
6½ and under 7.....	2	1	1	3		1	4
7 and under 7½.....	2	1	1	1	1	1	
7½ and under 8.....			1		4	1	2
8 and under 8½.....					1	2	2
8½ and under 9.....	2				2	1	5
9 and under 9½.....	28	19	19	21	19	19	27
9½ and under 10.....	7	5	11	7	7	12	21
10 and under 10½.....	21	18	15	11	20	15	9
10½ and under 11.....	5	8	7	4	5	4	4
11 and under 11½.....	7	3	5	8	5	4	3
11½ and under 12.....			1	1	2	1	
12 and under 12½.....	1	2		2	1	3	
12½ and under 13.....	2		1				
13 and under 13½.....			1	1		1	1
13½ and under 14.....	1	1				1	
14 and under 14½.....		1					1
14½ and under 15.....							1
Total.....	101	98	101	101	103	104	100
<i>Conductors: Regular.</i>							
Under 6.....	10	9	11	13	12	27	13
6 and under 6½.....		1		2		7	3
6½ and under 7.....		1		6		3	7
7 and under 7½.....	8	6	7	2	8	7	3
7½ and under 8.....	8	9	9	8	6	7	1
8 and under 8½.....	2	4	2	6	4	4	6
8½ and under 8¾.....	8	8	8	7	8	7	6
8¾ and under 9.....	11	9	11	11	8	5	12
9 and under 9½.....	6	6	7	6	7	3	16
9½ and under 9¾.....	113	128	111	123	115	110	33
9¾ and under 10.....	21	19	20	22	20	15	47
10 and under 10½.....	20	19	22	21	20	32	36
10½ and under 10¾.....	26	27	32	30	30	40	37
10¾ and under 11.....	65	67	62	62	63	60	21
11 and under 11½.....	43	46	44	45	44	44	26
11½ and under 11¾.....	28	30	32	28	33	15	1
11¾ and under 12.....	8	8	10	10	9	9	4
12 and under 12½.....	14	13	13	13	12	10	5
12½ and under 12¾.....	7	9	8	6	9	8	3
12¾ and under 13.....	5	6	6	3	5	5	1
13 and under 13½.....	5	4	5	3	5	2	1
13½ and under 13¾.....	3	2	2	5	2	5	3
13¾ and under 14.....	4	3	2	2	1	3	
14 and under 14½.....	2	1	3	1	2	2	
14½ and under 14¾.....			1	1	1	2	
14¾ and under 15.....				1			1
15 and under 15½.....							
15½ and under 16.....						1	
Total.....	419	435	428	437	424	416	269

706 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MILWAUKEE, WIS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
Under 1.....				1	1		1
1 and under 1½.....	3	3	2	4	3	2	5
1½ and under 2.....	1	1		4	2	1	3
2 and under 2½.....	7	7	8	9	7	5	3
2½ and under 3.....	12	5	3	4	5	6	3
3 and under 3½.....	8	7	8	1	7	4	
3½ and under 4.....	8	7	6	12	17	6	
4 and under 4½.....	7	11	10	14	13	8	1
4½ and under 5.....	8	6	3	13	8	3	
5 and under 5½.....	3	3	10	5	6	4	1
5½ and under 6.....	2	4	6	5	4	1	3
6 and under 6½.....	4	4	4	2	4	7	3
6½ and under 7.....	3	2	4	2	2	3	4
7 and under 7½.....	3	1	3	2	1	3	2
7½ and under 8.....	2	1	3	3	1	7	3
8 and under 8½.....	1			3	2	6	5
8½ and under 9.....		2	1		1	2	15
9 and under 9½.....	26	30	37	18	29	25	33
9½ and under 10.....	10	17	8	5	4	19	34
10 and under 10½.....	24	21	25	25	20	20	17
10½ and under 11.....	7	9	6	6	3	3	3
11 and under 11½.....	5	2	2	3	7	5	
11½ and under 12.....	3	3		1	3	2	3
12 and under 12½.....	2	2	1			4	1
12½ and under 13.....				2		1	1
13 and under 13½.....	2	1					1
13½ and under 14.....		2	1				1
14 and under 14½.....	1	1	1				
Total.....	152	152	154	144	153	147	146

MINNEAPOLIS AND ST. PAUL, MINN.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.....	29	24	26	27	34	27	25
6 and under 6½.....	4		1			4	4
6½ and under 7.....	3	2	1	4	2	2	2
7 and under 7½.....	4	1	4	2	2	3	
7½ and under 8.....	1		1	3	1	2	
8 and under 8½.....	1	2		1	2	1	7
8½ and under 8¾.....				1	1	1	5
8¾ and under 9.....	3	2	2		3	3	2
9 and under 9½.....	45	48	48	47	38	19	29
9½ and under 9¾.....	68	68	70	65	74	47	28
9¾ and under 9½.....	75	73	75	77	73	49	23
9½ and under 10.....	96	90	94	85	92	84	52
10 and under 10½.....	98	92	96	102	99	131	95
10½ and under 10¾.....	72	72	70	74	66	92	56
10¾ and under 10½.....	66	70	66	67	66	70	72
10½ and under 11.....	29	25	28	23	28	44	41
11 and under 11½.....	19	26	21	24	24	30	28
11½ and under 11¾.....	9	10	8	10	11	15	14
11¾ and under 11½.....	15	16	14	15	19	7	10
11½ and under 12.....	13	12	15	13	12	9	9
12 and under 12½.....	15	23	21	21	18	15	21
12½ and under 13.....	10	13	9	8	6	13	9
13 and under 13½.....	6	5	6	6	6	7	3
13½ and under 14.....	2	2	3	2	1	2	1
14 and under 14½.....	2	1	1	2			
14½ and under 15.....	2	2	1	1	2		
15 and under 16.....						1	1
Total.....	689	682	685	682	682	681	546

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
Under 1.....	3	1	1	4	4	20	
1 and under 1½	8	5	17	12	5	15	
1½ and under 2	16	12	17	11	9	17	
2 and under 2½	24	17	22	21	11	23	
2½ and under 3	15	21	19	20	21	12	
3 and under 3½	25	17	18	18	23	8	
3½ and under 4	17	19	15	21	16	11	
4 and under 4½	27	25	23	22	18	9	
4½ and under 5	14	15	19	25	23	4	
5 and under 5½	30	26	26	26	20	5	
5½ and under 6	19	19	16	18	20	7	
6 and under 6½	17	11	21	14	18	11	
6½ and under 7	7	13	8	10	12	13	
7 and under 7½	4	10	9	6	8	10	
7½ and under 8	6	9	3	7	9	9	
8 and under 8½	4	7	3	1	4	13	
8½ and under 9	7	5	6	5	6	14	
9 and under 9½	12	17	15	14	14	23	
9½ and under 10	20	18	18	17	24	28	
10 and under 10½	29	36	31	33	28	31	
10½ and under 11	12	8	14	18	16	23	
11 and under 11½	7	13	7	11	8	15	
11½ and under 12	8	8	5	4	12	8	
12 and under 12½	3		2	1	2	4	
12½ and under 13	1		1	1	1	1	
13 and under 13½		1				2	
13½ and under 14		1				1	
14 and under 14½	1			1		1	
14½ and under 15					1		
15 and under 15½				1			
15½ and under 16					1		
Total.....	336	334	336	342	330	331	262
<i>Conductors: Regular.</i>							
Under 6.....	34	33	26	32	40	25	33
6 and under 6½	4	2		1	2	2	3
6½ and under 7	3		2	1	1	3	2
7 and under 7½	2	2	1	1	1	3	1
7½ and under 8	4	1		1		2	
8 and under 8½		2	1				4
8½ and under 9		2	1			1	4
9 and under 9½	1	1	2		4	3	4
9½ and under 10	2	1	3	1	2	2	11
10 and under 10½	50	53	54	49	47	20	17
10½ and under 11	58	60	61	55	56	42	29
11 and under 11½	81	78	80	80	79	48	18
11½ and under 12	90	84	91	86	88	89	49
12 and under 12½	82	90	92	90	91	129	75
12½ and under 13	69	77	79	80	71	88	48
13 and under 13½	62	60	62	68	66	72	51
13½ and under 14	31	25	24	26	25	43	40
14 and under 14½	21	27	20	23	20	33	25
14½ and under 15	9	11	7	9	12	12	13
15 and under 15½	14	15	16	18	17	14	16
15½ and under 16	10	9	12	13	14	10	10
16 and under 16½	17	15	16	17	15	10	14
16½ and under 17	13	10	10	10	9	10	10
17 and under 17½	5	6	6	6	6	5	1
17½ and under 18	1	2	1	2	1	1	
18 and under 18½	1	1	1	1	1		
18½ and under 19	1						
Total.....	665	670	668	670	668	667	479

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
Under 1.....	7	1	2	5	2	5	12
1 and under 1½.....	12	12	13	12	8	12	15
1½ and under 2.....	11	16	10	23	10	14	11
2 and under 2½.....	11	15	15	17	20	19	7
2½ and under 3.....	18	19	26	19	16	20	10
3 and under 3½.....	14	18	27	15	14	13	4
3½ and under 4.....	26	12	13	14	13	9	4
4 and under 4½.....	23	15	19	22	32	5	5
4½ and under 5.....	25	27	18	21	27	7	4
5 and under 5½.....	25	31	30	23	24	15	7
5½ and under 6.....	15	16	21	18	19	9	5
6 and under 6½.....	14	18	14	15	10	5	5
6½ and under 7.....	8	9	8	8	9	16	2
7 and under 7½.....	8	9	6	9	12	16	5
7½ and under 8.....	2	10	5	5	5	9	1
8 and under 8½.....	2	3	3	4	6	14	12
8½ and under 9.....	7	7	8	7	3	13	7
9 and under 9½.....	13	13	17	13	18	21	25
9½ and under 10.....	13	16	12	14	21	25	27
10 and under 10½.....	49	36	32	37	26	40	36
10½ and under 11.....	17	21	16	20	20	17	32
11 and under 11½.....	6	9	9	6	6	13	17
11½ and under 12.....	4	3	4	4	6	5	9
12 and under 12½.....	2	.....	3	.....	4	2	5
12½ and under 13.....	2	3	2	2	1	.....	2
13 and under 13½.....	1	.....	.....	.....	.....	1	1
13½ and under 14.....	.....	.....	.....	.....	.....	.....	.....
14 and under 14½.....	.....	.....	1	1	.....	.....	.....
14½ and under 15.....	.....	.....	.....	1	.....	.....	.....
Total.....	335	339	334	335	335	325	270

MOBILE, ALA.

[The data used here are for time on duty to the nearest 6 minutes.]

<i>Motormen: Regular.</i>							
Under 6.....	.....	.....	.....	.....	.....	.....	2
7 and under 7½.....	.....	.....	.....	.....	.....	.....	2
7½ and under 8.....	.....	1	1	1	1	.....	9
8 and under 8½.....	.....	.....	.....	.....	.....	.....	5
8½ and under 8¾.....	1	2	2	2	2	2	9
8¾ and under 9.....	.....	.....	.....	.....	.....	.....	5
9 and under 9½.....	5	5	5	7	8	9	10
9½ and under 9¾.....	8	10	8	10	8	3	6
9¾ and under 9½.....	15	17	19	17	18	18	9
10 and under 10.....	7	6	7	8	9	7	6
10 and under 10½.....	6	7	8	7	5	3	.....
10½ and under 10½.....	4	3	4	3	3	3	1
10½ and under 10¾.....	2	2	2	2	2	3	1
10¾ and under 11.....	.....	.....	.....	.....	.....	1	.....
11 and under 11½.....	2	2	2	2	1	.....	.....
11½ and under 11½.....	.....	.....	.....	.....	.....	1	1
11½ and under 11¾.....	2	2	2	2	2	3	.....
11¾ and under 12.....	.....	.....	.....	.....	.....	1	.....
12 and under 12½.....	1	1	1	1	1	2	.....
12½ and under 13.....	.....	.....	.....	.....	.....	1	.....
Total.....	53	58	61	62	57	57	57

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

MOBILE, ALA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½						1	
1½ and under 2				1			
4 and under 4½						1	1
6½ and under 7							1
7 and under 7½							3
7½ and under 8	1					1	3
8 and under 8½							1
8½ and under 9	1					2	2
9 and under 9½	6	6	6	2	6	4	3
9½ and under 10	8	4	4	7	4	6	3
10 and under 10½	2	3	2	2	4	3	
10½ and under 11							1
11 and under 11½					1		
12½ and under 13	1						
Total	19	13	12	12	15	18	18
<i>Conductors: Regular.</i>							
Under 6	1		2				2
6 and under 6½		1					1
6½ and under 7							2
7 and under 7½			1				1
7½ and under 8	1	1	1	1	1	1	1
8 and under 8½	1						3
8½ and under 8¾							4
8¾ and under 8½	1		1	1	1	2	9
8½ and under 9							5
9 and under 9½	5	7	5	7	5	3	19
9½ and under 9¾	8	10	11	11	11	10	5
9¾ and under 9½	17	15	13	16	15	17	11
9½ and under 10	9	9	8	10	9	8	4
10 and under 10½	7	8	6	7	7	3	
10½ and under 10¾	3	5	5	5	4	5	1
10¾ and under 10½	3	2	3	4	4	4	1
10½ and under 11	2	2	1	1	1	3	2
11 and under 11½	1	1	3	1	1	1	
11½ and under 11¾						1	1
11¾ and under 11½	2	2	1	1		3	
11½ and under 12						2	1
12 and under 12½		1	1	1		1	2
13 and under 13½						1	
Total	61	64	62	66	59	65	63
<i>Conductors: Extra.</i>							
1 and under 1½		1					
1½ and under 2			1	1			
2 and under 2½				1		2	
3½ and under 4	1						
4 and under 4½						1	1
5½ and under 6			1				
7 and under 7½				1			2
7½ and under 8							2
8 and under 8½							1
8½ and under 9	1	1	1	1	1	2	2
9 and under 9½	6	2	1	1	3	2	4
9½ and under 10	1	3	6	1	4	3	
10 and under 10½	2			1	2	1	
10½ and under 11		2	1				
11½ and under 12	1		1	1	3		
Total	12	9	12	8	13	11	12

710 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NASHVILLE, TENN.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	9	7	4	6	8	5	4
6 and under 6½.....						1	3
6½ and under 7.....	1	1				1	5
7 and under 7½.....							1
7½ and under 8.....						1	1
8 and under 8½.....	1				1	2	7
8½ and under 8¾.....		3	2		2	2	2
8¾ and under 8½.....	1		3	2		1	8
8½ and under 9.....	4	3	3	4	4	5	6
9 and under 9½.....	12	16	19	16	14	18	16
9½ and under 9¾.....	16	14	17	13	19	16	15
9¾ and under 9½.....	4	7	3	5	5	6	12
9½ and under 10.....	15	12	17	18	16	16	9
10 and under 10½.....	24	25	20	25	23	25	12
10½ and under 10¾.....	7	5	3	5	3	4	3
10¾ and under 10½.....	5	3	5	4	6	6	9
10½ and under 11.....	4	3	3	4	3	3	3
11 and under 11½.....		2	2	2	3	2	3
11½ and under 11¼.....	2	1	1	1			1
11¼ and under 11½.....	2		1	1	2	1	1
11½ and under 12.....	1	2	1			2	1
12 and under 12½.....	4	3	4	4	4	4	7
12½ and under 13.....	9	6	8	5	5	5	6
13 and under 13½.....	12	16	13	12	12	9	6
13½ and under 14.....	8	5	10	7	8	6	2
14 and under 14½.....	2	7	5	6	7	3	2
14½ and under 15.....	3	3	2	2	2	4	3
15 and under 15½.....	1	2			3	3	3
15½ and under 17.....			1				
17 and under 17½.....			1	2		1	1
17½ and under 18.....	1	1	1				
18 and over.....	2					1	
Total.....	150	147	149	150	150	153	152
<i>Motormen: Extra.</i>							
1½ and under 2.....	1			1			
2 and under 2½.....	1		2			1	
2½ and under 3.....	3	1	3	3		3	
3 and under 3½.....	2	2	4	3	3	1	4
3½ and under 4.....		1	3		2		
4 and under 4½.....	2		1		2	1	
4½ and under 5.....			1			1	
5 and under 5½.....			2		2		
5½ and under 6.....	1		1	2	1	2	1
6 and under 6½.....	1			1	2	1	
6½ and under 7.....		1	1	3	1	2	
7 and under 7½.....		1		1		1	3
7½ and under 8.....	1						2
8 and under 8½.....	2	1	2	1	1	1	4
8½ and under 9.....	3	4	3			3	1
9 and under 9½.....	9	5	5	9	7	3	1
9½ and under 10.....	4	6	5	5	8	8	7
10 and under 10½.....	5	6	8	2	5	3	4
10½ and under 11.....	3	3	3	4	4	3	5
11 and under 11½.....	1					1	1
11½ and under 12.....	1	1	1	1			
12 and under 12½.....		3		1		2	1
12½ and under 13.....	2	4		1	2	1	1
13 and under 13½.....	3	4	1	2	2	3	1
13½ and under 14.....	2	1		1	2		
14 and under 14½.....	1			2	1	2	1
14½ and under 15.....				1			
Total.....	48	44	46	44	47	43	40

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NASHVILLE, TENN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6	3	6	4	10	5	4	3
6 and under 6½	1		1	2			
6½ and under 7	1	1	1	2		1	4
7 and under 7½	1						4
7½ and under 8		2	1	2			5
8 and under 8½						1	2
8½ and under 8¾	1		1				4
8¾ and under 8½			3	3	1	2	4
8½ and under 9			7	4	6	6	8
9 and under 9½	12	14	13	19	14	23	13
9½ and under 9¾	16	15	15	13	17	15	15
9¾ and under 9½	9	7	6	7	5	5	10
9½ and under 10	21	15	17	15	16	13	11
10 and under 10½	21	18	18	18	23	20	12
10½ and under 10¾	2	8	5	4	1	5	1
10¾ and under 10½	4	4	6	4	8	7	12
10½ and under 11	3	3	1	6	3	3	2
11 and under 11½	2	3	2	1	2	1	2
11½ and under 11¾	1			1			1
11¾ and under 11½	3			1	2	2	2
11½ and under 12	1	1	1	2	3	1	4
12 and under 12½	2	1	5	5	3	4	3
12½ and under 13	8	5	9	3	5	3	7
13 and under 13½	14	12	13	11	9	7	2
13½ and under 14	9	4	6	3	6	4	4
14 and under 14½	4	4	3	3	4	3	1
14½ and under 15	1	3	1	1	2	5	3
15 and under 15½	1		2				
16 and under 16½						1	
17 and under 17½				1			
17½ and under 18	1				1		
18 and over						1	
Total	135	134	141	140	135	137	136
<i>Conductors: Extra.</i>							
Under 1			1	1			
1 and under 1½				2		1	
1½ and under 2	2		1		1		1
2 and under 2½	2	1	3		2	1	2
2½ and under 3	6	4	6	2	3	4	1
3 and under 3½	1	2	7	3	3	5	4
3½ and under 4	1	2	3	2	2	1	
4 and under 4½	1		2	1	2	1	
4½ and under 5	1	1			1		
5 and under 5½		4			1	1	2
5½ and under 6	1				3	1	1
6 and under 6½	3	5	1	4	2	3	5
6½ and under 7	1	4	1	5	2	1	4
7 and under 7½	1	2	3	2	2	3	2
7½ and under 8	2		1		2	3	2
8 and under 8½	1	3	3	2	1	1	4
8½ and under 9	4	1	4	4	1	1	6
9 and under 9½	9	6	5	10	11	17	3
9½ and under 10	2	9	6	7	2	7	5
10 and under 10½	8	11	5	4	6	2	9
10½ and under 11	7	5	3	2	2	2	1
11 and under 11½	1	1			2		1
11½ and under 12	3	1	3	3	1	1	2
12 and under 12½	3		2	1	2		4
12½ and under 13	3		2	3	4	3	
13 and under 13½		3	1	7	5	5	
13½ and under 14	2	2	3	7	4	2	
14 and under 14½	3	2	1	3	2	2	1
14½ and under 15		1		1		1	
15 and under 15½	1						1
18 and over						1	
Total	68	72	68	70	71	72	61

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEWARK, N. J.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	13	7	9	8	6	8	43
6 and under 6½.....					1	1	
6½ and under 7.....	2	1			1		
7 and under 7½.....		3				2	1
7½ and under 8.....	10	11	11	10	10	3	1
8 and under 8½.....	3	7	5	4	4	4	10
8½ and under 8¾.....	4	7	4	6	5		8
8¾ and under 8½.....	2	7	4	4	6	5	22
8½ and under 9.....	2	5	1	1	2	5	21
9 and under 9½.....	3	5	4	5	3	3	21
9½ and under 9¾.....	11	10	6	8	8	12	15
9¾ and under 9½.....	57	52	62	61	53	45	37
9½ and under 10.....	64	67	64	69	62	48	26
10 and under 10½.....	67	64	59	62	58	58	13
10½ and under 10¾.....	38	27	45	38	40	55	17
10¾ and under 10½.....	24	20	24	25	25	33	10
10½ and under 11.....	19	14	17	19	13	20	14
11 and under 11½.....	6	4	4	4	9	11	10
11½ and under 11¾.....	4	4	3	3	5	7	7
11¾ and under 11½.....	4	6	4	4	4	9	
11½ and under 12.....	2	3	1	2	2	3	3
12 and under 12½.....		1				4	3
12½ and under 13.....	1					5	1
13 and under 13½.....	1	1	1	1	1	1	1
15 and under 15½.....			1				
18 and over.....						1	
Total.....	337	326	329	334	319	343	284
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....				1			1
1 and under 1½.....	3	2	1	3	1	1	1
1½ and under 2.....	2	2	2	2	1		2
2 and under 2½.....		1	2	1	1		
2½ and under 3.....	1	2	1	1			
3 and under 3½.....	1		2	1	1	1	
3½ and under 4.....	1	1		1			
4 and under 4½.....					1		2
4½ and under 5.....			1			1	3
5 and under 5½.....							2
5½ and under 6.....	3				2		1
6 and under 6½.....		1	1		1		
6½ and under 7.....		1					1
7 and under 7½.....	1	1			1	2	
7½ and under 8.....				1		2	1
8 and under 8½.....	2	7	7	6	4	1	3
8½ and under 9.....	1	3		1			6
9 and under 9½.....	2	1		4	3	4	7
9½ and under 10.....	3	2	1	1	5	12	8
10 and under 10½.....	22	18	25	19	20	18	3
10½ and under 11.....	7	7	5	2	7	2	5
11 and under 11½.....	2	1	1			3	1
11½ and under 12.....			1	1	1		
12 and under 12½.....		2	1			2	
12½ and under 13.....			1				
13 and under 13½.....						1	
15 and under 15½.....						1	
Total.....	51	52	52	45	49	51	47

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK IN SPECIFIED CITIES, 1914—Continued.

NEWARK, N. J.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	19	24	30	23	28	11	63
6 and under 6½.....	2	1		1		1	2
6½ and under 7.....	1	1				1	4
7 and under 7½.....		2		1		1	3
7½ and under 8.....	18	17	14	13	15	4	4
8 and under 8½.....	6	7	8	7	11	3	10
8½ and under 9.....	9	9	5	7	7	4	8
9 and under 9½.....	4	7	4	3	5	3	20
9½ and under 9¾.....	5	5	3	5	4	5	23
9¾ and under 10.....	5	5	6	4	2	2	16
10 and under 10½.....	7	13	9	10	11	17	21
10½ and under 10¾.....	60	56	57	61	60	46	29
10¾ and under 11.....	62	57	54	54	60	56	26
11 and under 11½.....	65	56	69	66	57	65	15
11½ and under 11¾.....	45	33	45	35	40	61	18
11¾ and under 12.....	27	22	24	23	26	34	14
12 and under 12½.....	19	16	17	23	17	21	12
12½ and under 12¾.....	4	5	3	5	5	11	10
12¾ and under 13.....	4	3	1	3	5	9	4
13 and under 13½.....	3	5	4	4	4	6	2
13½ and under 14.....	3	4	2	6	1	2	5
14 and under 14½.....	2	3	1	3	3	5	3
14½ and under 15.....	1						
Total.....	371	352	356	357	364	370	312
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....							1
1 and under 1½.....	7	7		5	1	1	1
1½ and under 2.....	6	6	4	4	2		
2 and under 2½.....	3	5	4	3		2	
2½ and under 3.....	1	2	1	2	1	1	
3 and under 3½.....			1	1	2	1	2
3½ and under 4.....	3	3	2	1	2	2	
4 and under 4½.....	1	1		1	1	1	1
4½ and under 5.....	1		4	1	2	2	2
5 and under 5½.....	1	2		2			2
5½ and under 6.....	1		1	1			1
6 and under 6½.....	1	1		2	2	2	2
6½ and under 7.....	1		1	1	1	1	2
7 and under 7½.....	1		2	2	2	1	
7½ and under 8.....			1		1		2
8 and under 8½.....	1	7	7	5	4	6	5
8½ and under 9.....	3	2	3	2	2	2	12
9 and under 9½.....	4	7	6	3	4	1	9
9½ and under 10.....	6	7	8	4	4	20	15
10 and under 10½.....	24	31	35	29	38	18	9
10½ and under 11.....	10	4	9	11	6	9	5
11 and under 11½.....	4	2		5	3	3	6
11½ and under 12.....		2		2	1	7	
12 and under 12½.....	2	1	1			1	1
12½ and under 13.....					1	4	
13 and under 13½.....				1			
13½ and under 14.....	1		1		1	1	
14 and under 14½.....						1	
14½ and under 15.....							
Total.....	82	90	91	84	83	87	78

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEWARK, N. J.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	7	9	5	6	6	5	12
6 and under 6½	1	1	1	1	1	3	2
6½ and under 7	1	.....	1	.....	.....	1	2
7 and under 7½	2	2	.....	.....	.....	2	3
7½ and under 8	7	6	8	6	7	3	4
8 and under 8½	4	6	4	5	4	2	4
8½ and under 8¾	2	4	2	3	4	4	2
8¾ and under 8¾	1	4	1	1	.....	1	3
8¾ and under 9	3	1	5	2	.....	4	5
9 and under 9½	2	5	3	1	2	.....	3
9½ and under 9½	3	6	1	4	3	3	7
9½ and under 9¾	19	13	15	15	15	7	8
9¾ and under 9¾	10	12	9	11	11	17	8
9¾ and under 10	22	20	18	21	20	18	3
10 and under 10½	12	11	13	15	14	21	4
10½ and under 10½	8	9	9	8	11	8	5
10½ and under 10¾	5	5	8	6	5	7	6
10¾ and under 11	.....	.....	8	3	1	4	3
11 and under 11¼	1	.....	1	2	1	4	3
11¼ and under 11¼	.....	.....	.....	.....	1	2	2
11¼ and under 11¾	.....	.....	.....	1	2	.....	4
12 and under 12½	.....	1	2	2	1	4	.....
12½ and under 13	1	1	.....	.....	.....	.....	1
13 and under 13½	.....	.....	.....	.....	.....	.....	.....
Total.....	112	115	107	113	113	120	93
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....	.....	2	.....	.....	.....	2	.....
1 and under 1½	1	5	3	3	1	.....	1
1½ and under 2	4	1	3	3	1	.....	1
2 and under 2½	2	1	1	2	.....	.....	1
2½ and under 3	1	1	.....	.....	.....	.....	.....
3 and under 3½	1	1	.....	1	.....	.....	3
3½ and under 4	.....	2	1	1	3	1	.....
4 and under 4½	2	.....	1	1	1	1	4
4½ and under 5	3	.....	2	1	.....	.....	.....
5 and under 5½	.....	2	.....	.....	.....	1	1
5½ and under 6	.....	1	.....	1	1	2	.....
6 and under 6½	1	2	1	1	1	1	1
6½ and under 7	2	1	.....	.....	.....	4	4
7 and under 7½	.....	1	1	.....	.....	1	1
7½ and under 8	.....	.....	.....	.....	.....	.....	1
8 and under 8½	5	4	4	5	6	7	2
8½ and under 9	5	2	2	1	1	2	8
9 and under 9½	2	4	4	2	4	3	7
9½ and under 9¾	2	5	4	2	6	11	10
9¾ and under 10	17	21	24	21	21	16	10
10 and under 10½	7	5	6	6	6	4	5
10½ and under 11	3	4	5	2	3	4	2
11 and under 11¼	.....	1	.....	1	3	2	1
11¼ and under 12	.....	.....	.....	2	2	1	1
12 and under 12½	.....	.....	.....	.....	.....	1	.....
12½ and under 13	.....	.....	.....	.....	.....	.....	.....
13 and under 13½	.....	.....	1	.....	1	.....	.....
13½ and under 14	.....	.....	.....	.....	.....	1	.....
14 and under 15	.....	.....	.....	.....	.....	1	.....
15 and under 15½	.....	.....	.....	.....	.....	2	.....
16 and under 17	1	.....	.....	.....	.....	.....	.....
Total.....	59	66	63	54	61	68	62
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	5	7	5	4	5	6	10
6 and under 6½	1	1	.....	3	1	1	2
7 and under 7½	1	3	.....	.....	.....	.....	2
7½ and under 8	2	3	.....	.....	.....	.....	.....
8 and under 8½	1	4	5	2	4	2	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEWARK, N. J.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
8½ and under 8½		2		1	2		1
8½ and under 8¾	2	3	2	2	1		3
8¾ and under 9	1	1	2	2	1	2	4
9 and under 9½	3	2	2	1	2		6
9½ and under 9¾	2	2		1	1	3	2
9¾ and under 9¾	12	8	11	11	10	5	5
9¾ and under 10	8	8	9	11	8	11	8
10 and under 10½	14	13	19	14	13	14	1
10½ and under 10½	7	10	7	8	6	18	5
10½ and under 10¾	8	5	7	8	8	3	4
10¾ and under 11	2	1	2	2	2	6	2
11 and under 11½	2	2	2	2	2	2	5
11½ and under 11½	1	1				1	
11½ and under 11¾	1	1	2		1	2	1
11¾ and under 12							1
13 and under 13½	1						
Total	73	77	77	75	68	76	65
<i>Conductors: Extra (who also did other work).</i>							
Under 1	1	1				1	
1 and under 1½	1	2			3	2	
1½ and under 2	5						
2 and under 2½	1	2	1	1	2		
2½ and under 3	1		2	1	1	1	
3 and under 3½	2	3	2		1		2
3½ and under 4	1	2	2			2	
4 and under 4½	1		1	1			1
4½ and under 5			1	1	1	1	3
5 and under 5½	2			1		2	1
5½ and under 6			2		1		
6 and under 6½	1			1		1	2
6½ and under 7	1				1		
7 and under 7½	1	4	1	3	1	3	
7½ and under 8	1	2	1				1
8 and under 8½	1	4	4	4	2	2	
8½ and under 9	2	1	2	1	2	2	5
9 and under 9½			1	3	1	2	3
9½ and under 10	1	4	3	3	2	7	11
10 and under 10½	20	16	13	14	19	10	2
10½ and under 11	3	7	8	7	9	4	7
11 and under 11½	1	2				2	3
11½ and under 12				1	1	3	1
12 and under 12½		1		1		1	
12½ and under 13				1	1		2
14 and under 14½				1			
15 and under 15½						1	
Total	47	51	44	45	48	47	44

NEW BEDFORD, MASS.

[The data used here are for time on duty to the nearest 5 minutes, except that for extra men making regular runs the time includes 5 to 20 minutes' "reporting time."]

<i>Motormen: Regular.</i>							
Under 6	8	6	13	9	7	5	9
6 and under 6½	1	1	1	1	1		4
6½ and under 7							
7 and under 7½	3	3	2	2	3	1	9
7½ and under 8				1			13
8 and under 8½	2	3	2	2	2	1	7
8½ and under 8¾	3	1		1	2	1	3
8¾ and under 8¾	7	6	7	3	3	5	6
8¾ and under 9	4	4	3	2	4	4	2
9 and under 9½	10	7	6	9	10	15	4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW BEDFORD, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
9½ and under 9¾		1	1	1	2	4	1
9¾ and under 9¾	5	5	1	5	5	7	2
9¾ and under 10	2	4	2	1	3	3	
10 and under 10½	7	8	9	9	9	4	3
10½ and under 10¾	5	5	6	5	6	2	1
10¾ and under 10¾	2	3	4	3	5	5	1
10¾ and under 11	1	1	1	1		3	
11 and under 11½	1	2	1	1	1		
11½ and under 11½	2	1	1	2		1	
11½ and under 12						2	
12 and under 12½						2	2
12½ and under 13	1	1			1	1	
13 and under 13½			1			1	
13½ and under 14				1			
Total	64	62	61	60	65	67	67
<i>Motormen: Extra.</i>							
Under 1		1					1
2 and under 2½		1					1
2½ and under 3							1
3 and under 3½		1			1		
3½ and under 4				1			
4 and under 4½				2	2		
4½ and under 5	3	2	1	2	6		1
5 and under 5½	8	6	7	7	6	6	1
5½ and under 6				1		1	1
6 and under 6½	1		1			1	2
6½ and under 7	2	2	4			1	3
7 and under 7½	4	2	4			1	2
7½ and under 8				1		1	2
8 and under 8½		2	4		3	1	2
8½ and under 9	2	2	2	2	2	6	
9 and under 9½	1	1		3		4	5
9½ and under 10	1		2	1		3	3
10 and under 10½	4	4	1	2	2	2	
10½ and under 11	1	1	2	5	1		2
11 and under 11½	1	1	1	3	2	1	1
11½ and under 12	1	2	1	1	2	1	1
12 and under 12½						1	
12½ and under 13	1		3	1			
13 and under 13½		1	1		1	1	1
13½ and under 14							1
15 and under 16						1	
17 and under 17½		1					
Total	30	30	30	31	28	32	31
<i>Conductors: Regular.</i>							
Under 6	13	8	8	12	10	7	8
6 and under 6½	2	1	1	2	1	1	1
6½ and under 7	3	2	4	3	1		5
7 and under 7½	2	1	2		2	3	9
7½ and under 8	1	1	2	1	1	2	11
8 and under 8½	1	3	1		2	2	4
8½ and under 8½	1	2	1		2		3
8½ and under 8½	1	2	4	3	2	6	5
8½ and under 9	3	7	5	2	5	7	7
9 and under 9½	6	8	8	11	10	13	3
9½ and under 9½	1	1	1	1	2	2	2
9½ and under 9½	5	4	3	1	4	3	1
9½ and under 10	4	5	4	4	6	3	1
10 and under 10½	1	2	2	3	3	3	1
10½ and under 10½	3	5	5	4	4	2	2
10½ and under 10½	2	3	3	5	1	2	
10½ and under 11		1	1			4	
11 and under 11½	2		1	1	2		
11½ and under 11½	1	1	1	1	1		
11½ and under 11½	1	1	1	1		2	
11½ and under 12	1						
12 and under 12½			1	1		1	4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW BEDFORD, MASS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
12½ and under 13.....		2				1	
13 and under 13½.....						1	
17 and under 17½.....		1					
18 and over.....		1					
Total.....	54	62	59	56	59	66	62
<i>Conductors: Extra.</i>							
1 and under 1½.....			1			1	
1½ and under 2.....				1	1		1
2 and under 2½.....		1	1				1
2½ and under 3.....	1		1	1	1		
4 and under 4½.....			1		1		2
4½ and under 5.....		5	1	1			
5 and under 5½.....	4	5	5	1			1
5½ and under 6.....	2				6	4	2
6 and under 6½.....		1	1	2	2	1	1
6½ and under 7.....	1	2		2	2	1	4
7 and under 7½.....	4	2	2	4	2	2	
7½ and under 8.....		1				2	2
8 and under 8½.....	1	1	2	1		1	2
8½ and under 9.....	1	1	4	3	2	6	2
9 and under 9½.....	2	1	2		3	7	2
9½ and under 10.....	2	4	2	2	3	2	4
10 and under 10½.....	3	1	3	4	2	3	4
10½ and under 11.....	7	2	1	4	4	2	3
11 and under 11½.....	2	1	2	2	1		1
11½ and under 12.....			1	1	2		1
12 and under 12½.....				2			
12½ and under 13.....					1		
13 and under 13½.....	1		1			1	
13½ and under 14.....							1
14 and under 14½.....		1					
14½ and under 15.....				1			
17 and under 17½.....	1						
17½ and under 18.....		1					
Total.....	32	30	32	32	34	35	33

NEW BRITAIN, CONN.

[The data used here are for time on duty to the nearest quarter hour.]

<i>Motormen: Regular.</i>							
Under 6.....	2	5	4	1	1	2	2
6 and under 6½.....		1		1		2	
6½ and under 7.....						1	
7 and under 7½.....							2
7½ and under 8.....			1	1			3
8 and under 8½.....						1	3
8½ and under 9.....							1
9 and under 9½.....		1					1
9½ and under 10.....					1	2	2
10 and under 10½.....	1		1		1	1	1
10½ and under 11.....	3	1	1	1	2	2	1
11 and under 11½.....	5	3	4	8	4	3	
11½ and under 12.....	6	5	5	6	7	5	
12 and under 12½.....	5	3	4	3	2		2
12½ and under 13.....	2	2	2	1	2	2	
13 and under 13½.....	2	2		1	2	1	1
13½ and under 14.....						1	1
14 and under 14½.....					1		
14½ and under 15.....		1				1	
15 and under 15½.....				1			
Total.....	24	24	22	24	23	24	19

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW BRITAIN, CONN.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½	2	2	1	1			
1½ and under 2	1				1	1	
2 and under 2½		1					
3 and under 4					2		
4 and under 4½					1		
4½ and under 5			2				
5 and under 5½		1			2		
5½ and under 6	1		1			2	
6 and under 6½		1	1				
6½ and under 7				1			1
7 and under 7½	1	1					3
7½ and under 8							1
8 and under 8½		2					
8½ and under 9	1					1	
9 and under 10			2	1		1	2
10 and under 10½	1	3	1	1	1	1	1
10½ and under 11	1				1	2	
11 and under 11½				2		2	1
11½ and under 12			1	1			1
12 and under 12½						1	
12½ and under 13						1	
13 and under 13½			1	1			
15 and under 15½						1	
Total	8	11	10	8	8	13	10
<i>Conductors: Regular.</i>							
Under 6		1	3	2	1	4	
6 and under 6½			1	1		1	
6½ and under 7		1				1	
7 and under 7½							3
7½ and under 8							3
8 and under 8½							2
8½ and under 8¾					1		
8¾ and under 8½							1
8½ and under 9							1
9 and under 9½	1	1				1	1
9½ and under 10	2	2	2	2	1	1	2
10 and under 10½	6	4	4	5	5	3	1
10½ and under 10¾	6	6	4	6	8	2	
10¾ and under 10½	3	3	3	3	3	1	2
10½ and under 11	1	1		1	2	2	
11 and under 11½	1	1	1	2	1	1	1
11½ and under 11¾						1	1
11¾ and under 12	1		1			1	
12 and under 12½			1			2	
13 and under 13½						1	
13½ and under 14			1				
Total	21	20	21	22	22	22	18
<i>Conductors: Extra.</i>							
1 and under 1½				2			1
1½ and under 2					1		2
2 and under 2½					1		
2½ and under 3	1				1		1
3 and under 3½							
4 and under 4½		1			1		
4½ and under 5		1					1
5 and under 5½	1	1	2	1			
5½ and under 6	1	1	1	1	1		
6 and under 6½		1	1	1		1	
6½ and under 7					1	1	
7 and under 7½		1					1
7½ and under 8	1						1
8 and under 8½			1				2
9 and under 9½		1					
9½ and under 10	1			1		2	1
10 and under 10½		1				2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW BRITAIN, CONN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
10½ and under 11.....	1	1	2	2	2		
11 and under 11½.....						2	1
11½ and under 12.....			1			1	
12 and under 12½.....	1						
12½ and under 13.....	1	1		1			
14½ and under 15.....						1	
16 and under 16½.....						1	
Total.....	8	10	8	8	8	11	11

NEW HAVEN, CONN.

[The data used here are for time on duty to the nearest quarter hour.]

<i>Motormen: Regular.</i>							
Under 6.....	8	8	10	8	7	5	4
6 and under 6½.....		1		2			2
6½ and under 7.....		1		1	1		4
7 and under 7½.....	1		2	2		2	7
7½ and under 8.....			1	1	1		10
8 and under 8½.....	1		2	1	1	1	22
8½ and under 8¾.....	10	6	8	8	8	7	9
8¾ and under 9.....	3	4	3	3	2	2	30
8¾ and under 9½.....	9	9	8	7	10	10	26
9 and under 9½.....	14	15	15	16	11	16	40
9½ and under 9¾.....	28	29	30	30	30	30	5
9¾ and under 9¾.....	25	27	27	25	28	23	7
9¾ and under 10.....	22	30	25	28	26	26	3
10 and under 10½.....	29	26	28	26	31	24	3
10½ and under 10¾.....	25	27	25	24	26	22	2
10¾ and under 10¾.....	7	7	6	7	7	6	1
10¾ and under 11.....						1	2
11 and under 11½.....						1	1
11½ and under 11½.....	2	2	1	1	1	3	1
11½ and under 11¾.....			1	1			
11¾ and under 12.....	1			1			
12 and under 12½.....	2	1	1	1		1	
12½ and under 13.....			2		1	1	1
13½ and under 14.....		1	1				
14 and under 14½.....						1	
14½ and under 15.....						1	
16 and under 16½.....					1		
Total.....	187	195	195	192	192	183	177
<i>Motormen: Extra.</i>							
Under 1.....			1			1	
1 and under 1½.....	3	2	2		1	2	
1½ and under 2.....	3	3	8		7	1	
2 and under 2½.....	10	10	7	5	9	4	
2½ and under 3.....	2	2	9	6	4	2	2
3 and under 3½.....	5	6	6	9	4	7	
3½ and under 4.....		4	4	5	1	1	1
4 and under 4½.....	6	2	2	4	4	3	1
4½ and under 5.....	2	8	8	3	1	1	1
5 and under 5½.....	1	1	1	1	4	3	7
5½ and under 6.....	2	2	3	5	3	7	6
6 and under 6½.....	3		2	5	4	6	9
6½ and under 7.....	1	2	1	4	1	3	1
7 and under 7½.....	5	3	5	2	1	2	7
7½ and under 8.....	2	4	3		2	5	4
8 and under 8½.....	4	3	1	3	5	2	13
8½ and under 9.....	5	7	7	5	4	3	14
9 and under 9½.....	8	9	7	9	6	5	15
9½ and under 10.....	13	7	11	8	11	9	7
10 and under 10½.....	12	10	9	10	14	16	6
10½ and under 11.....	3	1	3	3	3	5	1
11 and under 11½.....	6	2	3	4	3	4	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW HAVEN, CONN.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
11½ and under 12.....			1	2	1	4	2
12 and under 12½.....	3	3	4	3	3	5	
12½ and under 13.....	1	1	1	3	2	2	
13 and under 13½.....	2	3	2	1	4	3	
13½ and under 14.....		1	1	1			
14 and under 14½.....	1			2			
14½ and under 15.....		2	1		1		
15 and under 15½.....				1		1	
16 and under 16½.....					1	1	
18 and over.....	3		1			2	
Total.....	106	98	114	110	104	110	100
<i>Conductors: Regular.</i>							
Under 6.....	17	7	11	10	15	10	6
6 and under 6½.....		1	1				1
7 and under 7½.....		1	1				5
7½ and under 8.....	1	2	2	1	1	2	6
8 and under 8½.....	1	1	1	1			2
8½ and under 8¾.....	8	7	6	9	8	7	13
8¾ and under 9.....	4	3	2	3	3	3	24
8¾ and under 9.....	6	12	10	9	7	10	9
9 and under 9½.....	11	15	12	15	13	15	24
9½ and under 9¾.....	22	23	23	27	25	23	34
9¾ and under 9¾.....	22	24	22	24	26	14	4
9¾ and under 10.....	23	28	26	25	25	26	8
10 and under 10½.....	29	26	29	31	27	30	4
10½ and under 10¾.....	21	20	22	23	22	20	2
10¾ and under 10¾.....	5	6	5	7	6	6	2
10¾ and under 11.....			1	2	1	1	2
11 and under 11½.....			1				
11½ and under 11½.....	2	1	2	2	1	3	2
11½ and under 11¾.....		1				1	
12 and under 12½.....					1		1
12½ and under 13.....						3	
13½ and under 14.....		1	1				
Total.....	172	179	178	189	183	175	176
<i>Conductors: Extra.</i>							
Under 1.....		2					
1 and under 1½.....	3	4		2	3	1	
1½ and under 2.....	5	9	7	10	6	1	
2 and under 2½.....	6	6	9	4	9	2	
2½ and under 3.....	3	4	6	7	6	3	4
3 and under 3½.....	6	4	5	9	6	5	
3½ and under 4.....	4	3	5	4	2		
4 and under 4½.....	1		1	3	5	4	
4½ and under 5.....	4	6	4	5	1	4	
5 and under 5½.....		2	2	5	2		8
5½ and under 6.....	1	2	6	4	2	5	6
6 and under 6½.....	4		4	3	2	5	9
6½ and under 7.....	2		7	2	2	5	1
7 and under 7½.....	1		1	5	5	2	8
7½ and under 8.....	4	1		1	1	1	6
8 and under 8½.....	7	8	4	4	4	4	8
8½ and under 9.....	4	1	2	3	3	2	19
9 and under 9½.....	10	10	13	9	9	8	17
9½ and under 10.....	20	10	13	13	13	16	6
10 and under 10½.....	12	13	12	7	9	15	8
10½ and under 11.....	5	2	3	2	6	3	1
11 and under 11½.....	1	2	1	1	2	2	2
11½ and under 12.....		1			2	3	
12 and under 12½.....		3	1		1	2	
12½ and under 13.....	2		1				
13 and under 13½.....						1	
13½ and under 14.....	1	1	1			1	
16 and under 16½.....					1		
Total.....	106	99	108	103	102	100	103

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW ORLEANS, LA.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6	2	4	2	5	3	5	4
6½ and under 7	3	4	2	3	4	4	1
7½ and under 8	16	17	18	18	19	16	4
8 and under 8½	39	38	27	32	41	39	25
8½ and under 8¾	29	29	26	25	25	27	16
8¾ and under 9	19	19	18	20	17	20	21
8¾ and under 9¼	34	34	31	30	37	36	30
9 and under 9½	51	49	47	47	48	46	47
9½ and under 9¾	102	105	100	104	105	97	107
9¾ and under 9¾	85	87	89	82	87	87	89
9¾ and under 10	85	85	83	80	80	81	142
10 and under 10¼	62	64	66	65	63	56	26
10¼ and under 10½	3	2	2	4	3	3	.....
10¼ and under 10¾	1	3	2	3	1	2	.....
10¾ and under 11	.....	.....	1	2	.....	.....	.....
11 and under 11¼	.....	1	.....	1	.....	.....	.....
11¼ and under 11½	1	1	1	1	1	2	1
11½ and under 11¾	2	.....	1	1	1	.....	.....
11¾ and under 12	3	2	2	2	2	.....	.....
13 and under 13½	.....	.....	.....	.....	.....	1	.....
Total	537	544	528	527	537	522	513
<i>Motormen: Extra.</i>							
Under 1	.....	.....	1	.....	1	.....	.....
1 and under 1½	6	8	5	6	6	6	.....
1½ and under 2	5	2	7	9	9	8	.....
2 and under 2½	1	4	6	2½	4	.....	1
2½ and under 3	2	2	1	2	3	2	.....
3 and under 3½	7	6	4	6	6	3	.....
3½ and under 4	.....	4	1	.....	2	1	.....
4 and under 4½	1	1	.....	.....	2	1	.....
4½ and under 5	3	3	3	1	.....	1	1
5 and under 5½	1	.....	1	.....	.....	.....	3
5½ and under 6	.....	.....	.....	1	.....	.....	.....
6 and under 6½	.....	.....	.....	1	.....	.....	.....
6½ and under 7	1	.....	.....	.....	1	.....	.....
7 and under 7½	.....	.....	.....	.....	.....	1	2
7½ and under 8	.....	1	1	2	2	3	2
8 and under 8½	10	9	13	12	9	10	4
8½ and under 9	11	11	12	12	7	6	11
9 and under 9½	22	20	30	27	19	32	33
9½ and under 10	18	19	19	23	28	25	41
10 and under 10½	10	7	7	7	6	11	6
10½ and under 11	4	3	3	3	1	3	.....
11 and under 11½	.....	.....	1	2	2	2	.....
11½ and under 12	.....	1	2	1	3	3	.....
12 and under 12½	.....	.....	.....	.....	.....	.....	2
13 and under 13½	.....	.....	.....	.....	.....	1	.....
13½ and under 14	.....	.....	.....	.....	.....	.....	1
14½ and under 15	.....	.....	.....	.....	.....	.....	1
15 and under 15½	.....	.....	.....	.....	.....	.....	1
Total	103	101	117	117	111	119	109
<i>Conductors: Regular.</i>							
Under 6	2	1	3	1	3	4	2
6 and under 6½	1	1	.....	1	1	.....	.....
6½ and under 7	1	1	.....	3	3	2	.....
7 and under 7½	.....	.....	.....	.....	.....	.....	1
7½ and under 8	14	14	12	11	14	13	3
8 and under 8½	25	22	23	23	22	25	15
8½ and under 8¾	25	28	27	27	28	26	18
8¾ and under 8¾	25	25	20	21	25	20	26
8¾ and under 9	35	34	34	37	41	34	24

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW ORLEANS, LA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
9 and under 9½	39	36	37	35	41	38	38
9½ and under 9¾	88	94	90	93	91	85	104
9¾ and under 9¾	94	96	93	89	92	89	88
9¾ and under 10	79	80	77	71	80	75	114
10 and under 10¼	83	86	84	87	89	84	63
10¼ and under 10½	5	6	5	5	3	3	3
10½ and under 10¾	2	1	2	5	1	2	
10¾ and under 11	1	1		1			
11 and under 11¼	1		1				
11¼ and under 11½				2		1	
11½ and under 11¾	1	1	1	1	1		
11¾ and under 12	1	2	2	2			
12 and under 13			1				
13 and under 13½						1	
Total	522	529	512	516	537	502	499
<i>Conductors: Extra.</i>							
Under 1			1				
1 and under 1½	4	5	4	7	8	4	2
1½ and under 2	9	6	10	6	13	7	
2 and under 2½	1	5	4	5	3		1
2½ and under 3	2	2	1	3	3	1	
3 and under 3½	1	7	2	5	6	3	2
3½ and under 4	3		1	1	1	3	
4 and under 4½	2	1	1	1	1	2	
4½ and under 5	1	1	3		1	3	2
5 and under 5½	1		2				5
5½ and under 6	1			1			
6 and under 6½		1	1				
6½ and under 7	2	1	2				
7 and under 7½				1		1	
7½ and under 8	2	3	3	4	2	2	
8 and under 8½	14	14	16	13	14	19	9
8½ and under 9	12	10	18	14	8	18	18
9 and under 9½	20	15	23	22	23	25	35
9½ and under 10	16	12	13	18	15	27	39
10 and under 10½	15	12	17	12	13	18	15
10½ and under 11	5	9	4	3	3	5	
11 and under 11½	6	5	2	5	2	2	
11½ and under 12	2	2	2	3	1	1	
12 and under 12½		2	1				
12½ and under 13			1	1			
13 and under 13½		1					1
Total	119	114	132	125	117	141	129

NEW YORK, N. Y.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES).

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	39	29	37	47	37	42	81
6 and under 6½	18		2	25	17	6	39
6½ and under 7	9		1	16	2	31	41
7 and under 7½	16			37	4	28	24
7½ and under 8	21		1	46	6	36	37
8 and under 8½	21	1	3	30	16	14	39
8½ and under 8¾	27	3	3	32	11	13	42
8¾ and under 8¾	24	2	4	37	12	35	23
8¾ and under 9	23	1	1	37	13	53	44
9 and under 9½	157	163	153	155	156	65	44

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work)—Concluded.</i>							
9½ and under 9½	159	181	182	127	157	109	49
9½ and under 9½	238	257	245	206	248	163	77
9½ and under 10	310	359	348	266	339	329	125
10 and under 10½	229	273	273	222	261	276	142
10½ and under 10½	133	145	142	122	131	159	80
10½ and under 10¾	93	110	109	83	112	109	49
10¾ and under 11	97	94	90	91	84	90	68
11 and under 11½	49	49	50	45	48	68	40
11½ and under 11½	23	25	26	20	23	39	29
11½ and under 11¾	8	5	4	7	5	19	12
11¾ and under 12	2		2	3	3	12	9
12 and under 12½		1	3	4		4	4
12½ and under 13	1	2	3	3	1	4	1
13 and under 13½		1	2			4	7
13½ and under 14		2	2	1			1
14 and under 14½					3	1	
15½ and under 16					1		
16½ and under 17						1	
Total	1,697	1,703	1,684	1,662	1,690	1,710	1,155
<i>Motormen: Extra (who did no other work).</i>							
Under 1					1		1
1 and under 1½	2	3	2	1	3		
1½ and under 2	1	2			1	1	
2 and under 2½		1	2	1	2	2	2
2½ and under 3	2	3	2	2	3	1	1
3 and under 3½	3	2	3	3	1	2	1
3½ and under 4		1	1	1	1	2	1
4 and under 4½	1	2	4	2	1		
4½ and under 5	2	1	2	2		1	3
5 and under 5½	2	1	2	2	1	2	2
5½ and under 6	4	2	4	3	1	1	2
6 and under 6½	6	6	1	4	7	2	5
6½ and under 7	5	3	4	6	3	10	11
7 and under 7½	6	4	3	9	1	7	5
7½ and under 8	4	2	2	5	7	7	4
8 and under 8½	13	5	2	10	4	11	14
8½ and under 9	12	3	5	15	5	13	18
9 and under 9½	33	46	43	33	31	21	10
9½ and under 10	83	73	91	70	94	67	39
10 and under 10½	56	60	66	56	61	68	38
10½ and under 11	24	36	33	23	25	41	26
11 and under 11½	16	14	15	13	13	18	8
11½ and under 12	1	1	2	3	4	4	6
12 and under 12½		1	2	2	3	2	2
12½ and under 13			1				
13 and under 13½							
13½ and under 14	1	1	1	1			
14 and under 14½			1	1	1	1	
15½ and under 16						1	
Total	277	273	294	268	274	285	199
<i>Conductors: Regular (who did no other work).</i>							
Under 6	55	32	46	50	28	43	68
6 and under 6½	20	5	2	26	13	7	39
6½ and under 7	7	3	5	18	2	35	41
7 and under 7½	15			42	3	28	29
7½ and under 8	15	2		44	11	33	38
8 and under 8½	26	2	4	33	17	12	36
8½ and under 9	25	1	1	28	10	20	41
9 and under 9½	24	1	1	34	11	38	40
9½ and under 9	29	1	2	39	9	53	57

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
9 and under 9½	151	165	152	155	152	61	38
9½ and under 9¾	146	167	177	130	161	99	54
9¾ and under 9¾	227	254	237	202	228	158	84
9¾ and under 10	328	354	348	267	349	306	128
10 and under 10¼	255	267	278	211	251	264	131
10¼ and under 10½	119	133	142	118	123	149	81
10½ and under 10¾	100	112	112	85	109	112	85
10¾ and under 11	81	77	79	83	80	88	64
11 and under 11½	21	49	53	46	52	67	37
11½ and under 11¾	10	25	31	22	29	36	29
11¾ and under 12	2	4	3	7	5	17	12
12 and under 12½	2	2	3	3	2	12	8
12½ and under 13	1	1	3	1	1	5	2
13 and under 13½	1	2	3	1	1	1	2
13½ and under 14	44	1	2	1	1	1	1
14 and under 14½	1	1	1	1	2	1	1
14½ and under 15	1	1	1	1	1	1	1
15 and under 15½	1	1	1	1	1	1	1
15½ and under 16	1	1	1	1	1	1	1
16 and under 16½	1	1	1	1	1	1	1
16½ and under 17	1	1	1	1	1	2	1
17½ and under 18	1	1	1	1	1	1	1
Total	1,684	1,663	1,676	1,647	1,647	1,651	1,131
<i>Conductors: Extra (who did no other work).</i>							
Under 1	2	1	1	1	1	1	1
1 and under 1½	1	4	3	2	6	1	1
1½ and under 2	2	5	3	2	2	2	1
2 and under 2½	2	2	2	3	1	2	1
2½ and under 3	3	4	2	1	5	1	1
3 and under 3½	4	2	5	1	4	1	1
3½ and under 4	3	3	3	1	3	2	3
4 and under 4½	4	2	3	6	5	1	2
4½ and under 5	3	3	1	3	1	2	3
5 and under 5½	3	2	2	3	1	1	4
5½ and under 6	5	3	2	2	1	3	1
6 and under 6½	7	1	3	3	3	2	5
6½ and under 7	9	4	4	9	2	5	10
7 and under 7½	7	3	2	6	6	5	4
7½ and under 8	12	8	3	10	1	8	13
8 and under 8½	11	3	4	14	10	11	9
8½ and under 9	7	4	1	16	9	12	20
9 and under 9½	44	54	53	48	46	29	14
9½ and under 10	86	95	119	75	105	96	42
10 and under 10½	67	75	66	66	73	90	45
10½ and under 11	32	41	36	35	35	48	34
11 and under 11½	18	12	19	13	9	26	14
11½ and under 12	1	3	2	3	3	5	7
12 and under 12½	1	1	1	3	1	2	1
12½ and under 13	1	2	2	1	1	2	1
13 and under 13½	1	1	1	1	1	1	3
13½ and under 14	1	1	1	1	1	1	1
15 and under 16	1	1	1	1	1	1	1
16½ and under 17	1	1	1	1	1	1	1
Total	329	339	337	327	332	356	236
<i>Motormen: Regular (who also did other work).</i>							
Under 6	10	7	9	10	1	5	18
6 and under 6½	1	1	1	1	1	1	1
6½ and under 7	1	1	1	1	1	1	1
7 and under 7½	2	1	1	1	1	1	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work)—Concluded.</i>							
7½ and under 8.			1	3			
8 and under 8½		1			1	1	
8½ and under 8¾	1	1					
8¾ and under 9.				1	1		
9 and under 9½	2						
9½ and under 9¾				2			1
9¾ and under 9¾				3		1	
9¾ and under 10.	1						
10 and under 10½	6	11	2				3
10½ and under 10½	4	7	8	10	9	1	
10½ and under 10½	1	4	4	11	5	2	
10½ and under 11.	4	4	5	3	2	2	1
11 and under 11½	6	6	6	3	3	2	2
11½ and under 11½	5	6	6	6	8	2	2
11½ and under 11½	2	1	4	5	4	2	1
11½ and under 12.	1	2	1	4	2	1	1
12 and under 12½	4	5	2	4	3	1	2
12½ and under 13.	2	3	2	4	1	3	
13 and under 13½	2	1	4	3	3	3	
13½ and under 14.	2	2	3		1	4	
14 and under 14½	3	1				1	1
14½ and under 15.				1	1		
15 and under 15½				1			
15½ and under 16.	1				1		
16 and under 16½			1				
16½ and under 17.	1		1	1			
18 and over.	1	1	2			3	2
Total.....	61	65	61	80	48	35	36
<i>Motormen: Extra (who also did other work).</i>							
Under 1.		1	1	2	2		
1 and under 1½	1	1	3	3		1	9
1½ and under 2.		1	1			2	1
2 and under 2½			2	1	1	3	3
2½ and under 3.	1	1			2		1
3 and under 3½	3	1			1		
3½ and under 4.	3		1		5	1	
4 and under 4½	1	3		2	3	4	1
4½ and under 5.	5				1	1	
5 and under 5½				1		1	
5½ and under 6.				1	3	1	
6 and under 6½	3	6	1	2	2	1	1
6½ and under 7.	1		1	5		2	1
7 and under 7½	2	8	2	2	2	1	
7½ and under 8.		3	1	1			1
8 and under 8½		7	3		2	2	1
8½ and under 9.	1	1			1	1	
9 and under 9½		1	1	4		1	1
9½ and under 10.			2	1	3		
10 and under 10½	4	1	2	5	6	1	1
10½ and under 11.	1	4	1	5		1	
11 and under 11½	3		2	5	4		1
11½ and under 12.		1		1	1	1	
12 and under 12½		1		2		1	3
12½ and under 13.		2					1
13 and under 13½	2			1	2		
13½ and under 14.			1		2		
14 and under 14½					1		
14½ and under 15.							1
17 and under 17½				1			
18 and over.						1	
Total.....	31	43	25	45	45	28	27

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES).—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	8	6	1	9	6	4	11
6 and under 6½.....				1			
7 and under 7½.....	1			1			1
8 and under 8½.....				1			1
8½ and under 8¾.....				1	1		
8¾ and under 8½.....				1			
8½ and under 9.....	1			1			
9½ and under 9¾.....				2			1
9¾ and under 9½.....					1		
9½ and under 10.....						1	
10 and under 10½.....	9	7	4	7	13	2	2
10½ and under 10¾.....	3	5	5	5	5	2	1
10¾ and under 10½.....	1	2	2	4	1	3	1
10½ and under 11.....	4	5	5	6	2	1	
11 and under 11½.....	9	9	7	10	9	1	2
11½ and under 11¾.....	3	4	2	3	4	1	
11¾ and under 11½.....						1	
11½ and under 12.....		2	2	6	1		
12 and under 12½.....	3	2	2	3	3		2
12½ and under 13.....	1	1		1		1	
13 and under 13½.....	1	2		1			
13½ and under 14.....		1	1			1	
15½ and under 16.....					1		
18 and over.....			1				
Total.....	43	46	32	65	47	18	22
<i>Conductors: Extra (who also did other work).</i>							
Under 1.....		2			1		5
1 and under 1½.....						1	2
1½ and under 2.....	2		1	1		1	
2 and under 2½.....			2	1			1
2½ and under 3.....		2		1	1		1
3 and under 3½.....		1			2	2	
3½ and under 4.....				1			
4 and under 4½.....	1		3			1	
4½ and under 5.....				2			
5 and under 5½.....	1						
5½ and under 6.....	1	1		4	1		
6 and under 6½.....				1	1		
6½ and under 7.....				1	1	2	1
7 and under 7½.....		2	1		1	1	
7½ and under 8.....	1		1				
8 and under 8½.....		1		1	1		
8½ and under 9.....		1					
9 and under 9½.....				2			
9½ and under 10.....			1		1		
10 and under 10½.....	6	3	4	5	5	1	1
10½ and under 11.....	3	1	1		2		
11 and under 11½.....	2		4	1	3	1	1
11½ and under 12.....	1				3		
12 and under 12½.....	1			1		1	
12½ and under 13.....		1			1		
13 and under 13½.....		1					
13½ and under 14.....	1			1			
14 and under 14½.....	1						
15 and under 15½.....					1		
Total.....	21	16	18	23	25	11	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6	5	14	10	11	2	7	3
6 and under 6½	2	1	2	1	1	1	3
6½ and under 7	2	1					1
7 and under 7½		1	1			1	
7½ and under 8						1	4
8 and under 8½	5	6	4	2	2	2	6
8½ and under 8¾	2	3	3	3	3		8
8¾ and under 8½	9	10	7	5	2	4	7
8½ and under 9	10	8	9	10	8	4	3
9 and under 9½	6	8	6	6	5	2	10
9½ and under 9¾	8	5	8	5	6	7	2
9¾ and under 9½	13	10	9	11	6	4	5
9½ and under 10	14	15	14	14	12	4	4
10 and under 10½	14	17	19	14	9	4	3
10½ and under 10¾	13	10	11	14	18	11	8
10¾ and under 10½	13	10	10	11	18	9	16
10½ and under 11	7	6	12	11	17	20	5
11 and under 11½	8	8	5	7	10	8	2
11½ and under 11¼	5	8	7	8	4	14	4
11¼ and under 11½	2	2	3	2	2	5	1
11½ and under 12				1		4	1
12 and under 12½	1	1	2	1	1	10	4
12½ and under 13						1	
13 and under 13½				2		1	
14 and under 14½						1	
14½ and under 15						2	
17½ and under 18						1	
Total	139	145	142	139	128	137	100
<i>Motormen: Extra (who did no other work).</i>							
Under 1	1		1	1	3	2	4
1 and under 1½	3		1	2	5	2	1
1½ and under 2	1		2	3			
2 and under 2½	2	1	1	3		1	
2½ and under 3		1			1	1	
3 and under 3½		5	1			1	
3½ and under 4	3	2		1			1
4 and under 4½		1		1		3	1
4½ and under 5	3	1			1	1	
5 and under 5½						1	1
5½ and under 6		3			1		1
6 and under 6½	1	3	2	1		1	2
6½ and under 7		2	1	1			4
7 and under 7½		2	1			1	3
7½ and under 8		1		2		1	1
8 and under 8½	3	3	1	6	4	1	
8½ and under 9	8	5	8	9	7	5	6
9 and under 9½	5	4	3	7	7	4	
9½ and under 10	8	4	6	3	4	4	6
10 and under 10½	7	6	8	6	7	7	2
10½ and under 11	7	9	10	9	9	8	5
11 and under 11½	5	4	5	3	6	9	5
11½ and under 12		1	3	1	1	2	6
12 and under 12½	1				1	3	1
12½ and under 13						1	
13 and under 13½							2
14 and under 14½					1		
14½ and under 15					1		1
15 and under 15½		1			1		
Total	58	59	54	61	60	59	53

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	13	16	15	9	12	7	7
6 and under 6½.....	1	2	1	2	1	3	3
6½ and under 7.....			1		1		3
7 and under 7½.....					1	3	1
7½ and under 8.....		2	1	4			4
8 and under 8½.....	5	5	5	4	2	3	3
8½ and under 8¾.....	2	6	2	5	4	1	7
8¾ and under 8½.....	10	6	6	6	1	5	7
8½ and under 9.....	6	6	7	9	8	6	5
9 and under 9½.....	5	7	4	5	5	1	4
9½ and under 9¾.....	6	6	7	5	8	6	1
9¾ and under 9½.....	11	8	10	15	10	8	3
9½ and under 10.....	13	6	12	9	7	5	4
10 and under 10½.....	13	15	15	12	21	10	3
10½ and under 10¾.....	13	14	12	8	12	9	7
10¾ and under 10½.....	10	9	8	6	6	11	17
10½ and under 11.....	8	8	8	12	11	16	4
11 and under 11½.....	5	6	5	6	5	6	4
11½ and under 11¾.....	6	7	5	4	7	14	3
11¾ and under 11½.....	2	2	2	2	3	1	1
11½ and under 12.....			1	3	2	5	
12 and under 12½.....	1	1	1	1	1	8	2
12½ and under 13.....						1	
13 and under 13½.....				1			1
13½ and under 14.....						1	
14 and under 14½.....					1		
14½ and under 15.....						1	
15 and under 15½.....						1	
15½ and under 17.....						1	
Total.....	¹ 130	¹ 132	² 128	¹ 128	² 129	133	² 94
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....					1		1
1 and under 1½.....		1				1	
2 and under 2½.....	1						
2½ and under 3.....			1				
3 and under 3½.....	1		2	3	1	2	
3½ and under 4.....	2	1		1			
4 and under 4½.....			1			1	1
4½ and under 5.....	1	1	2		2		
5 and under 5½.....	1		2	1	2	1	1
5½ and under 6.....	1		2			2	2
6 and under 6½.....	1			2			4
6½ and under 7.....	1	3	1	1		1	1
7 and under 7½.....			1	2	1		1
7½ and under 8.....	1	1	1				
8 and under 8½.....	6	3	3	4	4	2	4
8½ and under 9.....	9	12	9	5	8	3	8
9 and under 9½.....	8	8	9	13	6	3	6
9½ and under 10.....	12	12	10	5	12	2	7
10 and under 10½.....	9	8	9	12	7	10	2
10½ and under 11.....	6	7	9	10	11	12	10
11 and under 11½.....	2	4	5	2	6	8	6
11½ and under 12.....		1		1	1	6	5
12 and under 12½.....				1		5	4
13 and under 13½.....							1
18 and over.....						1	
Total.....	³ 62	62	67	64	62	² 60	² 64

¹ Not including 2 who also did other work.
² Not including 3 who also did other work.

³ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	1						3
7½ and under 8.....				1			
10 and under 10½.....	1	1				3	1
11 and under 11½.....	1						
12 and under 12½.....		1					1
12½ and under 13.....	1	2	2	3	2	2	1
13 and under 13½.....	1		1			1	1
13½ and under 14.....				1	1	1	
15½ and under 16.....					1		
17 and under 17½.....	1						1
18 and over.....			1				1
Total.....	6	4	4	5	4	7	7
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....					1		
1 and under 1½.....					1		1
1½ and under 2.....	1			1	1		1
2 and under 2½.....	1					1	
3½ and under 4.....	1		1				
4 and under 4½.....	1					1	
4½ and under 5.....						1	1
5½ and under 6.....			1	1	1	1	1
6 and under 6½.....							1
6½ and under 7.....		1	1				
7 and under 7½.....		1		1			
7½ and under 8.....							1
8 and under 8½.....			2				
8½ and under 9.....		1		1			
9 and under 9½.....			1				1
9½ and under 10.....							
10 and under 10½.....	2					3	
10½ and under 11.....	1	1	4	3	3	1	
11 and under 11½.....				1	1		1
11½ and under 12.....					1		1
12 and under 12½.....							1
12½ and under 13.....	1				2	1	
13½ and under 14.....		1	1	1		1	
14 and under 14½.....					2		
15 and under 15½.....		1					
17½ and under 18.....		1					
Total.....	8	7	11	9	12	10	9

NEW YORK RAILWAYS CO.

[This company had 11 divisions. Data for actual time on duty are shown for horse-car lines, for storage-battery lines, and for 7 other divisions combined. Data for "paid time" are shown for 9 divisions combined and for 7 divisions combined. In reckoning paid time, runs of under 8 hours were counted as 8 hours, of over 8 and under 9 hours were counted as 9, of over 9 and under 10 hours were counted as 10, and for runs of over 10 hours the time on duty to the nearest 6 minutes was counted.]

HORSE-CAR LINES—ACTUAL TIME ON DUTY.

<i>Drivers: Regular (who did no other work).</i>							
Under 6.....	8	8	7	9	9	7	7
6 and under 6½.....				1			
6½ and under 7.....						1	
7 and under 7½.....					1	2	
7½ and under 8.....	2	1	3	3		1	
8 and under 8½.....		1			1	3	
8½ and under 8¾.....		2		1	1		
8¾ and under 8½.....	1	1	1			1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

HORSE-CAR LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Drivers: Regular (who did no other work)—Concluded.</i>							
8½ and under 9.....	1	1	2	2	4	4	
9 and under 9½.....	1						
9½ and under 9¾.....		1				1	1
9¾ and under 9¾.....	2	1					
9¾ and under 10.....	6	3	4	3	3	4	8
10 and under 10½.....	5	8	6	8	8	5	4
10½ and under 10¾.....	6	3	6	4	3	4	2
10¾ and under 10¾.....	2	4	4	4	4	2	1
10¾ and under 11.....	1	1	1	1	3	1	1
11 and under 11½.....					1	1	
11½ and under 11¾.....			1	1			
11¾ and under 12.....	1	1					
Total.....	36	36	35	37	38	38	24
<i>Drivers: Extra (who did no other work).</i>							
3½ and under 4.....						1	
4 and under 4½.....					1	1	
4½ and under 5.....	1	1	2		1		
5 and under 5½.....	1	1		1			
6 and under 6½.....				1			
7½ and under 8.....					1		
8 and under 8½.....				1		1	
8½ and under 9.....						1	
9 and under 10.....							
10 and under 10½.....	1	1	1		1	1	1
11 and under 11½.....	1	1	1				1
15 and under 15½.....				1			
Total.....	4	4	4	4	4	4	2
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	11	13	11	12	12	14	5
6 and under 6½.....			1	1			1
7 and under 7½.....						1	
7½ and under 8.....	2			1	1		
8 and under 8½.....			1	1		1	
8½ and under 8¾.....		2			1	1	
8¾ and under 8¾.....						1	
8¾ and under 9.....	1				1	2	
9 and under 9½.....	1				1	1	
9½ and under 9¾.....		2				1	3
9¾ and under 9¾.....		1					
9¾ and under 10.....	4	2	3	3	4	2	5
10 and under 10½.....	6	8	7	7	7	4	5
10½ and under 10¾.....	5	2	6	5	3	5	1
10¾ and under 10¾.....	3	2	3	3	3	2	1
10¾ and under 11.....		2	1		2	1	1
11 and under 11½.....						1	1
11½ and under 11¾.....			1	1			
11¾ and under 12.....	1	1					1
Total.....	1 34	1 35	1 34	1 34	1 35	1 37	1 24
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....			1				
2 and under 2½.....	1						
3 and under 3½.....			1				
3½ and under 4.....							1
4½ and under 5.....	3	1				1	

1 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

HORSE-CAR LINES—ACTUAL TIME ON DUTY—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
5 and under 5½		1		1		1	
6 and under 6½		1		1	1		
6½ and under 7						1	
7 and under 7½					1	2	
7½ and under 8	1	2	2	1	2	1	
8 and under 8½					1	1	
8½ and under 9	2	3	3	2	1		
9 and under 9½					1	1	
9½ and under 10	3	5	3	5	2	1	4
10 and under 10½	1	1	2	1	3	2	5
10½ and under 11	1	1	1	1	1		
11 and under 11½	1	1	1	1			1
11½ and under 12						1	
Total	14	15	14	13	13	12	11
<i>Drivers: Regular (who also did other work).</i>							
Under 6	3	3	3	3	3	2	1
7 and under 7½						1	
7½ and under 8						1	
8½ and under 8¾					1		
8¾ and under 9	1	1					
9 and under 9½				1			
9½ and under 9¾			1				
9¾ and under 10	1	1	1	1	1		
10 and under 10½						1	
Total	5	5	5	5	5	5	1

STORAGE-BATTERY CAR LINES—ACTUAL TIME ON DUTY.

<i>Motormen: Regular (who did no other work).</i>							
Under 6		2	3	6	6	7	3
6 and under 6½	1	1	1			2	
6½ and under 7		2		1	1	2	
7 and under 7½	4	1	2	1	2	4	
7½ and under 8		2	2	1	2	3	
8 and under 8½		1	2	2			1
8½ and under 8¾	2	1		1	2	1	2
8¾ and under 8¾			1	1			
8¾ and under 9	1	1			1		
9 and under 9½	3	1		1	1	2	
9½ and under 9¾	1	1	4	1	3	1	7
9¾ and under 9¾	6	7	4	4	3	2	2
9¾ and under 10	3	7	4	2	2	4	3
10 and under 10½	24	19	22	22	14	18	18
10½ and under 10½		3	1	1	3		4
10½ and under 10¾	1	1	1	1			1
10¾ and under 11	1	3	2	1	2	1	
11 and under 11½	4	1	2	3	3		
11½ and under 11¾	2				1		1
11¾ and under 12					1		
12 and under 12½					1		
12½ and under 13				1			
13 and under 14				1			
Total	54	53	51	50	48	47	42

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

STORAGE-BATTERY CAR LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....				1			1
1 and under 1½.....							
2 and under 2½.....	1						
2½ and under 3.....			1		1		
3½ and under 4.....	1						
5 and under 5½.....		1				2	
5½ and under 6.....					1		
6 and under 6½.....			1				
6½ and under 7.....	1	1	1			2	
7 and under 7½.....	2		1	1			
7½ and under 8.....						1	
8 and under 8½.....		1	1		1		2
8½ and under 9.....					1		
9 and under 9½.....		1	1	2		1	
9½ and under 10.....	3	2	3	4	2	1	1
10 and under 10½.....		2	2	3	3	4	4
10½ and under 11.....			1				
11 and under 11½.....		1		1	2	1	
Total.....	8	9	12	12	11	12	8
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	2	4			3		6
6 and under 6½.....	2			1	1	8	
6½ and under 7.....	1	3	1		5	3	
7 and under 7½.....	4	1	3	3		3	
7½ and under 8.....		2	2	1	3	4	
8 and under 8½.....	3	2	2	3			2
8½ and under 9.....							3
9 and under 9½.....		1	1		1		
9½ and under 9¾.....	1	2		1			
9¾ and under 9¾.....	1	2	3	2	3	2	5
9¾ and under 9¾.....	8	5	3	4	4	2	1
9¾ and under 10.....	4	4	4	5	7	5	2
10 and under 10½.....	18	17	23	21	17	20	9
10½ and under 10½.....	1	5	5	6	3	2	5
10½ and under 10¾.....	3	4	4	3	4	2	
10¾ and under 11.....	1	2	2		1	1	
11 and under 11½.....	5	2	1	3	3		
11½ and under 11¾.....	3						
Total.....	157	156	154	154	155	153	133
<i>Conductors: Extra (who did no other work).</i>							
1½ and under 2.....			1				
2 and under 2½.....							1
2½ and under 3.....	1						
3½ and under 4.....				1	2		
4½ and under 5.....	1	1					
5 and under 5½.....	1		1				
6 and under 6½.....		1					
6½ and under 7.....	2	1		1		1	
7½ and under 8.....		1					
8 and under 8½.....	1					1	1
9 and under 9½.....	1	1	2	1		3	
9½ and under 10.....	1	4	3	3	3		
10 and under 10½.....	3	1	1	2	2	4	8
10½ and under 11.....				1	1	1	1
11 and under 11½.....		1		2	1	1	
Total.....	11	11	8	11	9	11	11

¹ Not including 3 who also did other work.

² Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

STORAGE-BATTERY CAR LINES—ACTUAL TIME ON DUTY—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	2	1					3
6 and under 6½.....	1						
6½ and under 7.....	1	1	1	1	1	2	
7 and under 7½.....				1	2		
7½ and under 8.....							
8 and under 8½.....	1						
8½ and under 8¾.....			1			1	
8¾ and under 9.....		1					
9 and under 9½.....			1			1	
9½ and under 10.....		1		2		1	
10 and under 10½.....	1			1	1		
10½ and under 10¾.....	1	2	2	1	2		1
10¾ and under 10¾.....		1	1		1	1	
11 and under 11½.....					1		
11½ and under 11¾.....	1						
11¾ and under 12.....						1	
12 and under 14.....							
Total.....	8	7	6	6	8	7	4
<i>Motormen: Extra (who also did other work).</i>							
5 and under 5½.....			1				
6½ and under 7.....	1	1			1		
7 and under 7½.....				1			
8 and under 8½.....			1	1	1	1	
9½ and under 10.....	2	1		1			
10 and under 10½.....					1	1	
Total.....	3	3	2	3	3	2	1

NINE DIVISIONS¹—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	47	51	58	55	67	82	101
6 and under 6½.....	6	8	2	15	9	14	8
6½ and under 7.....	11	15	10	13	11	9	4
7 and under 7½.....	13	9	9	15	9	7	16
7½ and under 8.....	14	14	16	18	22	25	5
8 and under 8½.....	152	145	150	138	146	100	34
8½ and under 8¾.....	7	8	11	6	9	20	5
8¾ and under 8¾.....	16	9	8	6	7	24	7
8¾ and under 9.....	9	7	7	15	5	15	3
9 and under 9½.....	42	48	51	44	45	52	46
9½ and under 9¾.....	17	15	21	17	14	39	18
9¾ and under 9¾.....	42	45	39	45	54	66	33
9¾ and under 10.....	44	53	48	44	44	66	22
10 and under 10½.....	554	559	564	570	578	451	363
10½ and under 10¾.....	89	76	76	85	82	73	29
10¾ and under 10¾.....	95	104	102	75	77	82	33
10¾ and under 11.....	28	38	28	21	25	26	6
11 and under 11½.....	27	33	21	29	28	33	17
11½ and under 11¾.....	23	14	13	14	15	25	6
11¾ and under 11¾.....	14	13	12	12	18	12	1
11¾ and under 12.....	5	5	7	7	5	8	1
12 and under 12½.....	10	13	5	13	3	9	1
12½ and under 13.....	1	2	1	1	1	3	1
13 and under 13½.....		1		1		4	
13½ and under 14.....		1		1			

¹ These 9 divisions include all lines of the company except the horse-car and storage-battery car lines.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

NINE DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (including those who also did other work)—Concluded.</i>							
14 and under 14½	4	1	3		2	7	
14½ and under 15			1				
15 and under 15½					1	7	
15½ and under 16				1		1	
17 and under 17½						1	
Total	1,270	1,287	1,263	1,261	1,278	1,261	760
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1					1	1	1
1 and under 1½	1		2		2	3	6
1½ and under 2		2	2		3	2	3
2 and under 2½	2	1	4	6	2	1	2
2½ and under 3	1	2	1	2	3	1	3
3 and under 3½	3	5	2		6	6	
3½ and under 4	3	4	4	3	2	3	2
4 and under 4½	7	8	5	7	4	3	5
4½ and under 5	3	2	4	5	4	5	1
5 and under 5½	6	5	2	4	11	5	7
5½ and under 6	3	2	4	2	8	1	1
6 and under 6½	5	5	2	4	4	7	
6½ and under 7	3	1	2	6	2	7	2
7 and under 7½	4	8	3	3	3	8	1
7½ and under 8	7	2	5	8	4	16	3
8 and under 8½	35	33	26	27	24	25	12
8½ and under 9	1	4	2	3	6	8	3
9 and under 9½	19	14	15	17	12	13	15
9½ and under 10	14	19	19	16	18	17	15
10 and under 10½	83	79	83	81	76	75	77
10½ and under 11	12	16	17	14	15	9	8
11 and under 11½	8	11	12	7	7	9	4
11½ and under 12	3	1	2	9	1	2	1
12 and under 12½	2		1	3	3	3	
12½ and under 13	1			1	2		
13 and under 13½	1	1					
13½ and under 14			1				
14 and under 14½					1	1	
15½ and under 16						1	
Total	227	225	220	228	224	226	172
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	38	44	42	31	43	70	93
6 and under 6½	6	8	4	7	9	8	6
6½ and under 7	5	14	6	5	8	8	6
7 and under 7½	7	6	4	9	6	8	6
7½ and under 8	5	8	11	16	9	19	4
8 and under 8½	157	141	152	160	162	127	38
8½ and under 8¾	4	7	9	3	8	16	5
8¾ and under 8¾	9	6	7	2	3	18	2
8¾ and under 9	5	5	3	1	2	7	1
9 and under 9½	33	43	43	38	48	48	50
9½ and under 9¾	11	9	6	4	6	27	8
9¾ and under 9¾	11	10	2	9	10	29	9
9¾ and under 10	7	6	4	5	2	8	4
10 and under 10½	622	619	643	629	637	540	395
10½ and under 10½	93	77	74	89	78	57	28
10½ and under 10½	99	106	101	81	83	83	31
10½ and under 11	8	50	26	25	34	24	10
11 and under 11½	30	36	31	41	29	30	7

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

NINE DIVISIONS—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Regular (including those who also did other work)—Concluded.</i>							
11½ and under 11½.....	23	13	11	15	15	27	11
11½ and under 11½.....	22	15	16	17	17	13	4
11½ and under 12.....	4	4	11	7	5	5	1
12 and under 12½.....	11	10	6	16	6	9	2
12½ and under 13.....	4	2	1	1	1	2	2
13 and under 13½.....	3	1	5	1	1	4	..
13½ and under 14.....	2	2	..	1	..	..	1
14 and under 14½.....	8	1	3	4	2	10	..
15 and under 15½.....	1	..	..	1	..	7	..
15½ and under 16.....	..	..	..	1	..	2	..
16 and under 16½.....	..	..	..	..	..	1	..
16½ and under 17.....	..	..	..	..	1	..	..
Total.....	1,228	1,243	1,221	1,219	1,225	1,207	724
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....	1	..	..	..	1	..	9
1 and under 1½.....	1	..	1	1	1	..	2
1½ and under 2.....	..	1	..	..	5	..	4
2 and under 2½.....	..	..	1	1	3	1	1
2½ and under 3.....	2	..	3	8	6	..	4
3 and under 3½.....	2	3	..	2	6	1	..
3½ and under 4.....	2	2	..	3	4	..	3
4 and under 4½.....	3	5	7	5	9	..	3
4½ and under 5.....	3	4	4	4	2	4	9
5 and under 5½.....	3	7	2	3	3	6	2
5½ and under 6.....	..	2	2	4	3	1	..
6 and under 6½.....	5	3	3	3	6	3	2
6½ and under 7.....	3	3	9	7	6	4	1
7 and under 7½.....	4	9	..	2	4	8	..
7½ and under 8.....	5	1	1	2	3	8	3
8 and under 8½.....	29	32	35	30	26	30	16
8½ and under 9.....	10	11	1	7	6	16	4
9 and under 9½.....	15	15	18	16	12	26	14
9½ and under 10.....	5	8	6	7	7	9	4
10 and under 10½.....	104	110	116	126	128	106	109
10½ and under 11.....	22	13	21	15	16	19	7
11 and under 11½.....	7	11	7	5	8	11	7
11½ and under 12.....	4	7	9	4	2	4	..
12 and under 12½.....	4	1	1	3	2	2	..
12½ and under 13.....	..	1	..	1	..	1	..
13 and under 13½.....	..	..	1	..	..	..	..
13½ and under 14.....	..	..	..	..	1	1	..
14 and under 14½.....	2	..	..	..	1	..	..
14½ and under 15.....	..	..	..	..	..	..	1
15 and under 15½.....	..	..	..	..	1	..	..
15½ and under 16.....	..	..	..	..	..	3	..
Total.....	236	250	249	259	273	265	205

SEVEN DIVISIONS—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	32	36	36	43	52	62	75
6 and under 6½.....	5	8	2	10	7	12	7
6½ and under 7.....	..	11	8	12	9	6	4
7 and under 7½.....	12	9	6	14	6	7	15

¹ These 7 divisions include all lines of the company except the horse-car, the storage-battery car, the Fourth Avenue, and the Ninth Avenue car lines.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (including those who also did other work)—Concluded.</i>							
7½ and under 8.....	10	13	14	12	18	24	5
8 and under 8½.....	112	108	108	109	110	77	30
8½ and under 8¾.....	6	5	9	3	7	7	4
8¾ and under 8¾.....	13	6	7	5	4	23	5
8¾ and under 9.....	9	7	7	13	4	13	3
9 and under 9½.....	30	5	38	32	37	40	38
9½ and under 9½.....	14	14	16	13	14	32	18
9½ and under 9¾.....	39	44	39	44	51	65	32
9¾ and under 10.....	44	53	48	44	44	65	22
10 and under 10½.....	401	399	408	410	424	311	273
10½ and under 10½.....	76	60	67	73	65	57	24
10½ and under 10¾.....	88	99	96	72	72	77	15
10¾ and under 11.....	27	38	26	20	23	23	5
11 and under 11¼.....	24	30	20	28	25	30	9
11¼ and under 11¼.....	22	13	13	11	13	18	6
11¼ and under 11½.....	14	13	12	12	16	11	1
11½ and under 12.....	5	4	7	6	4	6	1
12 and under 12½.....	8	10	5	7	2	6	1
12½ and under 13.....	1	2	1	1	1	2	1
13 and under 13½.....						3	
13½ and under 14.....				1			
14 and under 14½.....						6	
15 and under 15½.....						6	
15½ and under 16.....				1		1	
17 and under 17½.....						1	
Total.....	1,000	1,017	992	996	1,008	996	594
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1.....						1	1
1 and under 1½.....	2		1	1	2	3	5
1½ and under 2.....		2	2		2	2	2
2 and under 2½.....	2	1	2	6	2	1	2
2½ and under 3.....		1	1	2	2	1	3
3 and under 3½.....	2	2	1		5	3	
3½ and under 4.....	3	3	4	2	2	3	2
4 and under 4½.....	4	7	3	4	3	2	5
4½ and under 5.....		1	2	4	3	3	1
5 and under 5½.....	5	3	1	2	6	4	2
5½ and under 6.....	3	2	4	2	6	1	1
6 and under 6½.....	3	4	1	3	3	6	
6½ and under 7.....	2		2	3	2	5	2
7 and under 7½.....	3	6	2	3	2	8	1
7½ and under 8.....	4	2	5	7	3	12	2
8 and under 8½.....	20	22	15	19	17	16	10
8½ and under 9.....	1	4	2	2	4	8	3
9 and under 9½.....	15	11	10	12	7	8	15
9½ and under 10.....	14	17	18	16	17	15	15
10 and under 10½.....	63	58	61	57	57	61	55
10½ and under 11.....	12	14	15	14	15	8	1
11 and under 11½.....	6	10	10	6	5	2	1
11½ and under 12.....	3	1	2	9	1	1	1
12 and under 12½.....	1		1	2	3	2	
12½ and under 13.....	1				1		
13 and under 13½.....	1	1					
13½ and under 14.....			1				
14 and under 15.....						1	
15 and under 16.....							
Total.....	170	172	166	176	170	177	130

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	27	37	34	22	31	50	67
6 and under 6½.....	3	8	1	4	5	6	6
6½ and under 7.....	2	9	2	3	4	7	5
7 and under 7½.....	4	5	3	5	2	5	4
7½ and under 8.....	4	4	7	9	5	13	4
8 and under 8½.....	129	109	117	126	133	105	33
8½ and under 8¾.....	3	5	6	6	4	10	4
8¾ and under 8½.....	7	6	4	2	3	16	1
8½ and under 9.....	5	2	3	1	2	5	1
9 and under 9½.....	25	32	34	32	38	38	43
9½ and under 9¾.....	9	7	2	1	6	23	8
9¾ and under 9½.....	10	7	2	7	6	24	9
9½ and under 10.....	5	5	4	4	.....	7	4
10 and under 10½.....	477	470	484	481	491	411	315
10½ and under 10¾.....	77	55	57	68	58	45	24
10¾ and under 10½.....	89	98	95	80	75	71	14
10½ and under 11.....	8	48	23	23	27	20	5
11 and under 11½.....	24	32	28	35	27	28	5
11½ and under 11¼.....	21	12	11	11	13	20	4
11¼ and under 11½.....	20	13	15	17	15	11	4
11¼ and under 12.....	4	4	9	6	4	4	1
12 and under 12½.....	7	8	4	7	1	4	2
12½ and under 13.....	3	2	1	.....	1	2	2
13 and under 13½.....	2	.....	.....	1	.....	4	.....
13½ and under 14.....	.....	.....	.....	1	.....	.....	1
14 and under 14½.....	1	.....	.....	.....	.....	4	.....
15 and under 15½.....	.....	.....	.....	.....	.....	7	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
Total.....	966	978	947	947	952	943	566
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....	1	.....	.....	.....	1	.....	9
1 and under 1½.....	1	.....	1	1	.....	.....	4
1½ and under 2.....	.....	1	.....	.....	5	1	1
2 and under 2½.....	.....	.....	.....	1	3	.....	3
2½ and under 3.....	1	1	3	5	3	.....	1
3 and under 3½.....	1	.....	.....	1	5	1	.....
3½ and under 4.....	2	1	.....	2	4	.....	2
4 and under 4½.....	2	2	6	4	7	.....	3
4½ and under 5.....	2	3	3	3	2	3	9
5 and under 5½.....	1	7	1	3	1	3	2
5½ and under 6.....	.....	1	2	3	1	1	.....
6 and under 6½.....	4	2	2	1	6	3	2
6½ and under 7.....	2	1	6	1	1	3	1
7 and under 7½.....	3	7	.....	2	2	6	.....
7½ and under 8.....	3	1	1	1	1	7	2
8 and under 8½.....	24	29	31	23	21	25	14
8½ and under 9.....	7	8	1	6	4	13	4
9 and under 9½.....	12	15	14	14	8	21	12
9½ and under 10.....	5	7	4	7	7	8	4
10 and under 10½.....	83	82	89	103	102	80	79
10½ and under 11.....	21	12	19	12	15	18	3
11 and under 11½.....	5	10	6	5	7	8	3
11½ and under 12.....	4	7	9	4	1	2	.....
12 and under 12½.....	3	1	1	2	2	2	.....
12½ and under 13.....	.....	1	.....	.....	.....	1	.....
13 and under 13½.....	.....	.....	1	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	1	.....	.....	.....	1	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	1
15 and under 15½.....	.....	.....	.....	.....	.....	2	.....
15½ and under 16.....	.....	.....	.....	.....	.....	.....	.....
Total.....	188	199	200	204	212	209	159

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sun- day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	27	34	30	37	46	58	65
6 and under 6½.....	4	8	2	9	7	12	1
6½ and under 7.....	7	10	8	12	9	5	2
7 and under 7½.....	12	9	5	13	6	6	14
7½ and under 8.....	9	12	13	12	16	24	5
8 and under 8½.....	95	90	90	95	92	64	24
8½ and under 8¾.....	6	3	9	3	7	10	4
8¾ and under 8¾.....	12	6	6	3	4	21	5
8¾ and under 9.....	7	4	7	11	4	13	3
9 and under 9¼.....	29	34	33	29	32	35	35
9¼ and under 9½.....	14	14	15	12	14	31	17
9½ and under 9¾.....	38	43	39	44	49	63	31
9¾ and under 10.....	44	53	47	44	44	65	22
10 and under 10¼.....	382	385	385	391	399	295	273
10¼ and under 10½.....	72	57	67	71	61	51	23
10½ and under 10¾.....	87	98	90	69	72	73	13
10¾ and under 11.....	22	32	25	19	21	21	5
11 and under 11¼.....	22	28	20	24	22	28	8
11¼ and under 11½.....	21	13	13	10	13	17	6
11½ and under 11¾.....	14	11	9	11	15	11	1
11¾ and under 12.....	5	3	6	4	4	5	1
12 and under 12½.....	8	9	5	6	1	4	1
12½ and under 13.....	1	1	1	1	1	2	1
13 and under 13½.....						2	
14 and under 14½.....						6	
15 and under 15½.....						6	
15½ and under 16.....				1		1	
17 and under 17½.....						1	
Total.....	938	957	925	931	939	930	560
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....							1
1 and under 1½.....						2	3
1½ and under 2.....		1	1			1	
2 and under 2½.....	1		2	1	2		2
2½ and under 3.....				2		1	2
3 and under 3½.....		2	1		1	2	
3½ and under 4.....	1	2	3	1	2	2	
4 and under 4½.....	2	4	2	1	2	1	2
4½ and under 5.....		1	2	3	2	2	
5 and under 5½.....		2	1	2	5	3	
5½ and under 6.....	1	1	4	2	4	1	1
6 and under 6½.....	2	4	1	1	1	2	
6½ and under 7.....	1				1	5	1
7 and under 7½.....	2	3		3		2	
7½ and under 8.....	2	1	4	5	3	7	1
8 and under 8½.....	12	10	7	7	7	8	8
8½ and under 9.....	1	3	2	1	3	4	2
9 and under 9½.....	10	5	6	9	2	5	10
9½ and under 10.....	13	15	14	15	16	14	13
10 and under 10½.....	36	29	32	28	33	35	30
10½ and under 11.....	7	10	9	10	10	6	1
11 and under 11½.....	4	6	5	4	4		1
11½ and under 12.....	3			4	1		1
12 and under 12½.....			1	1		2	
12½ and under 13.....	1				2		
13 and under 13½.....		1			1		
13½ and under 14.....			1				
15 and under 16.....						1	
Total.....	99	100	98	100	102	106	80

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	23	32	31	20	27	48	64
6 and under 6½.....	3	8	1	4	4	6	6
6½ and under 7.....	1	8	2	2	4	5	4
7 and under 7½.....	4	5	2	4	1	5	4
7½ and under 8.....	3	4	7	9	5	12	4
8 and under 8½.....	122	103	113	120	125	97	32
8½ and under 8¾.....	3	5	4	.....	3	10	4
8¾ and under 8½.....	6	5	4	1	3	15	1
8½ and under 9.....	4	2	3	1	2	5	1
9 and under 9½.....	24	30	32	31	34	37	39
9½ and under 9¾.....	9	7	2	1	6	21	8
9¾ and under 9½.....	10	7	2	7	6	23	9
9½ and under 10.....	5	5	4	5	.....	7	4
10 and under 10½.....	461	458	469	466	475	398	304
10½ and under 10¾.....	75	53	55	68	56	42	23
10¾ and under 10½.....	85	98	93	78	75	70	13
10½ and under 11.....	7	43	23	23	20	20	5
11 and under 11½.....	23	28	26	34	26	26	5
11½ and under 11¾.....	20	12	11	10	13	19	4
11¾ and under 11½.....	20	12	14	16	15	11	3
11½ and under 12.....	4	4	9	5	4	4	1
12 and under 12½.....	7	8	4	6	1	4	2
12½ and under 13.....	3	2	.....	.....	.....	2	2
13 and under 13½.....	2	.....	1	1	.....	4	.....
13½ and under 14.....	.....	.....	.....	1	.....	.....	1
14 and under 14½.....	1	.....	.....	.....	.....	4	.....
15 and under 15½.....	.....	.....	.....	.....	.....	6	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
Total.....	925	939	912	912	911	904	543
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	1	.....	.....	.....	1	.....	7
1 and under 1½.....	.....	.....	.....	.....	1	.....	4
1½ and under 2.....	.....	.....	.....	.....	4	1	1
2 and under 2½.....	.....	.....	.....	.....	3	.....	3
2½ and under 3.....	1	1	3	5	3	.....	1
3 and under 3½.....	1	.....	.....	1	5	1	.....
3½ and under 4.....	1	.....	.....	2	4	.....	3
4 and under 4½.....	2	.....	6	4	6	.....	2
4½ and under 5.....	2	2	3	3	2	3	9
5 and under 5½.....	1	6	1	3	1	2	1
5½ and under 6.....	.....	1	2	3	1	1	.....
6 and under 6½.....	3	2	.....	1	5	2	1
6½ and under 7.....	2	1	5	1	1	3	1
7 and under 7½.....	3	6	.....	2	1	5	.....
7½ and under 8.....	3	1	1	1	1	7	2
8 and under 8½.....	22	28	28	22	19	24	14
8½ and under 9.....	7	8	1	6	4	13	4
9 and under 9½.....	12	15	14	13	6	20	12
9½ and under 10.....	5	6	3	7	6	7	4
10 and under 10½.....	78	81	87	99	99	75	76
10½ and under 11.....	21	10	17	11	15	17	3
11 and under 11½.....	5	10	6	5	7	8	3
11½ and under 12.....	3	6	9	3	1	2	.....
12 and under 12½.....	3	1	1	2	1	2	.....
12½ and under 13.....	.....	1	.....	.....	.....	1	.....
13 and under 13½.....	.....	.....	1	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	1	.....	.....	.....	1	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	1
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
Total.....	178	189	188	194	199	197	151

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	5	2	6	6	6	4	10
6 and under 6½.....	1			1			6
6½ and under 7.....	1	1				1	2
7 and under 7½.....			1	1		1	1
7½ and under 8.....	1	1					
8 and under 8½.....	17	18	18	14	18	13	6
8½ and under 8¾.....		2				2	
8¾ and under 8½.....	1			2		2	
8½ and under 9.....	2	1		2			
9 and under 9½.....	1	3	5	3	5	5	3
9½ and under 9¾.....			1	1		1	1
9¾ and under 9½.....	1	1			2	2	1
9½ and under 10.....			1				
10 and under 10½.....	19	14	23	19	25	16	
10½ and under 10¾.....	4	3		2	4	6	1
10¾ and under 10½.....	1	1	6	3		4	2
10½ and under 11.....	5	6	1	1	2	2	
11 and under 11½.....	2	2		4	3	2	1
11½ and under 11¼.....	1			1		1	
11¼ and under 11½.....		2	3	1	1		
11½ and under 12.....		1	1	2		1	
12 and under 12½.....		1		1	1	2	
12½ and under 13.....		1					
13 and under 13½.....						1	
13½ and under 14.....				1			
Total.....	62	60	67	65	69	66	34
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....						1	
1 and under 1½.....	2		1	1	2	1	2
1½ and under 2.....		1	1		2	1	2
2 and under 2½.....	1	1		5		1	
2½ and under 3.....		1	1		2		1
3 and under 3½.....	2				4	1	
3½ and under 4.....	2	1	1	1		1	2
4 and under 4½.....	2	3	1	3	1	1	3
4½ and under 5.....				1	1	1	1
5 and under 5½.....	5	1			1	1	1
5½ and under 6.....	2	1			2		
6 and under 6½.....	1			2	2	4	
6½ and under 7.....	1		2	3	1		1
7 and under 7½.....	1	3	2	3	2	6	1
7½ and under 8.....	2	1	1	2		5	1
8 and under 8½.....	2	1	1	2		6	1
8½ and under 8¾.....	8	12	8	12	10	8	2
8¾ and under 9.....		1		1	1	4	1
9 and under 9½.....	5	6	4	3	5	3	5
9½ and under 10.....	1	2	4	1	1	1	2
10 and under 10½.....	27	29	29	29	24	26	25
10½ and under 11.....	5	4	6	4	5	2	
11 and under 11½.....	2	4	5	2	1	2	
11½ and under 12.....		1	2	5		1	
12 and under 12½.....	1			1	1		
13 and under 13½.....	1						
Total.....	71	72	68	76	68	71	50
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	4	5	3	2	4	2	3
6 and under 6½.....					1		
6½ and under 7.....	1	1		1		2	1
7 and under 7½.....			1	1	1		
7½ and under 8.....	1					1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
8 and under 8½	7	6	4	6	8	8	1
8½ and under 8¾	1	1	2	1	1	1	
8¾ and under 9	1						
9 and under 9½	1	2	2	1	4	1	4
9½ and under 9¾						2	
9¾ and under 9¾						1	
10 and under 10½	16	12	15	15	16	13	11
10½ and under 10¾	2	2	2	2	2	3	1
10¾ and under 10¾	4		2	2		1	1
10¾ and under 11	1	5		1	2		
11 and under 11½	1	4	2	1	1	2	
11½ and under 11¾	1			1		1	
11¾ and under 11¾		1	1	1		1	1
11¾ and under 12				1			
12 and under 12½				1			
12½ and under 13			1		1		
15 and under 15½						1	
Total	41	39	35	35	41	39	23
<i>Conductors: Extra (who also did other work).</i>							
Under 1							2
1 and under 1½	1		1	1			
1½ and under 2		1			1		
2 and under 2½				1			
4 and under 4½					1		1
4½ and under 5		1					
5 and under 5½		1				1	1
6 and under 6½	1		2		1	1	1
6½ and under 7			1				
7 and under 7½		1			1	1	
8 and under 8½	2	1	3	1	2	1	
9 and under 9½				1	2	1	
9½ and under 10		1	1		1	1	
10 and under 10½	5	1	2	4	3	5	3
10½ and under 11		2	2	1		1	
11½ and under 12	1	1		1			
12 and under 12½					1		
Total	10	10	12	10	13	12	8

SEVEN DIVISIONS¹—ACTUAL TIME ON DUTY.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	69	74	75	88	93	85	76
6 and under 6½	21	24	18	23	27	17	7
6½ and under 7	20	22	15	18	16	13	5
7 and under 7½	33	26	30	33	27	23	21
7½ and under 8	25	23	32	29	28	38	16
8 and under 8½	12	18	7	13	15	13	12
8½ and under 8¾	12	9	13	9	13	17	16
8¾ and under 8¾	21	12	13	9	8	22	7
8¾ and under 9	14	18	13	21	12	21	14
9 and under 9½	14	14	21	14	21	35	26
9½ and under 9¾	38	39	45	36	46	63	40
9¾ and under 9¾	112	122	123	126	129	118	118
9¾ and under 10	187	185	197	185	167	154	100

¹ These 7 divisions include all lines of the company except the horse-car, the storage-battery car, the Fourth Ave nue, and the Ninth Avenue lines.

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TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (including those who also did other work)—Concluded.</i>							
10 and under 10½	151	141	128	148	163	116	76
10½ and under 10¾	100	89	100	95	91	87	23
10¾ and under 10¾	72	81	73	57	65	54	13
10¾ and under 11	31	50	29	32	27	35	6
11 and under 11¼	21	25	17	23	23	22	8
11¼ and under 11½	23	19	13	14	16	24	5
11½ and under 11¾	9	9	11	7	14	8	3
11¾ and under 12	7	5	7	7	4	6	.....
12 and under 12½	7	10	5	6	2	6	2
12½ and under 13	1	.....	.....	1	1	2	.....
13 and under 13½	.....	.....	1	.....	.....	3	.....
13½ and under 14	.....	.....	.....	1	.....	2	.....
14 and under 14½	.....	.....	.....	.....	.....	4	.....
15 and under 15½	.....	.....	.....	1	.....	6	.....
15½ and under 16	.....	.....	.....	.....	.....	1	.....
17½ and under 17½	.....	.....	.....	.....	.....	1	.....
18 and over	.....	1	1	.....	.....	.....	.....
Total	1,000	1,017	992	996	1,008	996	594
<i>Motormen: Extra (including those who also did other work).</i>							
Under 1	.....	.....	.....	.....	.....	1	5
1 and under 1½	2	.....	2	1	2	3	2
1½ and under 2	.....	3	2	.....	3	2	2
2 and under 2½	2	1	1	6	1	1	1
2½ and under 3	.....	1	2	2	3	1	1
3 and under 3½	6	5	3	1	5	3	4
3½ and under 4	3	2	4	2	2	4	2
4 and under 4½	.....	6	2	3	3	3	4
4½ and under 5	.....	1	3	4	4	2	1
5 and under 5½	5	4	.....	2	4	4	2
5½ and under 6	6	6	6	4	9	2	1
6 and under 6½	5	9	3	6	6	8	.....
6½ and under 7	8	2	5	4	2	6	2
7 and under 7½	6	7	4	8	2	10	1
7½ and under 8	4	5	7	11	7	17	7
8 and under 8½	8	6	4	8	9	7	6
8½ and under 9	1	6	6	4	8	7	5
9 and under 9½	18	14	10	12	4	16	19
9½ and under 10	35	39	37	39	44	34	43
10 and under 10½	39	30	37	33	27	31	20
10½ and under 11	11	14	16	9	13	9	1
11 and under 11½	6	9	8	6	5	1	1
11½ and under 12	2	1	2	9	1	1	1
12 and under 12½	1	.....	1	2	3	2	.....
12½ and under 13	1	.....	.....	.....	1	.....	.....
13 and under 13½	1	1	.....	.....	.....	.....	.....
13½ and under 14	.....	.....	1	.....	.....	.....	.....
15½ and under 16	.....	.....	.....	.....	.....	1	.....
Total	170	172	166	176	170	177	130
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	66	76	73	67	76	75	70
6 and under 6½	21	22	16	17	24	15	5
6½ and under 7	18	21	19	17	16	13	6
7 and under 7½	28	26	30	23	20	23	14
7½ and under 8	26	15	25	37	22	45	17
8 and under 8½	13	16	8	14	20	19	12
8½ and under 8¾	14	9	11	10	16	15	14
8¾ and under 8¾	16	11	12	6	10	17	6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work)—Concluded.</i>							
8½ and under 9.....	13	15	12	13	8	16	12
9 and under 9½.....	15	17	16	12	17	29	26
9½ and under 9¾.....	41	43	37	41	47	68	37
9¾ and under 9¾.....	110	125	126	134	128	118	120
9¾ and under 10.....	162	174	180	173	166	139	98
10 and under 10½.....	151	121	128	125	144	109	66
10½ and under 10½.....	98	84	95	94	82	83	24
10½ and under 10¾.....	66	76	62	64	64	47	14
10¾ and under 11.....	32	62	33	28	32	28	7
11 and under 11¼.....	19	23	25	28	19	22	5
11¼ and under 11¼.....	23	17	15	15	19	23	5
11¼ and under 11½.....	14	13	10	10	13	10	2
11½ and under 12.....	9	4	7	8	7	5	2
12 and under 12½.....	6	7	5	9	.....	4	2
12½ and under 13.....	3	1	.....	.....	1	2	1
13 and under 13½.....	2	.....	2	1	.....	3	.....
13½ and under 14.....	.....	.....	.....	1	.....	1	1
14 and under 14½.....	.....	.....	.....	.....	.....	4	.....
15 and under 15½.....	.....	.....	.....	.....	.....	7	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
Total.....	966	978	947	947	952	943	566
<i>Conductors: Extra (including those who also did other work).</i>							
Under 1.....	1	.....	.....	.....	1	.....	10
1 and under 1½.....	1	.....	1	1	1	.....	3
1½ and under 2.....	.....	1	.....	1	4	1	1
2 and under 2½.....	.....	.....	.....	.....	3	.....	3
2½ and under 3.....	1	1	3	5	5	.....	1
3 and under 3½.....	2	.....	2	1	3	1	.....
3½ and under 4.....	2	2	1	2	4	.....	4
4 and under 4½.....	1	2	6	3	7	1	2
4½ and under 5.....	3	2	1	4	3	3	8
5 and under 5½.....	1	7	1	2	1	3	2
5½ and under 6.....	3	5	6	5	4	4	.....
6 and under 6½.....	5	6	6	4	8	5	2
6½ and under 7.....	7	5	7	3	3	6	1
7 and under 7½.....	8	11	6	9	7	10	5
7½ and under 8.....	9	7	14	6	8	14	7
8 and under 8½.....	10	10	5	8	4	8	5
8½ and under 9.....	5	20	5	12	7	15	7
9 and under 9½.....	13	11	16	16	10	26	21
9½ and under 10.....	47	34	39	53	52	44	48
10 and under 10½.....	38	44	51	46	52	36	23
10½ and under 11.....	19	14	17	14	12	17	2
11 and under 11¼.....	3	10	6	5	8	7	3
11¼ and under 12.....	5	4	5	3	1	2	.....
12 and under 12½.....	3	2	1	1	2	2	.....
12½ and under 13.....	.....	.....	.....	.....	.....	1	.....
13 and under 13½.....	.....	.....	1	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	1	.....	.....	.....	1	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	1
15 and under 15½.....	.....	1	.....	.....	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
Total.....	188	199	200	204	212	209	159

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	59	67	62	77	82	77	65
6 and under 6½.....	18	24	17	21	26	15	6
6½ and under 7.....	17	16	13	15	14	11	4
7 and under 7½.....	30	23	25	29	20	19	17
7½ and under 8.....	21	19	28	27	24	36	16
8 and under 8½.....	8	15	6	13	14	12	10
8½ and under 8¾.....	11	7	13	8	13	15	16
8¾ and under 9.....	20	11	12	8	6	20	5
9 and under 9½.....	12	16	17	16	10	20	14
9½ and under 9¾.....	14	13	18	13	19	32	25
9¾ and under 9½.....	36	39	41	34	42	60	39
9½ and under 9¾.....	108	121	115	121	124	113	117
9¾ and under 10.....	181	176	189	176	157	148	99
10 and under 10½.....	144	137	123	145	157	108	71
10½ and under 10¾.....	96	86	98	93	86	83	22
10¾ and under 10½.....	69	80	69	53	65	49	11
10½ and under 11.....	28	44	28	30	24	32	6
11 and under 11½.....	19	23	17	20	21	22	7
11½ and under 11¾.....	23	19	13	14	16	23	5
11¾ and under 11½.....	9	7	8	6	13	8	3
11½ and under 12.....	7	4	6	5	4	5	4
12 and under 12½.....	7	8	5	5	1	4	2
12½ and under 13.....	1	1	.....	1	1	2	.....
13 and under 13½.....	.....	.....	1	.....	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	2	.....
14 and under 14½.....	.....	.....	.....	1	.....	4	.....
15 and under 15½.....	.....	.....	.....	.....	.....	6	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
17 and under 17½.....	.....	.....	.....	.....	.....	1	.....
18 and over.....	.....	.....	1	1	.....	.....	.....
Total.....	938	957	925	931	939	930	560
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	.....	.....	.....	.....	.....	.....	4
1 and under 1½.....	.....	.....	1	.....	.....	2	.....
1½ and under 2.....	.....	2	1	1	1	1	.....
2 and under 2½.....	1	.....	.....	2	.....	.....	1
2½ and under 3.....	.....	.....	1	.....	2	.....	3
3 and under 3½.....	2	5	2	.....	.....	.....	.....
3½ and under 4.....	1	1	3	1	1	.....	1
4 and under 4½.....	.....	3	2	1	2	.....	1
4½ and under 5.....	.....	1	3	3	2	1	.....
5 and under 5½.....	.....	2	.....	2	4	3	1
5½ and under 6.....	3	2	3	4	4	2	1
6 and under 6½.....	2	6	2	1	4	1	.....
6½ and under 7.....	7	2	2	.....	1	6	1
7 and under 7½.....	3	3	1	5	.....	4	.....
7½ and under 8.....	2	2	5	6	6	9	5
8 and under 8½.....	5	3	3	4	3	5	4
8½ and under 9.....	1	4	2	3	3	4	4
9 and under 9½.....	9	5	6	9	4	10	12
9½ and under 10.....	23	20	18	20	31	21	26
10 and under 10½.....	27	23	26	22	16	20	13
10½ and under 11.....	5	9	11	7	8	6	1
11 and under 11½.....	5	6	3	4	4	.....	1
11½ and under 12.....	2	.....	.....	4	1	.....	1
12 and under 12½.....	.....	.....	1	1	.....	2	.....
12½ and under 13.....	1	.....	.....	.....	1	.....	.....
13 and under 13½.....	.....	1	.....	.....	.....	.....	.....
13½ and under 14.....	.....	.....	1	.....	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
Total.....	99	100	98	100	102	106	80

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	59	70	68	62	68	71	67
6 and under 6½.....	20	21	16	17	23	15	5
6½ and under 7.....	16	18	18	14	15	12	5
7 and under 7½.....	28	26	28	22	17	20	13
7½ and under 8.....	23	15	24	36	22	42	17
8 and under 8½.....	13	14	7	13	19	17	12
8½ and under 8¾.....	14	9	10	9	15	15	13
8¾ and under 8½.....	15	8	12	6	7	16	6
8½ and under 9.....	11	14	12	11	7	16	11
9 and under 9½.....	15	17	14	12	17	28	23
9½ and under 9¾.....	40	42	36	41	45	64	37
9¾ and under 9½.....	108	123	121	132	126	115	118
9½ and under 10.....	154	166	172	165	157	137	94
10 and under 10½.....	147	120	127	121	141	105	62
10½ and under 10¾.....	95	81	92	94	80	77	23
10¾ and under 10½.....	62	76	62	62	64	46	13
10½ and under 11.....	31	58	32	27	20	27	7
11 and under 11½.....	17	20	24	27	19	21	5
11½ and under 11¾.....	23	17	15	15	19	22	4
11¾ and under 11½.....	14	12	9	9	13	10	2
11½ and under 12.....	9	4	7	7	7	5	2
12 and under 12½.....	6	7	5	8	7	4	2
12½ and under 13.....	3	1	.....	.....	.....	2	1
13 and under 13½.....	2	.....	1	1	.....	3	.....
13½ and under 14.....	.....	.....	.....	1	.....	1	1
14 and under 14½.....	.....	.....	.....	.....	.....	4	.....
15 and under 15½.....	.....	.....	.....	.....	.....	6	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
Total.....	925	939	912	912	911	904	543
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	1	.....	.....	.....	1	.....	8
1 and under 1½.....	.....	.....	.....	.....	.....	.....	3
1½ and under 2.....	.....	.....	.....	.....	3	1	1
2 and under 2½.....	.....	.....	.....	.....	3	.....	3
2½ and under 3.....	1	1	3	5	5	.....	1
3 and under 3½.....	2	.....	2	1	3	1	.....
3½ and under 4.....	2	2	1	2	4	.....	3
4 and under 4½.....	1	2	6	3	6	1	2
4½ and under 5.....	3	1	1	4	3	3	8
5 and under 5½.....	1	6	1	2	1	2	1
5½ and under 6.....	3	4	5	5	3	4	.....
6 and under 6½.....	4	6	3	3	7	3	1
6½ and under 7.....	6	5	5	3	1	6	1
7 and under 7½.....	7	10	6	9	7	9	5
7½ and under 8.....	9	7	14	6	8	14	7
8 and under 8½.....	10	10	5	7	4	8	5
8½ and under 9.....	5	19	5	12	6	15	7
9 and under 9½.....	13	11	16	16	7	24	21
9½ and under 10.....	46	34	38	50	50	42	45
10 and under 10½.....	34	42	49	45	52	34	23
10½ and under 11.....	19	13	15	13	12	15	2
11 and under 11½.....	3	9	6	5	8	7	3
11½ and under 12.....	4	4	5	2	1	2	.....
12 and under 12½.....	3	2	1	1	1	2	.....
12½ and under 13.....	.....	.....	.....	.....	.....	1	.....
13 and under 13½.....	.....	.....	1	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	1	.....	.....	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	1
15 and under 15½.....	.....	1	.....	.....	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
Total.....	178	189	188	194	199	197	151

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Continued.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sun- day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	10	7	13	11	11	8	11
6 and under 6½.....	3	.....	1	2	1	2	1
6½ and under 7.....	3	6	2	3	2	2	1
7 and under 7½.....	3	3	5	4	7	4	4
7½ and under 8.....	4	4	4	2	4	2	.....
8 and under 8½.....	4	3	1	.....	1	1	2
8½ and under 8¾.....	1	2	.....	1	.....	2	.....
8¾ and under 8½.....	1	1	1	1	2	2	2
8½ and under 9.....	2	2	1	5	2	1	.....
9 and under 9½.....	.....	1	3	1	2	3	1
9½ and under 9¾.....	2	.....	4	2	4	3	1
9¾ and under 9½.....	4	1	8	5	5	5	1
9½ and under 10.....	6	9	8	9	10	6	1
10 and under 10½.....	7	4	5	3	6	8	5
10½ and under 10¾.....	4	3	2	2	5	4	1
10¾ and under 10½.....	3	1	4	4	.....	5	2
10½ and under 11.....	3	6	1	2	3	3	.....
11 and under 11½.....	2	2	.....	3	2	.....	1
11½ and under 11¾.....	.....	.....	.....	.....	.....	1	.....
11¾ and under 11½.....	.....	2	3	1	1	.....	.....
11½ and under 12.....	.....	1	1	2	.....	1	.....
12 and under 12½.....	.....	2	.....	1	1	2	.....
12½ and under 12¾.....	.....	.....	.....	.....	.....	1	.....
12¾ and under 12½.....	.....	.....	.....	.....	.....	.....	.....
13 and under 13½.....	.....	.....	.....	.....	.....	.....	.....
13½ and under 14.....	.....	.....	.....	1	.....	.....	.....
Total.....	62	60	67	65	69	66	34
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....	.....	.....	.....	.....	.....	1	1
1 and under 1½.....	2	.....	1	1	2	1	1
1½ and under 2.....	.....	1	1	.....	2	1	2
2 and under 2½.....	1	1	.....	5	.....	1	.....
2½ and under 3.....	.....	1	1	.....	1	.....	1
3 and under 3½.....	4	.....	1	1	4	1	1
3½ and under 4.....	2	1	1	1	1	1	1
4 and under 4½.....	.....	3	.....	2	1	1	3
4½ and under 5.....	.....	.....	.....	1	2	1	1
5 and under 5½.....	5	2	.....	.....	2	1	1
5½ and under 6.....	3	4	3	.....	5	.....	.....
6 and under 6½.....	3	3	1	5	2	7	.....
6½ and under 7.....	1	.....	3	4	1	.....	1
7 and under 7½.....	3	4	3	3	2	6	1
7½ and under 8.....	2	3	2	5	1	8	2
8 and under 8½.....	3	3	1	4	6	3	2
8½ and under 9.....	.....	2	4	1	1	3	1
9 and under 9½.....	9	9	4	3	4	6	7
9½ and under 10.....	12	19	19	19	13	13	17
10 and under 10½.....	12	7	11	11	11	11	7
10½ and under 11.....	6	5	5	2	5	3	.....
11 and under 11½.....	1	3	5	2	1	1	.....
11½ and under 12.....	.....	1	2	5	.....	1	.....
12 and under 12½.....	1	.....	.....	1	1	.....	.....
12½ and under 13.....	1	.....	.....	.....	.....	.....	.....
Total.....	71	72	68	76	68	71	50
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	7	6	5	5	8	4	3
6 and under 6½.....	1	1	.....	.....	1	.....	.....
6½ and under 7.....	2	3	1	3	1	1	1
7 and under 7½.....	.....	.....	2	1	3	3	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO.—Concluded.

SEVEN DIVISIONS—ACTUAL TIME ON DUTY—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
7½ and under 8.	3		1	1		3	
8 and under 8½.		2	1	1	1	2	
8½ and under 8¾.			1	1	1		1
8¾ and under 8½.	1	3			3	1	
8½ and under 9.	2	1		2	1		1
9 and under 9½.			2			1	3
9½ and under 9¾.	1	1	1		2	4	
9¾ and under 9½.	2	2	5	2	2	3	2
9½ and under 10.	8	8	8	8	9	4	4
10 and under 10½.	4	1	1	4	3	4	4
10½ and under 10¾.	3	3	3		2	6	1
10¾ and under 10½.	4			2		1	1
10½ and under 11.	1	4	1	1	3	1	
11 and under 11½.	2	3	1	1		1	
11½ and under 11¾.						1	1
11¾ and under 11½.		1	1	1			
11½ and under 12.				1			
12 and under 12½.				1			
12½ and under 13.					1		
13 and under 13½.			1				
15 and under 15½.						1	
Total.....	41	39	35	35	41	39	23
<i>Conductors: Extra (who also did other work).</i>							
Under 1.							2
1 and under 1½.	1		1				
1½ and under 2.		1		1	1		
3½ and under 4.							1
4 and under 4½.					1		
4½ and under 5.		1					
5 and under 5½.		1				1	1
5½ and under 6.		1	1		1		
6 and under 6½.	1		3	1	1	2	1
6½ and under 7.	1		2		2		
7 and under 7½.	1	1				1	
8 and under 8½.				1			
8½ and under 9.		1			1		
9 and under 9½.					3	2	
9½ and under 10.	1		1	3	2	2	3
10 and under 10½.	4	2	2	1			
10½ and under 11.		1	2	1		2	
11 and under 11½.		1					
11½ and under 12.	1			1			
12 and under 12½.					1		
Total.....	10	10	12	10	13	12	8

THIRD AVENUE RAILWAY CO.—THE BRONX.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.	24	24	22	27	14	15	30
6 and under 6½.	8	5	5	6	6		10
6½ and under 7.	7	5	5	8	8	4	11
7 and under 7½.	5	9	6	5	11	3	19
7½ and under 8.	9	10	12	10	9	9	14
8 and under 8½.	12	6	8	8	11	11	3
8½ and under 8¾.	10	15	14	13	12	12	18
8¾ and under 8½.	15	15	14	15	10	20	18

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—THE BRONX—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
8½ and under 9	15	18	19	24	25	16	20
9 and under 9½	17	27	23	23	29	30	25
9½ and under 9¾	24	19	24	28	24	24	24
9¾ and under 9¾	25	29	27	26	18	32	24
9¾ and under 10	49	44	37	34	39	52	30
10 and under 10½	48	35	37	42	43	34	34
10½ and under 10½	25	28	33	26	19	45	12
10½ and under 10½	25	22	26	16	21	21	10
10½ and under 11	19	19	14	20	17	12	10
11 and under 11½	11	10	10	12	10	12	6
11½ and under 11½	6	8	8	10	11	8	10
11½ and under 11½	8	17	10	5	8	7	10
11½ and under 12	19	5	5	5	8	2	4
12 and under 12½	12	12	14	14	16	8	8
12½ and under 13	6	8	9	4	6	3	4
13 and under 13½	3	6	6	4	6	3	4
13½ and under 14	1	1	1	3	1	2	
14 and under 14½	1		1		3		
14½ and under 15						1	
15 and under 15½						1	
15½ and under 16						1	
Total	386	397	390	389	384	388	354
<i>Motormen: Extra.</i>							
Under 1	1			1		1	
1 and under 1½		1	2	1		1	1
1½ and under 2		1	1	2	4	2	2
2 and under 2½	3	4	3	5	3	5	1
2½ and under 3	4	5	4			1	
3 and under 3½	4	6	6	7	4	1	
3½ and under 4	8	6	6	5	8		1
4 and under 4½	4	2	6	6	3	1	2
4½ and under 5	5	5	7	5	5	4	2
5 and under 5½	4	4	5	3	9	5	3
5½ and under 6	4	6	6	7	2	3	6
6 and under 6½	5	1	4	5	3	9	4
6½ and under 7	5	6	3	8	3	4	8
7 and under 7½	4	5	4	4	4	7	8
7½ and under 8	2	10	8	5	8	6	6
8 and under 8½	4	5	4	1	5	6	7
8½ and under 9	10	8	7	6	9	9	7
9 and under 9½	7	8	5	3	13	10	5
9½ and under 10	9	8	7	10	2	6	13
10 and under 10½	11	12	8	9	10	9	8
10½ and under 11	9	4	7	8	9	2	6
11 and under 11½	4	2	2	2	4	2	7
11½ and under 12	4	2		2	1	1	4
12 and under 12½	1	3	3	3	2	6	2
12½ and under 13	4			2	2	3	1
13 and under 13½	2			1		2	
13½ and under 14					1	1	1
15 and under 15½					1	1	
Total	118	115	110	111	114	108	105
<i>Conductors: Regular.</i>							
Under 6	21	32	28	26	28	12	29
6 and under 6½	6	4	6	6	9	5	10
6½ and under 7	4	6	4	12	7	8	16
7 and under 7½	3	9	2	5	7	4	21
7½ and under 8	9	8	13	8	9	11	12
8 and under 8½	14	6	12	9	8	12	8
8½ and under 8½	10	14	15	13	19	15	9
8½ and under 8½	12	17	17	19	11	19	19
8½ and under 9	24	21	19	16	19	17	24
9 and under 9½	16	22	27	26	29	22	17

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—THE BRONX—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
9½ and under 9½	23	16	27	19	21	23	17
9½ and under 9¾	32	29	24	32	23	26	23
9¾ and under 10	41	40	41	37	40	44	34
10 and under 10½	40	40	37	42	40	35	21
10½ and under 10¾	26	32	24	24	26	34	11
10¾ and under 10¾	24	19	28	22	20	26	6
10¾ and under 11	10	15	15	13	13	15	4
11 and under 11½	12	9	7	10	7	12	3
11½ and under 11½	10	9	5	5	12	7	11
11½ and under 11¾	7	10	8	7	8	8	7
11¾ and under 12	9	8	4	6	3	2	6
12 and under 12½	8	5	10	16	7	5	8
12½ and under 13	6	5	4	5	7	4	5
13 and under 13½	3	3	5	2	5	2	3
13½ and under 14	1	1		1	2	2	
14 and under 14½					1		
Total	374	380	382	381	381	370	324
<i>Conductors: Extra.</i>							
Under 1	1	1					
1 and under 1½	2	2		2		5	1
1½ and under 2	5	1	1	4	5	2	
2 and under 2½	6	9	5	6	6	5	
2½ and under 3	3	2	5	8	5		
3 and under 3½	4	8	9	4	4	2	
3½ and under 4	11	11	9	5	11	2	
4 and under 4½	5	3	5	3	2	2	3
4½ and under 5	6	6	8	8	3	3	1
5 and under 5½	5	5	7	6	8	4	3
5½ and under 6	3	8	9	9	5	3	6
6 and under 6½	6	4	4	2	10	5	4
6½ and under 7	6	5	2	3	3	1	12
7 and under 7½	2	2	2	2	3	4	5
7½ and under 8	5	7	6	4	5	8	7
8 and under 8½	5	3	1	2	6	3	8
8½ and under 9	10	6	3	6	10	9	12
9 and under 9½	11	12	10	11	9	13	21
9½ and under 10	11	7	10	9	5	10	12
10 and under 10½	12	12	11	19	13	19	17
10½ and under 11	5	14	8	8	10	5	9
11 and under 11½	1	4	5	5	5	1	5
11½ and under 12	4		3	1	5	1	4
12 and under 12½	2	3	1		2	3	2
12½ and under 13		2	1	1		3	3
13 and under 13½		2			1	3	1
13½ and under 14					1	1	
14 and under 14½						2	
Total	131	139	128	133	137	119	135

THIRD AVENUE RAILWAY CO.—MANHATTAN.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	17	12	11	13	11	17	42
6 and under 6½	1	2	2	4	3		13
6½ and under 7	5	2	3	2	1	9	3
7 and under 7½	9	2	2	4	3	4	16
7½ and under 8	5	4	2	6	4	1	28
8 and under 8½	7	4	6	7	11	6	19
8½ and under 8½	22	18	10	16	12	5	19
8½ and under 8¾	13	12	15	21	18	13	17
8¾ and under 9	20	14	11	13	9	18	29

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN; CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—MANHATTAN—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
9 and under 9½	13	23	15	22	21	13	35
9½ and under 9¾	19	27	24	30	27	24	41
9¾ and under 9¾	37	34	35	32	41	29	26
9¾ and under 10	27	47	39	35	50	49	22
10 and under 10¼	71	62	86	79	85	81	48
10¼ and under 10½	74	89	72	81	85	89	22
10½ and under 10¾	74	50	63	69	71	58	12
10¾ and under 11	35	43	44	46	31	41	12
11 and under 11¼	30	43	38	28	26	30	5
11¼ and under 11½	32	34	18	23	17	33	6
11½ and under 11¾	12	15	23	12	15	11	5
11¾ and under 12	9	7	12	4	5	7	2
12 and under 12½	9	2	4	3	3	9	1
12½ and under 13	6	4	2	2	3	4	3
13 and under 13½	1	1	1	2	1	2	1
13½ and under 14	1		1			1	
Total	549	551	544	552	553	554	427
<i>Motormen: Extra.</i>							
1 and under 1½			1				1
1½ and under 2		1					
2 and under 2½			1		1		
2½ and under 3	1		1		1		
3 and under 3½						2	1
3½ and under 4		1		1			1
4 and under 4½	2				1		1
4½ and under 5			1	1		3	4
5 and under 5½		3		3		2	2
5½ and under 6	1				2	3	
6 and under 6½		1	2	2		1	4
6½ and under 7	1	3	1	1		2	3
7 and under 7½	1		1	1		1	4
7½ and under 8	2	3	3	3	2	2	3
8 and under 8½	1	3	4	2	6	3	5
8½ and under 9	6	3	9	6	7	6	14
9 and under 9½	10	7	10	8	13	5	13
9½ and under 10	13	18	13	7	12	12	14
10 and under 10½	22	25	31	28	25	25	13
10½ and under 11	12	10	17	16	15	10	6
11 and under 11½	10	10	4	11	8	11	
11½ and under 12	8	9	3	5	6	10	
12 and under 12½	3			2	1	1	
12½ and under 13	2						
13 and under 13½							
13½ and under 14	1						
Total	96	97	102	97	101	99	90
<i>Conductors: Regular.</i>							
Under 6	18	16	15	13	10	22	43
6 and under 6½	1	1	4	4	1	5	13
6½ and under 7	2	3	3	2		10	5
7 and under 7½	6	3	1	3	2	3	13
7½ and under 8		5	3	9	3	1	25
8 and under 8½	6	4	8	5	10	3	16
8½ and under 8¾	18	16	6	13	13	4	16
8¾ and under 8¾	12	11	11	17	14	11	21
8¾ and under 9	21	11	9	11	9	19	28
9 and under 9½	15	15	15	18	24	9	34
9½ and under 9¾	20	24	22	20	27	24	37
9¾ and under 9¾	37	33	31	30	39	26	24
9¾ and under 10	25	44	40	29	39	45	22
10 and under 10¼	63	56	82	73	79	71	42
10¼ and under 10½	75	86	71	84	86	91	17
10½ and under 10¾	72	47	63	61	63	53	12
10¾ and under 11	34	41	41	39	32	35	12
11 and under 11½	30	35	32	33	24	29	5

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO.—MANHATTAN—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
11½ and under 11¾	30	34	16	22	17	29	5
11¾ and under 12¼	9	17	21	12	16	12	4
12¼ and under 12¾	6	10	12	6	5	6	2
12¾ and under 13¼	4	2	2	3	4	6	1
13¼ and under 13¾	3	1	1	2	3	4	3
13¾ and under 14					1	1	1
Total	515	518	511	518	521	521	400
<i>Conductors: Extra.</i>							
1 and under 1½					1		1
1½ and under 2		1	1			1	1
2 and under 2½					1		1
2½ and under 3	1		2		1		2
3 and under 3½	2					1	2
3½ and under 4	3	1	3		2	1	
4 and under 4½	2	2	2	4	1	1	3
4½ and under 5	2	2	1	1	2	3	1
5 and under 5½	5	3	3	4		3	2
5½ and under 6			1		3	1	
6 and under 6½	1	2	2	3	3	1	5
6½ and under 7	2	1	2	2	2		1
7 and under 7½	2		2	2		1	9
7½ and under 8	3	2	1	1	1	2	7
8 and under 8½	7	5	5	5	8	6	8
8½ and under 9	9	9	13	10	7	6	12
9 and under 9½	7	14	12	14	12	9	17
9½ and under 10	17	20	13	15	25	18	18
10 and under 10½	25	29	35	20	26	31	20
10½ and under 11	19	17	19	27	22	20	6
11 and under 11½	14	15	14	9	8	15	3
11½ and under 12	8	6	8	5	7	10	2
12 and under 12½	5	1	1	2	1	3	
12½ and under 13			1			1	
13 and under 13½						1	
13½ and under 14	2						
14 and over						3	
Total	136	130	141	134	133	138	121

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

[For all elevated lines combined, data are shown only for paid time; for Second and Third Avenue lines, data are shown for both paid time and actual time on duty. For each run a daily rate based on years of service was paid. In reckoning paid time, runs of under 10 hours are counted as 10 hours, and "reporting time" of from 10 to 30 minutes per day is included as paid time. For extra men making regular runs the actual time includes the "reporting time" of 10 to 30 minutes. See page 167, for explanation of presentation of data for this city.

ALL LINES—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	4	6	4	3	6	11	
6 and under 6½	1			1			
7 and under 7½	1		1	4		4	
7½ and under 8						1	
8 and under 10	336	340	338	340	339	315	244
11 and under 12		1					
12½ and under 13				1	1		
Total	342	347	343	349	346	331	244

752 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

ALL LINES—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Extra (including those who also did other work).</i>							
3 and under 3½	3	2	2	1	1	1	
3½ and under 4	1	2			1		
4 and under 4½		1		1			
4½ and under 5			1	1			
5 and under 5½	11	9	9	12	16	2	8
5½ and under 6					1	1	
6 and under 6½	1	1	1	6	3	1	
7 and under 7½	1	1	1	2	1	1	
7½ and under 8		1					
8 and under 8½		1	1	3		4	
8½ and under 9	1	1		1			
9 and under 9½	2	1	5	3	4	3	1
9½ and under 10						2	
10 and under 10½	27	20	29	23	22	34	43
11 and under 11½	2	1			1	1	
11½ and under 12	1		1			1	
12 and under 12½	3	3	2	1	1	4	
13 and under 13½	2	5	1	1	5	2	
14 and under 14½		1		1			
14½ and under 15					1		
15 and under 15½				1			
Total	55	50	53	57	57	57	52
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	11	12	12	9	15	9	3
6 and under 6½			2		2	2	
6½ and under 7	1			1			
7 and under 7½	2	1	2		3	4	1
8 and under 8½		1		2			2
9 and under 9½					1		
10 and under 10½	170	172	169	170	175	227	229
12 and under 12½	19	18	18	19	15	13	
13 and under 13½	103	106	103	111	98	60	2
13½ and under 14		1	1	1	1		
15 and under 15½					2	4	
16 and under 16½		1	1				1
18 and over						1	
Total	306	312	308	313	312	320	238
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	40	18	25	43	44	8	6
6 and under 6½	2	4	7	8	9	3	
6½ and under 7		1					
7 and under 7½	9	8	8	12	9	18	6
8 and under 8½	10	12	7	10	5	7	3
8½ and under 9		1		2			
9 and under 9½	3	4	6	6	5	4	2
10 and under 10½	828	827	827	800	823	911	688
10½ and under 11		1	1	1	1		
11 and under 11½	5	9	8	7	5	2	
11½ and under 12	3	2	2	2	3	1	
12 and under 12½	22	24	26	23	24	27	10
12½ and under 13		1	1				
13 and under 13½	117	118	113	126	111	59	6
14 and under 14½	3			2	5	4	1
14½ and under 15			1				
15 and under 15½	1		1	2	2	17	
16 and under 16½			1	2	1	4	1
17 and under 17½						1	
18 and over	1			1		5	
Total	1,044	1,030	1,034	1,046	1,047	1,071	723

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

ALL LINES—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (including those who also did other work).</i>							
2 and under 2½.....	7		4	6	7		1
3 and under 3½.....	14	16	9	14	7		3
4 and under 4½.....	4	4	2	1	2		
5 and under 5½.....	8	11	7	9	8	1	2
5½ and under 6.....		1	1				
6 and under 6½.....	49	46	40	51	43	5	
7 and under 7½.....	12	6	8	10	10	12	2
7½ and under 8.....		1	1				
8 and under 8½.....	10	10	7	18	12	3	4
9 and under 9½.....	4	2	14	2	5	5	
10 and under 10½.....	128	130	140	120	138	189	196
11 and under 11½.....	1	2	5	6	4	6	3
12 and under 12½.....	6	10	11	11	8	8	8
13 and under 13½.....	33	32	28	28	33	45	3
14 and under 14½.....	1	2	2	2		6	1
15 and under 15½.....			1		3	3	1
16 and under 16½.....			1	1	3	7	
17 and under 17½.....				1			
18 and over.....	1				2	4	1
Total.....	278	273	281	280	285	294	225

SECOND AND THIRD AVENUE LINES—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	3	1	2	3	5	8	
6 and under 6½.....	1			1			
7 and under 7½.....	1			3		1	
7½ and under 8.....						1	
10 and under 10½.....	199	204	204	203	200	181	141
11½ and under 12.....		1					
Total.....	204	206	206	210	205	191	141
<i>Motormen: Extra (who did no other work).</i>							
3 and under 3½.....	3	2	2	1	1	1	
3½ and under 4.....	1	1			1		
4 and under 4½.....		1		1			
4½ and under 5.....			1	1			
5 and under 5½.....	1	1	2	4	3		
6 and under 6½.....	1	1	1	6	3	1	
7 and under 7½.....	1	1	1	2		1	
7½ and under 8.....							
8 and under 8½.....		1		1		1	
8½ and under 9.....	1			1			
9 and under 9½.....	2	1	4	2	4	2	1
10 and under 10½.....	10	7	11	7	8	15	26
11 and under 11½.....	1				1	1	
11½ and under 12.....	1				1	1	
12 and under 12½.....	3	3	2		1	3	
13 and under 13½.....	2	2	1	1	5	2	
14 and under 14½.....		1		1			
14½ and under 15.....					1		
Total.....	127	123	25	128	128	128	27

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	8	11	8	8	11	5	2
6 and under 6½.....					1	1	
6½ and under 7.....	1			1	1		
7 and under 7½.....	2	1	2		3	3	1
8 and under 8½.....		1		2			2
9 and under 9½.....					1		
10 and under 10½.....	99	99	103	93	103	130	144
12 and under 12½.....	19	18	18	19	15	13	
13 and under 13½.....	51	53	53	60	47	35	2
13½ and under 14.....		1	1	1	1		
15 and under 15½.....					1	4	
16 and under 16½.....		1					1
18 and over.....						1	
Total.....	180	185	185	184	184	192	152
<i>Guards: Regular (including those who also did other work).</i>							
Under 6.....	31	16	18	34	32	5	4
6 and under 6½.....		1	3	5	5	1	
6½ and under 7.....		1					
7 and under 7½.....	6	6	6	11	4	9	5
8 and under 8½.....	10	12	6	10	5	6	3
8½ and under 9.....		1		2			
9 and under 9½.....	3	4	6	6	5	4	2
10 and under 10½.....	460	461	468	437	459	524	471
10½ and under 10¾.....		1	1				
11 and under 11½.....	4	8	6	6	4	2	
11½ and under 11¾.....	3	2	2	2	3	1	
12 and under 12½.....	22	24	25	22	24	26	10
12½ and under 13.....		1	1				
13 and under 13½.....	86	82	75	90	81	45	6
14 and under 14½.....	3			1	4	3	1
14½ and under 15.....			1				
15 and under 15½.....	1		1	2	2	17	
16 and under 16½.....			1	2	1	4	1
17 and under 17½.....						1	
18 and over.....	1			1		5	
Total.....	630	620	620	631	630	653	503
<i>Guards: Extra (including those who also did other work).</i>							
2 and under 2½.....	7		4	6	7		1
3 and under 3½.....	7	7	3	7	2		3
4 and under 4½.....	2	4	2	1	2		
5 and under 5½.....	8	11	7	9	8	1	2
5½ and under 6.....		1	1				
6 and under 6½.....	11	8	16	11	9	5	
7 and under 7½.....	12	6	8	9	10	10	2
7½ and under 8.....		1	1				
8 and under 8½.....	5	6	4	13	11	3	4
8½ and under 9.....	3	2	6	2	3	5	
10 and under 10½.....	86	89	83	75	83	105	128
11 and under 11½.....		1	4	5	2	5	3
12 and under 12½.....		10	9	11	8	8	8
13 and under 13½.....	19	16	15	14	21	19	2
14 and under 14½.....	1	2	2	1		5	1
15 and under 15½.....			1		2	3	
16 and under 16½.....					2	6	
17 and under 17½.....				1			
18 and over.....	1				1	4	1
Total.....	167	164	166	165	171	179	155

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	2	1		3	5	6	
6 and under 6½.....	1			1			
7 and under 7½.....	1			2		1	
7½ and under 8.....						1	
10 and under 10½.....	159	163	165	163	158	144	109
11½ and under 12.....		1					
Total.....	163	165	165	169	163	152	109
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	5	4	4	6	9	1	2
6½ and under 7.....					1		
7 and under 7½.....	2	1	2		2	3	1
8 and under 8½.....				1			1
10 and under 10½.....	89	92	97	84	91	125	131
12 and under 12½.....	2	4	2	4	5	2	
13 and under 13½.....	7	9	9	9	8	7	
18 and over.....						1	
Total.....	105	110	114	104	116	139	135
<i>Guards: Regular (who did no other work).</i>							
Under 6.....	26	16	18	33	28	5	4
6 and under 6½.....		1	3	5	5	1	
6½ and under 7.....		1					
7 and under 7½.....	6	6	5	10	4	8	4
8 and under 8½.....	9	12	6	10	4	6	3
8½ and under 8¾.....				1			
9 and under 9½.....	3	4	6	5	4	4	2
10 and under 10½.....	413	412	424	391	412	490	446
11 and under 11½.....	2	4	2	2	2	2	
12 and under 12½.....	18	18	20	18	19	21	8
12½ and under 13.....		1	1				
13 and under 13½.....	62	64	57	73	59	39	5
14 and under 14½.....	2			1	2	2	
15 and under 15½.....				2	2	17	
16 and under 16½.....					1	4	1
17 and under 17½.....						1	
18 and over.....						5	
Total.....	541	539	542	551	542	605	473
<i>Guards: Extra (who did no other work).</i>							
2 and under 2½.....	7		4	5	6		1
3 and under 3½.....	7	7	3	6	2		3
4 and under 4½.....	2	4	1	1	2		
5 and under 5½.....	7	11	7	8	8	1	2
5½ and under 6.....		1	1				
6 and under 6½.....	11	8	16	10	9	5	
7 and under 7½.....	12	6	8	9	10	10	2
7½ and under 8.....		1	1				
8 and under 8½.....	5	6	3	13	11	3	4
9 and under 9½.....	1	2	6	2	3	5	
10 and under 10½.....	79	83	78	72	76	101	124
11 and under 11½.....		1	4	4	2	5	3
12 and under 12½.....	5	9	8	10	8	7	6
13 and under 13½.....	19	16	15	14	21	19	2
14 and under 14½.....	1	2	2	1		3	1
15 and under 15½.....			1		2	3	
16 and under 16½.....					2	5	
17 and under 17½.....				1			
18 and over.....					1	4	
Total.....	156	157	158	156	163	173	148

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	1		2			2	
7 and under 7½.....				1			
10 and under 10½.....	40	41	39	40	42	37	32
Total.....	41	41	41	41	42	39	32
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	3	7	4	2	2	4	
6½ and under 6¾.....					1	1	
7 and under 7½.....	1			1			
8 and under 8½.....		1			1		1
9 and under 9½.....				1	1		
10 and under 10½.....	10	7	6	9	12	5	13
12 and under 12½.....	17	14	16	15	10	11	
13 and under 13½.....	44	44	44	51	39	28	2
13½ and under 14.....		1	1	1	1		
15 and under 15½.....					1	4	
16 and under 16½.....		1					1
Total.....	75	75	71	80	68	53	17
<i>Guards: Regular (who also did other work).</i>							
Under 6.....	5			1	4		
7 and under 7½.....			1	1		1	1
8 and under 8½.....	1				1		
8½ and under 8¾.....		1		1			
9 and under 9½.....				1	1		
10 and under 10½.....	47	49	44	46	47	34	25
10½ and under 10¾.....		1					
11 and under 11½.....	2	4	4	4	2		
11½ and under 11¾.....	3	2	2	2	3	1	
12 and under 12½.....	4	6	5	4	5	5	2
13 and under 13½.....	24	18	18	17	22	6	1
14 and under 14½.....	1				2	1	1
14½ and under 15.....			1				
15 and under 15½.....	1		1				
16 and under 16½.....			1	2			
18 and over.....	1			1			
Total.....	89	81	78	80	88	48	30
<i>Guards: Extra (who also did other work).</i>							
2 and under 2½.....				1	1		
3 and under 3½.....				1			
4 and under 4½.....			1				
5 and under 5½.....	1			1			
6 and under 6½.....				1			
8 and under 8½.....			1				
9 and under 9½.....	2						
10 and under 10½.....	7	6	5	3	7	4	4
11 and under 11½.....				1			
12 and under 12½.....		1	1	1		1	2
16 and under 16½.....						1	
18 and over.....	1						1
Total.....	11	7	8	9	8	6	7

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (including those who also did other work).</i>							
Under 6.....	5	3	4	6	7	8	
6 and under 6½.....	1	1	1	3	1	1	
6½ and under 7.....	1	1	1	2	1	1	
7 and under 7½.....	1	1					1
7½ and under 8.....	23	27	24	23	22	24	1
8 and under 8½.....	22	21	21	21	22	19	1
8½ and under 8¾.....	10	11	15	14	12	13	6
8¾ and under 9.....	18	19	20	21	22	21	24
9 and under 9½.....	15	18	16	15	16	26	33
9½ and under 9¾.....	42	42	41	42	39	24	31
9¾ and under 9¾.....	45	40	30	39	40	27	30
9¾ and under 9¾.....	17	17	20	21	21	23	10
9¾ and under 10.....	4	4	4	3	2	3	4
10½ and under 10¾.....		1					
Total.....	204	206	206	210	205	191	141
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2.....				1	1		
2 and under 2½.....			2	1			
2½ and under 3.....	3	2		1		1	
3 and under 3½.....			1	1			
3½ and under 4.....	1	2					
4 and under 4½.....			1	1	1		
4½ and under 5.....	1	1			3	1	
5 and under 5½.....	1	2		5			
5½ and under 6.....		1		5	2		
6 and under 6½.....	1		1			1	
6½ and under 7.....	1	1		1			
7 and under 7½.....	1		3	1		2	
7½ and under 8.....	1	1	1	2	2	2	
8 and under 8½.....	2	4	2	2	2	2	
8½ and under 9.....	4	1	2	2	2	6	10
9 and under 9½.....	2	2	1	3	3	6	10
9½ and under 10.....	5	2	5		2	4	5
10 and under 10½.....	2	1	3	1	4	1	2
10½ and under 11.....		1			1	1	
11 and under 11½.....	1	1				1	
11½ and under 12.....			1		3		
12 and under 12½.....		1		1			
Total.....	127	123	25	128	128	128	27
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	10	15	8	10	14	7	2
6 and under 6½.....					1		
6½ and under 7.....	1				2	2	1
7 and under 7½.....					2	1	1
7½ and under 8.....	4	9	6	5	5	5	2
8 and under 8½.....	7	6	9	7	8	9	10
8½ and under 8¾.....	23	19	22	18	20	26	17
8¾ and under 8¾.....	22	20	25	21	21	26	30
8¾ and under 9.....	16	17	17	18	17	27	34
9 and under 9½.....	12	15	10	11	13	21	13
9½ and under 9¾.....	7	7	10	7	10	10	14
9¾ and under 9¾.....	8	3	10	2	4	8	22
9¾ and under 9¾.....	9	6	5	7	7	1	1
9¾ and under 10.....	6	8	7	9	8	6	1
10 and under 10½.....	9		6				
10½ and under 10¾.....	13	11	11	14	9	10	
10¾ and under 10¾.....	7	9	8	10	7	9	2

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.
SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Conductors: Regular (including those who also did other work)—Concluded.</i>							
10½ and under 11.....	10	9	12	13	10	7	.....
11 and under 11½.....	8	11	9	10	6	9	.....
11½ and under 11¾.....	14	14	15	16	12	1	.....
11¾ and under 11¾.....	2	4	2	3	4	.....	1
11¾ and under 12.....	1	2	2	2	2	1	.....
12 and under 12½.....	.....	.....	1	1	.....	1	1
13 and under 13½.....	.....	.....	.....	.....	1	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
14½ and under 15.....	.....	.....	.....	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
Total.....	180	185	185	184	184	192	152
<i>Guards: Regular (including those who also did other work).</i>							
Under 6.....	40	27	27	54	43	8	6
6 and under 6½.....	13	7	13	9	8	6	10
6½ and under 7.....	39	45	36	42	36	8	3
7 and under 7½.....	38	37	36	38	44	13	3
7½ and under 8.....	48	57	54	49	43	51	32
8 and under 8½.....	52	56	56	50	51	61	59
8½ and under 8¾.....	64	49	57	60	55	103	86
8¾ and under 8¾.....	62	75	72	63	76	91	118
8¾ and under 9.....	58	56	67	60	64	80	57
9 and under 9½.....	44	44	44	27	37	89	35
9½ and under 9½.....	30	27	25	29	35	27	27
9½ and under 9¾.....	25	23	19	16	16	17	41
9¾ and under 10.....	9	10	10	11	10	6	6
10 and under 10½.....	7	11	13	14	14	16	8
10½ and under 10½.....	17	17	12	13	11	9	2
10½ and under 10¾.....	12	7	10	11	12	12	4
10¾ and under 11.....	8	8	9	10	6	8	1
11 and under 11½.....	17	21	16	20	17	8	3
11½ and under 11½.....	29	21	25	27	26	4	.....
11½ and under 11¾.....	11	14	13	17	15	1	.....
11¾ and under 12.....	2	6	3	7	5	3	1
12 and under 12½.....	1	2	1	.....	3	2	.....
12½ and under 13.....	3	.....	1	2	.....	12	.....
13 and under 13½.....	.....	.....	1	1	1	7	.....
13½ and under 14.....	.....	.....	.....	.....	1	5	.....
14 and under 14½.....	.....	.....	.....	.....	.....	2	1
14½ and under 15.....	.....	.....	.....	.....	.....	2	.....
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	1	.....	1	.....
16 and under 16½.....	.....	.....	.....	.....	.....	.....	.....
17 and under 17½.....	1	.....	.....	.....	.....	.....	.....
Total.....	630	620	620	631	630	653	503
<i>Guards: Extra (including those who also did other work).</i>							
1 and under 1½.....	6	.....	4	1	6	.....	1
1½ and under 2.....	2	1	.....	7	2	.....	1
2 and under 2½.....	7	8	3	5	.....	.....	2
2½ and under 3.....	.....	1	2	1	1	.....	.....
3 and under 3½.....	2	2	.....	2	.....	.....	.....
3½ and under 4.....	5	1	3	4	4	.....	.....
4 and under 4½.....	9	13	11	7	9	1	1
4½ and under 5.....	4	2	6	4	4	3	1
5 and under 5½.....	2	2	3	3	1	1	.....
5½ and under 6.....	4	4	3	7	3	5	.....
6 and under 6½.....	4	7	10	2	6	6	6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (including those who also did other work)—Con.</i>							
6½ and under 7.....	6	3	3	9	4	11	.....
7 and under 7½.....	4	4	5	9	9	3	2
7½ and under 8.....	3	5	4	2	10	12	3
8 and under 8½.....	24	18	16	16	14	21	18
8½ and under 9.....	22	20	18	22	23	28	60
9 and under 9½.....	25	30	32	24	25	23	25
9½ and under 10.....	11	14	14	10	13	9	20
10 and under 10½.....	5	4	4	7	7	13	7
10½ and under 11.....	7	9	6	5	4	10	4
11 and under 11½.....	8	11	8	13	9	11	1
11½ and under 12.....	3	.....	4	2	7	7	.....
12 and under 12½.....	2	3	4	2	2	3	2
12½ and under 13.....	1	2	2	2	2	2	.....
13 and under 13½.....	.....	.....	.....	.....	1	1	4
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	.....	.....	1	.....	1	1	.....
14½ and under 15.....	.....	.....	.....	1	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	1	1	.....
15½ and under 16.....	.....	.....	.....	.....	.....	.....	1
16 and under 17.....	.....	.....	.....	.....	.....	2	.....
17 and under 18.....	.....	.....	.....	.....	.....	1	.....
18 and over.....	1	.....	.....	.....	.....	.....	.....
Total.....	167	164	166	165	171	179	155
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	3	2	1	5	6	6	.....
6 and under 6½.....	1	1	1	3	1	1	.....
6½ and under 7.....	1	1	1	1	1	1	.....
7 and under 7½.....	1	1	.....	.....	.....	1	1
7½ and under 8.....	16	19	17	16	15	18	1
8 and under 8½.....	16	15	17	17	17	15	1
8½ and under 8¾.....	6	7	8	8	6	8	4
8¾ and under 8½.....	16	16	18	18	19	16	18
8½ and under 9.....	14	17	15	14	15	21	24
9 and under 9½.....	35	35	35	36	33	22	22
9½ and under 9¾.....	35	31	30	30	30	21	25
9¾ and under 9½.....	15	15	18	18	18	19	9
9½ and under 10.....	4	4	4	3	2	3	4
10 and under 11.....	.....	1	.....	.....	.....	.....	.....
Total.....	163	165	165	169	163	152	109
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	6	7	4	6	11	2	2
6 and under 6½.....	.....	.....	.....	.....	1	.....	.....
6½ and under 7.....	1	.....	.....	.....	.....	1	1
7 and under 7½.....	.....	.....	.....	.....	1	.....	1
7½ and under 8.....	4	9	6	5	5	5	2
8 and under 8½.....	6	6	9	7	8	9	8
8½ and under 8¾.....	21	17	20	14	16	25	16
8¾ and under 8½.....	19	18	23	19	19	24	28
8½ and under 9.....	15	16	16	17	16	26	32
9 and under 9½.....	10	13	10	9	11	21	12
9½ and under 9¾.....	7	7	10	7	10	10	12
9¾ and under 9½.....	5	3	3	2	3	7	19
9½ and under 10.....	2	3	2	5	4	.....	1
10 and under 10½.....	1	1	1	1	1	2	1
10½ and under 10¾.....	2	3	1	2	1	.....	.....
10¾ and under 10½.....	1	1	2	3	1	1	.....
10½ and under 11.....	3	1	2	2	2	1	.....
11 and under 11½.....	2	3	3	3	3	2	.....

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
11½ and under 11½		1					
11½ and under 11½					1		
11½ and under 12		1	1	1	1	1	
12 and under 12½			1	1			
13 and under 13½					1		
14½ and under 15						1	
15½ and under 16						1	
Total	105	110	114	104	116	139	135
<i>Guards: Regular (who did no other work).</i>							
Under 6	35	27	27	52	39	7	6
6 and under 6½	13	6	13	9	7	6	9
6½ and under 7	39	44	35	40	36	8	3
7 and under 7½	37	36	36	35	42	11	3
7½ and under 8	35	44	40	34	33	48	31
8 and under 8½	48	49	51	48	47	56	58
8½ and under 8½	59	45	56	55	48	99	82
8½ and under 8½	51	62	62	50	67	85	117
8½ and under 9	49	52	60	55	57	76	50
9 and under 9½	40	38	39	24	31	83	32
9½ and under 9½	30	26	24	27	30	26	25
9½ and under 9½	21	20	14	14	14	14	38
9½ and under 10	7	10	10	11	10	4	6
10 and under 10½	3	4	8	10	9	13	3
10½ and under 10½	15	13	10	12	8	8	2
10½ and under 10½	9	7	9	11	10	10	4
10½ and under 11	5	5	5	8	3	7	1
11 and under 11½	12	16	10	15	14	8	2
11½ and under 11½	23	17	21	22	18	2	
11½ and under 11½	7	12	11	14	12	1	
11½ and under 12	1	5	1	5	3	1	
12 and under 12½		1			2	2	
12½ and under 13	2					12	7
13 and under 13½						7	
13½ and under 14					1	5	
14 and under 14½					1	2	1
14½ and under 15						2	
15 and under 15½						1	
15½ and under 16						1	
Total	541	539	542	551	542	605	473
<i>Guards: Extra (who did no other work).</i>							
1 and under 1½	6		4	1	5		1
1½ and under 2	2	1		6	2		1
2 and under 2½	7	8	3	4			2
2½ and under 3		1	1	1	1		
3 and under 3½	2	2			2		
3½ and under 4	5	1	3	4	4		
4 and under 4½	8	13	11	6	9	1	1
4½ and under 5	4	2	6	4	4	3	1
5 and under 5½	2	2	3	3	1	1	
5½ and under 6	4	4	3	6	3	5	
6 and under 6½	4	7	10	2	6	6	6
6½ and under 7	6	3	2	9	4	10	
7 and under 7½	2	4	5	8	9	3	2
7½ and under 8	3	5	4	2	10	12	3
8 and under 8½	20	16	15	15	13	20	18
8½ and under 9	20	18	16	19	21	26	57
9 and under 9½	24	29	31	24	23	22	24

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO.—ELEVATED LINES—Continued.

SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Guards: Extra (who did no other work)—Concluded.</i>							
9½ and under 10.....	11	13	14	10	12	9	20
10 and under 10½.....	5	4	3	7	6	13	7
10½ and under 11.....	7	8	6	5	4	10	4
11 and under 11½.....	8	11	8	13	9	11	1
11½ and under 12.....	3	.....	4	2	7	7	.....
12 and under 12½.....	2	3	3	2	2	3	.....
12½ and under 13.....	1	2	2	2	2	2	.....
13 and under 13½.....	.....	.....	.....	.....	1	3	.....
13½ and under 14.....	.....	.....	.....	.....	1	1	.....
14 and under 14½.....	.....	.....	1	.....	1	1	.....
14½ and under 15.....	.....	.....	.....	1	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	1	1	.....
16½ and under 17.....	.....	.....	.....	.....	.....	2	.....
17½ and under 18.....	.....	.....	.....	.....	.....	1	.....
Total.....	156	157	158	156	163	173	148
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	2	1	3	1	1	2	.....
6½ and under 7.....	.....	.....	.....	1	.....	.....	.....
7½ and under 8.....	7	8	7	7	7	6	.....
8 and under 8½.....	6	6	4	4	5	4	.....
8½ and under 8¾.....	4	4	7	6	6	5	2
8¾ and under 8½.....	2	3	2	3	3	5	6
8½ and under 9.....	1	1	1	1	1	5	9
9 and under 9½.....	1	7	6	6	1	2	9
9½ and under 9¾.....	10	9	9	9	10	6	5
9¾ and under 9½.....	2	2	2	3	3	4	1
Total.....	41	41	41	41	42	39	32
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	4	8	4	4	3	5	.....
6½ and under 7.....	.....	.....	.....	.....	2	1	.....
7 and under 7½.....	.....	.....	.....	.....	1	1	.....
8 and under 8½.....	1	.....	.....	.....	.....	.....	2
8½ and under 8¾.....	2	2	2	4	4	1	1
8¾ and under 8½.....	3	2	2	2	2	2	2
8½ and under 9.....	1	1	1	1	1	1	2
9 and under 9½.....	2	2	.....	2	.....	.....	1
9½ and under 9¾.....	.....	.....	.....	.....	1	.....	2
9¾ and under 9½.....	3	.....	2	.....	1	1	3
9½ and under 10.....	4	3	4	2	3	1	.....
10 and under 10½.....	8	7	6	8	7	4	.....
10½ and under 10¾.....	11	8	10	12	8	10	.....
10¾ and under 10½.....	6	8	6	7	6	8	2
10½ and under 11.....	7	8	10	11	8	6	.....
11 and under 11½.....	6	8	6	7	3	7	.....
11½ and under 11¾.....	14	13	15	16	12	1	.....
11¾ and under 11½.....	2	4	2	3	3	.....	1
11½ and under 12.....	1	1	1	1	1	.....	.....
12 and under 12½.....	.....	.....	.....	.....	.....	1	1
13 and under 13½.....	.....	.....	.....	.....	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
Total.....	75	75	71	80	68	53	17

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

SECOND AND THIRD AVENUE LINES—ACTUAL TIME ON DUTY—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (who also did other work).</i>							
Under 6.....	5			2	4	1	
6 and under 6½.....		1			1		1
6½ and under 7.....		1	1	2			
7 and under 7½.....	1	1		3	2	2	
7½ and under 8.....	13	13	14	15	10	3	1
8 and under 8½.....	4	7	5	2	4	5	1
8½ and under 8¾.....	5	4	1	5	7	4	4
8¾ and under 8½.....	11	13	10	13	9	6	1
8½ and under 9.....	9	4	7	5	7	4	7
9 and under 9½.....	4	6	5	3	6	6	3
9½ and under 9¾.....		1	1	2	5	1	2
9¾ and under 9½.....	4	3	5	2	2	3	3
9½ and under 10.....	2					2	
10 and under 10½.....	4	7	5	4	5	3	5
10½ and under 10¾.....	2	4	2	1	3	1	
10¾ and under 10½.....	3		1		2	2	
10½ and under 11.....	3	3	4	2	3	1	
11 and under 11½.....	5	5	6	5	3		1
11½ and under 11¾.....	6	4	4	5	8	2	
11¾ and under 11½.....	4	2	2	3	3		
11½ and under 12.....	1	1	2	2	2	2	1
12 and under 12½.....	1	1	1		1		
12½ and under 13.....	1		1	2			
13 and under 13½.....			1	1	1		
16 and under 16½.....				1			
17 and under 17½.....	1						
Total.....	89	81	78	80	88	48	30
<i>Guards: Extra (who also did other work).</i>							
1 and under 1½.....					1		
1½ and under 2.....				1			
2 and under 2½.....				1			
2½ and under 3.....			1				
4 and under 4½.....	1			1			
5½ and under 6.....				1			
7 and under 7½.....			1			1	
8 and under 8½.....	2			1			
8½ and under 8¾.....	4	2	1		1	1	
8¾ and under 9.....	2	2	2	3	2	2	3
9 and under 9½.....	1	1	1		2	1	1
9½ and under 10.....		1			1		
10 and under 10½.....			1		1		
10½ and under 11.....		1					
12 and under 12½.....							2
13 and under 13½.....						1	
15½ and under 16.....							1
18 and over.....	1						
Total.....	11	7	8	9	8	6	7

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

[The data used here are for actual time on duty except that for extra men making regular runs the time includes 10 to 20 minutes "reporting time."]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	2	3	4	2	6	2	1
6 and under 6½.....	1		2				1
6½ and under 7.....	2	2		1	2	2	2
7 and under 7½.....	4	4	6	6	7	3	5

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work)—Concluded.</i>							
7½ and under 8.....	23	17	13	16	18	19	18
8 and under 8½.....	35	37	30	33	34	27	5
8½ and under 8¾.....	12	13	24	17	13	24	13
8¾ and under 8½.....	16	20	18	15	17	27	24
8½ and under 9.....	33	40	26	40	35	21	11
9 and under 9½.....	26	21	31	20	23	16	7
9½ and under 9¾.....	15	17	18	18	16	16	24
9¾ and under 9½.....	17	12	12	13	13	17	10
9½ and under 10.....	9	10	10	10	8	7	11
10 and under 10½.....	1	.....	1	1	1	3	.....
10½ and under 10¾.....	.....	.....	1	1	.....	1	1
10¾ and under 10½.....	.....	1	.....	.....	.....	3	.....
10½ and under 11.....	.....	.....	.....	1	1	1	2
11 and under 11¼.....	.....	.....	.....	.....	1	3	.....
11¼ and under 11½.....	.....	.....	1	.....	1	2	.....
11½ and under 11¾.....	.....	.....	.....	.....	.....	1	.....
11¾ and under 12.....	1	.....	.....	.....	.....	.....	.....
12 and under 13.....	.....	.....	.....	.....	.....	.....	.....
13 and under 13½.....	.....	.....	1	.....	.....	.....	.....
Total.....	197	197	198	194	196	194	135
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	.....	.....	.....	.....	1	.....	.....
1½ and under 2.....	5	2	1	.....	.....	.....	.....
2 and under 2½.....	.....	.....	1	.....	.....	.....	.....
2½ and under 3.....	1	2	3	.....	.....	.....	.....
3½ and under 4.....	.....	.....	.....	.....	1	.....	.....
4 and under 4½.....	1	2	2	.....	1	.....	.....
4½ and under 5.....	1	.....	.....	.....	1	.....	.....
5 and under 5½.....	1	.....	.....	2	.....	.....	.....
5½ and under 6.....	.....	1	.....	.....	2	.....	.....
6 and under 6½.....	1	.....	3	.....	.....	.....	.....
6½ and under 7.....	.....	.....	1	2	.....	1	.....
7 and under 7½.....	.....	2	.....	.....	2	.....	1
7½ and under 8.....	1	1	.....	2	.....	.....	.....
8 and under 8½.....	.....	1	.....	2	3	.....	.....
8½ and under 9.....	.....	.....	1	.....	.....	1	3
9 and under 9½.....	.....	.....	1	1	1	.....	1
9½ and under 10.....	1	1	.....	2	.....	5	6
10 and under 10½.....	1	2	2	1	1	.....	.....
10½ and under 11.....	2	.....	.....	1	2	3	2
11 and under 11½.....	.....	.....	.....	2	1	3	.....
11½ and under 12.....	.....	1	.....	.....	.....	2	.....
Total.....	15	15	15	15	15	15	13
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	4	5	4	7	4	3	3
6 and under 6½.....	.....	1	.....	.....	.....	.....	1
6½ and under 7.....	3	6	2	3	3	2	.....
7 and under 7½.....	.....	10	10	9	9	1	4
7½ and under 8.....	21	9	14	18	16	13	15
8 and under 8½.....	8	7	7	5	6	6	6
8½ and under 8¾.....	6	5	7	6	6	8	7
8¾ and under 8½.....	8	5	7	5	5	12	23
8½ and under 9.....	11	12	12	15	14	9	6
9 and under 9½.....	6	4	4	3	3	3	6
9½ and under 9¾.....	7	6	5	7	6	11	14
9¾ and under 9½.....	15	14	13	15	14	17	8
9½ and under 10.....	17	16	17	16	17	17	13
10 and under 10½.....	4	3	5	3	6	6
10½ and under 10¾.....	1	2
10¾ and under 10½.....	1	5
10½ and under 11.....	2	3	2	2	1	1

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TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
11 and under 11½	1	2	2	2	2	2	
11½ and under 11¾	1	1	1	1	1	1	
11¾ and under 11¾	1		1	1	1		
11¾ and under 12	1	1	1	1	1		
12 and under 12½						1	
16 and under 16½						1	
Total	123	111	116	119	115	121	106
<i>Guards: Regular (who did no other work).</i>							
Under 6	52	49	38	41	58	30	32
6 and under 6½	18	20	12	25	22	7	2
6½ and under 7	42	34	35	37	34	14	3
7 and under 7½	45	45	43	45	44	14	10
7½ and under 8	90	91	91	92	85	74	71
8 and under 8½	38	41	46	38	38	46	16
8½ and under 8¾	23	23	25	29	28	36	21
8¾ and under 9	32	37	32	37	29	43	35
9 and under 9½	49	40	42	39	43	58	14
9½ and under 9¾	23	17	24	17	12	21	50
9¾ and under 9¾	39	44	44	41	46	53	57
9¾ and under 9¾	106	106	104	108	106	109	64
9¾ and under 10	71	70	75	73	75	73	61
10 and under 10½	4	10	20	8	5	14	2
10½ and under 10½	4	5	8	7	4	14	1
10½ and under 10¾	4	5	3	5	4	17	2
10½ and under 11	6	10	4	9	4	10	2
11 and under 11½	1	2	4	2	6	16	3
11½ and under 11½	3	3	5	10	12	28	3
11½ and under 11¾	4	5	3	3	7	13	3
11½ and under 12	4	1	1	2	5	4	
12 and under 12½	1		2	1	3	5	2
12½ and under 13		1		1		10	1
13 and under 13½			1		2	7	1
13½ and under 14	3				1	4	
14½ and under 15						1	
15 and under 15½						1	
15½ and under 16						1	
18 and over							1
Total	662	660	667	670	673	723	457
<i>Guards: Extra (who did no other work).</i>							
1 and under 1½			3	1	1	1	2
1½ and under 2	3	4	4	10	7		4
2 and under 2½		1	3	2	2	3	3
2½ and under 3	1	2	4	2	1		
3 and under 3½	6	4	9	2	2	2	2
3½ and under 4	12	6	5	9	8	6	2
4 and under 4½	3	4	7	3	5	6	2
4½ and under 5	3	3	2	1	4	2	
5 and under 5½	1	1	1			2	6
5½ and under 6	10	9	6	10	9	2	6
6 and under 6½	6	6	3	3	3	6	
6½ and under 7	9	11	6	6	5	1	1
7 and under 7½	5	8	6	5	8	2	2
7½ and under 8	23	17	17	25	22	19	20
8 and under 8½	20	20	17	15	13	18	14
8½ and under 9	21	16	9	17	23	13	20
9 and under 9½	11	10	14	15	12	18	25
9½ and under 10	60	59	56	58	51	88	54
10 and under 10½	9	12	16	9	13	14	11
10½ and under 11	1	2	4	1	3	7	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (who did no other work)—Concluded.</i>							
11 and under 11½	1	1	4		1	1	4
11½ and under 12	3	6	2	3	8	12	4
12 and under 12½	1	2		1	4	2	2
12½ and under 13					3		
13 and under 13½		1				1	
13½ and under 14			1			2	
14 and under 14½						1	
17½ and under 18						1	
Total	209	205	199	198	208	230	179
<i>Conductors: Regular (who also did other work).</i>							
Under 6	2	3	4	5		1	3
6 and under 6½						1	
7½ and under 8	1	1	1	2	1		
8 and under 8½	1						
8½ and under 8¾	1	1	1	1			
8¾ and under 8¾	1	2	2	2	1		
8¾ and under 9	1						
9 and under 9½		1		1		1	
9½ and under 9½		1			2		1
9½ and under 9¾	3	5	4	5	5	3	
9¾ and under 10	3	2	2	3	3	5	
10 and under 10½	5	6	7	4	7	4	
10½ and under 10½	6	5	7	6	8	4	
10½ and under 10¾	3	3	4	3	3	4	2
10¾ and under 11	9	10	5	6	8	7	
11 and under 11½	2	2	2	3	1	4	1
11½ and under 11½	3	3	1	3	3	1	2
11½ and under 11¾		1	1	1	2	2	
11¾ and under 12	1		3	1	2	4	1
12 and under 12½	3	4	3	4	4	4	
12½ and under 13				2	1	3	
13 and under 13½		1	1		1		
14 and under 14½							
16½ and under 17						1	
Total	45	51	48	50	52	50	10
<i>Guards: Regular (who also did other work).</i>							
Under 6	15	19	16	12	17	13	6
6 and under 6½	1	1	1	2	3	1	2
6½ and under 7				3	1	2	
7 and under 7½		1			1		1
7½ and under 8	8	7	6	2	5	2	4
8 and under 8½	5	3	3	6	3	3	1
8½ and under 8¾	2	4	5	3	2	2	4
8¾ and under 8¾	2	1	2	1	1	1	2
8¾ and under 9	3	3	5	3	1	2	5
9 and under 9½	2	3	3	3	3	2	2
9½ and under 9½	12	7	7	8	9	4	9
9½ and under 9¾	7	11	9	9	9	17	
9¾ and under 10	22	21	21	20	16	14	1
10 and under 10½	22	27	20	25	25	17	2
10½ and under 10½	21	22	29	22	24	6	1
10½ and under 10¾	14	13	11	14	12	9	
10¾ and under 11	30	28	34	28	29	15	1
11 and under 11½	8	7	5	5	7	8	1
11½ and under 11½	6	8	9	7	8	6	2
11½ and under 11¾	10	12	11	11	10	7	
11¾ and under 12	17	17	18	17	15	15	
12 and under 12½	5	4	5	7	4	10	
12½ and under 13	7	8	7	10	9	9	2
13 and under 13½	2	2	1	1	1	5	
13½ and under 14	1			1		2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards; Regular (who also did other work)—Concluded.</i>							
14 and under 14½						2	
14½ and under 15						1	
15 and under 15½		1				1	
18 and over						1	
Total	222	231	228	220	212	177	46
<i>Guards: Extra (who also did other work).</i>							
1½ and under 2							2
2 and under 2½	5	2	5	5	3	1	
2½ and under 3			1		1		
3 and under 3½			4				
3½ and under 4	1	1	1		1		
4 and under 4½	2	5	4	2	1	1	
4½ and under 5			1	2			
5 and under 5½		2					
5½ and under 6	1	5	1	3	2	2	
6 and under 6½	4	3	1	3	4	1	
6½ and under 7	1	1	2	3	2	3	
7 and under 7½	1	3	2	4	4	1	
7½ and under 8	2		3	2	4	2	2
8 and under 8½			2		1	1	
8½ and under 9		2			1	1	1
9 and under 9½	1			1	2	1	
9½ and under 10	6	8	5	7	7	8	2
10 and under 10½	9	7	7	9	5	8	7
10½ and under 11	1	2	1	2		1	
11 and under 11½	5	4	5	4	4	6	1
11½ and under 12	3	10	3	5	7	4	
12 and under 12½	2		7	3	4	4	
12½ and under 13	2	2	2	2	1	1	
13 and under 13½	2	1		1	1	1	
13½ and under 14						1	
14 and under 14½				1	1	2	
14½ and under 15							1
Total	48	58	57	60	57	50	17

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES).

[For all divisions combined, data are shown only for paid time; for Brighton-Culver and Bay Ridge-West End divisions, data are shown for both paid time and actual time on duty. In reckoning paid time runs of motormen of under 10 hours were counted as 10 hours; runs of conductors and guards of under 6 hours were counted as 7 or 8 hours; of over 6 and under 7 hours were counted as 8; of over 7 and under 8 were counted as 9; of over 8 and under 9 were counted as 9, 9½, or 9; and runs of over 9 hours were counted as 9½ or 10 hours. Paid time also includes 10 minutes of "reporting time" and 30 to 40 minutes allowed for meals, on straight runs. For extra men making regular runs, the actual time includes "reporting time" (10 minutes) and time allowed for meals (30 to 40 minutes).]

ALL DIVISIONS—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	4	2	4	2	3	4	1
6 and under 6½		1	1				
6½ and under 7		1		2		1	
7 and under 7½	1	2	1	1	1	1	
7½ and under 8						1	
8 and under 8½						1	
8½ and under 9						1	
9 and under 9½							1
9½ and under 9¾		1					
10 and under 10½	176	148	173	188	180	190	127

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

ALL DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (including those who also did other work)—Concluded.</i>							
10½ and under 10¾	5	8	9	9	10	8	5
11 and under 11¼	21	27	19	8	12	6	2
11½ and under 11¾	1	5	3	4	1	1	1
12 and under 12½	6	12	6	5	3	5	2
12½ and under 13		3	2				1
13 and under 13½	7	7	2	1	6	2	
14 and under 14½		3	1	1	1		
14½ and under 15		1		1			
15 and under 15½	1		1	1			
15½ and under 16						1	
16 and under 16½		1	1				
17 and under 17½	1						
17½ and under 18		1					
18 and over		1					
Total	223	224	223	223	217	221	140
<i>Motormen: Extra (including those who also did other work).</i>							
2 and under 2½	3	5	6	6	1	11	1
3 and under 3½	8	6			6	11	1
4 and under 4½						1	1
5 and under 5½	5	3	2	1	1	3	2
5½ and under 6				1			
6 and under 6½		2	1	3	1		
7 and under 7½	1	1	3	2	1	2	1
8 and under 8½	1	3	3	4	3	2	1
8½ and under 9			1				
9 and under 9½			1	2			1
9½ and under 10		1					
10 and under 10½	8	9	8	6	13	4	21
10½ and under 11	1					1	2
11 and under 11½		1	4	4	1	2	2
12 and under 12½	2	1	2	3	2		
12½ and under 13			1		1		
13 and under 13½	2	1	1	1	2	1	
13½ and under 14		1					
14 and under 14½			1				
15 and under 15½	1					1	
15½ and under 16				1			
16 and under 16½					1		
Total	32	34	34	34	33	39	33
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6	3	6	4	3	3	7	3
6 and under 6½		2		1	2	2	
7 and under 7½	3	2	2	3	2		1
7½ and under 8	2	2	2	2	2		
8 and under 8½	10	11	11	11	10	31	2
8½ and under 8¾		1				4	3
8¾ and under 8½	3	4	3	4	4	3	
8½ and under 9	1	2	1	2	2	7	3
9 and under 9½	20	14	17	20	19	33	3
9½ and under 9¾	5	6	6	4	5	13	6
9¾ and under 9½	15	14	13	14	12	14	19
9½ and under 10	30	27	28	30	33	22	23
10 and under 10½	71	58	70	65	67	26	36
10½ and under 10¾	15	14	12	13	15	12	5
10¾ and under 10½	7	13	13	13	14	8	3
10½ and under 11	1	4	4	1	2	2	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

ALL DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (including those who also did other work)—Concluded.</i>							
11 and under 11½	5	7	4	2	2	2	
11½ and under 11¾	2	1	3	3	1	2	1
11¾ and under 12	2	4	1	2	2	1	
12 and under 12½	1	1	2	1		2	1
12½ and under 13	5	3	4	3	3	2	3
13 and under 13½	2	3	1	2	1	4	1
13½ and under 14	4	4	3	3	2	4	2
14 and under 14½	1	2	2	2	3	1	1
14½ and under 15	2	3	1	2	1	1	
15 and under 15½			2	2		1	1
16 and under 17		1		1	1		
17 and under 17½				1			
18 and over				1			
Total	210	209	209	211	209	206	117
<i>Conductors: Extra (including those who also did other work).</i>							
2 and under 2½						1	
3 and under 3½		1		1	1	1	
4 and under 4½	1	2	2	2	1	5	
5 and under 5½				1		2	
7 and under 7½	1						
8 and under 8½	10	7	10	10	7	2	1
8½ and under 9						1	
9 and under 9½	2	3	3	2	5		
9½ and under 10					1	1	
10 and under 10½		2				1	
10½ and under 11							1
12 and under 12½	1						
13½ and under 14						1	
14 and under 14½		1					
Total	15	16	15	16	15	15	2
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	26	32	28	31	36	55	16
6 and under 6½	4	3	5	5	4	6	7
7 and under 7½	31	24	26	33	32	24	25
8 and under 8½	159	133	176	150	174	85	42
8½ and under 9	4	5	6	6	5	3	7
9 and under 9½	4	6	1	3	1	13	20
9½ and under 10	2	2	3	1	2	14	9
10 and under 10½	132	143	136	147	138	93	15
10½ and under 11	18	16	16	18	11	18	4
11 and under 11½	27	26	26	20	25	31	26
11½ and under 12	34	35	31	30	33	23	19
12 and under 12½	36	44	40	45	38	20	13
12½ and under 13	8	11	7	9	6	27	8
13 and under 13½	10	10	7	6	8	15	12
13½ and under 14	6	6	3	7	3	8	5
14 and under 14½	13	12	12	12	9	19	21
14½ and under 15	5	3	1	2	4	9	6
15 and under 15½	3	6	6	3	2	9	1
15½ and under 16		7	3	7	5	7	1
16 and under 16½	12	11	5	5	9	19	9
16½ and under 17	4	6	1	1	1	4	6
17 and under 17½	8	6	3	1	2	14	3
17½ and under 18	2	2	1		3	6	
18 and under 18½	3	1	3	4	1	4	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

ALL DIVISIONS—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (including those who also did other work)—Concluded.</i>							
14½ and under 15		2	1		1	2	1
15 and under 15½	2	2		2		2	2
15½ and under 16						3	
16 and under 16½			1	1		2	
16½ and under 17							1
17 and under 17½						1	
17½ and under 18						1	
18 and over			4	1	1		1
Total	553	554	552	550	554	537	282
<i>Guards: Extra (including those who also did other work).</i>							
1 and under 1½				1			
2 and under 2½	3	5	3	5	1	2	2
3 and under 3½	12	10	6	8	9	12	2
4 and under 4½	6	12	9	15	12	5	1
4½ and under 5			1	3	1		
5 and under 5½	5	8	8	5	7	16	5
5½ and under 6					2		
6 and under 6½	9	10	9	3	5	11	8
6½ and under 7	1	1					
7 and under 7½	18	12	9	17	11	7	10
7½ and under 8				1	2		1
8 and under 8½	49	30	38	46	50	16	15
8½ and under 9		2	1	1		7	4
9 and under 9½	26	30	33	23	27	22	4
9½ and under 10	3	6	7	6	4	8	11
10 and under 10½	6	6	5	7	5	13	2
10½ and under 11	1	3	1		1	6	8
11 and under 11½	5	2	3	2	3	10	7
11½ and under 12	1					4	2
12 and under 12½	4	1		1	1	4	3
12½ and under 13				1		1	
13 and under 13½		1	1			8	
13½ and under 14		1				2	1
14 and under 14½	1	3		1			
14½ and under 15						3	
15 and under 15½					1		
15½ and under 16	1	1				1	
16 and under 16½						1	
16½ and under 17						2	
17 and under 17½				1	1		
18 and over		1		1			1
Total	152	143	134	148	146	161	87

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	3	1	1		2	2	
7 and under 7½		1		1		1	
8 and under 8½						1	
9 and under 9½							1
10 and under 10½	82	68	84	88	89	85	57
10½ and under 11	3	5	1	3	3	1	3
11 and under 11½	4	11	6	3	1	4	1
11½ and under 12		4			1	1	
12 and under 12½	1	3	2	1			1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sun- day.
<i>Motormen: Regular (including those who also did other work)—</i> Concluded.							
12½ and under 13.....			1				1
13 and under 13½.....	1						
14 and under 14½.....		2					
14½ and under 15.....		1					
15 and under 15½.....	1			1			
15½ and under 16.....						1	
Total.....	95	96	95	97	96	96	65
<i>Motormen: Extra (including those who also did other work).</i>							
2 and under 2½.....		1	4	2	1	4	
3 and under 3½.....	6	3			3	7	
4 and under 4½.....						1	
5 and under 5½.....	4	2	1			2	
6 and under 6½.....		2	1	3	1		
7 and under 7½.....		1	1	2	1	2	
8 and under 8½.....	1	2	3	3	3	2	1
9 and under 9½.....			1	2			1
9½ and under 10.....		1					
10 and under 10½.....	7	7	6	4	8	2	10
10½ and under 11.....	1						1
11 and under 11½.....			2			1	1
12 and under 12½.....	1		2	2	2		
12½ and under 13.....			1		1		
13 and under 13½.....	2	1	1	1	2	1	
13½ and under 14.....		1					
15 and under 15½.....	1					1	1
15½ and under 16.....				1			
16 and under 16½.....					1		
Total.....	23	21	23	20	23	23	15
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	1	1	3	1	1	3	2
7 and under 7½.....	3	2	1	2	2		1
8 and under 8½.....		2	1		1	15	2
8½ and under 8¾.....						2	3
8¾ and under 9.....	3	4	3	4	4	1	
9 and under 9½.....	1	2	1	2	1		3
9½ and under 9¾.....	10	7	11	9	10	11	2
9¾ and under 9¾.....	2	3	3	2	3	5	4
9¾ and under 9¾.....	5	3	4	4	6	8	11
9¾ and under 10.....	13	13	11	12	15	9	10
10 and under 10½.....	32	22	32	27	27	11	10
10½ and under 10¾.....	8	10	7	8	9	5	1
10¾ and under 10¾.....	3	7	5	4	5	3	3
10¾ and under 11.....	1	3	1	1	1	1	1
11 and under 11½.....	2	2	1	1	2	2	
11½ and under 11¾.....			2	2		2	1
11¾ and under 11¾.....	1	2		1	1	1	
11¾ and under 12.....		1	1			2	1
12 and under 12½.....	2	2	3	2	1	2	3
12½ and under 13.....	1	1		1		2	1
13 and under 13½.....	2	3	2	2	1	3	2
13½ and under 14.....		1	1	1	2	1	
14 and under 14½.....	2	3	1	2	1	1	
14½ and under 15.....				1		1	
15 and under 15½.....							1
16½ and under 17.....					1		
17 and under 17½.....				1			
18 and over.....				1			
Total.....	92	94	94	91	94	91	62

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra (including those who also did other work).</i>							
4 and under 4½		1	1	2		4	
5 and under 5½						2	
7 and under 7½	1						
8 and under 8½	7	6	8	7	7	1	1
8½ and under 9						1	
9 and under 9½	2	2	2	2	3		
9½ and under 10					1	1	
10 and under 10½		1				1	
10½ and under 11							1
12 and under 12½	1						
13½ and under 14						1	
14 and under 14½		1					
Total	11	11	11	11	11	11	2
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	9	12	9	6	10	22	
6 and under 6½				1		3	5
7 and under 7½	12	14	12	14	16	4	6
8 and under 8½	48	43	57	53	56	31	10
8½ and under 9			1			1	5
8½ and under 8½	1	4		1		3	12
8½ and under 9	1					4	6
9 and under 9½	56	54	60	53	48	32	11
9½ and under 9½	7	9	7	10	6	6	3
9½ and under 9½	10	5	10	5	7	12	5
9½ and under 10	12	13	13	15	16	5	4
10 and under 10½	16	20	20	21	22	12	5
10½ and under 10½	3	5	1	2	1	6	5
10½ and under 10½	4	2	4	2	3	3	10
10½ and under 11	1	2		1	1	6	4
11 and under 11½	10	8	8	9	5	11	11
11½ and under 11½	2	1			2	3	3
11½ and under 11½		2	2			6	1
11½ and under 12		1		4	2	2	4
12 and under 12½	6	6	3	4	3	6	5
12½ and under 13	1	1		1	1	3	5
13 and under 13½	5	3	1	1		11	2
13½ and under 14	2	2	1		2	6	
14 and under 14½	3	1	2		1	4	2
14½ and under 15		1	1		1	1	1
15 and under 15½	2	2		1		1	2
15½ and under 16						3	
16 and under 16½				1		1	
16½ and under 17						1	1
17½ and under 18						1	
18 and over			1		1		
Total	211	212	213	209	205	210	123
<i>Guards: Extra (including those who also did other work).</i>							
3 and under 3½	1	3	1	2		4	
4 and under 4½	1	4	5	2	2	2	
4½ and under 5			1	1	1		
5 and under 5½	1	4	1			2	
5½ and under 6					1		
6 and under 6½	2	1	1		3	4	4
6½ and under 7	1	1					
7 and under 7½	3	4	3	3	3	1	3
7½ and under 8						1	1
8 and under 8½	27	17	25	29	27	8	3
8½ and under 9				1	1	1	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (including those who also did other work)—Concluded.</i>							
9 and under 9½.....	16	16	13	11	15	9	1
9½ and under 10.....	3	5	5	5	3	3	4
10 and under 10½.....	5	2	3	7	3	5	2
10½ and under 11.....	1	1	1	1	1	3	6
11 and under 11½.....	2	1	1	1	3	3	3
11½ and under 12.....						1	2
12 and under 12½.....	2			1	1	2	2
12½ and under 13.....						1	
13 and under 13½.....		1	2			7	
13½ and under 14.....		1				1	1
14 and under 14½.....		2		1			
14½ and under 15.....						3	
15 and under 15½.....	1	1			1		
16 and under 16½.....						1	
16½ and under 17.....						2	
17 and under 17½.....				1	1		
18 and over.....		1					
Total.....	65	65	62	65	68	63	34
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	3	1	1		1	2	
7 and under 7½.....		1				1	
9 and under 9½.....							1
10 and under 10½.....	82	68	84	88	88	85	57
10½ and under 11.....	3	5	1	3	3		3
11 and under 11½.....	2	8	6	1		4	1
11½ and under 12.....		4					1
12 and under 12½.....	1	2	2				1
14 and under 14½.....		2					
14½ and under 15.....		1					
15 and under 15½.....	1						
Total.....	92	92	94	92	93	92	64
<i>Motormen: Extra (who did no other work).</i>							
2 and under 2½.....		1	4	2	1	4	
3 and under 3½.....		3			3	7	
4 and under 4½.....	6					1	
5 and under 5½.....	4	2	1			2	
6 and under 6½.....		2	1	3	1		
7 and under 7½.....		1	1	2	1	2	
8 and under 8½.....	1	2	3	2	3	2	1
9 and under 9½.....			1	2			1
9½ and under 10.....		1					
10 and under 10½.....	7	6	6	3	6	2	10
10½ and under 11.....	1						1
11 and under 11½.....			2			1	1
12 and under 12½.....	1		2	1	1		
12½ and under 13.....			1		1		
13 and under 13½.....	1	1	1	1	1	1	
13½ and under 14.....		1					
15 and under 15½.....	1						
15½ and under 16.....				1			
16 and under 16½.....					1		
Total.....	22	20	23	17	19	22	14

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....		1	2	1		3	2
7 and under 7½.....	2	1	1	2	2		1
8 and under 8½.....		1	1		1	14	2
8½ and under 8¾.....						2	2
8¾ and under 8¾.....	3	4	3	4	3	1	
8¾ and under 9.....	1	2	1	2	1		3
9 and under 9½.....	10	7	11	9	10	10	2
9½ and under 9¾.....	2	3	3	2	3	5	4
9¾ and under 9¾.....	5	3	4	3	6	8	11
9¾ and under 10.....	12	12	11	11	13	9	10
10 and under 10½.....	30	22	29	26	26	10	10
10½ and under 10¾.....	8	8	7	7	9	5	1
10¾ and under 10¾.....	3	7	4	3	5	3	3
10¾ and under 11.....	1	3	1	1		1	1
11 and under 11½.....	1	2	1	1	2	2	
11½ and under 11½.....			1	1		2	1
11½ and under 11¾.....	1	2		2	1	1	
11¾ and under 12.....		2				2	1
12 and under 12½.....	2	2	2	1	1	2	3
12½ and under 13.....		1		1		2	1
13 and under 13½.....	2	2	2	2	1	2	2
13½ and under 14.....					1	1	
14 and under 14½.....		1					
14½ and under 15.....						1	
17 and under 17½.....				1			
Total.....	83	85	84	80	86	86	60
<i>Conductors: Extra (who did no other work).</i>							
4 and under 4½.....						4	
5 and under 5½.....						2	
8 and under 8½.....	6	6	6	5	6	1	
9 and under 9½.....	1	1	1	1	1		
10 and under 10½.....						1	
10½ and under 11.....							1
Total.....	7	7	7	6	7	8	1
<i>Guards: Regular (who did no other work).</i>							
Under 6.....	8	12	8	6	10	20	
6 and under 6½.....				1		3	5
7 and under 7½.....	10	11	10	12	14	4	6
8 and under 8½.....	47	43	56	52	56	30	9
8½ and under 8¾.....		1	1			1	5
8¾ and under 8¾.....	1	3		1		3	11
8¾ and under 9.....						4	5
9 and under 9½.....	54	54	57	52	46	31	6
9½ and under 9¾.....	5	9	7	10	6	6	3
9¾ and under 9¾.....	9	5	10	5	7	11	4
9¾ and under 10.....	10	10	9	13	15	10	3
10 and under 10½.....	13	17	18	16	20	4	3
10½ and under 10¾.....	3	5	1	2	1	4	8
10¾ and under 10¾.....	4	2	4	2	2	3	4
10¾ and under 11.....	1	2	1	1	1	6	4
11 and under 11½.....	10	6	7	8	4	10	9
11½ and under 11½.....		1			1	2	2
11½ and under 11¾.....	2	2	2			6	1
11¾ and under 12.....						1	
12 and under 12½.....	5	3	1	2	2	5	4
12½ and under 13.....	1	1		1	1	3	5
13 and under 13½.....	4	1	1			8	
13½ and under 14.....	2	1	1			6	2
14 and under 14½.....	2	1	2	3	1	4	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS¹—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (who did no other work)—Concluded.</i>							
14½ and under 15.....		1	1			1	1
15 and under 15½.....	1	1				1	1
15½ and under 16.....						3	1
16 and under 16½.....						1	
16½ and under 17.....						1	
17½ and under 18.....						1	
Total.....	192	193	196	191	190	194	104
<i>Guards: Extra (who did no other work).</i>							
3 and under 3½.....	1	2	1	2		2	
4 and under 4½.....	1	3	5	2	1	2	
4½ and under 5.....			1	1	1		
5 and under 5½.....	1	3			1	2	
5½ and under 6.....					1		
6 and under 6½.....		1	1		2	3	3
7 and under 7½.....	1	3	2	3	2		3
7½ and under 8.....					1		
8 and under 8½.....	24	13	19	22	24	7	1
8½ and under 9.....						1	2
9 and under 9½.....	15	14	12	11	15	8	1
9½ and under 10.....		4	4	3	2	2	3
10 and under 10½.....	2		2	2		4	2
10½ and under 11.....		1			1	3	6
11 and under 11½.....	1	1	1		1	3	3
11½ and under 12.....						1	2
12 and under 12½.....	1			1		1	1
12½ and under 13.....						1	
13 and under 13½.....						5	
13½ and under 14.....		1				1	1
14½ and under 15.....						1	
16 and under 16½.....						1	
16½ and under 17.....						1	
17 and under 17½.....					1		
Total.....	47	46	48	47	53	49	28
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....					1		
7 and under 7½.....				1			
8 and under 8½.....						1	
10 and under 10½.....					1		
10½ and under 10¾.....						1	
11 and under 11½.....	2	3		2			
11½ and under 11¾.....					1	1	
12 and under 12½.....		1		1			
12½ and under 13.....			1				1
13 and under 13½.....	1						
13½ and under 14.....				1			
15 and under 15½.....						1	
15½ and under 16.....							
Total.....	3	4	1	5	3	4	1
<i>Motormen: Extra (who also did other work).</i>							
8 and under 8½.....				1			
10 and under 10½.....		1		1	2		
12 and under 12½.....				1	1		
13 and under 13½.....	1				1		
15 and under 15½.....						1	1
Total.....	1	1		3	4	1	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	1		1				
7 and under 7½.....	1	1					
8 and under 8½.....		1				1	
8½ and under 8¾.....							1
8¾ and under 9.....					1		
9 and under 9½.....						1	
9½ and under 9¾.....				1			
9¾ and under 10.....	1	1		1	2		
10 and under 10½.....	2		3	1	1	1	
10½ and under 10¾.....		2		1			
10¾ and under 11.....			1	1			
11 and under 11½.....	1				1		
11½ and under 11¾.....			1				
11¾ and under 12.....			1				
12 and under 12½.....			1	1			
12½ and under 13.....	1						
13 and under 13½.....		1				1	
13½ and under 14.....		1	1	1	1		
14 and under 14½.....	2	2	1	2	1	1	
14½ and under 15.....				1			
15 and under 15½.....							1
15½ and under 17.....					1		
18 and over.....				1			
Total.....	9	9	10	11	8	5	2
<i>Conductors: Extra (who also did other work).</i>							
4 and under 4½.....		1	1	2			
7 and under 7½.....	1						
8 and under 8½.....	1		2	2	1		1
8½ and under 9.....						1	
9 and under 9½.....	1	1	1	1	2		
9½ and under 10.....					1	1	
10 and under 10½.....		1					
12 and under 12½.....	1						1
13½ and under 14.....							1
14 and under 14½.....		1					
Total.....	4	4	4	5	4	3	1
<i>Guards: Regular (who also did other work).</i>							
Under 6.....	1		1			2	
7 and under 7½.....	2	3	2	2	2		
8 and under 8½.....	1		1	1		1	1
8½ and under 8¾.....		1					1
8¾ and under 9.....	1						1
9 and under 9½.....	2		3	1	2	1	2
9½ and under 9¾.....	2						
9¾ and under 10.....	1						1
10 and under 10½.....	2	3	4	2	1	1	1
10½ and under 10¾.....	3	3	2	5	2	2	2
10¾ and under 11.....						2	1
11 and under 11½.....					1		2
11½ and under 11¾.....		2	1	1	1	1	1
11¾ and under 12.....					1		
12 and under 12½.....	1	3	2	2	1	1	
13 and under 13½.....	1	2		1	1	3	2
13½ and under 14.....		1					
14 and under 14½.....	1			1			
14½ and under 15.....					1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—PAID TIME—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (who also did other work)—Concluded.</i>							
15 and under 15½	1	1		1			1
16 and under 16½				1			
16½ and under 17							1
18 and over			1		1		
Total	19	19	17	18	15	16	19
<i>Guards: Extra (who also did other work).</i>							
3 and under 3½		1				2	
4 and under 4½		1			1		
5 and under 5½		1	1				
6 and under 6½	2				1	1	1
6½ and under 7	1	1					
7 and under 7½	2	1	1		1	1	
7½ and under 8				7			1
8 and under 8½	3	4	6	1	3	1	2
8½ and under 9				1			
9 and under 9½	1	2	1			1	
9½ and under 10	3	1	1	2	1	1	1
10 and under 10½	3	2	1	5	3	1	
10½ and under 11			1				
11 and under 11½	1			1	2		
12 and under 12½	1			1	1	1	1
13 and under 13½		1	2			2	
14 and under 14½		2		1			
14½ and under 15						2	
15 and under 15½	1	1			1		
16½ and under 17						1	
18 and over		1		1			
Total	18	19	14	18	15	14	6

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY.

<i>Motormen: Regular (including those who also did other work).</i>							
Under 6	3	1	1	1	1	4	
6½ and under 7		1					
7½ and under 8	1		1	1	1	1	
8½ and under 8½	2	3	2	2	1	1	2
8½ and under 8½	3	3	3	4	4	3	5
8½ and under 9	12	11	15	12	12	16	6
9 and under 9½	22	21	19	24	25	21	13
9½ and under 9½	24	22	24	24	25	26	15
9½ and under 9½	11	7	12	12	12	9	9
9½ and under 10	9	8	9	11	11	8	8
10 and under 10	1	4		1	1	2	1
10½ and under 10½	1	4	4	2	1	1	
10½ and under 10½	3	4	2	1	1	2	1
10½ and under 11		2	2		1	1	3
11 and under 11		1		1			1
11½ and under 11½		1					
11½ and under 11½		2					
11½ and under 12			1				1
12 and under 12½	3	1					
12½ and under 13				1			
15 and under 15½						1	
Total	95	96	95	97	96	96	65

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (including those who also did other work).</i>							
1½ and under 2.....	1					2	
2 and under 2½.....	2	3	5	2	1	5	
2½ and under 3.....	1	1			2	3	
3 and under 3½.....	4	1	1		1	3	
3½ and under 4.....		1				1	
4 and under 4½.....	2	1		2			
4½ and under 5.....		2	1		1	1	
5 and under 5½.....		1	3	2	2		
5½ and under 6.....		1	1	1	1		
6 and under 7.....		2		1	1	1	
7 and under 7½.....	1		2	1			
7½ and under 8.....	1			1			
8 and under 8½.....	1	1		1	1	2	2
8½ and under 9.....			1	2			1
9 and under 9½.....	1	2	2	2	1	1	3
9½ and under 10.....	3	2	1	2	3		6
10 and under 10½.....	2	1	1	1	4	1	1
10½ and under 11.....	1		1				1
11 and under 11½.....						1	
11½ and under 12.....			1		1		
12 and under 12½.....	2						
12½ and under 13.....		1	2				
13 and under 13½.....	1		1	1	2	1	
13½ and under 14.....		1					
14 and under 14½.....				1			1
14½ and under 15.....						1	
15 and under 15½.....					1		
Total.....	23	21	23	20	23	23	15
<i>Conductors: Regular (including those who also did other work).</i>							
Under 6.....	3	2	5	3	3	5	2
6 and under 6½.....		1			1	2	
6½ and under 7.....	1	2	1	1	1	3	1
7 and under 7½.....	2	2	2	2	2	4	1
7½ and under 8.....	7	6	7	6	6	5	1
8 and under 8½.....	3	5	4	6	4	1	5
8½ and under 9.....	4	3	4	3	4	7	3
8½ and under 8¾.....	2	1	1	2	2	6	6
8¾ and under 9.....	9	8	6	6	8	10	6
9 and under 9½.....	6	5	10	8	11	6	5
9½ and under 9¾.....	21	16	19	16	18	13	10
9¾ and under 9½.....	13	9	8	11	11	5	5
9½ and under 10.....	8	10	13	8	10	6	4
10 and under 10½.....	4	7	3	6	4	1	2
10½ and under 10¾.....	1	3		1	2	1	
10¾ and under 10½.....		1	2		1	1	2
10½ and under 11.....	2	1	1	2		3	
11 and under 11½.....	1	2	1		1	2	1
11½ and under 11¾.....	1	2	3	2			
11¾ and under 11½.....		1				1	
11½ and under 12.....	1	1	2		2	3	2
12 and under 12½.....	1	1	2	4	1	3	3
12½ and under 13.....	1	2		1		1	
13 and under 13½.....		1				2	2
13½ and under 14.....	1			1			
14 and under 14½.....							1
15 and under 15½.....				1			
15½ and under 16.....					1		
17½ and under 18.....				1			
Total.....	92	94	94	91	94	91	62

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra (including those who also did other work).</i>							
3 and under 3½			1	1		4	
4 and under 4½		1		1		1	
4½ and under 5						1	
5 and under 5½	2	2	3	4	3	1	
5½ and under 6	1		1	1	1		
6 and under 6½	1	2	1	1	1		
6½ and under 7	1				2		
7 and under 7½			1				
7½ and under 8	1	1		1	1		
8 and under 8½	3		2	1		1	1
8½ and under 9					1	1	
9 and under 9½	1	2	1	1	2		
9½ and under 10							1
11½ and under 12	1						
12 and under 12½		1					
13½ and under 14						1	
Total	11	11	11	11	11	11	2
<i>Guards: Regular (including those who also did other work).</i>							
Under 6	57	50	55	54	64	37	5
6 and under 6½	7	14	15	17	13	8	4
6½ and under 7	11	17	18	12	9	8	1
7 and under 7½	19	25	25	20	23	19	7
7½ and under 8	17	14	16	14	15	13	4
8 and under 8½	9	7	3	5	3	2	5
8½ and under 8¾	6	8	8	7	7	9	10
8¾ and under 8¾	8	4	6	7	6	8	10
8¾ and under 9	8	9	6	10	5	6	5
9 and under 9½	8	11	9	9	11	6	7
9½ and under 9½	14	10	15	13	15	10	2
9½ and under 9¾	8	7	6	9	7	12	5
9¾ and under 10	8	9	12	8	8	7	5
10 and under 10½	8	2	5	4	3	3	5
10½ and under 10½	4	3	1	3	1	3	7
10½ and under 10¾	2	3		3	1	7	8
10¾ and under 11	1	2		1	1	6	4
11 and under 11½	4	5	4	4	4	5	10
11½ and under 11½	1	2	2	1	3	2	1
11½ and under 11¾	3	1		2		3	
11¾ and under 12	1	2	1	2		3	
12 and under 12½				1	1	7	5
12½ and under 13	4	3				8	5
13 and under 13½	1	2	2	2	2	7	2
13½ and under 14	1		3	1	1	2	1
14 and under 14½	1	1			1	2	1
14½ and under 15						4	2
15 and under 15½		1					1
15½ and under 16						2	
16 and under 16½					1		1
17 and under 17½			1			1	
Total	211	212	213	209	205	210	123
<i>Guards: Extra (including those who also did other work).</i>							
1 and under 1½	1						
2 and under 2½		3				2	
2½ and under 3						1	
3 and under 3½		2		5	2	2	
3½ and under 4	1	1	2	1	1		
4 and under 4½	1	3	1	2	3	2	
4½ and under 5	2	2	3	1	1	2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Guards: Extra (including those who also did other work)—Concluded.</i>							
5 and under 5½	4	7	8	11	9	3	1
5½ and under 6	8	2	5	4	9	2	1
6 and under 6½	11	5	7	8	7	3	4
6½ and under 7	6	7	2	3	2	3	1
7 and under 7½	9	8	6	6	10	5	1
7½ and under 8	6	4	5	3	4	1	1
8 and under 8½	2	4	3	4	4	3	3
8½ and under 9	3	3	3	3	2	3	3
9 and under 9½	3	4	1	2	2	5	1
9½ and under 10	3	3	5	6	6	2	4
10 and under 10½	4	1	3	4	3	3	2
10½ and under 11	1	1	1	1	1	4	6
11 and under 11½	3	1	1	1	1	4	2
11½ and under 12	1	1	1	1	1	2	2
12 and under 12½	1	1	1	1	1	4	2
12½ and under 13	1	1	1	1	1	2	1
13 and under 13½	1	2	2	1	1	5	1
13½ and under 14	1	1	1	1	1	1	1
14 and under 14½	1	1	1	1	1	1	1
14½ and under 15	1	1	1	1	1	1	1
16 and under 16½	1	1	1	1	1	1	1
16½ and under 17	1	1	1	1	1	2	1
18 and over	1	1	1	1	1	2	1
Total	65	65	62	65	68	63	34
<i>Motormen: Regular (who did no other work).</i>							
Under 6	3	1	1	1	1	3	1
6½ and under 7	1	1	1	1	1	1	1
7½ and under 8	1	1	1	1	1	1	2
8½ and under 8½	2	3	2	2	1	1	2
8½ and under 8½	3	3	3	4	4	3	5
8½ and under 9	12	11	15	12	12	16	6
9 and under 9½	22	21	19	24	24	21	13
9½ and under 9½	24	22	24	24	25	26	15
9½ and under 9½	11	7	12	12	12	9	9
9½ and under 10	9	7	9	10	11	8	8
10 and under 10½	1	3	1	1	1	2	1
10½ and under 10½	1	4	4	1	1	1	1
10½ and under 10½	1	3	2	1	1	1	1
10½ and under 11	1	2	2	1	1	1	3
11 and under 11½	1	1	1	1	1	1	1
11½ and under 11½	2	2	1	1	1	1	1
12 and under 12½	2	1	1	1	1	1	1
Total	92	92	94	92	93	92	64
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2	1	1	1	1	1	2	1
2 and under 2½	2	3	5	2	1	5	1
2½ and under 3	1	1	1	1	2	3	1
3 and under 3½	4	1	1	1	1	3	1
3½ and under 4	1	1	1	1	1	1	1
4 and under 4½	2	1	1	2	1	1	1
4½ and under 5	1	2	1	1	1	1	1
5 and under 5½	1	1	3	2	2	1	1
5½ and under 6	1	1	1	1	1	1	1
6½ and under 7	1	2	1	1	1	1	1
7 and under 7½	1	1	2	1	1	1	1
7½ and under 8	1	1	1	1	1	1	1
8 and under 8½	1	1	1	1	1	2	2
8½ and under 9	1	1	1	1	1	1	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
9 and under 9½	1	2	2	2	1	1	3
9½ and under 10	3	2	1	2	3		6
10 and under 10½	2	1	1		2	1	1
10½ and under 11	1		1				1
11 and under 11½						1	
11½ and under 12			1				
12 and under 12½	2				1		
12½ and under 13		1	2				
13 and under 13½			1	1	1	1	
13½ and under 14		1					
14 and under 14½				1			
15 and under 15½					1		
Total	22	20	23	17	19	22	14
<i>Conductors: Regular (who did no other work).</i>							
Under 6	1	2	4	3	3	5	2
6 and under 6½						2	
6½ and under 7	1	1	1	1	1	3	1
7 and under 7½	2	2	2	2	2	3	1
7½ and under 8	7	6	7	6	6	4	1
8 and under 8½	3	5	4	6	4	1	5
8½ and under 8¾	4	3	4	3	4	7	2
8¾ and under 8½	2	1	1	2	2	6	6
8½ and under 9	9	8	6	6	8	10	6
9 and under 9½	6	5	9	7	11	5	5
9½ and under 9¾	21	15	19	14	18	13	10
9¾ and under 9½	11	8	8	11	8	5	5
9½ and under 10	7	10	10	7	9	6	4
10 and under 10½	4	6	3	6	4	1	2
10½ and under 10½	1	3			1	1	
10½ and under 10¾		1			1		2
10¾ and under 11	1	1	1	2		3	
11 and under 11½	1	2			1	2	1
11½ and under 11½	1	2	3	1	1		
11½ and under 11¾		1				1	
11¾ and under 12	1	1	2		2	3	2
12 and under 12½		1		3		2	3
12½ and under 13						1	
13 and under 13½						1	2
13½ and under 14		1					
Total	83	85	84	80	86	86	60
<i>Conductors: Extra (who did no other work).</i>							
3 and under 3½						4	
4 and under 4½						1	
4½ and under 5						1	
5 and under 5½	1	2	3	3	3	1	
5½ and under 6	1		1	1	1		
6 and under 6½	1	2	1	1			
6½ and under 7							
7½ and under 8	1	1	1	1	1		
8 and under 8½	3		1				
9½ and under 10						1	1
Total	7	7	7	6	7	8	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Regular (who did no other work).</i>							
Under 6.....	55	49	52	51	62	36	5
6 and under 6½.....	7	13	15	17	13	8	1
6½ and under 7.....	11	14	17	11	9	8	4
7 and under 7½.....	16	25	24	20	23	17	6
7½ and under 8.....	15	14	14	12	11	12	4
8 and under 8½.....	9	6	3	5	3	2	5
8½ and under 8¾.....	6	7	8	7	7	9	9
8¾ and under 8½.....	6	7	5	6	5	5	8
8½ and under 9.....	5	7	6	9	5	6	5
9 and under 9½.....	7	9	7	8	11	6	6
9½ and under 9¾.....	14	9	13	11	14	8	1
9¾ and under 9½.....	6	7	5	9	7	11	4
9½ and under 10.....	7	8	11	8	7	5	4
10 and under 10½.....	7	1	5	4	3	3	3
10½ and under 10¾.....	4	3	1	3	3	3	5
10¾ and under 10½.....	2	3	.....	2	.....	7	6
10½ and under 11.....	1	.....	.....	.....	1	1	4
11 and under 11½.....	4	4	3	3	2	4	9
11½ and under 11¾.....	1	1	2	1	2	2	1
11¾ and under 11½.....	3	1	.....	1	.....	2	.....
11½ and under 12.....	1	2	.....	2	.....	3	.....
12 and under 12½.....	.....	.....	.....	1	1	5	5
12½ and under 13.....	3	3	.....	.....	.....	8	4
13 and under 13½.....	.....	2	2	.....	2	5	1
13½ and under 14.....	1	.....	3	.....	1	2	1
14 and under 14½.....	1	1	.....	.....	.....	2	1
14½ and under 15.....	.....	.....	.....	.....	.....	4	1
15 and under 15½.....	.....	1	.....	.....	.....	2	1
15½ and under 16.....	.....	.....	.....	.....	.....	2	.....
17 and under 17½.....	.....	.....	.....	.....	.....	1	.....
Total.....	192	193	196	191	190	194	104
<i>Guards: Extra (who did no other work).</i>							
1 and under 1½.....	1	.....	.....	.....	.....	.....	.....
2 and under 2½.....	.....	2	.....	.....	.....	2	.....
3 and under 3½.....	.....	1	4	4	1	1	.....
3½ and under 4.....	1	1	1	1	.....	.....	.....
4 and under 4½.....	1	3	1	2	2	2	.....
4½ and under 5.....	1	2	3	1	1	1	1
5 and under 5½.....	4	6	8	11	9	3	1
5½ and under 6.....	5	2	4	3	7	2	1
6 and under 6½.....	9	4	5	5	7	2	3
6½ and under 7.....	6	3	2	3	2	2	1
7 and under 7½.....	8	7	5	5	10	5	.....
7½ and under 8.....	5	4	4	3	3	1	1
8 and under 8½.....	1	2	1	2	2	.....	1
8½ and under 9.....	.....	3	2	.....	1	3	3
9 and under 9½.....	2	3	1	1	2	2	1
9½ and under 10.....	.....	2	4	4	2	2	3
10 and under 10½.....	2	.....	2	2	2	3	2
10½ and under 11.....	.....	1	.....	.....	.....	4	6
11 and under 11½.....	1	.....	.....	.....	.....	3	2
11½ and under 12.....	.....	.....	.....	.....	.....	.....	2
12 and under 12½.....	.....	.....	.....	.....	.....	1	1
12½ and under 13.....	.....	.....	1	.....	.....	2	.....
13 and under 13½.....	.....	.....	.....	.....	.....	4	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	1
14 and under 14½.....	.....	.....	.....	.....	.....	1	.....
14½ and under 15.....	.....	.....	.....	.....	1	.....	.....
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	.....	1	.....
Total.....	47	46	48	47	53	49	28

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....				1	1	1	
9 and under 9½.....					1		
9½ and under 10.....		1		1			
10 and under 10½.....		1					
10½ and under 10¾.....	2	1		1		2	
10¾ and under 11.....				1	1		
11 and under 11½.....							
11½ and under 11¾.....		1					
11¾ and under 12.....			1				
12 and under 12½.....	1						
12½ and under 13.....				1			
15 and under 15½.....						1	
Total.....	3	4	1	5	3	4	1
<i>Motormen: Extra (who also did other work).</i>							
8 and under 8½.....		1		1			
8½ and under 9.....				1			
10 and under 10½.....				1	2		
11½ and under 12.....					1		
13 and under 13½.....	1				1		
14 and under 14½.....							1
14½ and under 15.....						1	
Total.....	1	1		3	4	1	1
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	2		1				
6 and under 6½.....		1			1		
6½ and under 7.....		1					
7 and under 7½.....						1	
7½ and under 8.....						1	
8½ and under 8¾.....							1
9 and under 9½.....			1	1		1	
9½ and under 9¾.....		1		2			
9¾ and under 9¾.....	2	1			3		
9¾ and under 10.....	1		3	1	1		
10 and under 10½.....		1					
10½ and under 10¾.....				2	1		
10¾ and under 10¾.....					1		
10¾ and under 11.....	1						
11 and under 11½.....			1				
11½ and under 11¾.....				1			
11¾ and under 12.....		1					
12 and under 12½.....	1		2	1	1	1	
12½ and under 13.....	1	2		1			
13 and under 13½.....		1				1	
13½ and under 14.....	1			1			
14 and under 14½.....							1
15 and under 15½.....				1			
15½ and under 16.....					1		
17½ and under 18.....				1			
Total.....	9	9	10	11	8	5	2
<i>Conductors: Extra (who also did other work).</i>							
3 and under 3½.....			1	1			
4 and under 4½.....		1		1			
5 and under 5½.....	1			1			
6½ and under 7.....	1				1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra (who also did other work)—Concluded.</i>							
7 and under 7½			1				
8 and under 8½			1	1			1
8½ and under 9					1	1	
9 and under 9½	1	2	1	1	2		
11½ and under 12	1						
12 and under 12½		1					
13½ and under 14						1	
Total	4	4	4	5	4	3	1
<i>Guards: Regular (who also did other work).</i>							
Under 6	2	1	3	3	2	1	
6 and under 6½		1					
6½ and under 7		3		1			
7 and under 7½	3		1				1
7½ and under 8	2		2	2	4	1	
8 and under 8½		1					
8½ and under 8¾		1					1
8¾ and under 8½	2	1	1	1	1	1	2
8½ and under 9	3	2		1			
9 and under 9½	1	2	2	1			1
9½ and under 9¾		1	2	2	1	2	1
9¾ and under 9½	2		1			1	1
9½ and under 10	1	1	1		1	2	1
10 and under 10½	1	1					2
10½ and under 10¾					1		2
10¾ and under 10½				1			
10½ and under 11		2		1			
11 and under 11½		1	1	1	2	1	1
11½ and under 11¼		1			1		
11¼ and under 11½				1		1	
11½ and under 12			1				
12 and under 12½						2	
12½ and under 13	1						1
13 and under 13½	1			2		2	1
13½ and under 14				1			
14 and under 14½					1		
14½ and under 15							1
16 and under 16½					1		1
17 and under 17½			1				
Total	19	19	17	18	15	16	10
<i>Guards: Extra (who also did other work).</i>							
2 and under 2½		1					
2½ and under 3						1	
3 and under 3½		1		1	1	1	
3½ and under 4			1				
4 and under 4½					1		
4½ and under 5	1					1	
5 and under 5½		1					
5½ and under 6	3		1	1	2		
6 and under 6½	2	1	2	3		1	1
6½ and under 7		4				1	
7 and under 7½	1	1	1	1			
7½ and under 8	1		1		1		1
8 and under 8½	1	2	2	2	2		2
8½ and under 9			1	3	1		
9 and under 9½	1	1		1		3	
9½ and under 10	4	1	1	2	4		1
10 and under 10½	1	1	1	2	1		

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Concluded.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

BRIGHTON-CULVER AND BAY RIDGE-WEST END DIVISIONS—ACTUAL TIME ON DUTY—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: (Extra who also did other work)—Concluded.</i>							
10½ and under 11.....			1				
11 and under 11½.....	2		1		1	1	
11½ and under 12.....		1					
12 and under 12½.....				1	1	3	1
13 and under 13½.....		2	1			1	
14 and under 14½.....	1						
14½ and under 15.....		1					
16 and under 16½.....		1					
16½ and under 17.....						1	
18 and over.....				1			
Total.....	18	19	14	18	15	14	6

NORFOLK, VA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	4	4	6	5	2	1	2
6 and under 6½.....	1						
6½ and under 7.....			1				1
7 and under 7½.....	1						5
8½ and under 8.....							10
8½ and under 8¾.....							11
8¾ and under 9.....							2
9 and under 9½.....					1		8
9½ and under 9¾.....						1	5
9¾ and under 9¾.....	1	2	3	4	2	2	4
9¾ and under 10.....							1
10 and under 10½.....	4	4	4	4	4		8
10½ and under 10¾.....	3	3	2	2	3	1	
10¾ and under 10¾.....	3	3	2	2	3	5	
10¾ and under 11.....	6	9	7	8	7	4	
11 and under 11½.....	8	8	8	8	8	8	
11½ and under 11¾.....	8	7	8	9	9	4	
11¾ and under 11¾.....	6	5	5	4	8	7	1
11¾ and under 12.....	9	9	8	10	8	8	2
12 and under 12½.....	3	4	4	3	5	4	4
12½ and under 13.....	5	3	4	2	4	10	
13 and under 13½.....	2	2	2	1	2	10	
13½ and under 14.....	1			2	1	1	1
14 and under 14½.....		1					
14½ and under 15.....				1		1	
15 and under 15½.....						1	
16½ and under 17.....				1			
Total.....	65	64	64	66	67	68	66
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	1	1	1			2	
1½ and under 2.....	1						
2 and under 2½.....	1						
2½ and under 3.....		1					
3 and under 3½.....		1		1		1	1
3½ and under 4.....	2		1				
4 and under 4½.....	2	3	2	2	1	1	
4½ and under 5.....			1	1	2		
5 and under 5½.....	2	1			1	3	1
5½ and under 6.....			1	1			
6 and under 6½.....						1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NORFOLK, VA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
6½ and under 7.....			1				2
7 and under 7½.....		1		1	1		3
7½ and under 8.....					1		1
8 and under 8½.....	1					1	3
9 and under 9½.....						1	1
9½ and under 10.....	1	2	1		3		5
10 and under 10½.....			2	2	2	3	1
10½ and under 11.....	5	1	4	2	3	3	1
11 and under 11½.....	2	4	1	2		2	1
11½ and under 12.....	2	4	5	6	5	1	1
12 and under 12½.....	2	3	2			1	1
12½ and under 13.....	1	1		1			1
13 and under 13½.....			1	1	2	2	1
13½ and under 14.....	1	1	1	1		2	1
14½ and under 15.....					1		1
16½ and under 17.....							1
Total.....	24	24	24	¹ 21	² 20	24	23
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....			4	4	1	1	2
6 and under 6½.....				1			3
6½ and under 7.....			1				1
7 and under 7½.....							9
7½ and under 8.....					1		10
8 and under 8½.....	1						1
8½ and under 9.....							5
9 and under 9½.....				1			7
9½ and under 9¾.....						1	2
9¾ and under 9½.....	1		1	1	1		1
9½ and under 10.....				1			6
10 and under 10½.....	3	2	4	3	3		1
10½ and under 10¾.....	3	4	5	1	2	2	
10¾ and under 10½.....	5	5	3	5	3	6	
10½ and under 11.....	3	6	7	6	6	4	
11 and under 11½.....	5	6	7	8	8	9	3
11½ and under 11¾.....	8	9	8	9	6	4	
11¾ and under 11½.....	5	5	5	6	7	7	2
11½ and under 12.....	10	9	8	8	9	8	2
12 and under 12½.....	4	4	1	2	5	5	5
12½ and under 13.....	3	3	3	2	3	6	
13 and under 13½.....	2	2	1	1	2	8	2
13½ and under 14.....	1	1	1	1			
14 and under 14½.....			1				
14½ and under 15.....				1	1	1	
Total.....	¹ 54	¹ 56	¹ 60	¹ 61	² 58	62	¹ 62
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.....		3			1	3	
1½ and under 2.....	3		2	1			
2 and under 2½.....	2		2		2		
2½ and under 3.....	1	2	2	1			
3 and under 3½.....	1		1	2		1	
3½ and under 4.....	1						
4 and under 4½.....	2	3	1	3	1	1	
4½ and under 5.....	2	2	3	1	1		
5 and under 5½.....	1	1	2	1	7	6	2
5½ and under 6.....				2	1		
6 and under 6½.....	1					1	
6½ and under 7.....			2	1	1		6

¹ Not including 1 who also did other work.

² Not including 2 who also did other work

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

NORFOLK, VA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
7 and under 7½				1		1	4
7½ and under 8							3
8 and under 8½		1			1	1	1
8½ and under 9							5
9 and under 9½	1						1
9½ and under 10		1	1	1		3	3
10 and under 10½	2	3	1	3		1	3
10½ and under 11	4	2	2	3		1	1
11 and under 11½	4	5	3	2	5	1	3
11½ and under 12	4	3	4	4	2		
12 and under 12½		2	2	2		1	1
12½ and under 13	2	1		1	1	2	
13 and under 13½			2			5	
13½ and under 14			1			2	
14 and under 14½		1					1
15 and under 15½						1	
17 and under 17½		1					
Total	31	31	31	29	26	31	33
<i>Motormen: Regular (who also did other work).</i>							
Under 6		1			2		
10 and under 10½				1			
10½ and under 11							1
12 and under 12½	1				1		
13½ and under 14	1	2	2	1	1		1
14 and under 14½	1			1			
15½ and under 16	1						
16 and under 16½		1	1	1			
Total	4	4	3	4	4		2
<i>Conductors: Extra (who also did other work).</i>							
4½ and under 5					1		
5 and under 5½	1						
6½ and under 7					1		
9 and under 9½					2		
9½ and under 10							1
11 and under 11½		1	1	1			
12 and under 12½	1				1		
12½ and under 13		1					
16½ and under 17					1		
Total	2	2	1	1	6		1

OAKLAND, CAL.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6			2		1	3	1
6 and under 6½	1	1	1		1	1	
6½ and under 7					1		1
7 and under 7½						1	3
7½ and under 8						1	3
8 and under 8½						4	1
8½ and under 8¾		1		2	1	2	5
8¾ and under 8½	4	3	3	3	4	5	18
8½ and under 9	16	15	12	15	14	15	21
9 and under 9½	31	34	36	33	34	36	39
9½ and under 9¾	58	60	53	57	51	42	55
9¾ and under 9½	70	62	71	61	71	75	60

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

OAKLAND, CAL.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
9½ and under 10.....	47	48	42	48	46	58	42
10 and under 10½.....	41	40	42	42	42	36	27
10½ and under 10¾.....	12	15	12	18	19	22	12
10¾ and under 10¾.....	8	7	8	7	6	6	2
10¾ and under 11.....	2	2	2	2	2	2	5
11 and under 11½.....	2	1	4	4	2	3	.....
11½ and under 11¾.....	1	1	3	1	1	1	.....
11¾ and under 11¾.....	1	3	1	1	2	1	.....
11¾ and under 12.....	1	1	1	1	1	1	.....
12 and under 12½.....	1	1	1	1	1	1	.....
12½ and under 13.....	1	1	1	1	4	1	.....
Total.....	295	292	293	292	300	315	295
<i>Motormen: Extra.</i>							
Under 1.....		1					1
1 and under 1½.....							1
1½ and under 2.....							1
2 and under 2½.....	2	1	1	2	2	2	1
2½ and under 3.....			1				1
3 and under 3½.....	1		1				1
3½ and under 4.....							1
4 and under 4½.....	1	1				1	1
4½ and under 5.....					1		1
5 and under 5½.....						2	2
5½ and under 6.....	2					2	2
6 and under 6½.....						3	6
6½ and under 7.....						2	1
7 and under 7½.....			1				1
7½ and under 8.....						2	1
8 and under 8½.....						2	1
8½ and under 9.....	4	5	7	6	4		5
9 and under 9½.....	22	18	22	23	24	22	14
9½ and under 10.....	29	32	29	32	27	26	21
10 and under 10½.....	16	18	19	10	14	15	8
10½ and under 11.....		3	1	5	1	6	5
11 and under 11½.....	6	6	3	5	3	6	2
11½ and under 12.....	1	1	1	1	1	1	.....
12 and under 12½.....	1	1			3	1	.....
12½ and under 13.....					1	1	.....
13½ and under 14.....							1
Total.....	85	87	86	84	81	90	87
<i>Conductors: Regular.</i>							
Under 6.....	2	2					4
6 and under 6½.....	1		1	1	1		1
6½ and under 7.....						1	3
7 and under 7½.....	1	1					3
7½ and under 8.....	1						3
8 and under 8½.....	2	1	1	1	1	3	3
8½ and under 8¾.....				2		2	3
8¾ and under 8¾.....				3	3	5	16
8¾ and under 9.....	3	3	4	3	3	5	22
9 and under 9½.....	28	36	28	34	35	37	42
9½ and under 9¾.....	55	51	50	58	49	44	48
9¾ and under 9¾.....	60	69	68	64	72	84	66
9¾ and under 10.....	44	41	44	51	42	50	40
10 and under 10½.....	42	40	44	36	44	45	27
10½ and under 10¾.....	19	21	18	18	19	20	11
10¾ and under 10¾.....	9	9	9	7	8	10	2
10¾ and under 11.....	1	1	3	.....	.....	2	4
11 and under 11½.....	4	2	2	3	3	3	.....
11½ and under 11¾.....	1	.....	4	1	1	.....	.....
11¾ and under 11¾.....	.....	2	1	1	1	2	.....
11¾ and under 12.....	.....	.....	.....	.....	.....	.....	.....
12 and under 12½.....	1	1	.....	.....	.....	1	.....
12½ and under 13.....	.....	.....	.....	.....	3	.....	.....
14 and under 14½.....	.....	.....	.....	.....	.....	.....	1
Total.....	294	295	292	297	300	328	296

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

OAKLAND, CAL.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
Under 1.....	1						
1 and under 1½.....				1			1
1½ and under 2.....							1
2½ and under 3.....	1	1					
3 and under 3½.....	1						
3½ and under 4.....	1	1	1	1			
4 and under 4½.....	1					1	1
4½ and under 5.....							1
5 and under 5½.....						3	2
6 and under 6½.....		1				3	1
6½ and under 7.....					1	1	
7 and under 7½.....							5
7½ and under 8.....		1				3	1
8 and under 8½.....						2	7
8½ and under 9.....	2	8	4	6	3		4
9 and under 9½.....	26	21	28	19	18	16	18
9½ and under 10.....	37	32	32	23	32	24	20
10 and under 10½.....	11	12	16	20	14	14	10
10½ and under 11.....		2	1	3	1	4	7
11 and under 11½.....	3	4	5	6	2	4	
11½ and under 12.....	2	1		1	1		
12 and under 12½.....	1	1			3	1	
12½ and under 13.....					1		
13 and under 13½.....					1		1
13½ and under 14.....	1						
Total.....	88	85	87	80	77	76	80

OKLAHOMA CITY, OKLA.

[The data used here are for actual time on duty except that for extra men, making regular runs, and "pulling" cars out of the barn in the morning, the time includes 10 minutes of "reporting time."]

<i>Motormen: Regular.</i>							
Under 6.....	5	3	3	2	3	2	2
6 and under 6½.....			1				
6½ and under 7.....		1			1		1
7 and under 7½.....		1					
7½ and under 8.....							3
8 and under 8½.....							5
8½ and under 8¾.....							3
8¾ and under 8¾.....							4
8¾ and under 9.....		1	1	1	1		7
9 and under 9½.....	5	4	3	3	3	5	3
9½ and under 9¾.....	7	7	8	8	7	6	4
9¾ and under 9¾.....	16	14	16	14	16	14	7
9¾ and under 10.....	7	7	7	7	8	10	5
10 and under 10½.....	7	7	8	9	6	4	2
10½ and under 10¾.....	2	1	1	2	3	2	1
10¾ and under 10¾.....	2	2	1	1	2	3	2
10¾ and under 11.....	4	5	5	6	5	2	4
11 and under 11½.....	2	3	1	2	2	1	2
11½ and under 11¾.....						2	1
11¾ and under 11¾.....							2
12 and under 12½.....	3	3	3	3	3	3	1
13½ and under 14.....						1	
14 and under 14½.....						1	
14½ and under 15.....						1	
15½ and under 16.....						1	
Total.....	60	59	58	58	60	58	59

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

OKLAHOMA CITY, OKLA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
2 and under 2½				1			
3½ and under 4						1	
5 and under 5½			1				
5½ and under 6			1				
6 and under 6½	1						
7½ and under 8	2				1	2	
8½ and under 9							1
9 and under 9½	1	3	1	1	3	2	
9½ and under 10			2	3			5
10 and under 10½	2	3	1	1	1	1	
10½ and under 11	1	2	1	1	3		1
11½ and under 12	1	1	1				1
16 and under 16½				1			
Total	8	9	8	8	8	7	8
<i>Conductors: Regular.</i>							
Under 6	2	1	1	4	1	4	3
6 and under 6½		1	1	1			1
6½ and under 7							2
7½ and under 8							3
8 and under 8½							3
8½ and under 8¾				1		1	7
8¾ and under 9		1	2				2
9 and under 9½	5	3	5	5	5	3	5
9½ and under 9¾	7	8	7	6	7	7	8
9¾ and under 9½	13	14	12	10	15	12	6
9½ and under 10	7	5	5	5	8	7	1
10 and under 10½	8	8	7	8	8	4	3
10½ and under 10¾	4	4	3	3	3	1	1
10¾ and under 10½	1			1	1	3	1
10½ and under 11	3	2	3	1	2	3	1
11 and under 11½	3	4	3	3	3	2	2
11½ and under 11¾				1	1	1	2
11¾ and under 12	1	1	1	1	1	1	1
12 and under 12½						1	
12½ and under 13				1			
13½ and under 14						1	
14½ and under 15						1	
16 and under 16½			1				
Total	54	52	51	52	55	52	55
<i>Conductors: Extra.</i>							
Under 1		1	1		3		
1 and under 1½	1						
1½ and under 2					2	1	
2½ and under 3	1	1					
3 and under 3½	1		1				
3½ and under 4			1			1	
4 and under 4½					1		
4½ and under 5				1			1
5 and under 5½		2			1		2
6 and under 6½				1			
7½ and under 8	1			2	1	2	1
8 and under 8½		1				1	1
8½ and under 9	1			1	1		2
9 and under 9½		1				1	2
9½ and under 10	1	2	2	2			
10 and under 10½	1	1	2	1		2	
10½ and under 11			1	1		1	
11 and under 11½			2				
12 and under 12½				1			
Total	7	9	10	10	9	9	10

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

OMAHA, NEBR.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	5	3	6	2	9	4	16
6 and under 6½.....						1	7
6½ and under 7.....							4
7 and under 7½.....							3
7½ and under 8.....							7
8 and under 8½.....							11
8½ and under 8¾.....						1	5
8¾ and under 8½.....	3	3	2	2	3	6	14
8½ and under 9.....	5	6	3	6	5	7	13
9 and under 9½.....	15	16	13	16	14	21	12
9½ and under 9¾.....	19	19	17	18	20	13	10
9¾ and under 9½.....	9	12	11	14	10	11	20
9½ and under 10.....	28	30	30	31	29	25	12
10 and under 10½.....	51	51	49	50	48	35	21
10½ and under 10¾.....	23	24	26	23	24	17	13
10¾ and under 10½.....	23	24	22	24	24	22	8
10½ and under 11.....	17	16	17	17	16	16	2
11 and under 11½.....	8	8	7	8	7	12	.....
11½ and under 11¾.....	3	2	2	2	2	2	1
11¾ and under 11½.....	3	3	3	2	3	3	1
11½ and under 12.....	1	1	1	1	1	3	.....
12 and under 12½.....						3	.....
12½ and under 13.....						1	.....
Total.....	213	218	209	216	215	203	180
<i>Motormen: Extra.</i>							
1 and under 1½.....	5	8	3	5	2	5	2
1½ and under 2.....	7	10	7	9	6	1	.....
2 and under 2½.....	1	6	5	6	7	2	1
2½ and under 3.....	6	4	4	5	4	3	.....
3 and under 3½.....	3	3	1	2	3	1	.....
3½ and under 4.....	3	4	5	4	4	2	.....
4 and under 4½.....						2	.....
4½ and under 5.....	5	5	5	5	5	1	.....
5 and under 5½.....	1	1	1	2	1	1	1
5½ and under 6.....					1	.....	.....
6 and under 6½.....				1	2	.....	2
6½ and under 7.....	1	1	1	1	.....	4	1
7 and under 7½.....		3	.....	.....	1	1	3
7½ and under 8.....		.....	1	1	1	1	4
8 and under 8½.....	1	1	.....	.....	.....	2	4
8½ and under 9.....	2	2	5	3	2	4	9
9 and under 9½.....	4	4	4	3	3	7	21
9½ and under 10.....	6	3	6	2	5	4	6
10 and under 10½.....	13	4	11	12	10	17	9
10½ and under 11.....	4	4	6	2	4	9	1
11 and under 11½.....	2	2	3	2	3	1	.....
11½ and under 12.....	1	.....	.....	.....	1	.....	.....
12 and under 12½.....	2	1	1	.....	2	1	.....
12½ and under 13.....				1	.....	.....	.....
13 and under 13½.....			1	.....	.....	.....	.....
17 and under 17½.....							1
Total.....	67	70	70	67	67	70	66
<i>Conductors: Regular.</i>							
Under 6.....	6	8	8	4	4	7	14
6 and under 6½.....					1	.....	9
6½ and under 7.....					.....	.....	4
7 and under 7½.....				1	.....	.....	2
7½ and under 8.....				.....	.....	1	8
8 and under 8½.....	1	2	1	1	1	1	12
8½ and under 8¾.....	1	.....	.....	.....	.....	1	4
8¾ and under 8½.....	3	2	2	2	3	4	18
8½ and under 9.....	7	4	6	5	4	7	12
9 and under 9½.....	13	14	14	14	11	16	18

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

OMAHA, NEBR.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—</i>							
<i>Concluded.</i>							
9½ and under 9¾.....	18	21	17	18	21	13	10
9¾ and under 10.....	12	11	13	11	13	16	13
10 and under 10½.....	28	32	29	31	30	25	11
10½ and under 10¾.....	50	49	48	47	48	41	19
10¾ and under 10¾.....	22	22	25	25	24	19	13
10¾ and under 10¾.....	22	22	21	24	22	20	4
10¾ and under 11.....	11	13	11	14	13	11	1
11 and under 11.....	7	7	6	7	8	8	.....
11 and under 11½.....	2	3	2	2	1	1	1
11½ and under 11¾.....	2	1	1	1	2	1	1
11¾ and under 12.....	.....	.....	.....	.....	.....	2	1
12 and under 12½.....	.....	.....	.....	.....	.....	2	.....
12½ and under 13.....	.....	.....	.....	.....	.....	1	.....
13 and under 13½.....	1	.....	.....	.....	.....	.....	.....
Total.....	206	211	204	207	206	197	175
<i>Conductors: Extra.</i>							
1 and under 1½.....	3	5	5	4	5	4	2
1½ and under 2.....	4	3	5	5	1	1	.....
2 and under 2½.....	3	4	1	3	2	1	.....
2½ and under 3.....	8	6	4	10	9	4	.....
3 and under 3½.....	5	4	2	2	3	1	.....
3½ and under 4.....	2	4	4	4	4	2	.....
4 and under 4½.....	.....	1	.....	1	2	3	.....
4½ and under 5.....	6	4	5	5	5	1	1
5 and under 5½.....	1	1	2	1	2	1	.....
5½ and under 6.....	1	2	.....	.....	1	1	1
6 and under 6½.....	1	.....	.....	1	.....	.....	1
6½ and under 7.....	.....	.....	2	.....	1	2	1
7 and under 7½.....	.....	.....	.....	.....	1	2	4
7½ and under 8.....	1	1	.....	.....	1	2	3
8 and under 8½.....	1	1	1	1	1	1	4
8½ and under 9.....	1	3	3	4	3	3	6
9 and under 9½.....	5	3	3	7	6	5	17
9½ and under 10.....	6	5	5	5	4	4	11
10 and under 10½.....	13	13	10	12	13	14	10
10½ and under 11.....	9	6	11	6	7	11	5
11 and under 11½.....	4	5	10	3	4	7	.....
11½ and under 12.....	1	1	1	1	.....	4	2
12 and under 12½.....	.....	1	2	1	.....	3	.....
12½ and under 13.....	.....	.....	.....	.....	.....	.....	1
Total.....	75	73	76	77	75	77	69

PEORIA, ILL.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.....	1	3	2	3	2	4	1
6½ and under 7.....	.....	1	.....	.....	1	.....	2
7½ and under 8.....	.....	.....	.....	.....	.....	.....	3
8 and under 8½.....	.....	.....	.....	.....	.....	1	.....
8½ and under 8¾.....	.....	.....	.....	.....	.....	.....	8
8¾ and under 8¾.....	1	1	2	1	3	.....	8
8¾ and under 9.....	3	3	3	4	4	4	3
9 and under 9½.....	37	40	46	40	39	35	32
9½ and under 9¾.....	28	28	24	29	25	29	12
9¾ and under 9¾.....	7	8	8	9	9	8	9
9¾ and under 10.....	4	5	6	4	4	4	2
10 and under 10½.....	4	1	2	1	4	3	5
10½ and under 10¾.....	1	.....	.....	.....	1	.....	2
10¾ and under 10¾.....	.....	.....	.....	.....	.....	2	.....
11 and under 11½.....	.....	.....	.....	.....	.....	1	.....

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PEORIA, ILL.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
11½ and under 11½	1		1				1
11½ and under 12		1					1
12 and under 12½	1	1					1
12½ and under 13	1	1		1	1		
15 and under 15½					1		
Total	89	93	94	92	94	91	90
<i>Conductors: Regular.</i>							
Under 6		1	1	2	2	3	
6½ and under 7				1			2
7½ and under 8							2
8½ and under 8½							9
8½ and under 8¾	1	1	1	1	2		6
8¾ and under 9	3	3	3	4	4	4	2
9 and under 9½	42	42	45	35	40	37	25
9½ and under 9¾	29	31	27	32	31	31	12
9¾ and under 9¾	7	6	7	8	7	5	9
9¾ and under 9¾	5	6	5	5	4	3	3
10 and under 10½	3	1	2	1	1	3	8
10½ and under 10½	1		1				1
11 and under 11½							1
11½ and under 11½						1	1
12 and under 12½	2	3				1	2
12½ and under 13		1			1	1	
18 and over							1
Total	93	95	92	89	92	89	84
<i>Extra men (not classified as motormen and conductors).</i>							
1 and under 1½	1	1		1		1	
2 and under 2½	2	4	3	1	2		
2½ and under 3	2	2	5	1	3		
3 and under 3½	3	4	3		2	1	
3½ and under 4	4	2	1	3	4	1	
4 and under 4½	1			1	1	2	
4½ and under 5			1		1	1	
5 and under 5½	1	6	3	1	1		
5½ and under 6	2	2	1	7	6	6	
6 and under 6½	8	5	4	4	5		
6½ and under 7		2	1	3	1	4	2
7 and under 7½			3	4			
8 and under 8½					2		1
8½ and under 9		1		1		2	7
9 and under 9½	9	12	12	17	18	10	18
9½ and under 10	1	3	1	1		4	2
10 and under 10½		2	2	2		4	5
10½ and under 11						1	4
11 and under 11½	1		2			3	3
11½ and under 12	5	6	7	6	7	9	
12 and under 12½	14	6	3	6	5	5	4
12½ and under 13	4	2	8	5	4	2	
13 and under 13½						3	8
13½ and under 14				1			
14 and under 14½						1	2
14½ and under 15			1			1	
15 and under 15½					1		
15½ and under 16				1			1
16 and under 16½							1
16½ and under 17						1	
17 and under 17½							2
17½ and under 18			1				1
18 and over	1			1			2
Total	59	61	62	66	63	62	63

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES).

[The data used here are for time on duty to the nearest 6 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
7 and under 7½							20
8½ and under 8½							2
9 and under 9½	7	9	7	9	9		4
9½ and under 9½	14	15	15	15	14		4
9½ and under 9½	11	8	10	9	11		4
10 and under 10½							9
10½ and under 10½							4
10½ and under 10½							2
11 and under 11½	1						
Total	33	132	132	33	34	34	130
<i>Motormen: Extra (who did no other work).</i>							
1½ and under 2	1	2	1	2	2	2	
2½ and under 3							1
6½ and under 7			1				
7 and under 7½							5
9 and under 9½	5	3		3	4	2	
9½ and under 10	1	3	1	3	1	1	
10 and under 10½							1
10½ and under 11							1
Total	7	8	7	8	7	8	5
<i>Conductors: Regular (who did no other work).</i>							
7 and under 7½							16
8½ and under 8½							3
9 and under 9½	9	9	9	8	8	9	4
9½ and under 9½	15	17	17	17	16	6	
9½ and under 9½	10	10	11	10	11	4	
10 and under 10½						10	
10½ and under 10½							4
10½ and under 10½							2
Total	34	36	37	35	35	35	23
<i>Guards: Regular (who did no other work).</i>							
6 and under 6½							6
7 and under 7½							8
8 and under 8½	9	9	10	10	11	13	1
8½ and under 8½	35	35	35	35	34	11	1
8½ and under 8½	16	17	20	17	20	11	
8½ and under 9	2	2	2	2	2		
9 and under 9½						10	1
9½ and under 9½							5
9½ and under 9½							5
Total	62	63	67	64	67	61	19
<i>Guards: Extra (who did no other work).</i>							
1½ and under 2	13	13	12	13	13		
3 and under 3½	1	1	1	1	1		
4 and under 4½	1	1	1	1	1		
4½ and under 5	1	1	1	1	1		
6 and under 6½							6

¹ Not including 1 who also did other work.

² Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Guards: Extra (who did no other work)—Concluded.</i>							
7 and under 7½							7
8 and under 8½							1
9 and under 9½	10	9	5	9	6	14	1
9½ and under 10	9	9	9	9	9	6	
Total	35	34	29	34	31	20	15
<i>Guards: Extra (who also did other work).</i>							
1½ and under 2	2	2	2	2	2	2	
2½ and under 3						1	
7 and under 7½							9
9 and under 9½	1		1	3	3		5
9½ and under 10	2	1				1	
10 and under 10½		1				1	
11 and under 11½			1				
13 and under 13½			1				
Total	5	4	5	5	5	5	14

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES).

[The data used here are for time on duty to the nearest 6 minutes.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	25	20	16	15	19	16	9
6 and under 6½							2
6½ and under 7							11
7 and under 7½	1	1	1		1		63
7½ and under 8			1				62
8 and under 8½	6	6	6	5	5	7	102
8½ and under 8¾	13	15	12	12	13	11	87
8¾ and under 8½	113	115	117	118	117	99	145
8½ and under 8½	163	164	170	170	169	150	104
9 and under 9½	346	355	364	361	359	280	137
9½ and under 9½	308	311	307	304	315	244	149
9½ and under 9½	333	334	335	349	338	318	155
9½ and under 10	163	170	184	198	186	176	85
10 and under 10½	228	229	237	248	232	260	127
10½ and under 10½	90	101	102	90	98	136	83
10½ and under 10½	120	120	119	120	118	174	54
10½ and under 11	37	39	33	37	37	47	28
11 and under 11½	16	16	15	15	16	57	17
11½ and under 11½	8	7	7	6	10	17	3
11½ and under 11½	13	17	18	16	15	34	2
11½ and under 12	8	8	8	8	4	7	2
12 and under 12½	12	13	15	14	12	8	2
12½ and under 13	9	7	11	5	7	8	2
13 and under 13½	8	8	7	8	9	8	1
13½ and under 14		1	2	1		8	
14 and under 14½	2	1	2	3	2		
14½ and under 15					1	1	
15 and under 16						3	
17 and under 17½						1	
18 and over			1		1		
Total	2,022	2,058	2,090	2,103	2,084	2,068	1,430

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½						1	
1½ and under 2	17	15	20	27	24	9	1
2 and under 2½	9	16	16	15	16	20	
2½ and under 3	6	15	12	14	16	18	2
3 and under 3½	5	6	12	6	10	12	2
3½ and under 4	5	7	5	9	10	3	
4 and under 4½	10	15	14	9	10		3
4½ and under 5	4	5	5	3	5	3	
5 and under 5½	9	7	8	8	10	2	
5½ and under 6	1	1	1	2	1	3	5
6 and under 6½	8	5	6	5	5	2	
6½ and under 7	4	3	2	3	2		3
7 and under 7½	4	3	4	8	5		13
7½ and under 8	1	2	3	1	2	2	24
8 and under 8½	4	2	1	2	1	1	77
8½ and under 9	1	1		1	1	1	76
9 and under 9½	171	161	149	143	145	130	72
9½ and under 10	100	97	83	77	84	86	72
10 and under 10½	68	51	48	51	48	63	72
10½ and under 11	30	29	31	24	27	40	29
11 and under 11½	10	7	9	7	6	17	2
11½ and under 12	9	3	5	4	6	10	2
12 and under 12½	4	4	3	3	1	9	
12½ and under 13	3	1	1	1	3	7	
13 and under 13½	5	2		1	2	4	
13½ and under 14	1	2	2		3	9	
14 and under 14½			1				
14½ and under 15					2		
15 and under 15½	1						
17 and under 17½		2					
18 and over	1					1	
Total	491	462	441	424	445	453	455
<i>Conductors: Regular (who did no other work).</i>							
Under 6	33	21	17	24	13	24	9
6 and under 6½			1		1	1	2
6½ and under 7	2	3	2	2	3	1	5
7 and under 7½	2		1	2	1		63
7½ and under 8					1		70
8 and under 8½	5	3	4	5	5	7	115
8½ and under 8¾	14	10	12	11	13	10	83
8¾ and under 9	112	115	119	120	116	103	149
9 and under 9½	165	174	162	164	177	151	103
9½ and under 9¾	337	352	357	366	355	279	142
9¾ and under 10	303	304	289	296	300	237	146
10 and under 10½	353	336	356	346	345	303	155
10½ and under 10¾	174	181	172	179	186	174	86
10¾ and under 11	233	238	241	234	241	264	126
11 and under 11½	92	100	98	103	99	140	79
11½ and under 11¾	123	123	128	128	124	190	54
11¾ and under 12	33	33	36	33	35	50	27
12 and under 12½	11	14	13	12	13	53	15
12½ and under 12¾	13	10	10	8	9	21	1
12¾ and under 13	12	15	17	17	19	25	1
13 and under 13½	3	4	5	4	7	9	1
13½ and under 14	6	11	11	8	10	9	
14 and under 14½	10	10	15	11	12	9	
14½ and under 15	6	5	3	5	4	4	3
15 and under 15½		2	1	1	1	6	1
15½ and under 16	2	1	1	1	1	1	1
16 and under 16½			1			2	
16½ and under 17						1	
17 and under 17½							
18 and over			1				
Total	2,044	2,063	2,072	2,080	2,091	2,074	1,438

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½	2						
1½ and under 2	12	12	14	17	21	11	
2 and under 2½	14	12	14	17	15	14	2
2½ and under 3	4	13	10	10	13	9	
3 and under 3½	5	8	9	3	10	13	1
3½ and under 4	6	9	7	8	8	4	1
4 and under 4½	9	17	14	9	10		2
4½ and under 5	6	7	4	6	3	1	
5 and under 5½	5	8	7	8	7	3	
5½ and under 6	3	2	4	3	3	1	3
6 and under 6½	5	5	5	6	4	1	
6½ and under 7	1	1	2	1	1		9
7 and under 7½	4	4	3	4	2	3	14
7½ and under 8	3	1	1	2	1	1	13
8 and under 8½	1	2	2	3	2	1	65
8½ and under 9	1	2	1	1	2	1	70
9 and under 9½	195	172	177	163	149	132	75
9½ and under 10	89	98	87	97	83	98	68
10 and under 10½	54	44	38	45	36	58	73
10½ and under 11	25	31	33	33	27	29	29
11 and under 11½	6	8	8	6	10	23	11
11½ and under 12	10	7	6	5	6	19	1
12 and under 12½	3		8	1	4	7	2
12½ and under 13	1	3	1	1		4	
13 and under 13½	1	3	2	4	3	9	
13½ and under 14	3				1	7	
14 and under 14½	3	1		1			
14½ and under 15						1	
15 and under 16						1	
16 and under 17							1
17 and under 17½					1		
17½ and under 18							
Total	471	470	457	454	422	451	440
<i>Motormen: Regular (who also did other work).</i>							
Under 6	4	4				3	7
6 and under 6½	1	1		1	1		1
7 and under 7½							2
7½ and under 8			1				1
8 and under 8½							5
8½ and under 9							3
9 and under 9½	1			1	1		1
9½ and under 10							2
10 and under 10½		1	1	2	1	1	1
10½ and under 11	1	1		1	1	1	
11 and under 11½	3	5	2	4	1	1	2
11½ and under 12	1	1	1	1		1	
12 and under 12½	2	1	2	1	1	2	1
12½ and under 13	3	2	3	4	3	1	
13 and under 13½	1	1	2	3	2	1	
13½ and under 14	3	2	4	4	2	3	2
14 and under 14½	2	6	4	5	6	2	2
14½ and under 15					1	6	1
15 and under 16		2	2	2	3		
16 and under 16½		2	1	1			
16½ and under 17		1		1		1	1
17 and under 17½			1		1		1
18 and over		1					1
Total	22	32	26	32	24	23	39

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Concluded.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½	2			2			
2 and under 2½		2		2			1
2½ and under 3	2						
3 and under 3½	4	2	1	2	2	2	3
3½ and under 4			1			1	1
4 and under 4½	1	1					
4½ and under 5	1	1	1	1			
5 and under 5½		1		1			
6 and under 6½		1	1	1	1	1	
6½ and under 7						1	1
7 and under 7½		1	1		1		
8 and under 8½					1		
10½ and under 11					1		
11 and under 11½		1			1	1	
12 and under 12½	1	2				1	2
12½ and under 13		1		1	1		
13 and under 13½		1				2	1
13½ and under 14		1	3			1	1
14 and under 14½	1			3	1		
14½ and under 15						1	
15½ and under 16						1	
18 and over							1
Total	12	15	8	13	9	12	10
<i>Conductors: Regular (who also did other work).</i>							
Under 6	2	2	2	1			2
7 and under 7½							1
7½ and under 8	1	1		1			1
8 and under 8½							1
8½ and under 8¾							1
8¾ and under 9							1
10 and under 10½	3		1	1		1	2
10½ and under 10¾		2	1	1	2	2	
10¾ and under 10¾						1	1
11 and under 11½							2
11½ and under 11¾		1	2	1		1	
11¾ and under 11¾	2	2	2	2	3		
11¾ and under 12	1	2	3	5	4	1	
12 and under 12½	5	4	5	6	5	5	
12½ and under 13						1	2
13 and under 13½	1	1	1	1	2	2	1
14 and under 14½		1					
15 and under 15½		1	1				
Total	15	17	18	19	16	14	15
<i>Conductors: Extra (who also did other work).</i>							
1½ and under 2					2	1	
2 and under 2½				1			
2½ and under 3							
3 and under 3½		1					
3 and under 3¾		2	2	2	2	1	2
4 and under 4½		1	1	1			
4½ and under 5		1					
5 and under 5½					1		
6 and under 6½					1	1	
6½ and under 7					1		
8 and under 8½							1
10½ and under 11						1	1
11 and under 11½						1	
12 and under 12½			1				
13½ and under 14		1					
Total		6	4	4	7	5	4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	18	20	12	18	26	8	16
6 and under 6½.....	1	1			1	4	1
6½ and under 7.....		2	2	2	2	4	2
7 and under 7½.....	3	6	6	6	9		16
7½ and under 8.....	28	26	27	28	28	19	49
8 and under 8½.....	56	55	60	59	59	40	85
8½ and under 8¾.....	52	50	51	59	56	81	106
8¾ and under 9.....	79	74	74	80	78	62	94
9 and under 9½.....	98	96	98	103	96	89	120
9½ and under 9¾.....	105	114	113	104	102	137	72
9¾ and under 9¾.....	78	80	82	85	80	113	64
9¾ and under 9¾.....	77	76	80	80	84	86	40
9¾ and under 10.....	79	72	69	79	70	78	51
10 and under 10½.....	73	75	75	75	79	74	11
10½ and under 10¾.....	43	37	37	40	39	43	11
10¾ and under 10¾.....	25	27	28	25	28	28	6
10¾ and under 11.....	24	20	27	22	23	14	9
11 and under 11½.....	16	22	18	21	20	22	4
11½ and under 11½.....	11	14	10	11	11	10	1
11½ and under 11¾.....	7	13	11	8	8	9	
11¾ and under 12.....	8	7	8	5	9	9	1
12 and under 12½.....	8	3	8	5	5	9	2
12½ and under 13.....	6	6	6	2	7	7	1
13 and under 13½.....	2	2	1	1	1	1	
13½ and under 14.....	2	1		4	2		1
14 and under 14½.....			1			3	
14½ and under 15.....						2	
15 and under 15½.....						1	
15½ and under 16.....						1	
Total.....	898	899	905	922	923	956	763
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	1	1	2		2		3
1 and under 1½.....	11	6	10	10	11	1	4
1½ and under 2.....	8	6	3	10	9	2	2
2 and under 2½.....	4	8	3	7	12	2	1
2½ and under 3.....	4	6	8	5	1	4	3
3 and under 3½.....	6	6	13	9	4	3	7
3½ and under 4.....	8	4	8	10	7		5
4 and under 4½.....	9	12	13	16	9	1	2
4½ and under 5.....	12	8	8	12	11	3	2
5 and under 5½.....	8	3	4	4	6	5	4
5½ and under 6.....	4	2	3	1	5	3	1
6 and under 6½.....	1	6	1	2	4	3	
6½ and under 7.....	3	2	1	2	3	4	
7 and under 7½.....	1	1	3		3	1	2
7½ and under 8.....	2	1		1	2		2
8 and under 8½.....	26	23	19	11	12	20	45
8½ and under 9.....	21	21	21	21	20	30	39
9 and under 9½.....	20	27	19	13	26	24	31
9½ and under 10.....	19	23	25	19	15	13	17
10 and under 10½.....	17	22	15	15	14	23	4
10½ and under 11.....	16	9	8	14	12	18	5
11 and under 11½.....	13	11	11	17	10	20	6
11½ and under 12.....	7	10	13	9	10	12	3
12 and under 12½.....	5	2	4	5	6	12	3
12½ and under 13.....	3	3	4	6	3	6	2
13 and under 13½.....	1	2	3	1		8	
13½ and under 14.....			1	1		3	
14 and under 14½.....	1	1			1		
14½ and under 15.....			1		1		
15 and under 15½.....						1	
15½ and under 16.....						3	
16 and under 17.....						2	
17 and under 18.....							
18 and over.....							
Total.....	231	228	224	221	220	236	196

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	32	37	25	40	25	14	23
6 and under 6½.....	1	.....	1	3	3	3	1
6½ and under 7.....	2	3	1	1	1	4	3
7 and under 7½.....	7	7	6	7	6	1	15
7½ and under 8.....	24	24	26	23	24	15	35
8 and under 8½.....	59	54	58	57	54	41	83
8½ and under 8¾.....	47	40	47	50	52	64	104
8¾ and under 8¾.....	73	75	74	77	83	61	76
8¾ and under 9.....	79	92	81	86	88	99	117
9 and under 9½.....	86	100	97	93	98	131	72
9½ and under 9¾.....	78	76	70	75	77	97	59
9¾ and under 9¾.....	67	69	78	67	72	79	39
9¾ and under 10.....	70	73	69	75	66	79	44
10 and under 10½.....	70	65	68	65	69	73	11
10½ and under 10½.....	36	36	35	30	36	39	14
10½ and under 10¾.....	37	33	32	36	35	29	12
10¾ and under 11.....	36	38	35	35	30	13	7
11 and under 11½.....	21	21	21	19	26	16	4
11½ and under 11½.....	20	12	16	12	17	14	2
11½ and under 11¾.....	13	13	14	14	12	13	2
11¾ and under 12.....	8	5	9	7	11	14	.....
12 and under 12½.....	10	8	7	15	8	12	2
12½ and under 12¾.....	10	10	7	5	4	11	1
13 and under 13½.....	1	1	3	.....	2	5	1
13½ and under 14.....	.....	1	3	1	3	3	1
14 and under 14½.....	.....	1	.....	2	1	2	.....
14½ and under 15.....	.....	.....	.....	.....	.....	3	1
16 and under 16½.....	.....	.....	.....	.....	.....	1	.....
17 and under 17½.....	.....	.....	.....	.....	.....	2	.....
Total.....	887	894	883	895	903	938	729
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	2	1	.....	.....	2	.....	2
1 and under 1½.....	2	3	1	8	4	3	3
1½ and under 2.....	5	9	10	9	16	.....	3
2 and under 2½.....	7	4	2	5	9	7	1
2½ and under 3.....	8	3	4	9	7	1	5
3 and under 3½.....	12	8	12	7	15	9	3
3½ and under 4.....	7	10	9	11	7	2	1
4 and under 4½.....	6	9	13	8	8	.....	2
4½ and under 5.....	8	7	10	10	11	3	4
5 and under 5½.....	6	6	5	8	6	.....	3
5½ and under 6.....	3	5	2	3	6	1	9
6 and under 6½.....	2	3	2	5	4	1	2
6½ and under 7.....	2	.....	.....	1	2	4	2
7 and under 7½.....	.....	5	2	3	2	1	2
7½ and under 8.....	3	.....	2	1	.....	6	.....
8 and under 8½.....	20	25	23	21	19	23	66
8½ and under 9.....	26	23	26	23	19	24	51
9 and under 9½.....	23	17	17	20	24	33	32
9½ and under 10.....	16	21	17	18	22	20	28
10 and under 10½.....	17	16	16	21	23	34	9
10½ and under 11.....	18	24	25	20	15	22	10
11 and under 11½.....	21	22	28	18	26	23	3
11½ and under 12.....	17	21	18	16	14	13	5
12 and under 12½.....	8	13	14	14	8	11	3
12½ and under 13.....	5	6	3	2	4	7	2
13 and under 13½.....	7	1	.....	3	4	4	.....
13½ and under 14.....	2	.....	4	8	1	6	1
14 and under 14½.....	3	.....	1	.....	.....	2	1
14½ and under 15.....	2	2	.....	1	1	.....	1
15 and under 15½.....	.....	.....	.....	.....	.....	2	.....
16 and under 16½.....	.....	1	.....	.....	.....	.....	.....
16½ and under 17.....	.....	1	.....	.....	.....	3	.....
17 and under 17½.....	.....	.....	.....	.....	.....	1	.....
17½ and under 18.....	.....	.....	.....	.....	.....	1	.....
18 and over.....	.....	.....	.....	1	.....	3	.....
Total.....	258	266	268	274	279	278	249

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....	6	3	3	1	1	2	5
6 and under 6½.....		1					1
7 and under 7½.....	1						
7½ and under 8.....				1			
8 and under 8½.....	1	1	2				1
8½ and under 9.....				1	1		
9 and under 9½.....	4	2	2	2	3		1
9½ and under 9¾.....	4	1	3	3			2
9¾ and under 9¾.....	3	3	3	4	3		
9¾ and under 10.....	3		1	3	1	1	1
10 and under 10½.....	1	1	3	3	3	2	
10½ and under 10¾.....	2	1	2	1	2	3	
10¾ and under 10¾.....	1	1	1	1	2	1	1
10¾ and under 11.....		2	1	1	1	3	
11 and under 11½.....	4	5	2	2	3	4	4
11½ and under 11½.....			2		2	2	
11½ and under 11¾.....	1	4	2	4	3	2	
11¾ and under 12.....	2	2	1	1		4	
12 and under 12½.....	4	3	5	4	4	1	1
12½ and under 13.....	2	2	3	3	2		1
13 and under 13½.....	2	1	2	2	1	1	1
13½ and under 14.....				1			1
14 and under 14½.....	1		1				
15 and under 15½.....	1						
16 and under 16½.....					1		
16½ and under 17.....						1	
18 and over.....				1			
Total.....	43	34	40	37	33	27	16
<i>Motormen: Extra (who also did other work).</i>							
Under 1.....				1		4	2
1 and under 1½.....					1	1	1
1½ and under 2.....		1	2	1	2	1	1
2 and under 2½.....	2	2	1	2	2		2
2½ and under 3.....			1	3	2		
3 and under 3½.....	2	3		1	1		1
3½ and under 4.....	1	1		1	1		1
4 and under 4½.....		1	4	1	2	3	
4½ and under 5.....	2	1	1	1	1	1	1
5 and under 5½.....	1	2	1	2	2		2
5½ and under 6.....	1	2	4	4		1	1
6 and under 6½.....		1	2		1		
6½ and under 7.....	2	2	1				3
7 and under 7½.....	1	2	2		1		
7½ and under 8.....	2	2	1	1	1		1
8 and under 8½.....	2	2	2	2	1		3
8½ and under 9.....			1	1	2	2	
9 and under 9½.....	2	1		7	1		3
9½ and under 10.....	3	4	5	5	4	5	2
10 and under 10½.....	8	8	5	5	8	8	5
10½ and under 11.....	3	5	3	7	3	5	2
11 and under 11½.....	6	1	6	3	3	4	1
11½ and under 12.....	5	4	4	4	4	1	
12 and under 12½.....		2	2	2	1	3	1
12½ and under 13.....	2		3	2	1	1	2
13 and under 13½.....	3	5	2	4	5	4	
13½ and under 14.....				1			
14 and under 14½.....	1		1	1			
14½ and under 15.....					1	1	
15½ and under 16.....	1						
16 and under 16½.....			1	1	1		
17 and under 17½.....							
18 and over.....						1	
Total.....	50	52	55	51	50	46	35

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	2	2	3		1		2
6 and under 6½.....			1				
6½ and under 7.....		1		1		1	
7 and under 7½.....							
7½ and under 8.....	1		1				
8 and under 8½.....				1			
8½ and under 9.....	1	1	1	1	1	1	1
9 and under 9½.....	2	1	1	1	1		
9½ and under 9¾.....	3	1	1	4	2	2	
9¾ and under 10.....	2			1	2	1	1
10 and under 10½.....	1	1			2		1
10½ and under 10¾.....	2	1	2	1		1	
10¾ and under 10½.....	1	1		2	1	1	
10½ and under 11.....					1		
11 and under 11½.....	1						
11½ and under 11¾.....	2	3	1	2			
11¾ and under 12.....		1		2			
11¾ and under 12.....	3	1	1	1	1		
12 and under 12½.....	3	3	4	4	4	4	
12½ and under 13.....	1	1	3				
13 and under 13½.....						1	2
13½ and under 14.....					1	1	
14 and under 14½.....	1						1
14½ and under 15.....				1			
15½ and under 16.....					1		
18 and over.....						1	
Total.....	27	17	18	23	17	14	8
<i>Conductors: Extra (who also did other work).</i>							
1½ and under 2.....				2			
2 and under 2½.....	1						
2½ and under 3.....				1	1		1
3 and under 3½.....					1		
3½ and under 4.....		1			1	1	
4 and under 4½.....	1	1		1			1
4½ and under 5.....		1	1		1		
5 and under 5½.....		1		1	1		1
5½ and under 6.....	3			2	1		
6 and under 6½.....	1						
6½ and under 7.....		2	3				
7 and under 7½.....			1	1			
7½ and under 8.....					1		
8 and under 8½.....				1	1	2	2
8½ and under 9.....	2	1	2	1			1
9 and under 9½.....	4	3	1	2	3	3	1
9½ and under 10.....	2	1	1	1	1	4	
10 and under 10½.....	3					2	2
10½ and under 11.....	3				2		
11 and under 11½.....	3	5	7	3	2	3	
11½ and under 12.....	1	1	4	2			1
12 and under 12½.....	1	1	1	1	1	1	1
12½ and under 13.....		1	1	1			1
13 and under 13½.....	1	1	1		1	1	
13½ and under 14.....				2			
14 and under 14½.....						1	
16 and under 16½.....		1					
Total.....	23	21	23	22	16	19	13

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, ME.

[The data used here are for actual time on duty, except that the time for extra men making regular runs includes 20 minutes of "reporting time" on 8 runs and 10 minutes on all other runs.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sun- day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6	2	1	2	1	1	2	1
6 and under 6½	1	1	1	1	1	1	1
6½ and under 7	2	3	2	2	2	2	3
7 and under 7½	3	2	7	3	8	7	16
7½ and under 8	8	7	7	9	8	7	8
8 and under 8½	16	13	15	11	14	11	21
8½ and under 8¾	4	3	3	3	3	3	3
8¾ and under 8½	8	8	9	6	9	7	12
8½ and under 9	9	8	5	10	7	9	18
9 and under 9½	7	7	8	3	7	7	6
9½ and under 9½	23	21	21	21	24	28	8
9½ and under 9½	14	15	12	14	15	14	5
9½ and under 10	7	8	5	11	6	12	2
10 and under 10½	3	2	4	3	3	4	1
10½ and under 10½		1	1			1	
10½ and under 10½	1						
10½ and under 11			1	1			1
11 and under 11½			1	1			
11½ and under 11½			1	1	1		
13 and under 13½							1
Total	108	100	101	101	103	110	100
<i>Motormen: Extra (who did no other work).</i>							
3 and under 3½	1						
3½ and under 4			1	1			
4½ and under 5							1
6 and under 6½							1
6½ and under 7					1		
7 and under 7½			1		2		4
7½ and under 8			2				
8 and under 8½	2	6	3	6	4	5	5
8½ and under 8½	2		2	2	4	1	4
8½ and under 9							
9 and under 9½	1	1	1	3	3	3	3
9½ and under 10	1			2	4	4	2
10 and under 10½	2	2	3	7	7	5	2
10½ and under 11						5	
11 and under 11½						1	
12½ and under 13						1	
Total	9	9	13	21	25	25	22
<i>Conductors: Regular (who did no other work).</i>							
Under 6	1		2	2	3	1	2
6 and under 6½	2	2	2	1			
6½ and under 7	1	1	1	1	1	4	1
7 and under 7½	2	3	7	3	5	5	7
7½ and under 8	2	7	7	7	5	5	14
8 and under 8½	15	13	15	11	16	13	21
8½ and under 8½	2	2	2	1	2	2	4
8½ and under 8½	10	10	10	7	8	7	16
8½ and under 9	8	8	7	10	7	7	10
9 and under 9½	7	7	6	3	6	5	4
9½ and under 9½	19	21	17	21	21	19	6
9½ and under 9½	14	14	11	15	12	12	5
9½ and under 10	6	8	8	10	7	10	2
10 and under 10½	2	2	2	2		3	
10½ and under 10½		1	1		1	3	
10½ and under 10½	1				1	2	
10½ and under 11	1		1			1	1
11 and under 11½			1	1			
11½ and under 11½			1				
11½ and under 11½					1		
Total	99	99	96	95	94	95	93

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, ME.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
2 and under 2½	1						
4½ and under 5							1
5 and under 5½	1		1				
6 and under 6½					1		1
6½ and under 7					1	1	
7 and under 7½					1		2
7½ and under 8			2			1	5
8 and under 8½	3	4	2	4	3	2	3
8½ and under 9	3	1	1	3	2	1	2
9 and under 9½	1	1	2	2	4	5	2
9½ and under 10	1	1	3	2		4	2
10 and under 10½	4	5	4	6	7	6	2
10½ and under 11					1		
11 and under 11½				1	1	2	
11½ and under 12				1		1	
12½ and under 13						1	1
Total	14	12	15	19	21	24	20
<i>Motormen: Regular (who also did other work).</i>							
Under 6		1	1				
8 and under 8½	1	1	1	1	1		1
9½ and under 9¾	8	9	5	4	3		
9¾ and under 9¾		1	2	2			
9¾ and under 10	3	8	7	3	4	3	
10 and under 10½					2		
Total	12	20	16	10	10	3	1
<i>Motormen: Extra (who also did other work).</i>							
7 and under 7½							1
7½ and under 8		1					
8 and under 8½	1						
8½ and under 9	1	1					
9 and under 9½		1					
9½ and under 10	1	5	5	2	2	1	
10 and under 10½	12	8	8	4	2	2	2
Total	15	16	13	6	4	3	3
<i>Conductors: Regular (who also did other work).</i>							
8 and under 8½	1						
9½ and under 9¾	9	10	7	6	5	6	
9¾ and under 9¾		1	2	2		1	
9¾ and under 10	6	6	5	6	5	5	
10 and under 10½				1	1		
Total	16	17	14	15	13	12	
<i>Conductors: Extra (who also did other work).</i>							
9 and under 9½		1	1				
9½ and under 10	2	1	3	2	2	1	
10 and under 10½	9	10	8	6	3	2	2
10½ and under 11					1		
Total	11	12	12	8	6	3	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, OREG.

(The data used here are for time on duty to the nearest 5 minutes, except that for extra men making regular runs the time includes 5 minutes of "reporting time.")

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon- day.	Tues- day.	Wednes- day.	Thurs- day.	Fri- day.	Satur- day.	Sund- day.
<i>Motormen: Regular.</i>							
Under 6.....	10	12	10	11	7	13	26
6 and under 6½.....	1	2	2	2	2	2	2
6½ and under 7.....	.....	.....	1	1	1	2	1
7 and under 7½.....	4	2	2	3	2	2	6
7½ and under 8.....	2	4	2	2	3	2	17
8 and under 8½.....	4	4	3	4	3	2	5
8½ and under 8¾.....	4	5	6	3	5	3	19
8¾ and under 8½.....	5	6	7	8	8	3	10
8½ and under 9.....	2	3	3	3	2	5	13
9 and under 9½.....	4	2	1	2	1	4	14
9½ and under 9¾.....	12	10	10	9	8	18	23
9¾ and under 9½.....	35	24	23	30	32	18	50
9½ and under 10.....	38	37	36	37	41	32	48
10 and under 10½.....	53	50	46	46	49	48	17
10½ and under 10¾.....	58	52	52	55	57	48	13
10¾ and under 10½.....	52	45	54	52	54	50	16
10½ and under 11.....	29	27	27	24	30	33	7
11 and under 11½.....	15	16	17	17	13	17	7
11½ and under 11¾.....	8	11	12	9	8	11	7
11¾ and under 11½.....	1	4	4	5	4	2	3
11½ and under 12.....	1	5	4	3	4	6	7
12 and under 12½.....	5	5	7	5	6	6	6
12½ and under 13.....	1	1	3	.....	1	6	5
13 and under 13½.....	1	.....	.....	.....	.....	2	4
13½ and under 14.....	1	.....	.....	1	.....	2	.....
14 and under 14½.....	.....	.....	1	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	2
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
17 and under 17½.....	1	.....	.....	.....	.....	.....	1
18 and over.....	.....	.....	.....	.....	.....	.....	1
Total.....	347	327	333	332	338	341	330
<i>Motormen: Extra.</i>							
1 and under 1½.....	3	1	.....	.....	4	.....	1
1½ and under 2.....	1	.....	1	2	.....	.....	.....
2 and under 2½.....	4	5	4	5	2	2	.....
2½ and under 3.....	3	1	1	2	.....	.....	1
3 and under 3½.....	3	1	2	1	.....	.....	.....
3½ and under 4.....	2	.....	.....	.....	3	1	3
4 and under 4½.....	.....	.....	.....	2	1	1	4
4½ and under 5.....	1	1	1	.....	1	.....	3
5 and under 5½.....	6	8	7	5	8	6	2
5½ and under 6.....	1	2	2	3	1	5	.....
6 and under 6½.....	1	1	.....	.....	2	1	3
6½ and under 7.....	2	3	2	3	3	1	.....
7 and under 7½.....	1	1	1	1	1	.....	4
7½ and under 8.....	2	2	4	2	1	3	7
8 and under 8½.....	2	1	2	5	.....	3	8
8½ and under 9.....	6	.....	1	.....	1	2	5
9 and under 9½.....	8	2	6	3	5	4	7
9½ and under 10.....	3	5	6	7	2	2	16
10 and under 10½.....	14	19	19	23	23	17	8
10½ and under 11.....	12	21	17	19	13	16	3
11 and under 11½.....	2	6	2	3	4	7	2
11½ and under 12.....	.....	3	1	3	3	9	2
12 and under 12½.....	1	1	3	.....	.....	1	1
12½ and under 13.....	.....	1	1	.....	1	1	1
13 and under 13½.....	.....	2	1	.....	.....	.....	.....
13½ and under 14.....	1	.....	.....	.....	.....	.....	1
14 and under 14½.....	.....	1	1	.....	1	1	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	4
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
17½ and under 18.....	1	.....	.....	.....	.....	.....	.....
Total.....	79	88	85	89	81	86	86

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, OREG.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	9	14	8	16	12	20	23
6 and under 6½.....	6	4	4	4	6	1	2
6½ and under 7.....	3	1	3	3	2	3	3
7 and under 7½.....	3	3	3	3	3	3	10
7½ and under 8.....	5	9	6	3	7	2	18
8 and under 8½.....	10	7	6	6	8	3	6
8½ and under 8¾.....	2	4	5	2	5	4	22
8¾ and under 9.....	8	10	8	8	6	6	13
8¾ and under 9½.....	2	4	5	4	2	8	14
9 and under 9½.....	7	5	3	4	3	4	21
9½ and under 9¾.....	18	12	10	14	13	19	30
9¾ and under 9½.....	35	24	27	30	33	20	53
9½ and under 10.....	40	40	36	31	36	28	46
10 and under 10½.....	50	53	46	55	57	51	20
10½ and under 10¾.....	55	58	65	62	54	52	13
10¾ and under 10½.....	49	50	49	58	61	58	15
10½ and under 11.....	37	34	33	35	33	36	6
11 and under 11½.....	17	13	17	13	14	19	6
11½ and under 11¾.....	8	10	8	9	8	10	4
11¾ and under 11½.....	2	4	4	4	2	5	6
11½ and under 12.....	2	4	5	5	4	6	6
12 and under 12½.....	2	2	4	1	2	4	4
12½ and under 13.....			3	1	1	11	6
13 and under 13½.....						2	3
13½ and under 14.....					1	1	
14 and under 14½.....		1	2			2	
14½ and under 15.....							2
Total.....	368	366	360	371	373	375	352
<i>Conductors: Extra.</i>							
Under 1.....						1	
1 and under 1½.....	1	4	3	2	3	3	
1½ and under 2.....	1	1	3	2			2
2 and under 2½.....	8	7	7	4	6	1	2
2½ and under 3.....	2	1			4		2
3 and under 3½.....	2	3	1	3	1		1
3½ and under 4.....	2	3	1	2	2	2	2
4 and under 4½.....	1	2	1	2	3	2	2
4½ and under 5.....	3	3	1	4	2		1
5 and under 5½.....	3	2	5	6	3	3	3
5½ and under 6.....	2	1	2	5	2	2	1
6 and under 6½.....	2	4	5	2	3	1	3
6½ and under 7.....	3	1	1	1	2	5	3
7 and under 7½.....	1	2		2	3		1
7½ and under 8.....	1	3	4	1	1	4	6
8 and under 8½.....	3	7	2	5	5	4	6
8½ and under 9.....	6	1	1	2	2	2	7
9 and under 9½.....	1	4		5	2	10	7
9½ and under 10.....	7	10	9	6	4	7	14
10 and under 10½.....	24	20	22	20	24	21	12
10½ and under 11.....	21	14	24	15	17	16	5
11 and under 11½.....	4	7	6	7	6	8	2
11½ and under 12.....	1	4	1	1	3	5	2
12 and under 12½.....		1	2	3		2	2
12½ and under 13.....				1		4	
13 and under 13½.....			1				1
13½ and under 14.....							1
14 and under 14½.....					1	1	
14½ and under 15.....						1	9
17 and under 17½.....	1						
Total.....	100	105	104	101	99	105	97

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PROVIDENCE, R. I.

[The data used here are for paid time. In reckoning paid time, runs of under 8 hours are counted as 8, and in runs of over 8 hours any fraction of an hour less than a quarter is counted as a quarter of an hour. For tripper runs of under 2 hours time equivalent to 50 cents is counted, of 2 and under 4 hours time equivalent to \$1 is counted runs, of 4 and under 5 hours are counted as $5\frac{1}{2}$, and of 5 and under 7 hours are counted as 7.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Regular.</i>							
Under 6	22	26	29	38	29	28	39
6 and under 6 $\frac{1}{2}$	4	4	8	9	3	12	9
6 $\frac{1}{2}$ and under 7	5	6	10	4	10	5	9
7 and under 7 $\frac{1}{2}$	21	19	24	19	14	14	13
7 $\frac{1}{2}$ and under 8	6	7	8	6	5	6	6
8 and under 8 $\frac{1}{2}$	22	19	20	19	18	12	43
8 $\frac{1}{2}$ and under 9	6	9	5	4	3	6	30
8 $\frac{1}{2}$ and under 8 $\frac{1}{2}$	16	13	13	15	17	14	33
8 $\frac{1}{2}$ and under 9	17	14	14	15	16	16	18
9 and under 9 $\frac{1}{2}$	35	37	35	35	36	38	23
9 $\frac{1}{2}$ and under 9 $\frac{1}{2}$	35	31	26	25	25	26	14
9 $\frac{1}{2}$ and under 9 $\frac{1}{2}$	45	55	47	46	51	61	31
9 $\frac{1}{2}$ and under 10	42	41	38	42	40	35	18
10 and under 10 $\frac{1}{2}$	61	59	57	58	70	63	14
10 $\frac{1}{2}$ and under 10 $\frac{1}{2}$	4	6	6	2	5	5	2
10 $\frac{1}{2}$ and under 10 $\frac{1}{2}$	1	1 $\frac{1}{2}$	3	3	3	9	9
10 $\frac{1}{2}$ and under 11	3	3	6	3	5	-----	3
11 and under 11 $\frac{1}{2}$	4	2	1	2	1	2	1
11 $\frac{1}{2}$ and under 11 $\frac{1}{2}$	7	6	8	7	7	2	2
11 $\frac{1}{2}$ and under 11 $\frac{1}{2}$	4	6	2	3	8	1	2
11 $\frac{1}{2}$ and under 12	3	-----	4	1	-----	2	4
12 and under 12 $\frac{1}{2}$	5	5	5	9	3	4	1
12 $\frac{1}{2}$ and under 13	2	-----	2	-----	-----	-----	-----
13 and under 13 $\frac{1}{2}$	1	-----	1	1	2	2	-----
13 $\frac{1}{2}$ and under 14	-----	-----	-----	-----	-----	3	1
14 and under 14 $\frac{1}{2}$	-----	-----	1	-----	-----	2	-----
14 $\frac{1}{2}$ and under 15	1	1	1	-----	-----	2	-----
15 and under 15 $\frac{1}{2}$	1	-----	-----	1	2	-----	-----
15 $\frac{1}{2}$ and under 16	-----	-----	-----	-----	-----	1	-----
Total	373	371	374	364	375	372	327
<i>Motormen: Extra.</i>							
1 and under 1 $\frac{1}{2}$	-----	-----	1	-----	1	-----	-----
1 $\frac{1}{2}$ and under 2	2	3	-----	2	3	2	-----
2 and under 2 $\frac{1}{2}$	18	18	15	19	15	8	3
2 $\frac{1}{2}$ and under 3	5	2	2	-----	-----	-----	-----
3 and under 3 $\frac{1}{2}$	3	2	2	3	3	1	3
3 $\frac{1}{2}$ and under 4	3	7	7	7	4	-----	1
4 and under 4 $\frac{1}{2}$	15	13	12	13	7	9	2
4 $\frac{1}{2}$ and under 5	9	5	6	5	7	4	4
5 and under 5 $\frac{1}{2}$	20	14	8	10	12	8	9
5 $\frac{1}{2}$ and under 6	8	5	8	6	6	1	11
6 and under 6 $\frac{1}{2}$	14	14	19	14	12	8	20
6 $\frac{1}{2}$ and under 7	17	14	18	10	9	8	17
7 and under 7 $\frac{1}{2}$	27	35	27	30	23	22	6
7 $\frac{1}{2}$ and under 8	7	14	7	7	5	11	10
8 and under 8 $\frac{1}{2}$	8	13	10	6	15	20	22
8 $\frac{1}{2}$ and under 9	6	5	12	10	17	10	15
9 and under 9 $\frac{1}{2}$	9	14	9	14	14	21	16
9 $\frac{1}{2}$ and under 10	10	9	11	14	19	18	19
10 and under 10 $\frac{1}{2}$	18	11	14	17	15	18	21
10 $\frac{1}{2}$ and under 11	2	3	6	2	10	13	12
11 and under 11 $\frac{1}{2}$	4	8	5	4	8	13	5
11 $\frac{1}{2}$ and under 12	3	3	5	7	7	6	7
12 and under 12 $\frac{1}{2}$	4	3	3	8	2	8	5
12 $\frac{1}{2}$ and under 13	2	1	4	-----	-----	4	-----
13 and under 13 $\frac{1}{2}$	1	1	4	3	5	6	3
13 $\frac{1}{2}$ and under 14	3	-----	-----	1	1	2	1
14 and under 14 $\frac{1}{2}$	1	1	-----	1	2	4	3
14 $\frac{1}{2}$ and under 15	1	-----	-----	1	-----	4	-----
15 and under 15 $\frac{1}{2}$	1	-----	-----	1	1	3	-----
15 $\frac{1}{2}$ and under 16	-----	-----	-----	2	-----	-----	-----
16 and under 16 $\frac{1}{2}$	-----	-----	1	1	-----	1	2
17 $\frac{1}{2}$ and under 18	-----	-----	-----	-----	-----	1	-----
18 and over	-----	-----	-----	1	-----	-----	-----
Total	221	218	223	219	223	234	217

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PROVIDENCE, R. I.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	25	24	36	37	29	37	36
6 and under 6½.....	8	8	10	11	6	10	9
6½ and under 7.....	5	3	11	9	5	13	4
7 and under 7½.....	19	20	19	18	19	14	12
7½ and under 8.....	2	5	5	1	2	9	7
8 and under 8½.....	21	21	23	13	20	11	37
8½ and under 8¾.....	5	7	10	10	8	5	27
8¾ and under 8½.....	13	15	10	16	15	12	22
8½ and under 9.....	18	11	12	11	14	12	15
9 and under 9½.....	38	39	39	39	34	30	31
9½ and under 9¾.....	30	29	21	23	26	22	16
9¾ and under 9½.....	51	49	46	48	51	55	22
9½ and under 10.....	43	41	39	42	41	31	17
10 and under 10½.....	67	70	58	62	71	61	19
10½ and under 10¾.....	4	6	7	3	5	11	4
10¾ and under 10½.....	2	2	4	.....	.....	6	4
10½ and under 11.....	3	2	1	2	2	2	4
11 and under 11½.....	3	2	2	1	1	3	2
11½ and under 11¾.....	3	5	3	2	5	2	2
11¾ and under 11½.....	3	1	1	3	4	1	3
11½ and under 12.....	2	1	2	2	3	.....	1
12 and under 12½.....	2	1	2	3	2	.....	.....
12½ and under 13.....	.....	.....	1	1	1	2	.....
13 and under 13½.....	1	.....	1	.....	.....	.....	1
13½ and under 14.....	.....	.....	1	.....	.....	2	1
14 and under 14½.....	.....	.....	.....	.....	.....	1	1
14½ and under 15.....	.....	.....	.....	.....	.....	2	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
16 and under 16½.....	.....	.....	.....	.....	.....	.....	2
Total.....	368	363	364	357	364	356	298
<i>Conductors: Extra.</i>							
Under 1.....	.....	1	.....	.....	.....	.....	1
1 and under 1½.....	.....	.....	.....	.....	1	.....	.....
1½ and under 2.....	5	1	1	2	.....	.....	.....
2 and under 2½.....	26	24	16	14	19	6	1
2½ and under 3.....	1	2	2	6	.....	.....	1
3 and under 3½.....	6	5	4	3	3	1	.....
3½ and under 4.....	12	8	8	9	3	2	.....
4 and under 4½.....	20	19	15	14	13	10	1
4½ and under 5.....	7	8	8	9	12	3	2
5 and under 5½.....	15	21	11	13	14	5	12
5½ and under 6.....	8	9	12	11	14	3	13
6 and under 6½.....	15	21	18	17	13	10	22
6½ and under 7.....	8	13	13	10	11	3	19
7 and under 7½.....	35	27	28	34	32	26	16
7½ and under 8.....	12	6	8	10	7	10	11
8 and under 8½.....	7	13	20	13	15	19	20
8½ and under 9.....	16	12	12	10	12	14	25
9 and under 9½.....	10	12	19	14	8	23	14
9½ and under 10.....	5	9	6	9	17	20	16
10 and under 10½.....	10	9	9	11	15	22	13
10½ and under 11.....	8	4	4	7	12	15	14
11 and under 11½.....	3	4	3	4	9	15	7
11½ and under 12.....	.....	.....	4	4	1	8	4
12 and under 12½.....	5	2	5	4	6	8	2
12½ and under 13.....	1	1	4	2	1	6	2
13 and under 13½.....	1	1	1	1	2	2	4
13½ and under 14.....	.....	1	3	2	.....	5	3
14 and under 14½.....	.....	.....	.....	2	2	3	4
14½ and under 15.....	.....	.....	.....	1	.....	1	1
15 and under 15½.....	.....	.....	2	1	1	3	1
15½ and under 16.....	1	1	.....	1	.....	.....	1
16 and under 16½.....	.....	.....	.....	.....	.....	2	1
17½ and under 18.....	.....	.....	.....	.....	.....	1	.....
Total.....	237	234	236	238	243	246	231

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

PUEBLO, COLO.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
9 and under 9½	3	3	3	3	3	3	3
9½ and under 9¾	15	16	13	15	14	16	15
9¾ and under 9¾	5	5	3	4	4	5	5
9¾ and under 10	4	4	4	4	4	4	4
10 and under 10½	10	10	9	9	10	10	10
10½ and under 10¾	1	2	2	1	1	1	1
Total	38	40	34	36	36	39	38
<i>Motormen: Extra.</i>							
3½ and under 4							2
9 and under 9½	3	2	4	3	4	3	3
9½ and under 10	1	2	3	2	3	4	1
10 and under 10½	2	1	2	3	2	2	2
Total	6	5	9	8	9	9	8
<i>Conductors: Regular.</i>							
Under 6		1		1	2	1	2
9 and under 9½	2	2	2	2	2	2	2
9½ and under 9¾	16	16	15	16	16	15	16
9¾ and under 9¾	5	4	6	4	4	5	5
9¾ and under 10	5	5	4	5	5	7	4
10 and under 10½	8	8	9	9	8	9	10
10½ and under 10¾	2	2	2	2	2	2	2
Total	38	38	38	38	39	41	39
<i>Conductors: Extra.</i>							
3½ and under 4							2
6 and under 6½				1			
9 and under 9½	3	3	3	4	3	4	3
9½ and under 10		1	1	1	1	1	1
10 and under 10½	3	1	2	3	2	2	1
17 and under 17½		1					
18 and over					1		
Total	6	6	6	8	7	7	7

READING, PA.

[The data used here are for time on duty to the nearest one-third hour.]

<i>Motormen: Regular.</i>							
Under 6	2	1	3		1		
8 and under 8½				1			
9 and under 9½	1	2	1	2	2		1
9½ and under 9¾	1		1			1	
10 and under 10½		1		1	1		3
10½ and under 10¾	1		1			1	5
11 and under 11½		1		1	1		2
11½ and under 11¾	1	1	1		1	2	1
12 and under 12½	26	24	21	24	30	29	27
12½ and under 13	4	4	6	6	3	5	5
13 and under 13½	6	6	5	3	7	8	6
13½ and under 14	2	2	2	2	2	2	
18 and over						1	
Total	44	42	41	40	48	49	50

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

READING, PA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½		1				1	
1½ and under 2	1	1	1	2	1		
2 and under 2½	5	5	5	4	3	4	
2½ and under 3	1			1	2		
3 and under 3½			1	1			
3½ and under 4	1			3	2	1	
4 and under 4½	1	3	1	3	4		2
4½ and under 5			2	1			2
5 and under 5½	1	1		3		1	2
5½ and under 6	2		2	1			6
6 and under 6½					1		1
6½ and under 7			1			1	2
7 and under 7½	1	3	2	2	2		2
8 and under 8½			2	1			
8½ and under 9	3	2	2	2			2
9 and under 9½		1	2		1	1	1
9½ and under 10							
10 and under 10½	2	2		2	2		2
10½ and under 11	1	1		1	1	1	
11 and under 11½	1		2				
11½ and under 12	3	2	3	3	2	3	
12 and under 12½	10	15	14	12	8	10	8
12½ and under 13	2	1	1	2	2	2	2
13 and under 13½	2	2	2	5	1	4	1
13½ and under 14			1	1		4	1
14 and under 14½			1			4	
14½ and under 15						1	1
15 and under 15½						1	
17 and under 17½						2	
Total.....	37	43	44	47	34	42	32
<i>Conductors: Regular.</i>							
Under 6		1	2	2			
9 and under 9½		1		1	1		1
9½ and under 9¾	1		1			1	
10 and under 10½		1		1	1		3
10½ and under 10¾	1		1			1	5
11 and under 11½		1	1	1	1		2
11½ and under 11¾	3	1	1	1	3	4	1
12 and under 12½	27	21	22	21	33	30	28
12½ and under 13	4	4	6	6	3	5	4
13 and under 13½	7	6	5	4	7	7	6
13½ and under 14	1	1	1	1	1	2	
18 and over						1	
Total.....	44	37	40	38	50	51	50
<i>Conductors: Extra.</i>							
1 and under 1½						1	
1½ and under 2	1	1			1	1	
2 and under 2½	6	5		5	6	3	1
2½ and under 3	3	1	1	1	1	1	1
3 and under 3½		1		3	1	1	
3½ and under 4	2	1	3	2	2		
4 and under 4½	4	1	2	3	3	2	4
4½ and under 5		2	1	1	1		
5 and under 5½	1			2	2		1
5½ and under 6		1		2			5
6 and under 6½			2			2	1
6½ and under 7	1		2				2
7 and under 7½	2	3	1	2	1		2
8 and under 8½			1				
8½ and under 9	2	2	3	2	2		2
9 and under 9½	2	2	3	1	2	2	2
9½ and under 10						1	
10 and under 10½	2	2		2			3
10½ and under 11	1	1		1	2		
11 and under 11½	1		1			2	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

READING, PA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra—Concluded.</i>							
11½ and under 12.....	1	2	4	2		2	
12 and under 12½.....	9	16	14	12	5	8	7
12½ and under 13.....	2	1			2	1	3
13 and under 13½.....	1	2	3	4		2	1
13½ and under 14.....	1		2	3	1	2	1
14 and under 14½.....		1				4	
14½ and under 15.....						2	
15 and under 15½.....					1	2	
17 and under 17½.....						2	
Total.....	42	46	46	46	34	41	36

RICHMOND, VA.

[The data used here are for time on duty to the nearest 5 minutes.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	2	4	7		2	6	5
6 and under 6½.....						1	3
6½ and under 7.....			1				6
7 and under 7½.....			1			1	10
7½ and under 8.....	1				1	4	8
8 and under 8½.....					1	1	9
8½ and under 8¾.....						2	6
8¾ and under 9.....	1	2	1		1	4	24
9 and under 9½.....		1				3	3
9½ and under 9¾.....						1	6
9¾ and under 10.....	3	6	4		4	5	9
10 and under 10½.....	6	5	7		5	7	13
10½ and under 10¾.....	13	14	11	12	13	15	13
10¾ and under 11.....	42	41	37	39	41	33	14
11 and under 11½.....	15	15	14	13	14	12	8
11½ and under 11¾.....	13	17	16	16	19	16	12
11¾ and under 12.....	22	23	23	24	20	18	10
12 and under 12½.....	11	11	8	9	11	10	6
12½ and under 12¾.....	14	14	17	17	16	13	7
12¾ and under 13.....	21	17	17	17	20	17	3
13 and under 13½.....	10	8	12	10	9	9	1
13½ and under 13¾.....	6	5	5	5	3	3	1
13¾ and under 14.....	1	1	1	2	1	2	3
14 and under 14½.....						4	1
Total.....	1 181	1 184	1 182	2 175	1 183	1 186	1 181
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	2	2		3	2		
1½ and under 2.....			1				
2 and under 2½.....					1		
3 and under 3½.....		1					
3½ and under 4.....						1	
4 and under 4½.....						4	
4½ and under 5.....	1						1
5 and under 5½.....		1					1
5½ and under 6.....							3
6 and under 7.....	1						
7 and under 7½.....		1					1
7½ and under 8.....		1					6
8 and under 8½.....	1				1		
8½ and under 9.....	1	2		2		3	7

¹ Not including 1 who also did other work.² Not including 4 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

RICHMOND, VA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
9 and under 9½			1	1	1	3	2
9½ and under 10	3	2		5	1	3	8
10 and under 10½	5	5	10	7	9	5	1
10½ and under 11	8	6	7	5	5	4	1
11 and under 11½	5	2	3	3	3	3	1
11½ and under 12	3	3	5	4	3	2	
12 and under 12½		1	1	1	1		
12½ and under 13	1	1	1	1	1	1	1
13 and under 13½							
14 and under 14½						1	
15 and under 16		1					
Total	131	229	229	32	228	32	33
<i>Conductors: Regular (who did no other work).</i>							
Under 6	4	5	9	2	2	6	9
6 and under 6½						1	2
6½ and under 7							7
7 and under 7½		1			1	1	12
7½ and under 8	1					1	10
8 and under 8½		2				1	7
8½ and under 8¾	2	2	1		1	1	6
8¾ and under 9		1		1	1	4	25
9 and under 9½	1		1	2		3	3
9½ and under 9¾						1	6
9¾ and under 9½	4	4	4	3	3	6	11
9½ and under 9¾	6	6	6	4	7	6	13
9¾ and under 10	9	14	14	13	12	11	18
10 and under 10½	43	43	37	42	50	37	10
10½ and under 10¾	10	13	14	14	11	13	6
10¾ and under 10½	14	13	13	16	18	17	11
10½ and under 11	21	25	23	22	21	18	9
11 and under 11½	10	10	9	10	11	10	6
11½ and under 11¾	15	13	16	17	16	13	6
11¾ and under 11½	21	17	16	19	17	15	2
11½ and under 12	9	7	8	6	4	5	1
12 and under 12½	5	6	7	6	3	2	1
12½ and under 13	3	1	3	3	3	3	2
13 and under 13½				1		4	3
13½ and under 14			1				
14 and under 14½				1		1	
15 and under 16							1
16½ and under 17						1	
17 and under 17½	2						
18 and over						1	
Total	4180	4183	2182	2182	181	182	4187
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½	4	4		4	2	1	
1½ and under 2	1			3	2	1	
2½ and under 3	1	3				2	
3½ and under 4	1		2		3	1	
4 and under 4½	1	1	1	2	2	3	
4½ and under 5		1					1
5 and under 5½	1				1	1	1
5½ and under 6	1	1			1		1
6 and under 6½							1
6½ and under 7							1
7 and under 7½		1					1
7½ and under 8						1	2
8 and under 8½				1		1	4
8½ and under 9			1		1	2	9

¹ Not including 3 who also did other work.
² Not including 2 who also did other work.

³ Not including 4 who also did other work.
⁴ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

RICHMOND, VA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
9 and under 9½			1	1	1	2	1
9½ and under 10	3			2		3	3
10 and under 10½	6	8	10	6	5	4	3
10½ and under 11	6	7	5	7	5	4	1
11 and under 11½	4	4	2	1	3	2	4
11½ and under 12	2	4	6	5	7	4	
12 and under 12½				2	1	1	
12½ and under 13	1		1			2	1
13 and under 13½	1		1				
13½ and under 14				1		1	
14 and under 14½						1	
14½ and under 15	1						
15 and under 15½	1						
Total	1 35	1 34	1 31	35	36	1 37	34

ROCHESTER, N. Y.

[The data used here are for time on duty to the nearest 5 minutes, except that the time for extra men taking cars out of barn in the morning includes 5 minutes of "reporting time."]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	10	18	15	18	14	23	16
6 and under 6½	1	1	1	5	2	1	1
6½ and under 7	2	3	3	4		2	
7 and under 7½	1	1		3		1	3
7½ and under 8	1				1		16
8 and under 8½		1		1		1	29
8½ and under 9		3	1	2			10
9 and under 9½							9
9½ and under 9						2	30
9 and under 9½	71	59	61	58	70	38	26
9½ and under 9½	64	59	64	53	62	55	14
9½ and under 9½	46	46	53	40	45	52	9
9½ and under 10	32	33	28	26	28	33	10
10 and under 10½	16	14	13	15	15	23	1
10½ and under 10½	5	5	6	4	6	6	
10½ and under 10½	1	3	1	2			
11 and under 11½						1	
11½ and under 11½		1					
11½ and under 12	1	1	1	1	1		
12 and under 12½				1		1	1
12½ and under 13					1		
Total	2 251	2 248	2 247	2 233	3 246	3 240	2 175
<i>Motormen: Extra (who did no other work).</i>							
Under 1	4	1	1		4	1	4
1 and under 1½	6	6	9	3	7	3	6
1½ and under 2	13	6	10	6	7	4	1
2 and under 2½	10	5	8	8	7	5	1
2½ and under 3	7	10	10	7	10	1	2
3 and under 3½	7	8	6	1	6	8	1
3½ and under 4	8	7	11	10	12	6	
4 and under 4½	7	12	4	4	6	4	
4½ and under 5	6	8	8	4	5	3	3
5 and under 5½	6	5	8	7	5	5	3
5½ and under 6	8	9	6	7	7	5	1
6 and under 6½	5	9	5	7	7	5	2

¹ Not including 1 who also did other work.

² Not including 4 who also did other work.

³ Not including 3 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ROCHESTER, N. Y.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
6½ and under 7.....	8	11	11	12	9	7	1
7 and under 7½.....	6	4	6	9	6	6	4
7½ and under 8.....	6	8	5	3	4	8	8
8 and under 8½.....	2	2	7	3	2	3	15
8½ and under 9.....	2	5	2	2	2	6	25
9 and under 9½.....	13	14	14	21	15	22	20
9½ and under 10.....	6	10	8	15	12	19	6
10 and under 10½.....	6	2	6	9	6	14	1
10½ and under 11.....	2	3	1	3	1	6	.....
11 and under 11½.....	.....	3	.....	5	.....	2	.....
11½ and under 12.....	1	.....	1	.....	1	3	.....
12 and under 12½.....	.....	.....	.....	1	1	.....	1
12½ and under 13.....	.....	.....	.....	1	1	2	1
13 and under 13½.....	.....	1	.....	.....	.....	2	.....
13½ and under 14.....	.....	.....	.....	.....	.....	.....	1
14 and under 14½.....	.....	.....	2	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	1	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	1	.....	.....
16 and under 16½.....	1	.....	.....	1	.....	.....	.....
Total.....	1 142	1 149	1 149	1 149	1 143	1 150	1 110
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	15	24	23	23	25	24	20
6 and under 6½.....	.....	3	2	1	3	2	.....
6½ and under 7.....	6	2	2	4	3	3	1
7 and under 7½.....	4	4	2	1	3	2	4
7½ and under 8.....	.....	.....	2	2	.....	2	13
8 and under 8½.....	.....	1	.....	1	.....	.....	10
8½ and under 8¾.....	.....	.....	1	1	1	.....	6
8¾ and under 9.....	.....	1	.....	.....	.....	2	32
9 and under 9½.....	52	43	42	45	48	27	23
9½ and under 9¾.....	51	52	51	53	57	47	11
9¾ and under 9½.....	46	46	48	43	38	50	7
9½ and under 10.....	31	34	28	28	23	35	7
10 and under 10½.....	17	13	14	13	16	21	2
10½ and under 10¾.....	6	9	10	10	5	8	2
10¾ and under 10½.....	1	2	1	2	2	3	.....
10½ and under 11.....	1	1	.....	.....	.....	.....	.....
11 and under 11½.....	1	3	2	2	.....	2	.....
11½ and under 11¾.....	1	.....	.....	.....	.....	.....	.....
11¾ and under 12.....	1	1	1	.....	1	.....	.....
12 and under 12½.....	1	.....	2	1	1	.....	.....
Total.....	2 233	2 240	2 230	2 230	2 234	2 229	2 147
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	4	1	1	2	3	1	4
1 and under 1½.....	9	7	5	3	6	5	1
1½ and under 2.....	8	15	8	5	9	5	1
2 and under 2½.....	6	9	4	7	8	7	1
2½ and under 3.....	8	8	10	8	9	2	.....
3 and under 3½.....	10	5	4	5	4	8	2
3½ and under 4.....	8	7	8	9	10	8	2
4 and under 4½.....	9	13	12	8	5	7	5
4½ and under 5.....	11	10	10	7	11	5	6
5 and under 5½.....	8	7	8	7	9	3	7
5½ and under 6.....	11	11	13	12	12	11	2
6 and under 6½.....	10	6	7	7	7	8	3
6½ and under 7.....	11	8	6	8	8	5	3
7 and under 7½.....	11	10	8	9	13	14	3
7½ and under 8.....	7	10	8	7	11	6	9

1 Not including 4 who also did other work.
 2 Not including 7 who also did other work.
 3 Not including 8 who also did other work.

4 Not including 5 who also did other work.
 6 Not including 6 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ROCHESTER, N. Y.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
8 and under 8½	6	4	5	8	3	2	27
8½ and under 9	4	5	5	5	2	3	24
9 and under 9½	18	17	17	19	16	28	18
9½ and under 10	9	11	11	16	14	18	10
10 and under 10½	5	3	6	5	7	15	4
10½ and under 11	1	2	4	2	1	5	
11 and under 11½		2	4	2	1	2	1
11½ and under 12	1	2	1	3	1	3	
12 and under 12½		1	2	3	1	5	
12½ and under 13		1				1	
13 and under 13½			1		1	2	
13½ and under 14					1	1	
14 and under 14½		1					
14½ and under 15			1				
15½ and under 16		1	1				
16 and under 16½				1			
16½ and under 17				1			1
Total	1 175	1 177	1 170	1 169	1 173	1 177	2 138

SACRAMENTO, CAL.

[The data used here are for actual time on duty, except that the time for extra men making regular runs includes 10 minutes for pulling cars out of barn and 5 minutes for pulling cars into barn.]

<i>Motormen: Regular.</i>							
Under 6	1						2
6½ and under 7							3
7 and under 7½							7
8½ and under 9	7	7	7	7	6	6	17
9 and under 9½	15	16	17	17	16	17	21
9½ and under 9¾	23	24	23	24	25	25	15
9¾ and under 9¾	20	19	18	16	19	16	13
9¾ and under 10	12	12	14	12	11	13	1
10 and under 10½	2	1	2	1	2	2	
10½ and under 10¾				2			
10¾ and under 11				2			
11 and under 11½				1			
Total	80	79	81	82	79	79	79
<i>Motormen: Extra.</i>							
1 and under 1½			2	3		2	
1½ and under 2		1				1	2
2 and under 2½	1						
3½ and under 4			1				
4 and under 4½		6	3			1	2
5 and under 5½	1	1	1		1		
5½ and under 6						1	
6½ and under 7							2
7 and under 7½				1	1	1	
8 and under 8½	2	1	1			1	
9 and under 9½	2	1			3	1	3
9½ and under 10	2	2	3	5	1	5	2
10 and under 10½	1	2					
11 and under 11½				2			
11½ and under 12				2			
12 and under 12½				1			
Total	9	14	11	15	6	13	11

¹ Not including 3 who also did other work.

² Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SACRAMENTO, CAL.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular.</i>							
Under 6.....	1					2	1
6½ and under 7.....							3
7 and under 7½.....							2
8½ and under 9.....	7	7	7	7	7	6	5
9 and under 9½.....	13	12	13	14	13	13	13
9½ and under 9¾.....	23	23	23	24	24	22	21
9¾ and under 9¾.....	18	18	18	14	18	17	13
9¾ and under 10.....	12	12	13	14	11	12	13
10½ and under 10½.....	2	2	2	1	2	1	1
10½ and under 10¾.....				2			
10¾ and under 11.....			1	2			
11 and under 11½.....		1					
11½ and under 11¾.....		1					
11¾ and under 12.....						1	
12½ and under 13.....				1			
Total.....	76	76	77	79	75	74	72
<i>Conductors: Extra.</i>							
1 and under 1½.....			1				
3½ and under 4.....			1				
4 and under 4½.....	1	5	3	1			2
5 and under 5½.....		1			1		1
5½ and under 6.....						1	
6 and under 6½.....						1	
6½ and under 7.....							1
7 and under 7½.....	1		1		2		1
8 and under 8½.....	2	1	1			1	
9 and under 9½.....	7	6	5	5	3	5	7
9½ and under 10.....	1	1	1	3	4	4	3
10 and under 10½.....	1	1			1	1	1
10½ and under 11.....			1	1		1	
11 and under 11½.....				2		1	
11½ and under 12.....				2			
12 and under 12½.....				1			
Total.....	13	15	14	15	11	15	15

SAGINAW, MICH.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.....	3	1	1	2	2		
8½ and under 8¾.....							2
8¾ and under 8¾.....							1
8¾ and under 9.....							2
9 and under 9½.....	1	1	1	1	1		
9½ and under 9¾.....							2
9¾ and under 9¾.....	2	2	2	2	2	2	3
9¾ and under 10.....	1	1	1	1	1	2	3
10 and under 10½.....	12	13	13	12	11	13	7
10½ and under 10½.....	6	6	5	7	7	4	1
10½ and under 10¾.....	5	4	4	4	4	5	4
10¾ and under 11.....	4	4	4	4	5		2
11 and under 11½.....	1	1	2	1	1	6	2
12 and under 12½.....						2	1
Total.....	35	33	33	34	34	34	30
<i>Motormen: Extra.</i>							
1 and under 1½.....	1			1			
1½ and under 2.....		1				1	
2 and under 2½.....					1		1
2½ and under 3.....							1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAGINAW, MICH.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
3 and under 3½	1	1	1				
4 and under 4½	1						
5 and under 5½	2	1					
5½ and under 6		1					
6 and under 6½		1	2	1			
6½ and under 7			1				
7 and under 7½	2	1	1				
7½ and under 8							1
8 and under 8½		1	1				
8½ and under 9				1			
9 and under 9½	1	1	1		1	1	2
9½ and under 10					1	1	1
10 and under 10½	3	3	4	1	5	2	5
10½ and under 11	2	3	1	5	1	2	
11 and under 11½	1	1	2	2	1	3	1
12 and under 12½	1			1			
14½ and under 15					1		
15½ and under 16						1	
Total	15	15	14	12	11	12	12
<i>Conductors: Regular.</i>							
Under 6	2	1	1		1	2	
6 and under 6½	1			1			
7 and under 7½		1		1			
7½ and under 8	1						
8 and under 8½		1					
8½ and under 8¾							1
8¾ and under 9							2
9 and under 9½	1	2	1	1	1		
9½ and under 9¾					1		2
9¾ and under 9¾					1	1	3
9¾ and under 10			1	1		1	2
10 and under 10½	13	10	12	11	11	9	7
10½ and under 10¾	5	5	5	6	7	3	1
10¾ and under 10¾	3	3	3	3	3	5	2
10¾ and under 11	3	5	5	5	3		2
11 and under 11½	1	2	2	1	1	7	1
11½ and under 11¾				1			
12 and under 12½						2	1
14 and under 14½				1			
Total	30	30	30	32	29	30	24
<i>Conductors: Extra.</i>							
1 and under 1½	2	1	2	2	2		
1½ and under 2		1		1			
2 and under 2½				1			1
3 and under 3½				2			
4 and under 4½		1					
5 and under 5½	1						
5½ and under 6						1	
6½ and under 7						1	
7½ and under 8						1	
8 and under 8½							1
9 and under 9½					1		2
9½ and under 10	1	2	1	1	1	1	2
10 and under 10½	6	4	4	3	4	7	5
10½ and under 11	4	3	4	3	4	1	2
11 and under 11½						2	1
11½ and under 12			1		1		
13 and under 13½		1					
Total	14	13	12	13	13	14	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ST. LOUIS, MO.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	18	12	10	17	13	21	41
6 and under 6½.....	1	1	2	2	1	3	5
6½ and under 7.....	1	1	1	1	1	1	6
7 and under 7½.....	2	1	1	1	1	.....	60
7½ and under 8.....	2	1	1	1	2	1	140
8 and under 8½.....	3	2	4	1	3	12	121
8½ and under 8¾.....	1	1	1	.....	2	2	131
8¾ and under 8½.....	.....	1	2	.....	1	4	108
8½ and under 9.....	.....	.....	.....	.....	.....	1	103
9 and under 9½.....	13	12	14	12	12	37	78
9½ and under 9¾.....	13	11	13	13	9	32	58
9¾ and under 9½.....	34	35	36	38	30	91	31
9½ and under 10.....	50	46	46	41	42	80	20
10 and under 10½.....	439	402	450	438	432	317	35
10½ and under 10¾.....	239	248	236	251	236	170	21
10¾ and under 10½.....	130	161	138	126	136	127	20
10½ and under 11.....	54	58	52	52	55	61	7
11 and under 11½.....	24	33	30	30	30	29	12
11½ and under 11¾.....	9	8	10	7	12	14	5
11¾ and under 11½.....	3	1	4	4	6	10	2
11½ and under 12.....	2	2	1	2	4	6	3
12 and under 12½.....	4	4	3	6	6	11	12
12½ and under 13.....	1	2	2	5	1	3	2
13 and under 13½.....	3	1	1	1	2	.....	1
13½ and under 14.....	.....	1	.....	2	.....	1	.....
14 and under 14½.....	2	.....	.....	1	.....	1	.....
14½ and under 15.....	2	1	.....	.....	.....	.....	.....
15 and under 15½.....	5	.....	.....	.....	.....	.....	2
Total.....	1,054	1,046	1,058	1,052	1,037	1,035	1,024
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	.....	2	.....	.....	.....	.....	.....
1 and under 1½.....	6	9	7	7	7	.....	3
1½ and under 2.....	4	7	7	3	1	2	3
2 and under 2½.....	2	5	3	3	5	1	.....
2½ and under 3.....	8	2	3	6	3	.....	1
3 and under 3½.....	2	3	4	1	1	1	7
3½ and under 4.....	2	2	3	1	5	2	.....
4 and under 4½.....	1	1	3	3	.....	2	.....
4½ and under 5.....	2	1	2	2	2	1	1
5 and under 5½.....	.....	1	2	1	.....	2	.....
5½ and under 6.....	.....	1	1	1	.....	.....	2
6 and under 6½.....	1	1	1	1	3	.....	1
6½ and under 7.....	1	1	1	1	.....	1	2
7 and under 7½.....	1	2	1	1	2	.....	6
7½ and under 8.....	1	2	4	3	1	2	32
8 and under 8½.....	1	1	2	1	1	1	34
8½ and under 9.....	.....	.....	.....	2	2	.....	16
9 and under 9½.....	3	3	1	2	.....	12	19
9½ and under 10.....	10	9	9	8	9	23	8
10 and under 10½.....	71	61	66	64	74	56	8
10½ and under 11.....	27	23	17	20	21	26	4
11 and under 11½.....	2	2	1	2	3	7	1
11½ and under 12.....	1	1	2	.....	1	2	1
12 and under 12½.....	2	1	.....	4	2	2	1
12½ and under 13.....	1	.....	.....	2	2	1	.....
13 and under 13½.....	.....	.....	.....	.....	1	3	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	1
14 and under 14½.....	.....	1	.....	.....	1	.....	1
14½ and under 15.....	.....	.....	.....	.....	1	1	.....
15 and under 15½.....	1	.....	.....	.....	.....	.....	2
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
16½ and under 17.....	.....	.....	.....	.....	.....	1	.....
18 and over.....	.....	.....	.....	1	.....	.....	.....
Total.....	150	142	140	140	148	153	154

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ST. LOUIS, MO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	14	13	18	20	28	17	39
6 and under 6½.....			2	1	1	2	4
6½ and under 7.....	2		2		3	1	5
7 and under 7½.....			1	1	1	3	6
7½ and under 8.....	1	1	1			5	149
8 and under 8½.....	1		2	1	2	1	117
8½ and under 9.....		2	4	1	3	6	131
9 and under 9½.....	11	16	17	13	13	2	92
9½ and under 9¾.....	14	16	14	14	13	33	85
9¾ and under 9¾.....	32	31	34	34	25	78	54
9¾ and under 10.....	50	49	44	48	44	88	30
10 and under 10½.....	419	402	438	430	418	302	23
10½ and under 10½.....	243	236	215	225	223	170	31
10½ and under 10¾.....	146	156	140	138	134	119	25
10¾ and under 11.....	49	59	53	52	53	56	21
11 and under 11½.....	20	28	26	26	27	33	5
11½ and under 11½.....	9	7	10	8	14	16	14
11½ and under 11¾.....	4	3	2	6	7	11	5
11¾ and under 12.....		1	2	5	7	7	1
12 and under 12½.....	4	7	7	6	7	12	4
12½ and under 12½.....	5	2	2	6	3	7	5
13 and under 13½.....	1					1	1
13½ and under 14.....			1	2		1	
14 and under 14½.....	2	1		1		1	
14½ and under 15.....	2						
15 and under 15½.....	2						1
Total.....	1,033	1,031	1,034	1,036	1,026	1,019	1,004
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....	1	1		1			
1 and under 1½.....	7	3	3	5	5	3	
1½ and under 2.....	8	4	6	5	3		
2 and under 2½.....	4	2	1	6	2	2	
2½ and under 3.....	5	3	4	9	3	2	3
3 and under 3½.....	1	10	8	5	7	5	3
3½ and under 4.....	4	3	6	4	6		1
4 and under 4½.....	6	6	10	4	5	3	1
4½ and under 5.....	6	6	8	6	4	1	1
5 and under 5½.....	11	12	13	12	10	3	
5½ and under 6.....	9	7	7	9	9	3	2
6 and under 6½.....	5	7	3	5	2	2	3
6½ and under 7.....	4	5	6	5	4	1	6
7 and under 7½.....	2	2			1	2	5
7½ and under 8.....	2	1	1		1	5	19
8 and under 8½.....	2	3		1	3	9	43
8½ and under 9.....	2		2	1	5	5	32
9 and under 9½.....	4	3	5	2	1	20	23
9½ and under 10.....	5	6	6	4	7	34	8
10 and under 10½.....	79	74	75	82	81	55	20
10½ and under 11.....	16	17	21	18	26	29	14
11 and under 11½.....	5	8	6	7	5	13	2
11½ and under 12.....	2	3	2	6	3	4	
12 and under 12½.....	2	5	4	1	3	1	4
12½ and under 13.....			1		2	5	
13 and under 13½.....	2			1	1	1	4
13½ and under 14.....	4			2	1		2
14 and under 14½.....	1	1			1	1	
14½ and under 15.....			1		2		1
15 and under 15½.....						1	
15½ and under 16.....						1	
16 and under 16½.....		2					
17 and under 17½.....							1
17½ and under 18.....			1				
18 and over.....							1
Total.....	199	194	202	201	203	211	199

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ST. LOUIS, MO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who also did other work).</i>							
Under 6.....		1	1	1	1	1	4
6 and under 6½.....		1					1
7 and under 7½.....					1		2
7½ and under 8.....			1	1			2
8½ and under 8¾.....							2
8¾ and under 9.....	1	1	1	1	1		9
9 and under 9½.....	2	3	3	3	3	1	4
9½ and under 9¾.....	1	2	2	2	2	3	4
9¾ and under 9¾.....	3	3	2	2	3	3	1
9¾ and under 10.....	2		2	2	1		1
10 and under 10½.....	5	10	7	9	7	14	8
10½ and under 10½.....	8	6	9	8	7	3	1
10½ and under 10¾.....	10	7	7	7	7	3	3
10¾ and under 11.....	1	3	2	1	5	5	1
11 and under 11½.....		2	1	1	1	1	1
11½ and under 11¾.....	2	1	2	1	2	2	1
11¾ and under 11¾.....		1					1
12 and under 12½.....						1	1
12½ and under 12½.....						1	1
12½ and under 13.....						2	1
Total.....	36	41	39	38	40	41	42
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½.....	3	1	2	2	1		
1½ and under 2.....	3	1	1	1	4	2	
2 and under 2½.....		2	1	1	1		
2½ and under 3.....	1			1	1		
3 and under 3½.....	1	1	1	5	2	3	1
3½ and under 4.....	3	4	4	1	1		2
4 and under 4½.....	2		2	2	2		3
4½ and under 5.....		2	2	3		2	1
5 and under 5½.....	1		1		1	1	
5½ and under 6.....			1		1	3	1
6 and under 6½.....				1	2	3	
6½ and under 7.....		1				1	
7 and under 7½.....						1	4
7½ and under 8.....	2	2	1		1		7
8 and under 8½.....			1	1			9
8½ and under 9.....	1				1	1	8
9 and under 9½.....	1		1	1	1	6	7
9½ and under 10.....	1	2	4	3	2	8	5
10 and under 10½.....	29	25	21	20	24	13	12
10½ and under 11.....	6	8	10	8	7	7	3
11 and under 11½.....	1	3	1	6	2	2	1
11½ and under 12.....		3		3		1	
12 and under 12½.....	2	1		1			
12½ and under 13.....			1			2	
13 and under 13½.....					1	2	
14 and under 14½.....					1		1
18 and over.....					1	1	
Total.....	57	56	55	57	57	58	58
<i>Conductors: Regular (who also did other work).</i>							
Under 6.....	3	5	1	3	3	11	12
6 and under 6½.....				1			
7 and under 7½.....		1				1	
7½ and under 8.....		1	1				3
8 and under 8½.....			1			2	3
8½ and under 8¾.....				1			3
8¾ and under 8¾.....							1
8¾ and under 9.....						1	7
9 and under 9½.....		2				1	3
9½ and under 9¾.....						1	4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

ST. LOUIS, MO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who also did other work)—Concluded.</i>							
9½ and under 9½	5	6	5	6	6	2	1
9½ and under 10	3	1	4	3	2	1	1
10 and under 10½	14	9	11	12	14	11	4
10½ and under 10½	14	10	19	14	14	4	1
10½ and under 10¾	6	7	5	5	7	3	3
10¾ and under 11	2	4	2	2	2	6	3
11 and under 11½		1		1			
11½ and under 11½						1	1
11½ and under 11¾		1	2	1	1		
11¾ and under 12	1	1	1	1	1	3	3
12 and under 12½						1	1
12½ and under 13						1	
Total	48	49	52	50	50	52	47
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½		2		1			
1½ and under 2		2		1	1		
2 and under 2½			2	1	1		
2½ and under 3	2	1	2	2	2	2	1
3 and under 3½	6	1	3	2	2		
3½ and under 4	2	2		2			
4 and under 4½	8	1	3	5	1	1	
4½ and under 5	3	4	3	4	4	1	
5 and under 5½		1	3	4	1		
5½ and under 6	1		2	1	2	1	
6 and under 6½	1		2				
6½ and under 7	1	3	1	1	1		1
7 and under 7½	3	1	3	2	2	1	1
7½ and under 8	3	3	3	2	5		3
8 and under 8½				2		2	3
8½ and under 9		1			1	2	7
9 and under 9½			1		2	5	1
9½ and under 10	4	4	1		7	6	4
10 and under 10½	20	18	18	18	19	17	17
10½ and under 11	10	9	7	11	6	9	7
11 and under 11½	2	4	2	2	5	1	3
11½ and under 12		2			1	4	7
12 and under 12½	3	2		1	1	4	5
12½ and under 13			2	1		1	3
13 and under 13½			3	1	1	5	1
13½ and under 14		1	3	3	2	2	
14 and under 14½					1	2	
14½ and under 15	1	2	1	3	2	1	
15½ and under 16					1		
16 and under 16½					1	1	
17½ and under 18							1
18 and over						1	
Total	68	64	66	68	70	69	65

SALT LAKE CITY, UTAH.

[The data used here are for actual time on duty, except that the time for extra men taking cars out of barn includes 10 minutes of "reporting time."]

<i>Motormen: Regular.</i>						
Under 6	1		1		1	1
6 and under 6½						4
6½ and under 7						6
7 and under 7½						4
7½ and under 8	1					5
8 and under 8½						10
8½ and under 8½						3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SALT LAKE CITY, UTAH—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
8½ and under 8½	2	2	2	2	2	2	4
8½ and under 9	7	9	9	9	5	9	9
9 and under 9½	17	18	17	19	14	18	15
9½ and under 9½	26	29	28	27	24	28	24
9½ and under 9½	25	25	27	25	25	24	19
9½ and under 10	37	37	35	36	35	33	22
10 and under 10½	13	12	14	14	16	16	8
10½ and under 10½	10	9	10	10	12	9	6
10½ and under 10½	1	1	1	1	2	1	1
12 and under 12½	1	1	1	1	1	1	1
13 and under 13½	1	1	1	1	1	2	1
13½ and under 14					1		
Total	141	144	146	145	139	144	141
<i>Motormen: Extra.</i>							
Under 1			1				
1 and under 1½	1		3	1			
1½ and under 2		1					4
2 and under 2½		1	1	2	1		
2½ and under 3	1		3	1	1	1	
3 and under 3½		2	1	2		1	
3½ and under 4		1	3	1		3	1
4 and under 4½	5	2	1	2	1	2	
4½ and under 5	1	3	2	2	3	1	
5 and under 5½		2	3	2	1		3
5½ and under 6				3	3		1
6 and under 6½		1		1			
6½ and under 7							1
7 and under 7½				1		3	
7½ and under 8							4
8 and under 8½	1		1			1	3
8½ and under 9						1	1
9 and under 9½	2		2	2	3	3	4
9½ and under 10	4	4	3	3	4	4	2
10 and under 10½	4	3	3	1	7	2	3
10½ and under 11	4	3		4		3	
11 and under 11½	1	2	1	1	3		
11½ and under 12			2			2	
12 and under 12½	1				1		
12½ and under 13		1					
13 and under 13½						1	
Total	27	26	30	29	29	28	27
<i>Conductors: Regular.</i>							
Under 6	1	1		1	1	4	3
6 and under 6½							2
6½ and under 7							2
7 and under 7½							8
7½ and under 8							9
8 and under 8½							10
8½ and under 8½							2
8½ and under 8½	2	2	2	2	2	2	3
8½ and under 8½	2	5	7	6	4	7	10
8½ and under 9	19	19	18	19	17	20	13
9 and under 9½	29	31	31	30	27	29	22
9½ and under 9½	24	22	23	22	24	25	17
9½ and under 10	30	30	32	31	27	25	20
10 and under 10½	11	15	14	15	15	16	10
10½ and under 10½	12	11	12	12	14	10	6
10½ and under 10½	1	1	1	1	1	1	1
11½ and under 12				1			
12 and under 12½	1	2	1	2	1	2	
13 and under 13½	2	1	1	1	1	1	
13½ and under 14					1		
Total	134	140	142	143	135	142	138

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SALT LAKE CITY, UTAH—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1½			1		1		
1½ and under 2		1					5
2 and under 2½			1				
2½ and under 3			2				1
3 and under 3½		2	1	2		1	
3½ and under 4	2	2	2	1	1	2	
4 and under 4½	1	2	4		2		1
4½ and under 5	1	2	2		3	1	
5 and under 5½	1	2		6	2		2
5½ and under 6						1	
6 and under 6½			1	1			2
6½ and under 7	1				1		1
7 and under 7½				1		2	2
7½ and under 8				1			2
8 and under 8½	1				1	1	3
8½ and under 9	3	3				3	1
9 and under 9½	3	3	2	2	2	2	4
9½ and under 10	3	2	3	4	5	4	6
10 and under 10½	6	3	3	2	5	9	1
10½ and under 11	4	8	3	3	3	2	1
11 and under 11½	4	1	3	2	3	1	3
11½ and under 12	2	1	1	1	4	1	
12 and under 12½						1	
12½ and under 13							
13 and under 13½							
Total	30	29	29	28	33	31	32

SAN ANTONIO, TEX.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	6	10	7	8	3	2	8
6 and under 6½	5	5	4	7	6	2	3
6½ and under 7	5	2	6	1	6	2	4
7 and under 7½		1		2	2	5	2
7½ and under 8	1	1	1		1	4	4
8 and under 8½						1	
8½ and under 8¾		1				3	1
8¾ and under 9		1					1
9 and under 9½	2	2	2	4	3	2	2
9½ and under 9¾	53	43	49	49	52	53	53
9¾ and under 9½	37	34	37	40	37	34	31
9½ and under 10	20	21	21	17	20	24	20
10 and under 10½	1		1	2	2	2	2
10½ and under 10¾	2	3	3	2	3	2	2
10¾ and under 10½		1		1			2
10½ and under 11							
11 and under 11½		1	1	1		1	
11½ and under 11¾						1	1
11¾ and under 11½					1		
11½ and under 12	1						
12 and under 12½			1			1	
12½ and under 13			1		1		
13 and over		2		1	1		
Total	133	129	134	135	138	139	136
<i>Motormen: Extra.</i>							
1 and under 1½				1	2		
1½ and under 2				1			
2 and under 3				1	2		
3 and under 3½		1				1	
3½ and under 4	3		1	5			1
4 and under 4½			1	1		1	
4½ and under 5	2	1			2	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN ANTONIO, TEX.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
5 and under 5½	1	1	1		1		
5½ and under 6			1				
6 and under 6½		1	2			1	1
6½ and under 7		1		1	1	2	1
7 and under 7½	1			1		1	1
7½ and under 8	1						2
8 and under 8½					1		1
8½ and under 9	2	2	4	1	5	3	2
9 and under 9½	5	2	3	2	6	4	4
9½ and under 10		1	1	2			
10 and under 10½		1	1	4	1	1	1
10½ and under 11	4	4	1	2	1	1	1
11 and under 11½	1	2	1	2	1	1	1
11½ and under 12	1	3		4	1		
12 and under 12½	2	1	4	2	1	2	4
12½ and under 13		1	1	1			1
13 and under 13½			1				1
13½ and under 14		1	1			3	
14 and under 14½	1	1				1	
14½ and under 15			1				1
15 and under 15½	1						1
17½ and under 18		1	1				
Total	25	24	25	28	24	23	22
<i>Conductors: Regular.</i>							
Under 6	5	9	10	5	5	6	4
6 and under 6½	3	2	1	3	4	2	1
6½ and under 7	4	3	5	1	3	2	4
7 and under 7½	2	1		3	4	2	1
7½ and under 8	1	1	2	2		4	4
8 and under 8½							1
8½ and under 8¾		1				3	
8¾ and under 9	2	1	2	3	1	1	2
9 and under 9½	5	9	9	4	10	8	5
9½ and under 9¾	22	14	14	18	12	15	15
9¾ and under 9½	31	27	29	30	33	34	33
9½ and under 9½	22	21	21	22	24	22	14
9½ and under 10	16	14	15	10	13	15	17
10 and under 10½	8	11	6	15	10	10	13
10½ and under 10½	6	5	8	6	11	4	5
10½ and under 10¾	1	2	1	3	1	2	2
10¾ and under 11				1			
11 and under 11½	1			1		1	1
11½ and under 11½						1	
11½ and under 11¾		1					1
11¾ and under 12						2	
12 and under 13			1				
13 and under 14			1				
17 and under 18					1		
18 and over			1		2		
Total	129	122	126	127	134	134	123
<i>Conductors: Extra.</i>							
1 and under 1½	1			3	3		1
2 and under 2½	1	1	1	2	2		
2½ and under 3	1			3	5	3	
3 and under 3½	1	2		2	2		
3½ and under 4	1		3	3	1	3	
4 and under 4½	1			1			2
4½ and under 5	2	2	3		1		
5 and under 5½	2	1	1	1	2	3	3
5½ and under 6			1	1			1
6 and under 6½	1	2	1	2		1	
6½ and under 7	3				2		4
7 and under 7½							
7½ and under 8						2	
8 and under 8½						1	
8½ and under 9		1			2	2	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN ANTONIO, TEX.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
6 and under 9 $\frac{1}{2}$		2	2		5	4	2
9 $\frac{1}{2}$ and under 10.....	3	1	3	1	6		2
10 and under 10 $\frac{1}{2}$	3	8	6	4	1		4
10 $\frac{1}{2}$ and under 11.....		3	4	1	1	2	3
11 and under 11 $\frac{1}{2}$	5	5	3	7	1	8	2
11 $\frac{1}{2}$ and under 12.....	4	4	5	5	2	1	3
12 and under 12 $\frac{1}{2}$	4	1	3	1		1	2
12 $\frac{1}{2}$ and under 13.....	2	2	2				2
13 and under 13 $\frac{1}{2}$	3	4	1	2	1	3	3
13 $\frac{1}{2}$ and under 14.....		1				1	1
14 and under 14 $\frac{1}{2}$				1			
14 $\frac{1}{2}$ and under 15.....							3
15 and under 16.....						1	1
16 $\frac{1}{2}$ and under 17.....			1				
18 and over.....							
Total.....	41	41	40	38	39	40	41

SAN FRANCISCO, CAL.

CALIFORNIA STREET CABLE RAILROAD CO.

[The data used here are for actual time on duty except that the time for extra men making regular runs includes 5 minutes of "reporting time."]

<i>Gripmen: Regular.</i>							
Under 6.....	1	1	1	1	1	1	
6 and under 6 $\frac{1}{2}$							1
7 $\frac{1}{2}$ and under 8.....							3
8 and under 8 $\frac{1}{2}$	1	1		1	1	1	
8 $\frac{1}{2}$ and under 8 $\frac{3}{4}$	1	1	2	1	1	1	4
8 $\frac{3}{4}$ and under 9.....	1	1	1	1	1	1	2
9 and under 9 $\frac{1}{2}$	6	7	7	7	6	7	4
9 $\frac{1}{2}$ and under 9 $\frac{3}{4}$	2	2	2	2	2	2	
9 $\frac{3}{4}$ and under 9 $\frac{7}{8}$	4	5	5	5	4	3	20
9 $\frac{7}{8}$ and under 9 $\frac{15}{16}$	10	10	10	9	8	8	4
9 $\frac{15}{16}$ and under 10.....	20	19	20	20	22	20	1
10 and under 10 $\frac{1}{2}$	1	1		1	1	2	
10 $\frac{1}{2}$ and under 10 $\frac{3}{4}$		1	1	1	1	1	
Total.....	47	49	49	49	48	47	39
<i>Gripmen: Extra.</i>							
4 $\frac{1}{2}$ and under 5.....						1	
7 $\frac{1}{2}$ and under 8.....							5
8 and under 8 $\frac{1}{2}$							2
8 $\frac{1}{2}$ and under 8 $\frac{3}{4}$							1
8 $\frac{3}{4}$ and under 9.....	1	1	1	1	2	1	1
9 and under 9 $\frac{1}{2}$					1	2	1
9 $\frac{1}{2}$ and under 10.....	9	7	6	7	6	7	2
10 and under 10 $\frac{1}{2}$	1	1	2	1	1	1	
Total.....	11	9	9	9	10	12	11
<i>Conductors: Regular.</i>							
Under 6.....	1	1	1	1	1	1	
6 and under 6 $\frac{1}{2}$							1
7 $\frac{1}{2}$ and under 8.....							3
8 $\frac{1}{2}$ and under 8 $\frac{3}{4}$	1	1	1	1	1	1	4
8 $\frac{3}{4}$ and under 9.....	1	1	1	1	1	1	2
9 and under 9 $\frac{1}{2}$	6	6	5	5	5	5	4
9 $\frac{1}{2}$ and under 9 $\frac{3}{4}$	1	1	1	1	1	1	
9 $\frac{3}{4}$ and under 9 $\frac{7}{8}$	5	5	6	5	4	5	20
9 $\frac{7}{8}$ and under 9 $\frac{15}{16}$	9	9	9	9	8	8	4
9 $\frac{15}{16}$ and under 10.....	20	21	21	24	24	20	1
10 and under 10 $\frac{1}{2}$	1	1	1	1	1	2	
10 $\frac{1}{2}$ and under 10 $\frac{3}{4}$			1	1	1	1	
Total.....	45	46	47	48	47	45	39

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Continued.

CALIFORNIA STREET CABLE RAILROAD CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
4½ and under 5.....						2	1
7½ and under 8.....							4
8 and under 8½.....				1	1	1	1
8½ and under 9.....	1	1	1	2	2	2	1
9 and under 9½.....					1		
9½ and under 10.....	6	6	5	3	5	5	4
10 and under 10½.....	3	1	1	2		2	
Total.....	10	8	7	8	9	12	11

MUNICIPAL RAILWAYS OF SAN FRANCISCO.

[The data used here are for actual time on duty except that the time for extra men making regular runs includes 5 minutes for pulling cars out of the barn and 2 minutes for pulling cars into barn; the time of extra conductors also includes 10 minutes for making out reports.]

<i>Motormen: Regular.</i>							
Under 6.....				3	2		1
7 and under 7½.....	1			1			
7½ and under 8.....	25	26	28	26	27	17	31
8 and under 8½.....	25	25	25	22	23	24	16
8½ and under 8¾.....	29	30	31	29	30	32	21
8¾ and under 8¾.....	1			1	1	2	2
8¾ and under 9.....		1				3	
9 and under 9½.....	3	1	2	3	2		
9½ and under 9¾.....		1		1	1		
9¾ and under 10.....							1
10 and under 10½.....							3
10½ and under 10¾.....							2
10¾ and under 11.....							1
11 and under 11½.....							5
11½ and under 11¾.....						2	
11¾ and under 12.....						1	
12 and under 12½.....						2	
12½ and under 12¾.....						1	
Total.....	84	83	86	86	86	84	83
<i>Motormen: Extra.</i>							
3½ and under 4.....			1				
4 and under 4½.....					1	1	
4½ and under 5.....			1			1	
5 and under 5½.....	1	1	1				1
5½ and under 6.....					1	1	
6 and under 6½.....		1	1	1	1		1
6½ and under 7.....	12	11	9	12	11	8	13
7 and under 7½.....							
7½ and under 8.....	2	3	6	2	2	1	
8 and under 8½.....	2	1					
8½ and under 9.....		2		2	1		
9 and under 9½.....							
9½ and under 10.....				2	1	1	
10 and under 10½.....						1	1
10½ and under 11.....	1			1	1	1	1
11 and under 11½.....						1	2
11½ and under 12.....					1	2	
12 and under 12½.....						1	
12½ and under 13.....						1	
13 and under 13½.....							
Total.....	19	19	19	18	19	20	19
<i>Conductors: Regular.</i>							
Under 6.....				1	1		1
6 and under 6½.....				1			
7½ and under 8.....	24	23	22	26	24	18	32
8 and under 8½.....	25	24	25	21	23	22	14
8½ and under 8¾.....	31	30	32	30	31	32	17

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Continued.

MUNICIPAL RAILWAYS OF SAN FRANCISCO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
8½ and under 8¾	1		1	1	1	1	2
8¾ and under 9						2	
9 and under 9½							1
9½ and under 9¾	2	3	3	3	4		
9¾ and under 10							2
10 and under 10½						1	
10½ and under 10¾		1		1	1	1	1
10¾ and under 10¾							3
10¾ and under 11						1	2
11 and under 11½							2
11½ and under 11¾						1	5
11¾ and under 11¾						2	
11¾ and under 12							1
12 and under 12½						3	
Total	83	81	83	84	85	84	83
<i>Conductors: Extra.</i>							
1 and under 1½					1		
4 and under 4½					1		
4½ and under 5			1			1	
5 and under 5½	1						
6 and under 6½	1	1	1	1	1	1	1
6½ and under 7							1
7 and under 7½						1	
8 and under 8½	7	6	8	6	6	5	7
8½ and under 9	6	7	3	7	3	4	7
9 and under 9½		1	1	1		1	
9½ and under 10	1	2	3	1	1	1	2
10 and under 10½	1	1	1	2		2	
10½ and under 11	1		1		1		1
11 and under 11½	1	2		1	4		
11½ and under 12	1	1				2	
12 and under 12½						1	
13 and under 13½						1	
16½ and under 17						1	
Total	20	21	20	19	20	19	19

UNITED RAILROADS OF SAN FRANCISCO.

[The data used here are for actual time on duty except that the time for extra men making regular runs includes 5 minutes for pulling cars out of barn and 2, 3, 3½, 4, or 4½ minutes for pulling cars into barn.]

<i>Motormen: Regular.</i>							
Under 6	22	17	14	20	25	13	30
6 and under 6½	3	3	2	1	2	2	3
6½ and under 7				1	1	1	5
7 and under 7½	1			1	1	1	6
7½ and under 8	3	2	1	1	1	1	1
8 and under 8½	1	3	3	3	4	3	1
8½ and under 8¾	1	1	1	1	3		
8¾ and under 8¾							3
8¾ and under 9	1	1	1	2	2	1	2
9 and under 9½	5	4	6	6	6	1	11
9½ and under 9½	5	6	3	2	2	3	22
9½ and under 9¾	21	13	18	19	15	19	25
9¾ and under 10	124	121	124	117	121	97	72
10 and under 10½	153	144	154	155	152	147	106
10½ and under 10¾	113	115	116	122	115	125	102
10¾ and under 10¾	81	82	82	90	79	112	75
10¾ and under 11	55	63	56	55	56	62	50
11 and under 11½	26	31	32	28	27	31	19
11½ and under 11½	12	14	13	8	10	13	13

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Continued.

UNITED RAILROADS OF SAN FRANCISCO—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
11½ and under 11¾	3	2	2	3	2		6
11¾ and under 12	1	1	1	1	1		5
12 and under 12½	2	3	3	3	5	1	5
12½ and under 13	1		2	1	2	4	3
13 and under 13½		1	1		3	2	1
13½ and under 14					4		
14 and under 14½			1	1	3		
Total	634	627	636	641	642	639	566
<i>Motormen: Extra.</i>							
Under 1	1				1		1
1 and under 1½	5	4	5	7	4	3	2
1½ and under 2	1	2				5	2
2 and under 2½	5	3	4	5	3	6	
2½ and under 3	1	3	2	2	2	2	7
3 and under 3½	3	3	1	3	4		
3½ and under 4	2	3	2	3	4	3	1
4 and under 4½	4	3	7	5	4	1	
4½ and under 5	4	2	1	2	2	4	3
5 and under 5½	4	5	5	4	4	1	2
5½ and under 6	1	1		4	1	2	6
6 and under 6½	2	1		2	3	2	3
6½ and under 7	3			2	2		1
7 and under 7½			1	1	3		1
7½ and under 8	3	2		2	5	3	1
8 and under 8½	3	1	1		2	1	3
8½ and under 9	1					2	1
9 and under 9½	3	3	3	2	2	3	7
9½ and under 10	8	16	6	11	10	6	17
10 and under 10½	52	60	56	51	50	52	41
10½ and under 11	30	30	33	33	37	36	24
11 and under 11½	14	7	12	13	13	21	11
11½ and under 12	6	2	4	2	5	4	
12 and under 12½	3		1	3		3	1
12½ and under 13		3			1	1	1
13 and under 13½					3		1
13½ and under 14		1			1		
15 and under 15½					1		
17 and under 17½				1			
Total	159	159	150	159	167	161	136
<i>Conductors: Regular.</i>							
Under 6	14	18	14	16	20	17	37
6 and under 6½	1	1	2	2	2	3	3
6½ and under 7				1	1		9
7 and under 7½			1			1	4
7½ and under 8	3	3	2	3	3	1	1
8 and under 8½	2	2	3	1	2	2	1
8½ and under 9							1
9 and under 9½	1	1	1	1	3	1	3
9½ and under 9¾	4	3	4	5	5		10
9¾ and under 9¾	5	5	4	4	3		25
9¾ and under 9¾	21	17	19	19	16	23	20
9¾ and under 10	124	130	125	118	112	96	78
10 and under 10½	143	144	149	151	145	134	99
10½ and under 10¾	125	117	118	120	114	126	114
10¾ and under 10¾	84	83	86	89	84	110	65
10¾ and under 10¾	57	60	55	59	55	59	45
11 and under 11½	31	28	31	28	32	29	18
11½ and under 11¾	8	13	12	10	11	13	12
11¾ and under 11¾	2	3	2	2	3	3	5
11¾ and under 12	2	3	1	2	1	1	4
12 and under 12½			1	2	5	1	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Concluded.

UNITED RAILROADS OF SAN FRANCISCO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
12½ and under 13.		1	1	1	4	2	3
13 and under 13½.			1		3	2	
13½ and under 14.	1				2		
14 and under 14½.					1		
14½ and under 15.					1		
Total	623	632	630	634	634	626	560
<i>Conductors: Extra.</i>							
Under 1.					1		
1 and under 1½.	13	6	8	9	2	1	1
1½ and under 2.	2	2	2	2		4	2
2 and under 2½.	4	2	1	1	1	5	
2½ and under 3.	4	3	3	4	2	5	3
3 and under 3½.	2	4	1	3	2	1	
3½ and under 4.	2	5	4	4	5	2	
4 and under 4½.	6	5	6	6	8	1	1
4½ and under 5.	1	1	2	2	3	4	2
5 and under 5½.	3	4	2	2	4	4	
5½ and under 6.	1	1	2	2	5	2	7
6 and under 6½.	2	5	3	3	8	2	4
6½ and under 7.	2	2	2	2	1	1	1
7 and under 7½.	1	1		1	2		2
7½ and under 8.	1	3	3	1	1	4	1
8 and under 8½.				2	4	1	3
8½ and under 9.	1			2	2	2	2
9 and under 9½.	3	4	3	2	2	2	7
9½ and under 10.	9	5	7	10	5	6	24
10 and under 10½.	59	61	62	56	56	57	40
10½ and under 11.	29	30	31	30	30	44	37
11 and under 11½.	11	8	11	12	13	15	12
11½ and under 12.	6	3	5	5	6	11	3
12 and under 12½.	2	5	3		3	3	
12½ and under 13.				1		2	
13 and under 13½.	1				1		
14 and under 14½.					1		
14½ and under 15.					1		
Total	158	158	161	161	169	176	152

SAVANNAH, GA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.			2	3	1		1
6 and under 6½.				1		1	1
6½ and under 7.		1					
7 and under 7½.			1		1	1	3
7½ and under 8.				2			
8 and under 8½.	1	1		1	1		1
8½ and under 8¾.	1	2	1	1	1	1	2
8¾ and under 9.	3	1	2	4	3	2	1
9 and under 9½.	3	3	2	1	3	3	3
9½ and under 9¾.	1	1	1	1	1		
9¾ and under 9½.	1				4	2	
9½ and under 9½.	1	1	1	1	1	1	3
9½ and under 10.	1		2	1	1		2
10 and under 10½.	1	1	1	1	2	2	2
10½ and under 10½.			1	1	1	1	6
10½ and under 10½.	1	2	2			2	2
10½ and under 11.		2	1		2	2	6
11 and under 11½.	7	6	4	8	6	7	5

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAVANNAH, GA.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
11½ and under 11¼	14	14	16	13	10	8	4
11¼ and under 11½	5	7	4	7	7	4	2
11½ and under 12	4	4	1	4	4	2	3
12 and under 12½	4	5	5	6	5	7	6
12½ and under 13	3	2	3	2	2	2	2
13 and under 13½		1	2		3	4	2
13½ and under 14	3	2	3		1	2	1
14 and under 14½	1		2			1	
15 and under 15½	1		1	1			1
15½ and under 16						1	
17½ and under 18						2	
Total	56	56	58	58	60	58	59
<i>Motormen: Extra.</i>							
1 and under 1½	2	1					1
1½ and under 2		1					
2 and under 2½					1		
3 and under 3½					2		
3½ and under 4				1			
4 and under 4½		2					
4½ and under 5	1						
5 and under 5½					1	1	
5½ and under 6						1	
6 and under 6½					1		
6½ and under 7				1			1
7 and under 7½					1		
7½ and under 8		1	2			1	1
8 and under 8½			1	2	1	1	1
8½ and under 9				1	1	1	
9 and under 9½					1	1	
9½ and under 10				1			
10 and under 10½	1					1	
10½ and under 11		1					3
11 and under 11½	2	2	3		1	3	3
11½ and under 12	2		1	3	1	1	1
12 and under 12½			1			1	
13 and under 13½		1	1			1	1
13½ and under 14			1				
15 and under 15½		1					
Total	9	10	10	9	9	12	11
<i>Conductors: Regular.</i>							
Under 6	2	1		1	1	1	1
6 and under 6½			2				1
6½ and under 7	1						1
7 and under 7½		2	1	1		1	1
7½ and under 8			1	1	1		
8 and under 8½	1	1	1	1	2	2	2
8½ and under 8¾			3		1	2	4
8¾ and under 8½	5	2	3	3	1	1	
8½ and under 9	3	2	3	3	3	4	2
9 and under 9½	1		1	1	1	1	
9½ and under 9¾					1	1	
9¾ and under 9½	1	1	2	1		1	2
9½ and under 10	2	1	1		1		4
10 and under 10½		1	1	1		1	1
10½ and under 10¾	1	2	1	1	2	1	5
10¾ and under 10½	2	1	1	1		3	4
10½ and under 11	2	2			1	1	5
11 and under 11½	6	7	2	8	7	6	6
11½ and under 11¼	15	14	12	13	15	9	5
11¼ and under 11½	6	5	4	4	8	4	3
11½ and under 12	4	2	3	4	3	1	2
12 and under 12½	3	6	4	6	3	7	6
12½ and under 13	1	1	3	2	1	3	5
13 and under 13½		1	1		2	4	1
13½ and under 14	2	2	4		1	2	
14 and under 14½	1		2	1			
15 and under 15½		1					
15½ and under 16		1					
Total	59	57	56	54	56	59	60

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SAVANNAH, GA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
1 and under 1½					1		
6 and under 6½			1	1			
7 and under 7½			1			1	1
9½ and under 10	1				1	1	
10 and under 10½	1				1		1
10½ and under 11							
11 and under 11½	2	1	3	4	3		
11½ and under 12		4	2	1		1	1
12 and under 12½						3	1
12½ and under 13				1			
13 and under 14	1						
14½ and under 15		1			1		
Total	5	6	7	7	7	6	6

SCRANTON, PA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	1	2	2	2			1
6 and under 6½							4
6½ and under 7							2
7 and under 7½							4
7½ and under 8							22
8 and under 8½	4	3	4	4	4	3	12
8½ and under 8¾	2	2	2		2	2	6
8¾ and under 8½	4	5	4	3	4	4	2
8½ and under 9	5	5	3	3	3	2	6
9 and under 9½	18	21	21	23	20	19	9
9½ and under 9¾	12	12	10	10	15	14	3
9¾ and under 9½	19	20	20	20	20	16	9
9½ and under 10	12	10	10	10	12	11	5
10 and under 10½	14	16	19	16	15	17	8
10½ and under 10¾	8	6	6	6	5	6	1
10¾ and under 10½	8	7	8	8	8	8	5
10½ and under 11	2	3	3	2	3	5	2
11 and under 11½						1	
12½ and under 13					1		
Total	109	112	112	108	112	112	101
<i>Motormen: Extra.</i>							
Under 1					1	1	
2 and under 2½	1						
2½ and under 3	1				1		
3 and under 3½	1	4			1		
3½ and under 4		2	1		1		
4 and under 4½	2	2	1	1	2	1	1
4½ and under 5	1	1	1				
5 and under 5½	1	1					1
5½ and under 6				1			
6 and under 6½		1	1				
6½ and under 7						2	1
7 and under 7½	1		1			3	
7½ and under 8		1				2	6
8 and under 8½	2	2	1	3	5	2	3
8½ and under 9			3	3	2	2	
9 and under 9½	6	6	5	1	4	4	6
9½ and under 10	4	6	5	5	2	6	2
10 and under 10½	2	2	2	4	3	1	2
10½ and under 11	2	1		1	3	1	1
11 and under 11½	1				2	2	1
11½ and under 12			1	3			

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SCRANTON, PA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
12 and under 12½	1	1	2	3			
12½ and under 13	1			1	1		
13 and under 13½			1				
14 and under 14½	1	1		1		1	
17 and under 17½						1	1
17½ and under 18	1						
Total	29	30	25	28	28	29	25
<i>Conductors: Regular.</i>							
Under 6	2	4		1	1	1	2
6 and under 6½					2		3
6½ and under 7							4
7 and under 7½	1						4
7½ and under 8				4			22
8 and under 8½	5	4	4	4	4	4	10
8½ and under 9	1	2	2	1	1	2	6
8½ and under 9½	4	3	4	5	3	6	1
8½ and under 9	4	5	5	6	6	3	1
9 and under 9½	19	18	16	20	17	17	9
9½ and under 9½	14	12	13	10	12	14	4
9½ and under 9½	14	10	13	17	15	14	8
9½ and under 10	12	11	11	10	11	13	6
10 and under 10½	13	14	16	13	16	16	8
10½ and under 10½	5	3	6	5	6	7	5
10½ and under 10½	6	7	7	8	7	7	1
10½ and under 11	3	3	3	3	2	4	2
Total	103	96	100	103	103	108	96
<i>Conductors: Extra.</i>							
Under 1	1				1		
2 and under 2½	1			1	1		
2½ and under 3			1		1		
3 and under 3½	2	1	4	5	3		
4 and under 4½		1		1	1		
4½ and under 5	1			1	1		
5 and under 5½	1						
5½ and under 6	2						
6 and under 6½		1					1
6½ and under 7				1		1	
7 and under 7½					1	5	
7½ and under 8	1					2	6
8 and under 8½	1	2	1	2	3	1	4
8½ and under 9	3	3	1	1	2	3	5
9 and under 9½	2	5	7	5	4	6	7
9½ and under 10	5	9	8	6	7	7	5
10 and under 10½	6	7	3	7	3	4	2
10½ and under 11	2	1	1		2	1	1
11 and under 11½	1			3		1	1
11½ and under 12	1	1	2		2		
12 and under 12½		1			1		
12½ and under 13		2	1				
13 and under 13½			1		1		
13½ and under 14	1	1				1	
14 and under 14½		1					
14½ and under 15					1		
15 and under 15½	1		1	1			
15½ and under 16	1						
17 and under 17½			1			1	
18 and over		1			1		
Total	32	37	32	34	35	33	32

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SEATTLE, WASH.

SEATTLE MUNICIPAL STREET RAILWAY CO.

[The data used here for regular men are for actual time on duty; for extra men, time on duty to the nearest quarter hour.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
7 and under 7½							1
7½ and under 8	4	3	4	3	3	4	3
8 and under 8½	1	1		1	1	1	4
8½ and under 9		3	3	3	3	1	
9 and under 9½	1						
10 and under 10½						2	
14 and under 14½	1						
14½ and under 15	1						
Total	8	7	7	7	7	8	8
<i>Motormen: Extra.</i>							
7½ and under 8		1		1	1		
8 and under 8½			1				1
Total		1	1	1	1		1
<i>Conductors: Regular.</i>							
7 and under 7½							1
7½ and under 8	3	3	4	3	4	4	3
8 and under 8½	1	1		1	1	1	4
8½ and under 9	2	2	3	3	3	1	
9 and under 9½		1					
9½ and under 10	1						
10 and under 10½						1	
10½ and under 11						1	
Total	7	7	7	7	8	8	8
<i>Conductors: Extra.</i>							
7½ and under 8	1	1		1			
8 and under 8½			1		1	1	1
9 and under 9½		1	1				
9½ and under 10				1			
15 and under 15½	1						
Total	2	2	2	2	2	2	1

SEATTLE, RENTON & SOUTHERN RAILWAY CO.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6		1		2	1		
6½ and under 7						1	
7 and under 7½				1		1	4
7½ and under 8						2	
8 and under 8½		1	1	1	1		4
8½ and under 9	2	3	2	1	2	1	1
9 and under 9½	5	5	5	5	4		
9½ and under 10	1	1	1	1		2	3
10 and under 10½	5	5	5	3	4	4	3
10½ and under 11	2	3	3	3	2	1	
11 and under 11½	7	5	6	7	6	3	
11½ and under 12	4	3	3	4	5	3	2
12 and under 12½	1			1		1	
12½ and under 13					2		
13 and under 13½						1	
13½ and under 14							1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SEATTLE, WASH.—Concluded.

SEATTLE, RENTON & SOUTHERN RAILWAY CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
11½ and under 12.....							1
12 and under 12½.....						2	1
12½ and under 13.....						1	
13 and under 13½.....						2	
13½ and under 14.....						2	
14 and under 14½.....						1	
Total.....	27	27	26	29	27	28	20
<i>Motormen: Extra.</i>							
2 and under 2½.....	1	1	1	1	1		
2½ and under 3.....	1	1	1	1	1	1	
5 and under 6.....				1			
7 and under 8.....						1	
8 and under 8½.....	1	1	1	1	1		1
9 and under 9½.....	1						1
9½ and under 10.....					1		
10 and under 10½.....	1	3	2	2	1	1	
10½ and under 11.....			1				
11 and under 11½.....							1
12 and under 13.....					1		
13 and under 13½.....							1
14 and under 14½.....						1	
Total.....	5	6	6	6	6	4	4
<i>Conductors: Regular.</i>							
Under 6.....						1	
7 and under 7½.....	1					1	3
7½ and under 8.....						1	
8 and under 8½.....	1	1	1	1	1		5
8½ and under 8¾.....						1	
8¾ and under 8½.....	2	2	2	2	2	2	1
8½ and under 9.....	5	4	5	5	5		
9 and under 9½.....	1	1	1	1	1	1	2
9½ and under 9¾.....	5	5	5	4	5	5	2
9¾ and under 10.....	1	2	1	2	1		
10 and under 10½.....	6	5	5	6	6	3	1
10½ and under 10¾.....	3	3	3	4	5	4	2
10¾ and under 10½.....	1	1	1	1			
11 and under 11½.....					1		1
11½ and under 11¾.....						1	
11¾ and under 12.....							1
12 and under 12½.....						2	1
12½ and under 13.....						1	
13 and under 13½.....						2	
13½ and under 14.....						1	
14 and under 14½.....						2	
Total.....	26	24	26	26	27	28	19
<i>Conductors: Extra.</i>							
2 and under 2½.....	1	2	1	1	1		
2½ and under 3.....	2		1	1	2	1	
3 and under 3½.....						1	
6 and under 6½.....							1
7 and under 7½.....			1				
8 and under 8½.....		1	1	1	1	1	
8½ and under 9.....							1
9 and under 9½.....		1		1	1		1
9½ and under 10.....						1	
10 and under 10½.....	3	4	3	3	1		
11 and under 12.....							1
12 and under 13.....						1	
12½ and under 13.....							1
16 and under 17.....							1
Total.....	6	8	7	7	7	5	5

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SIOUX CITY, IOWA.

[The data used here are for time on duty to the nearest 5 minutes.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....	3	3		1	4	4	4
6 and under 6½	1	2	2		2	2	5
6½ and under 7		1	1	1	1		
7 and under 8	1		1	2	1		
8 and under 8½	2	2	1	2	1		
8½ and under 9	1	1	1				
8½ and under 8¾	1	1	1	1	1		
9 and under 9½		1		1	1	1	2
9½ and under 9¾	1			1			
9¾ and under 9¾	4	3	4	3	1		5
9¾ and under 10	4	2	2	3	3		5
10 and under 10½	5	5	6	5	6	3	7
10½ and under 10¾						3	2
10¾ and under 10¾	1	1	1	1	1	2	4
10¾ and under 11	1	2	2	2	2	4	
11 and under 11½	3	3	2	3	3	4	1
11½ and under 11¾	2	3	4	3	3	3	1
11¾ and under 11¾	3	2	3	3	2	3	
11¾ and under 12	1	1	1	1	1	1	2
12 and under 12½	2	3	3	2	2	3	4
12½ and under 13	1	1	1	1	1	2	3
13 and under 13½	6	4	5	3	5	6	4
13½ and under 14	5	4	4	5	4	5	3
14 and under 14½	4	4	4	5	4	4	
14½ and under 15	3	3	2	3	3	3	3
15 and under 15½	1	2	1	2	2	1	
18 and over.....		1					
Total.....	56	55	52	53	54	54	52
<i>Motormen: Extra.</i>							
2½ and under 3	1	1					
3 and under 3½		1					
5 and under 5½	2						
5½ and under 6		1					
6 and under 6½	1	1				1	
7 and under 7½				1			
7½ and under 8		1			1		
8½ and under 9				2			
9 and under 9½			1	1	1		
9½ and under 10							1
10 and under 10½			1			1	2
10½ and under 11	1		1			1	1
11 and under 11½	3	1	1	1	1	2	
11½ and under 12		1				1	
12 and under 12½	1				1		1
12½ and under 13			2	1	1		3
13 and under 13½		1		2			1
13½ and under 14		1	1		2	4	
14 and under 14½					1		
14½ and under 15			2				
Total.....	9	9	9	8	9	9	9
<i>Conductors: Regular.</i>							
Under 6.....	1	2	3	3	3	2	4
6 and under 6½	3	1	2	1		2	5
7 and under 7½				1			
7½ and under 8				2			
8 and under 8½	1	5	4	5	5		1
8½ and under 8¾		1					
8¾ and under 8¾	1	1	1	1	2		
8¾ and under 9					1		
9 and under 9½						2	1
9½ and under 9¾	1		1				
9¾ and under 9¾	4	2	1	2	3		2
9¾ and under 10	1	2	2	2	2		4

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SIoux CITY, IOWA—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sunday.
<i>Conductors: Regular—Concluded.</i>							
10 and under 10½	2	3	4	4	4	2	4
10½ and under 10¾						3	
10¾ and under 10¾	1	2	2	1	2	2	3
10¾ and under 11						1	
11 and under 11¼	2	2	3	2	1	4	1
11¼ and under 11½	2	2	2	1	2	2	3
11½ and under 11¾	3	2	1	2	3	2	
11¾ and under 12	1		1		1		1
12 and under 12¼	3	4	3	3	5	4	6
12¼ and under 13	1	1			1	1	4
13 and under 13¼	5	4	5	4	3	5	2
13¼ and under 14	3	3	3	3	3	3	1
14 and under 14¼	2	2	2	2	2	2	
14¼ and under 15	3	3	3	3	3	2	
15 and under 15¼	1	1	1	1	1	1	
15¼ and under 17						1	
Total	44	43	44	43	47	41	42
<i>Conductors: Extra.</i>							
1½ and under 2	1						
2 and under 2½	3	2		1	1	1	
2½ and under 3	1		3		1	1	
3 and under 3½		1		1			
4½ and under 5		1	1	2			
5 and under 5½	1				1		
5½ and under 6	1						
6 and under 6½	1	1					2
7 and under 7½							
7½ and under 8			1	1	1	1	
8 and under 8½		1	1	1	2	1	1
9 and under 9½		1	1	1		1	
9½ and under 10							1
10 and under 10¾		1		1			3
10¾ and under 11			1			3	1
11 and under 11¼	1	1		2	1	1	
11¼ and under 12		2	2	2		1	2
12 and under 12½	1		2	1	1	1	
12½ and under 13	1	1	1	1			1
13 and under 13½	2	1		1		2	
13½ and under 14	1	1	1	1	2		2
14 and under 14½			1				
Total	14	14	15	15	12	13	12

SOUTH BEND, IND.

[The data used here are for time on duty, any fraction of an hour under ½ being counted as ½ hour. On 20 per cent of the regular runs the time for extra men includes 30 minutes allowed for meals.]

<i>Motormen: Regular.</i>							
Under 6	2		2	2			5
6 and under 6½	1					1	1
7½ and under 8							6
8 and under 8¼	1						2
8¼ and under 8½					1		2
8½ and under 9	3	3	3	4	1	2	2
9 and under 9¼	4	2	4	3		3	
9¼ and under 9½					2		
9½ and under 9¾							2
9¾ and under 10		1		1			5
10 and under 10¼	3		3	3		2	2
10¼ and under 10½	2	4	4	4		3	4
10½ and under 10¾	2	1	2	1		1	1
10¾ and under 11				1		3	3
11 and under 11¼	3	4	3	2	2	4	
11¼ and under 11½	4	4	4	3		1	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SOUTH BEND, IND.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
11½ and under 11¾	2	5	3	6	2	4	3
11¾ and under 12	11	7	8	5	7	6	4
12 and under 12½		1	2	2	2	7	
12½ and under 13		1		1	5		1
13 and under 13½	1			1	8		
13½ and under 14					3		
14 and under 14½					6		
14½ and under 15						2	
15 and under 15½					1	3	
15½ and under 16					2	1	
16 and under 16½					1		
Total	39	37	38	39	43	43	42
<i>Motormen: Extra.</i>							
2 and under 2½				1			1
4 and under 4½		1	1				
4½ and under 5	1				1		1
5 and under 5½		1					1
5½ and under 6				1			1
6 and under 6½				1			
6½ and under 7	1				1		
7 and under 7½				1			1
7½ and under 8						1	
8 and under 8½					1		1
8½ and under 9	1			1	1	2	
9 and under 9½	1	1		1			1
9½ and under 10					1		
10 and under 10½	3	3	3	2		4	1
10½ and under 11	1	1	1	1	1	2	2
11 and under 11½	1	1	1				
11½ and under 12	1	2		2		2	1
12 and under 12½			1		1		1
12½ and under 13		1			1		
13 and under 13½	1		2	1			
13½ and under 14	1	1	1		2		
14 and under 14½	1	1				1	
14½ and under 15					3		
15½ and under 16					1		
16 and under 16½			1				1
Total	13	13	11	12	14	12	13
<i>Conductors: Regular.</i>							
Under 6	1	2	1	1			
7 and under 7½							1
7½ and under 8						1	1
8 and under 8½						1	5
8½ and under 9							4
8½ and under 9½	4	3	3	5		3	2
9 and under 9½	3	2	4	2		2	1
9½ and under 10							4
9½ and under 10½		1		1			4
10 and under 10½	4	3	4	4		3	3
10½ and under 10¾	6	6	6	6		4	3
10¾ and under 11	1	2	1	2		1	
10¾ and under 11½						3	4
11 and under 11½	2	3	3	3	1	6	
11½ and under 11¾	1	1	1	1		1	
11¾ and under 12	4	6	5	6	2	5	5
11¾ and under 12½	10	6	7	6	6	3	3
12 and under 12½	1	1	1	1	2	3	1
12½ and under 13	1	2	1	1	6		
13 and under 13½	1		1	1			
13½ and under 14						6	
14 and under 14½						7	
14½ and under 15							
15 and under 16						2	
15½ and under 16						1	
16 and under 16½						3	
17½ and under 18						1	
Total	39	39	38	40	41	42	41

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SOUTH BEND, IND.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
2 and under 2½	1			1			
2½ and under 3			1				
4 and under 4½	1						1
4½ and under 5	1						1
5 and under 5½						1	1
7 and under 7½			1				1
7½ and under 8		1					
8 and under 8½						1	
9 and under 9½		1	1	1			
9½ and under 10	1		1	1			
10 and under 10½							1
10½ and under 11			1		3		
11 and under 11½	3	3	1	1	1		3
11½ and under 12	1	2	2	5		4	
12 and under 12½	1	1			2	1	2
12½ and under 13						1	
13 and under 13½			1		1	1	
13½ and under 14		1	1	1	1	1	
14 and under 14½	1						
14½ and under 15					1		
15 and under 15½	1				1		
17 and under 17½						1	
18 and over					1		
Total	11	10	10	10	11	11	11

SPOKANE, WASH.

SPOKANE & INLAND EMPIRE RAILROAD CO.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	3	5	2	3	4	6	5
6 and under 6½	1					1	1
7 and under 7½			1				
7½ and under 8							1
8 and under 8½							1
8½ and under 8¾							1
8¾ and under 9							1
9 and under 9½		3	3	3	3	6	5
9½ and under 9¾	3	3	6	6	6	2	2
9¾ and under 9¾	14	11	10	16	17	13	11
9¾ and under 10	20	12	18	17	18	18	11
10 and under 10½	8	11	14	15	13	6	13
10½ and under 10¾	3	3	2	4	2	4	2
10¾ and under 10¾	4	5	2	3	4	3	10
10¾ and under 11	3	4	2	2	1	1	
11 and under 11½	3	3			1	1	2
11½ and under 11¾				3		2	1
11¾ and under 11¾	4	3	4			1	
11¾ and under 12			2				
12 and under 12½	1	4	2	1		5	2
12½ and under 13	3	1	2	1		2	2
13 and under 13½	1						
13½ and under 14							2
14 and under 14½						1	
15½ and under 16						1	
Total	71	71	70	74	69	73	72
<i>Motormen: Extra.</i>							
1 and under 1½				2			
1½ and under 2		2			2		
2½ and under 3			3	1	1		
3½ and under 4		1	1		1	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPOKANE, WASH.—Continued.

SPOKANE & INLAND EMPIRE RAILROAD CO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
4 and under 4½	1	1	1	2	1	1	1
4½ and under 5	1		2	1		2	1
5 and under 5½			1	1		1	4
5½ and under 6		1		1		1	3
6 and under 6½			2	1			
6½ and under 7	1	1		1	2		
7 and under 7½					1		2
8½ and under 9							1
9 and under 9½	1	1	1	1	1		2
9½ and under 10	6	4	3	3	5	5	1
10 and under 10½	1	3	2		3		2
10½ and under 11					1	2	
11 and under 11½		1	1				
11½ and under 12	1	2				3	
12 and under 12½	1			2		1	
12½ and under 13	1						
13 and under 13½							1
Total	14	17	17	16	18	17	17
<i>Conductors: Regular.</i>							
Under 6	3	3	2		3	4	2
6 and under 6½	1			1			
6½ and under 7				1			3
7 and under 7½							1
8 and under 8½							3
8½ and under 8¾							1
8¾ and under 8½							1
8½ and under 9							1
9 and under 9½	2	2	3	3	2	4	1
9½ and under 9¾	4	4	5	5	5	1	3
9¾ and under 9½	14	12	12	12	14	14	9
9½ and under 10	22	15	21	18	24	22	11
10 and under 10½	7	9	12	13	10	6	5
10½ and under 10¾	4	4	4	4	3	2	9
10¾ and under 10½	4	5	4	4	2	2	
10½ and under 11	2	5	1	2	2	2	
11 and under 11½	1	2			1	1	1
11½ and under 11¾		2	2	3		3	2
11¾ and under 11½	3	2	2		1	1	1
11½ and under 12	2			1		1	
12 and under 12½	3	3	1	2		6	1
12½ and under 13		1	1			1	4
13 and under 13½						1	2
13½ and under 14							1
15½ and under 16			1				
Total	72	69	71	69	67	71	70
<i>Conductors: Extra.</i>							
1½ and under 2					1		
2½ and under 3	2	1			1		
3 and under 3½				1		1	
3½ and under 4	1	2					
4 and under 4½		1	4	2	1	1	1
4½ and under 5		1	1	2		3	4
5 and under 5½		1	1		1		3
5½ and under 6	1			2			2
6 and under 6½			1				1
6½ and under 7			1				
7½ and under 8						1	
8 and under 8½	1						
8½ and under 9					1	1	
9 and under 9½		1			1	2	2
9½ and under 10	4	3	4	5	3	3	4
10 and under 10½	3	2	4	5	7	4	4
10½ and under 11	1	1	1	1	1	1	1
11 and under 11½		1					

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPOKANE, WASH.—Continued.

SPOKANE & INLAND EMPIRE RAILROAD CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra—Concluded.</i>							
11½ and under 12.....		2				1	
12 and under 12½.....		1					
12½ and under 13.....	1		1		1	2	
Total.....	14	17	18	18	18	20	21

THE WASHINGTON WATER POWER CO.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	3	1		4	9	2	
6 and under 6½.....		1	1			1	1
6½ and under 7.....		1	1				
7 and under 7½.....			1				
7½ and under 8.....					1		1
8 and under 8½.....		1					
8½ and under 9.....							2
9 and under 9½.....	1	1	1	1	1	1	6
9½ and under 9¾.....	14	14	15	15	14	9	19
9¾ and under 9¾.....	8	8	8	7	7	17	9
9¾ and under 10.....	17	19	16	16	16	15	10
10 and under 10½.....	10	12	11	9	10	12	11
10½ and under 10¾.....	14	14	11	13	11	7	5
10¾ and under 10¾.....	9	8	8	8	8	6	4
10¾ and under 11.....	5	5	4	4	4	3	5
11 and under 11½.....	2	2	2	1	1	6	3
11½ and under 11¾.....	1	2	1	2	2		1
11¾ and under 11¾.....	1	1		1	1	1	
11¾ and under 12.....	1	1	1	1	1	1	1
12 and under 12½.....	1	1	1	1		3	2
Total.....	87	91	82	83	85	84	80
<i>Motormen: Extra (who did no other work).</i>							
Under 1.....	1		1	1			
1 and under 1½.....	1	1				1	
1½ and under 2.....	4	1	2	3	2		
2 and under 2½.....	1	2				1	1
2½ and under 3.....	2	1	1	1		3	
3 and under 3½.....	1	1	1	1	2	1	2
3½ and under 4.....		3					
4 and under 4½.....	1	2	1				
4½ and under 5.....		1		1	1	1	
5 and under 5½.....	1						
6 and under 6½.....					1		
6½ and under 7.....		1	1		2		
7 and under 7½.....			1			2	
7½ and under 8.....					2		
8 and under 8½.....		1					
8½ and under 9.....	1		1	1			
9 and under 9½.....	2	4	2	4	5	7	6
9½ and under 10.....	5	3	3	5	2	3	4
10 and under 10½.....	4	1	5	5	3	3	3
10½ and under 11.....				2		1	1
11 and under 11½.....	1		2		3		
12 and under 12½.....					2	3	
12½ and under 13.....			3	2		1	
13 and under 13½.....			1				
14 and under 14½.....			1	1	1		
15 and under 15½.....	1						
15½ and under 16.....						2	
Total.....	1 26	1 22	2 26	1 27	1 28	1 29	2 17

1 Not including 1 who also did other work.

2 Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPOKANE, WASH.—Concluded.

THE WASHINGTON WATER POWER CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	1		5	3	4	3	1
6 and under 6½.....			2				1
7 and under 7½.....						1	
7½ and under 8.....	1						1
8½ and under 8¾.....			1				
8½ and under 9.....	1	1					1
9 and under 9½.....	1	1	1	1	1	1	5
9½ and under 9¾.....	16	16	13	14	10	12	20
9¾ and under 9½.....	9	7	8	7	9	18	8
9½ and under 10.....	19	19	16	18	20	14	14
10 and under 10½.....	12	13	13	12	9	13	12
10½ and under 10¾.....	12	15	14	9	11	8	4
10¾ and under 10½.....	8	8	7	9	8	6	5
10½ and under 11.....	5	5	5	7	5	3	5
11 and under 11½.....	2	2	1	2	2	4	2
11½ and under 11¾.....	2	2	2	2	2		1
11¾ and under 11½.....	1	1	1	1	1	1	
11½ and under 12.....	1		1	1	1	1	1
12 and under 12½.....	1	1	1	1	1	1	1
Total.....	92	91	91	1 87	84	83	70
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....				1			
1 and under 1½.....			1		1		
1½ and under 2.....			2				
2 and under 2½.....			1				1
2½ and under 3.....	1			2			
3 and under 3½.....	4	2	3	1	2		2
3½ and under 4.....		1					
4 and under 4½.....	2	1	1	1		1	
4½ and under 5.....	1	1		1		1	
5 and under 5½.....					1		
5½ and under 6.....	1	2		3	1		
6 and under 6½.....			1			1	
6½ and under 7.....	1	1			1		1
7 and under 7½.....			1			1	
7½ and under 8.....			1		1		
8 and under 8½.....			1				
8½ and under 9.....	1		1	1			
9 and under 9½.....	2	2	2	4	5	6	7
9½ and under 10.....	2	2	2	3	1	2	3
10 and under 10½.....	3	1		4	4	1	3
10½ and under 11.....		2	2	2	3	2	2
11 and under 11½.....				1		4	1
11½ and under 12.....			2		1	1	
12 and under 12½.....						5	
12½ and under 13.....			1		2		
13 and under 13½.....		1					
13½ and under 14.....					1		
Total.....	18	16	1 22	22	24	25	1 20

SPRINGFIELD, ILL.

[The data used here are for actual time on duty except that the time for extra men making regular runs includes 10 minutes "reporting time" and 5 minutes for making out reports.]

<i>Motormen: Regular.</i>							
Under 6.....	1	1		1	1	2	4
6 and under 6½.....					1		1
7 and under 7½.....						1	1
8 and under 8½.....					2		1
8½ and under 8¾.....		1	1	1	3	1	14

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, ILL.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular—Concluded.</i>							
8½ and under 8¾			1	1			3
8¾ and under 9	1	2	1		2	2	8
9 and under 9½	8	9	11	11	9	9	12
9½ and under 9¾	17	16	15	16	13	10	2
9¾ and under 9¾	4	4	6	5	6	8	3
9¾ and under 10	5	6	7	6	6	6	2
10 and under 10½	10	10	9	10	9	10	2
10½ and under 10¾					1		
10¾ and under 10¾						1	
11 and under 11½	3	2	2	2	1	3	1
11½ and under 11½							1
11½ and under 11¾	1	1	1	1		1	
11¾ and under 12	1			1			
12 and under 12½	1				1	1	
12½ and under 13	1	1			1		
13 and under 13½		1				1	
15 and under 15½						1	
15½ and under 16						1	
18 and over							1
Total	53	54	54	55	56	58	56
<i>Motormen: Extra.</i>							
1½ and under 2		1					
3 and under 3½						1	
3½ and under 4		1					1
4 and under 4½			2	1			
4½ and under 5		1	2	2			1
5 and under 5½							3
5½ and under 6						1	1
7½ and under 8						2	
8 and under 8½						2	
8½ and under 9	2	2	2	2	2	2	2
9 and under 9½	7	6	5	5	9	5	5
9½ and under 10	2	3	2	2	3	1	
10 and under 10½	2	3	1	2	2	2	3
11 and under 11½						1	
12½ and under 13	1		1				
18 and over							1
Total	14	17	15	14	16	17	17
<i>Conductors: Regular.</i>							
Under 6		4	5	1		1	5
6 and under 6½			1		1		
6½ and under 7			1				
7½ and under 8						1	
8 and under 8½	1						1
8½ and under 8¾							11
8¾ and under 8¾		1	2	2	3	2	3
8¾ and under 9		2	2	2	1	2	8
9 and under 9½	13	10	9	12	12	11	11
9½ and under 9¾	13	12	11	13	14	13	4
9¾ and under 9¾	3	4	4	3	4	3	2
9¾ and under 10	4	7	7	7	6	9	2
10 and under 10½	10	12	10	11	11	9	7
10½ and under 10¾	1	1				2	
10¾ and under 11	2			1	1	1	
11 and under 11½	2	1	1	1	1	1	
11½ and under 11½			1	1			
11½ and under 11¾	1	1	1	1		1	2
11¾ and under 12			1		1		2
12 and under 12½	1	1	1		1		
12½ and under 13	1					1	2
14 and under 14½	1				1		1
14½ and under 15						1	
15 and under 15½						1	
17 and under 17½		1					
Total	53	57	57	55	57	60	61

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, ILL.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
4½ and under 5		1		1			
5½ and under 6							3
6 and under 6½					1		
7½ and under 8						1	
8 and under 8½						1	2
8½ and under 9	2		1			1	1
9 and under 9½	2	6	7	5	2	1	
9½ and under 10	3	4	4	4	4	3	1
10 and under 10½	1			1	1	2	
11 and under 11½	1					1	1
12 and under 12½						1	
12½ and under 13							1
16 and under 16½							1
18 and over	1						
Total	10	11	12	11	8	11	10

SPRINGFIELD, MASS.

[The data used here are for actual time on duty.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	1	2	3	2	1	4	10
6 and under 6½		1	1			1	3
6½ and under 7	1	2	1	1		1	1
7 and under 7½	2	1	2		1	2	3
7½ and under 8	1					3	10
8 and under 8½					1		24
8½ and under 8¾						1	14
8¾ and under 8½	7	6	6	6	5	2	27
8½ and under 9	34	38	32	37	34	27	23
9 and under 9½	65	64	66	61	61	62	22
9½ and under 9¾	13	16	12	12	12	19	1
9¾ and under 9½	7	6	7	5	7	10	
9½ and under 10	2	1	3	2	4	1	1
10 and under 10½	6	5	5	6	4	8	
10½ and under 10¾	7	6	6	7	8	3	1
10¾ and under 10½	3	2	3	1	3	2	
10½ and under 11	1	2	2	1	2	1	
11 and under 11½	2	3	2	3	4	2	
11½ and under 11¾						5	
11¾ and under 11½	2	4	2	3	1	2	
11½ and under 12	1	1	1	1	1		
12 and under 12½	1	1	1	2	1	1	
12½ and under 13	1	1				1	
Total	157	162	155	150	150	158	140
<i>Motormen: Extra (who did no other work).</i>							
Under 1		1					1
1 and under 1½			1		1		
1½ and under 2	1	3	1		2		1
2 and under 2½			3	3		1	
2½ and under 3		1			2		1
3 and under 3½	1	1	2	1		1	
3½ and under 4	3	2		2	3	1	1
4 and under 4½	3	2	2	4	2		1
4½ and under 5	4	1	2	3	1	5	
5 and under 5½	2	6	5	3	2	3	7
5½ and under 6	2	4	1	3	1	2	
6 and under 6½	5	4	7	3	5	2	1

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, MASS.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who did no other work)—Concluded.</i>							
6½ and under 7.....	3	2	1	1	2	3	4
7 and under 7½.....	3	2	3	3	3	3	4
7½ and under 8.....	3	2	3	2	2	4	4
8 and under 8½.....	4	2	1	1	2	1	15
8½ and under 9.....	9	5	8	6	8	7	7
9 and under 9½.....	5	8	10	12	8	12	4
9½ and under 10.....	1	1	1	3	2	1	1
10 and under 10½.....				1	2	3	
10½ and under 11.....	1			2	2		
11 and under 11½.....	2	3	1	3	2	3	
11½ and under 12.....	2	3	1	2			
12 and under 12½.....			1			1	
12½ and under 13.....		1					1
13 and under 13½.....	1		1				
13½ and under 14.....					1		
Total.....	55	1 55	2 55	60	2 53	3 57	1 50
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	1	5	3	3	4	12	8
6 and under 6½.....	2			1	2	2	5
6½ and under 7.....		1	2	1	2	4	4
7 and under 7½.....	2	1	1	2	1	3	2
7½ and under 8.....	1			1	1	1	15
8 and under 8½.....	1	2			2	2	29
8½ and under 8¾.....	3	1		1		1	21
8¾ and under 8½.....	7	7	6	3	2	6	20
8½ and under 9.....	33	38	37	36	33	23	22
8¾ and under 9.....	60	67	68	64	65	66	22
9 and under 9½.....	8	10	9	7	9	12	
9½ and under 9¾.....	8	7	5	5	8	9	
9¾ and under 10.....	2	2	3	1	3	1	
10 and under 10½.....	3	3	4	3	7	7	
10½ and under 10¾.....	4	5	4	2	2	3	
10¾ and under 10½.....	3	2	1	2	4	3	
10½ and under 11.....	2	2	4	4	3		
11 and under 11½.....	2	3	4	5	1		
11½ and under 11¾.....						1	
11¾ and under 11½.....	2	1	2	2		1	
11½ and under 12.....	2	2	1	1	2		
12 and under 12½.....	2	2	2	3	1	1	
12½ and under 13.....	1					1	
Total.....	149	161	156	142	151	156	146
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.....	1	1	1		1		
1½ and under 2.....	1				1		
2 and under 2½.....	2	1	2			2	
2½ and under 3.....	1	1		1			1
3 and under 3½.....	1	4		1		2	1
3½ and under 4.....	4	2	3		5		
4 and under 4½.....	6	5	4	2	4	2	2
4½ and under 5.....	3	3	5	2	3	1	2
5 and under 5½.....	3	5	4	3	3	3	2
5½ and under 6.....	3	5	3	4	2	1	1
6 and under 6½.....	1	5	5	5	2	3	4
6½ and under 7.....	2	1	1	1	1	5	
7 and under 7½.....	2	1	2	4	2	4	
7½ and under 8.....	4	3	2	3	3	1	3
8 and under 8½.....	4	3	3	4	1	2	8
8½ and under 9.....	7	3	3	7	8	10	14

1 Not including 2 who also did other work.
 2 Not including 3 who also did other work.
 3 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, MASS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work)—Concluded.</i>							
9 and under 9½	8	4	8	16	13	20	3
9½ and under 10		1		1	1	3	1
10 and under 10½	1	2	1	1	4	1	
10½ and under 11				3			
11 and under 11½		1					
11½ and under 12	1		1		1	1	
12 and under 12½				1			
13 and under 13½				1			
Total	54	51	52	60	55	61	44

SPRINGFIELD, OHIO.

[The data used here are for time on duty to the nearest 5 minutes.]

<i>Motormen: Regular.</i>							
Under 6	1	1		2			1
6 and under 6½		1					
6½ and under 7							2
7 and under 7½			1				7
7½ and under 8							14
8 and under 8½							3
8½ and under 9	1						
9 and under 9½	5	8	6	5	8	11	1
9½ and under 10	10	10	11	12	13	13	3
10 and under 10½	5	3	1	3	3	7	4
10½ and under 11	15	15	11	13	15	8	13
11 and under 11½	4	3	7	3	3	2	4
11½ and under 12		1		1		2	
12 and under 12½	2	4	4	2	2		
12½ and under 13	4	3	5	5	4	2	
13 and under 13½	2	1	3	1	3	5	
13½ and under 14	2	2		1	1	3	
	1			2		2	
		1	1	1		1	1
	1				1		
Total	53	53	50	51	53	57	53
<i>Motormen: Extra.</i>							
1½ and under 2	1	1	1	1	4	2	
2 and under 2½	1						
2½ and under 3	1	2					
3 and under 3½		1		1	1		1
3½ and under 4							
4 and under 4½	1	1					
4½ and under 5							2
5 and under 5½							
5½ and under 6							
6 and under 6½							
6½ and under 7		1	1				
7 and under 7½					1		
7½ and under 8						2	1
8 and under 8½	1		2	3	1		
8½ and under 9		1	1	3			1
9 and under 9½		1			2		1
9½ and under 10					1		
10 and under 10½	3	1	2	2	1	1	1
10½ and under 11			1	1		1	
11 and under 11½	1		2	1	1	1	
11½ and under 12		2			1	1	
Total	9	10	10	11	11	7	7
<i>Conductors: Regular.</i>							
Under 6	1	2		2			
6 and under 6½					1		
6½ and under 7							1
7 and under 7½							6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, OHIO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
7½ and under 8.....							14
8 and under 8½.....							3
8½ and under 8¾.....							1
8¾ and under 9.....			1				
9 and under 9½.....	5	5	6	4	4	7	1
9½ and under 9¾.....	7	6	6	8	7	14	3
9¾ and under 9¾.....	5	6	5	5	5	9	3
9¾ and under 10.....	11	7	9	7	8	6	11
10 and under 10½.....	4	2	4	2	4	2	4
10½ and under 10¾.....	5	6	4	5	5		
10¾ and under 11.....	4	6	3	7	6		2
11 and under 11½.....	3	2	2	1	2	2	
11½ and under 11¾.....	3	3	4	4	4	5	
11¾ and under 12.....		2	2	1		2	
12 and under 12½.....		1		1		4	
12½ and under 13.....			1	1			
					1		
Total.....	48	48	47	48	47	51	49
<i>Conductors: Extra.</i>							
1½ and under 2.....	1			1			
4 and under 4½.....					1		1
6½ and under 7.....					1		
7 and under 7½.....				1			2
7½ and under 8.....	1						
9 and under 9½.....		4	3	3	3	2	1
9½ and under 10.....	3	5	2	4	4	1	2
10 and under 10½.....	1		1	1			
10½ and under 11.....	4	2	3	2	2	4	3
11 and under 11½.....			3		1	2	
11½ and under 12.....	1				1	1	1
12 and under 12½.....	1	1					
Total.....	12	12	12	12	13	10	10

SUPERIOR, WIS.

[The data used here are for time on duty to the nearest 6 minutes.]

<i>Motormen: Regular.</i>							
Under 6.....	1	2	1		1	2	2
7 and under 7½.....				1			
7½ and under 8.....							1
8 and under 8½.....	1						1
8½ and under 8¾.....							1
9 and under 9½.....							2
9½ and under 9¾.....	2	2	2	2	2		2
10 and under 10½.....	2	2	2	2	1	1	1
10½ and under 10¾.....	2	1	2	1	2	3	
10¾ and under 10¾.....	4	4	3	5	5	1	3
10¾ and under 11.....	1	2	2	2	2	1	2
11 and under 11½.....	2	2	3	3	1		3
11½ and under 11¾.....	6	5	4	3	6	2	
11¾ and under 12.....	1	1	2	2	2	1	1
12 and under 12½.....			1	1		1	1
12½ and under 13.....	1	1	1			1	3
13 and under 13½.....					1	2	
13½ and under 14.....						1	1
14 and under 14½.....						2	
14½ and under 15.....		1				1	
Total.....	23	23	23	22	23	20	21

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SUPERIOR, WIS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
2 and under 2½			1		1		
2½ and under 3				1	1		
4½ and under 5	1						
7 and under 7½				1			
9 and under 9½		1	1	1	1		2
9½ and under 10							1
10 and under 10½	1	1			2	2	3
10½ and under 11	2	3	3	2	2	3	
11 and under 11½	1		1	2		1	
11½ and under 12		2			1		1
12 and under 12½	2					2	1
12½ and under 13				1			1
13½ and under 14			1			2	1
Total	7	7	7	8	8	10	9
<i>Conductors: Regular.</i>							
Under 6	2	3	2	2	1	1	2
6 and under 6½						1	1
6½ and under 7							1
7½ and under 8							1
8 and under 8½							1
8½ and under 8¾							1
9 and under 9½							1
9½ and under 9¾							1
10 and under 10½	3	3	3	2	2		2
10½ and under 10¾	2	2	2	2	2	1	3
10¾ and under 10¾	4	2	2	2	2	3	
10¾ and under 10¾	2	3	3	5	5	2	3
10¾ and under 11	1	2	2	3	2	2	2
11 and under 11½	2	2	3	3			3
11½ and under 11¾	6	5	5	3	6	2	
11¾ and under 11¾	1	2	1	1	2	1	
11¾ and under 12	1	1	1		1	1	
12 and under 12½						3	3
12½ and under 13			1				1
13 and under 13½					1	3	1
13½ and under 14						1	
14 and under 14½						1	
14½ and under 15						1	
Total	23	25	25	23	24	23	24
<i>Conductors: Extra.</i>							
2 and under 2½		2	1		1		1
4½ and under 5				1			
8 and under 8½				1			
8½ and under 9						1	
9 and under 9½						1	
9½ and under 10					1		1
10 and under 10½	1				2	1	
10½ and under 11	1	6	3	1	1	1	1
11 and under 11½	1			1	1	1	
11½ and under 12	1		1	1			2
12 and under 12½	1		1		1		1
12½ and under 13	1			1			
13 and under 13½						1	
13½ and under 14	1			1		1	
Total	7	8	6	7	7	7	7

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SYRACUSE, N. Y.

[The data used here are for actual time on duty except that the time for extra men making regular runs includes 5 minutes of "reporting time."]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	5	7	10	9	11	6	12
6 and under 6½.....	1		1	1	1		1
6½ and under 7.....			2	1			2
7 and under 7½.....		1	1	1			6
7½ and under 8.....	2	1	1	1	1		4
8 and under 8½.....				1			6
8½ and under 8¾.....							10
8¾ and under 8½.....	1	1	1	2	1		8
8½ and under 9.....	1	1		1	2		4
9 and under 9½.....	10	8	7	10	9	12	17
9½ and under 9¾.....	26	27	28	24	28	19	20
9¾ and under 9½.....	35	33	32	29	32	38	15
9½ and under 10.....	31	32	29	29	31	35	8
10 and under 10½.....	15	16	15	16	14	13	4
10½ and under 10¾.....	3	3	3	4	5	5	
10¾ and under 10½.....						2	
18 and over.....			1	1			1
Total.....	130	130	131	130	135	130	118
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	9	9	5	2	1		2
1½ and under 2.....	9	6	7	7	9		1
2 and under 2½.....	7	5	10	8	6		3
2½ and under 3.....	4	2	4	3	6		3
3 and under 3½.....		1	1	2	3	2	
3½ and under 4.....	4	3	4	2	3	2	2
4 and under 4½.....	2	2	1	5	2	2	1
4½ and under 5.....	1	1	1	2	1	2	3
5 and under 5½.....	5	6	5	4	5		2
5½ and under 6.....	3	1	2	2	2	3	4
6 and under 6½.....	2	2	2	4	3	5	4
6½ and under 7.....	3	3	2	2	2	5	2
7 and under 7½.....	1	2	3	1	1	2	4
7½ and under 8.....	2	3		6		1	1
8 and under 8½.....	2	3	3		3	2	6
8½ and under 9.....	2		2	1	1	2	2
9 and under 9½.....	6	5	7	2	6	6	7
9½ and under 10.....	8	9	8	7	7	9	11
10 and under 10½.....	5	6	4	6	6	2	2
10½ and under 11.....	1	1		2	2		
11 and under 11½.....			1			1	5
11½ and under 12.....				1		2	
12 and under 12½.....			1			2	
12½ and under 13.....						3	
Total.....	76	70	74	69	70	57	65
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	8	11	12	12	6	7	10
6 and under 6½.....		1	1	1	1	2	5
6½ and under 7.....	1					1	2
7 and under 7½.....			2	2		2	4
7½ and under 8.....	2	2	1	2	1	1	4
8 and under 8½.....	1						6
8½ and under 8¾.....							7
8¾ and under 8½.....			1		1		1
8½ and under 9.....	2	2	1	1	2		1
9 and under 9½.....	8	10	7	8	8	12	15
9½ and under 9¾.....	26	25	26	22	27	22	18
9¾ and under 9½.....	31	32	29	31	32	34	16
9½ and under 10.....	30	28	27	24	29	33	6

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SYRACUSE, N. Y.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
10 and under 10½	17	15	16	14	17	10	3
10½ and under 10¾	3	5	3	6	5	6	
10¾ and under 11						2	
11 and under 11½						1	
Total	129	131	126	123	129	133	98
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½	10	11	7	1	1		1
1½ and under 2	10	3	7	8	6		2
2 and under 2½	5	1	6	8	8	1	2
2½ and under 3	3	2	8	3	4	2	3
3 and under 3½				1	2	2	3
3½ and under 4	1	3	1	1	1	1	3
4 and under 4½	2	2	6	1	2	1	3
4½ and under 5	3	4	1	2	3	3	5
5 and under 5½	3	5	5	3	3	4	2
5½ and under 6	3	2	2	3	4	5	1
6 and under 6½	3	4		5	1	4	2
6½ and under 7	3	1		2	4	2	1
7 and under 7½	2	2		2	2	8	1
7½ and under 8	1	5		1	1	7	3
8 and under 8½	1	3	5	1	4	1	8
8½ and under 9	1	3	1	1	1	3	3
9 and under 9½	7	5	7	8	5	8	12
9½ and under 10	13	9	11	11	13	7	13
10 and under 10½	4	4	4	4	3	3	5
10½ and under 11	1	1	1	2		1	2
11 and under 11½						2	2
11½ and under 12						1	
12 and under 12½		1	1		1	1	
12½ and under 13		1				2	1
15½ and under 16						1	
Total	76	72	77	71	63	69	73
<i>Motormen: Regular (who also did other work).</i>							
Under 6			2				
6 and under 6½	2						
9 and under 9½	1						
9½ and under 9¾		1				1	
10 and under 10½			1	1	1	1	
10½ and under 10¾				1	1	4	
10¾ and under 10¾			1		1	1	
10¾ and under 11	1			1	1	1	
14 and under 14½							1
14½ and under 15				1	1		
Total	4	1	4	4	4	8	1
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½	1				1	1	1
1½ and under 2		1	2	1			
2 and under 2½		2	4	2	1		
2½ and under 3		1	2		2		
3 and under 3½		2	2	2			1
3½ and under 4					2		1
4 and under 4½	1	4	1	3	3	2	
4½ and under 5		4	2	1			
5 and under 5½	2		3				1
5½ and under 6	1	4	2	2	3	1	
6 and under 6½	4	2	3	4	5	4	
6½ and under 7	2		1	1	1	2	1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

SYRACUSE, N. Y.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra (who also did other work)—Concluded.</i>							
7 and under 7½		1	3	1	2	2	
7½ and under 8				2	2	2	
8 and under 8½		1	1	2	2	3	1
8½ and under 9	1		2	1		4	2
9 and under 9½						7	1
9½ and under 10	2		1		1	5	
10 and under 10½	1	3				5	
10½ and under 11	3		2	1	2	4	1
11 and under 11½	2		2	2	1		
11½ and under 12			1	1		2	
12 and under 12½		1				2	
12½ and under 13		2		1		1	1
13 and under 13½						1	
13½ and under 14						3	
14½ and under 15		1					
Total	20	29	34	27	28	51	11
<i>Conductors: Regular (who also did other work).</i>							
7 and under 7½					1	1	
9½ and under 9							2
9½ and under 10			2			1	
10 and under 10½			1	1	1		
10½ and under 10¾						2	1
10¾ and under 11	1	1	1	1	2	2	
14½ and under 15							
17½ and under 18				1	1	1	
Total	1	1	5	3	5	7	3
<i>Conductors: Extra (who also did other work).</i>							
1 and under 1½	1						
1½ and under 2	1		3				
2 and under 2½		1		1			
2½ and under 3	2	3	1	1	4		
3 and under 3½	1	2	3	1	2		
3½ and under 4	4	2			1		
4 and under 4½		1		1	2		
4½ and under 5		3	3	1	1		1
5 and under 5½	1		2		3		
5½ and under 6		3	2	3	2	1	1
6 and under 6½	1	2	4	2	1	4	
6½ and under 7	1	1	1	2	3	4	1
7 and under 7½		2		1	2	1	
7½ and under 8			1	1	3		
8 and under 8½	1		1	2		5	
8½ and under 9	1		2	2	2	1	
9 and under 9½	1	2	1	1	3	4	2
9½ and under 10			1			2	1
10 and under 10½	1		1		2	3	3
10½ and under 11	2	2	3	5	1	3	2
11 and under 11½	1			1	1		1
11½ and under 12	1	2		1		2	
12 and under 12½			1			1	
12½ and under 13						2	
13 and under 13½				1		1	
13½ and under 14							
14 and under 14½							1
14½ and under 15						1	
15 and under 15½						1	
Total	20	26	30	27	32	38	13

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TACOMA, WASH.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	3	1	2	3	2	2	3
6½ and under 7.....	1						3
7 and under 7½.....							5
7½ and under 8.....				1	1		8
8 and under 8½.....	1		1	1		1	8
8½ and under 8¾.....		1			1	2	8
8¾ and under 8¾.....							5
8¾ and under 9.....				1		2	3
9 and under 9½.....						2	6
9½ and under 9¾.....	3	3	3	3	4	6	11
9¾ and under 9¾.....	2	2	2	2		8	8
9¾ and under 10.....	5	4	3	3	4	7	4
10 and under 10½.....	14	15	15	16	17	9	7
10½ and under 10¾.....	12	12	14	14	11	10	5
10¾ and under 10¾.....	20	16	18	17	19	11	3
10¾ and under 11.....	12	12	12	12	8	12	3
11 and under 11½.....	11	10	11	10	7	3	1
11½ and under 11¾.....	3	5	4	4	5	2	1
11¾ and under 11¾.....	1	2	1	1	2	8	
11¾ and under 12.....	5	4	3	2	4	2	
12 and under 12½.....	5	5	4	4	5	5	1
12½ and under 13.....					1	2	
13 and under 13½.....						1	
17½ and under 18.....							1
Total.....	98	92	93	94	91	95	94
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	1				1		
1½ and under 2.....		1	1			1	1
2 and under 2½.....	2	4		2	1		1
2½ and under 3.....	2		1			1	
3 and under 3½.....	1	1	1		1		
3½ and under 4.....	2	1				1	1
4 and under 4½.....	1	2		1	1		2
4½ and under 5.....	2		2	1	1		
5 and under 5½.....	1		1	2			3
5½ and under 6.....	1			1		2	2
6 and under 6½.....	1	2			1	2	
6½ and under 7.....		1		1	1		1
7 and under 7½.....		1	2				
7½ and under 8.....	1					1	1
8 and under 8½.....					1		1
8½ and under 9.....		1				2	1
9 and under 9½.....	1	4	2	1		1	1
9½ and under 10.....			3	6	4	1	1
10 and under 10½.....	5	4	5	5	5	3	2
10½ and under 11.....		1		2	4	3	2
11 and under 11½.....			1	1	2	1	1
11½ and under 12.....			1	1	1		1
12 and under 12½.....		1	1			3	
12½ and under 13.....		2	1		1	3	
13 and under 13½.....	1						
13½ and under 14.....			1			1	
14 and under 14½.....						1	
15 and under 15½.....				1			
18 and over.....							1
Total.....	22	26	23	25	25	28	23
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	2	2	3	5	6		8
6 and under 6½.....	1						2
6½ and under 7.....	1		1			1	2
7 and under 7½.....		1					9

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TACOMA, WASH.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
7½ and under 8.	2						7
8 and under 8½.		1				2	7
8½ and under 8¾.			1			2	6
8¾ and under 8½.		1					5
8½ and under 9.						2	6
9 and under 9½.	1		1	1	2	2	3
9½ and under 9¾.	2	4	3	4	2	8	11
9¾ and under 9½.	2	2	3	2	2	6	5
9½ and under 10.	4	5	4	4	4	4	5
10 and under 10½.	20	19	23	18	20	9	4
10½ and under 10¾.	11	11	10	11	7	11	6
10¾ and under 10½.	15	14	15	13	16	11	3
10½ and under 11.	10	13	11	12	11	12	4
11 and under 11½.	12	12	11	10	9	3	1
11½ and under 11¾.	2	2	3	2	4	2	
11¾ and under 11½.	3	2	3	3	3	5	1
11½ and under 12.	6	6	5	3	5	5	
12 and under 12½.	5	4	4	3	4	6	
12½ and under 13.					1	2	2
13 and under 13½.						2	
13½ and under 14.	1	1	1	1	1	2	
14 and under 15.		1					
15 and under 15½.		1					
15½ and under 16.							1
Total	100	101	99	92	95	97	198
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.	1				1	1	
1½ and under 2.		5	3	1			
2 and under 2½.		3	2				
2½ and under 3.	1	1		1		1	
3 and under 4.		2	1		1		1
4 and under 4½.	2		1	2			1
4½ and under 5.		3	1		1		
5 and under 5½.	2						2
5½ and under 6.	1						2
6 and under 6½.	3		1	1	1	1	1
6½ and under 7.			2	1			1
7 and under 7½.	1			2		1	
7½ and under 8.			1		2		2
8 and under 8½.		2					2
8½ and under 9.		1			1		2
9 and under 9½.	1	1	1	1			2
9½ and under 10.	1	3	1	3	2	3	1
10 and under 10½.	6	5	5	6	4	2	5
10½ and under 11.	3	1	3	3	2	4	1
11 and under 11½.			2	5	2	3	1
11½ and under 12.		2	1		1		
12 and under 12½.	2	1	1	1	3	5	
12½ and under 13.					1	3	
13 and under 13½.					1	1	
13½ and under 14.							
14 and under 14½.			1				
14½ and under 15.				1	1		
15 and under 15½.				1	1	1	1
15½ and under 16.				1			
Total	24	29	25	30	24	28	25
<i>Gripmen (cable): Regular (who did no other work).</i>							
Under 6.		1					2
6 and under 6½.							1
7 and under 7½.							4
9 and under 9½.	1		1	1	1		

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TACOMA, WASH.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Gripmen (cable): Regular (who did no other work)—Concl'd.</i>							
10 and under 10½	4	4	4	4	3		
10½ and under 10¾	1	1	1	1	1		
10¾ and under 10¾						1	
10¾ and under 11	1	1	1	1	1	3	
11¼ and under 11¾						1	
13 and under 13½						1	
Total	7	7	7	7	6	6	7
<i>Gripmen (cable): Extra (who did no other work).</i>							
2½ and under 3							1
5 and under 5½	1						
6 and under 6½		1	1				
6½ and under 7				1			
10 and under 10½					1		
10½ and under 11						1	
Total	1	1	1	1	1	1	1
<i>Motormen: Extra (who also did other work).</i>							
5 and under 5½							2
6½ and under 7							1
10 and under 10½	1	1				1	1
10½ and under 11		1					
12 and under 12½					1		
15 and under 15½			1				
Total	1	2	1		1	1	4
<i>Conductors: Extra (who also did other work).</i>							
5 and under 5½							1
5½ and under 6	1						
7½ and under 8							1
9 and under 9½					1		
10½ and under 11		1	1		1		
12½ and under 13						1	
13 and under 13½							
Total	1	1	1		3	1	2

TOLEDO, OHIO.

[The data used here are for time on duty to the nearest quarter hour.]

<i>Motormen: Regular (who did no other work).</i>							
Under 6	6	6	11	9	5	4	10
6 and under 6½	7	5	2	5	4		2
6½ and under 7	2	1	1	2	1	1	2
7 and under 7½	1						3
7½ and under 8	2	3	4	2	3	3	2
8 and under 8½	1	2	1	1	1	1	10
8½ and under 8¾	6	5	5	5	5	1	6
8¾ and under 9	1	3	4	5	5	5	3
9 and under 9½	6	6	5	6	5	9	50
9½ and under 9¾	20	20	19	21	17	15	28
9¾ and under 9¾	41	37	36	35	38	40	26
9¾ and under 10	33	33	37	28	31	53	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TOLEDO, OHIO—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work)—Concluded.</i>							
10 and under 10½	25	24	21	21	24	30	7
10½ and under 10¾	19	15	14	19	17	10	9
10¾ and under 10¾	15	12	8	12	14	15	2
10¾ and under 11	8	8	9	9	8	8	3
11 and under 11¼	3	3	5	4	3	3	1
11¼ and under 11½	3	3	6	4	4	3	1
11½ and under 11¾	5	5	3	3	4	5	2
11¾ and under 12	7	10	6	7	8	6	2
12 and under 12½	2	1	4	2	3	4	1
12½ and under 13	3	4	4	2	2	2	2
13 and under 13½		1	1		1	2	
13½ and under 14						2	
14 and under 14½	1			1		2	
14½ and under 15			1	1			1
15 and under 16						1	
16 and over					1		
Total	1 217	2 209	2 208	3 207	2 209	224	1 184
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½	2	1	1	1	1	2	
1½ and under 2	1	3	3	3	5	3	
2 and under 2½	6	6	1	4	3		1
2½ and under 3	4	4	4	3	3	2	5
3 and under 3½	4	2	1	2	3	2	7
3½ and under 4	3	3	3	2	1	5	2
4 and under 4½	1	3		3	5	4	2
4½ and under 5	2	3	2	3	7	5	3
5 and under 5½	12	7	1	1	1		6
5½ and under 6	5	7	3	3	5	5	3
6 and under 6½	1	3	4	2	6	4	2
6½ and under 7	6	3	4	3	5	5	1
7 and under 7½	3	3	5	2	2		6
7½ and under 8	1		1	3	3	5	1
8 and under 8½	2	5	1	4	5	4	5
8½ and under 9	2	2	3	6	1	4	7
9 and under 9½	2	5	6	1	6	8	14
9½ and under 10	12	13	11	16	16	10	7
10 and under 10½	3	4	5	5	4	8	8
10½ and under 11	8	8	12	9	6	5	4
11 and under 11½	4	5	3	4	3	3	2
11½ and under 12	2	1	5		3	3	2
12 and under 12½	1	2	4	2		2	2
12½ and under 13	3	1	1	4	3	3	1
13 and under 13½	1		2	1	2	1	
13½ and under 14							1
14 and under 14½						1	
14½ and under 15		1				1	
15 and under 16		1					
16 and under 16½	1	1	1	1			1
17 and under 17½	1	1	1	1			
18 and over			1				
Total	2 02	1 98	2 89	2 89	2 99	3 95	2 93
<i>Conductors: Regular (who did no other work).</i>							
Under 6	8	8	10	16	7	3	14
6 and under 6½	3	3	1	1	2		1
6½ and under 7	2			1			1
7 and under 7½	1						1
7½ and under 8	1	2	1	2	1	3	2
8 and under 8½				1			
8½ and under 8¾	2	2					13
8¾ and under 8¾	5	4	3	2	3	2	7

¹ Not including 1 who also did other work.
² Not including 2 who also did other work.
³ Not including 3 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TOLEDO, OHIO—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
8½ and under 9.....	4	1	5	4	2	5	4
9 and under 9½.....	5	4	4	5	4	11	51
9½ and under 9¾.....	16	15	19	14	17	13	30
9¾ and under 9¾.....	39	35	35	38	37	33	24
9¾ and under 10.....	35	32	32	26	36	44	11
10 and under 10½.....	21	18	19	20	19	26	.....
10½ and under 10¾.....	13	17	16	12	14	10	7
10¾ and under 10¾.....	14	8	10	13	11	12	3
10¾ and under 11.....	9	12	11	11	12	9	5
11 and under 11½.....	5	7	8	6	5	6	.....
11½ and under 11¾.....	3	5	5	6	4	1	.....
11¾ and under 11¾.....	6	7	4	5	4	1	.....
11¾ and under 12.....	5	4	3	6	6	9	1
12 and under 12½.....	1	4	3	2	5	4	1
12½ and under 13.....	5	2	5	4	5	2	.....
13 and under 13½.....	1	1	.....	.....	.....	3	.....
13½ and under 14.....	.....	.....	.....	.....	.....	1	.....
14 and under 14½.....	.....	.....	.....	.....	.....	.....	.....
14½ and under 15.....	1	.....	.....	.....	1	.....	.....
15 and under 15½.....	.....	.....	1	.....	.....	.....	.....
15½ and under 16.....	.....	.....	.....	.....	.....	1	.....
Total.....	1 205	2 193	1 197	2 196	3 196	2 205	177
<i>Conductors: Extra (who did no other work).</i>							
1 and under 1½.....	1	.....	.....	1	.....	1	.....
1½ and under 2.....	1	.....	.....	1	1	1	.....
2 and under 2½.....	3	5	3	3	.....	.....	1
2½ and under 3.....	4	.....	1	2	2	2	3
3 and under 3½.....	2	1	2	1	6	.....	4
3½ and under 4.....	2	3	2	4	2	2	1
4 and under 4½.....	.....	3	1	1	1	1	2
4½ and under 5.....	1	2	4	3	1	.....	3
5 and under 5½.....	1	2	3	.....	1	2	7
5½ and under 6.....	5	3	4	3	4	3	1
6 and under 6½.....	3	5	4	2	5	1	2
6½ and under 7.....	4	5	4	4	3	2	.....
7 and under 7½.....	5	2	3	5	3	.....	4
7½ and under 8.....	5	6	5	2	1	3	4
8 and under 8½.....	1	.....	.....	.....	3	4	4
8½ and under 9.....	3	4	3	6	2	3	3
9 and under 9½.....	5	8	8	6	5	6	17
9½ and under 10.....	15	13	14	12	14	11	12
10 and under 10½.....	11	9	6	11	8	13	5
10½ and under 11.....	4	8	9	5	6	5	1
11 and under 11½.....	2	4	5	4	2	1	2
11½ and under 12.....	5	6	3	7	5	8	3
12 and under 12½.....	1	.....	4	3	3	7	2
12½ and under 13.....	1	4	5	2	3	2	1
13 and under 13½.....	3	3	.....	2	1	5	2
13½ and under 14.....	1	1	.....	.....	3	.....	1
14 and under 14½.....	.....	.....	.....	3	.....	.....	.....
14½ and under 15.....	1	.....	.....	.....	.....	1	.....
15 and under 15½.....	.....	.....	1	.....	.....	1	.....
15½ and under 16.....	.....	.....	.....	2	2	1	.....
17 and under 18.....	1	.....	.....	.....	.....	.....	.....
18 and over.....	.....	.....	.....	.....	.....	1	.....
Total.....	91	97	94	94	90	87	85

1 Not including 2 who also did other work.

2 Not including 3 who also did other work.

3 Not including 4 who also did other work.

4 Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TOPEKA, KANS.

[The data used here are for time on duty to the nearest quarter hour.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	4	1	1				4
6 and under 6½.....			1	2			
6½ and under 7.....					1		
7 and under 7½.....					1	1	
7½ and under 8.....				1			1
8 and under 8½.....							1
8½ and under 9.....			1				1
9 and under 9½.....							1
10 and under 10½.....	1	1	1	1		1	15
10½ and under 10¾.....	1	1	1	1	1	1	2
10¾ and under 11.....	1	1		1	1	1	2
11 and under 11½.....			2				2
11½ and under 12.....	2	2	2	2	2	1	8
12 and under 12½.....	25	26	28	28	27	28	8
12½ and under 13.....	2	3	2	3	4	4	1
Total.....	36	35	37	38	37	37	37
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	1	1					
2 and under 2½.....				1	1		
2½ and under 3.....		1	1	1		1	
3 and under 3½.....				1			
4 and under 4½.....			1				
4½ and under 5.....	1		1	1	1		
5 and under 5½.....	1	2		1			
5½ and under 6.....		1	1			1	
6 and under 6½.....			1				1
6½ and under 7.....	1		1	1	1	1	1
7 and under 7½.....							1
7½ and under 8.....				1			2
8 and under 8½.....				1	1		
8½ and under 9.....							1
9 and under 9½.....						1	
10 and under 10½.....			1		1	1	5
10½ and under 11.....	1						1
11 and under 11½.....				1			
11½ and under 12.....	1	1	1	1	1		
12 and under 12½.....	10	10	6	5	7	9	2
12½ and under 13.....					1		1
13 and under 13½.....			1				1
13½ and under 14.....		1			1	1	
14 and under 14½.....			1				
14½ and under 15.....	1						
Total.....	17	17	16	15	15	15	16
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	2	2	2	3	2	2	4
6½ and under 7.....						1	
7½ and under 8.....		1	1				
8½ and under 8¾.....							1
10 and under 10½.....							14
10½ and under 10¾.....	1	1	1	1	1	1	4
10¾ and under 11.....				2	1		3
11 and under 11½.....	1						2
11½ and under 12.....							
12 and under 12½.....	26	28	28	28	27	28	7
12½ and under 13.....	3	2	2	2	3	4	2
13 and under 13½.....				2		1	
14 and under 14½.....	3						
Total.....	37	34	34	38	34	37	37

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

TOPEKA, KANS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who did no other work).</i>							
3 and under 3½							1
3½ and under 4				1			
4 and under 5	2	1	2	1	1		
5 and under 5½	1	1		1	1		
5½ and under 6	1	1				1	
6 and under 6½							1
6½ and under 7			1				
7 and under 7½				1		2	
7½ and under 8							
8 and under 8½							
8½ and under 9							
9 and under 9½				1			
9½ and under 10				1			
10 and under 10½		1	1				5
10½ and under 11						1	1
11 and under 11½		1	1				
11½ and under 12				1			
12 and under 12½	6	6	5	3	7	6	2
12½ and under 13			1	1			
13 and under 13½					1		
13½ and under 14			1		1		
14 and under 14½		1					
14½ and under 15						1	
Total	10	12	12	10	12	10	10

WASHINGTON, D. C.

CAPITAL TRACTION CO.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6		4	3	3	4	4	6
6 and under 6½					1		1
6½ and under 7	2		2				5
7 and under 7½	2			1			6
7½ and under 8	5	2	3	3	2		6
8 and under 8½					1	1	31
8½ and under 8¾	2	4	2	4	2		26
8¾ and under 9	1						4
9 and under 9½	9	10	9	9	10	5	11
9½ and under 9¾	7	9	8	8	8	7	11
9¾ and under 10	10	9	12	12	12	10	27
10 and under 10½	61	59	58	61	64	61	28
10½ and under 10¾	33	37	29	28	31	26	19
10¾ and under 11	16	16	16	14	14	8	7
11 and under 11½	13	12	11	10	12	14	9
11½ and under 11¾	14	16	16	14	14	14	3
11¾ and under 12	17	17	22	21	20	25	3
12 and under 12½	10	11	11	13	11	16	1
12½ and under 12¾	4	3	4	2	4	6	1
12¾ and under 13	5	5	4	5	5	5	
13 and under 13½		2	2	2	2	3	1
13½ and under 14	10	6	7	8	6	7	
14 and under 14½	3	3	4	4	4	3	
	2	2	2	1	2	5	
				1			
	1				1		2
Total	227	227	225	224	230	220	238
<i>Motormen: Extra.</i>							
Under 1		1	1		1		
1 and under 1½	5	3	4	1	3	2	1
1½ and under 2		3	2	1		1	
2 and under 2½	2	2	3		2		1
2½ and under 3	2	2	2	2	3	2	
3 and under 4	1				1	1	

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.—Continued.

CAPITAL TRACTION CO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Extra—Concluded.</i>							
4 and under 4½	1			1			1
5 and under 5½	1			1		1	
5½ and under 6				1		2	
6 and under 6½							1
6½ and under 7							1
7 and under 7½	1					1	2
7½ and under 8		1		1	1		
8 and under 8½	2						9
8½ and under 9	1		2			1	2
9 and under 9½	5	5	3	3	2		11
9½ and under 10	10	16	15	18	13	13	8
10 and under 10½	3	4	5	5	3	6	4
10½ and under 11	7	5	6	8	8	8	
11 and under 11½	2	2	2	1	1	4	1
11½ and under 12	2	1	2	1	2		
12 and under 12½	1		1		3	3	
12½ and under 13		1		1		1	
13 and under 13½		1					
13½ and under 14		1					
14 and under 14½						1	
14½ and under 15	1				1		
15 and under 15½	1						
Total	49	48	48	47	44	48	42
<i>Conductors: Regular.</i>							
Under 6	4	5	10	4	3	1	7
6 and under 6½							1
6½ and under 7							7
7 and under 7½	1					1	7
7½ and under 8	4	3	2	2	2	1	5
8 and under 8½	2				2	1	32
8½ and under 8¾	2	3	2	3	3	1	23
8¾ and under 8½		1	1	1			4
8½ and under 9	9	9	10	10	9	6	10
9 and under 9½	8	7	7	5	7	5	8
9½ and under 9½	8	9	9	9	12	8	30
9½ and under 9½	66	66	64	63	61	58	24
9½ and under 10	31	29	21	24	29	29	18
10 and under 10½	13	12	15	15	14	14	7
10½ and under 10½	10	8	11	12	12	12	7
10½ and under 11	18	19	18	20	19	20	6
10½ and under 11	14	17	17	15	13	21	3
11 and under 11½	11	11	12	10	11	10	1
11½ and under 11½	3	2	2	2	2	5	2
11½ and under 11½	8	7	6	6	6	6	
11½ and under 12	4	2	2	3	3	4	1
12 and under 12½	13	11	15	12	12	13	
12½ and under 13	3	4	3	2	4	2	1
13 and under 13½						3	
13½ and under 14				1			
14 and under 14½							2
14½ and under 15							1
Total	232	225	227	219	221	220	207
<i>Conductors: Extra.</i>							
1 and under 1½	3	2	1	1	7	3	1
1½ and under 2		1				1	
2 and under 2½	1	1	1	2	3	1	
2½ and under 3	3	1	5	1	2	3	
3 and under 3½						1	
3½ and under 4	2	1	1		1		
4 and under 4½				1	1	1	
4½ and under 5					1	1	
5 and under 5½		1					
5½ and under 6				1			

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.—Continued.

CAPITAL TRACTION CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Conductors: Extra—Concluded.</i>							
6 and under 6½			1				
6½ and under 7						1	
7 and under 7½		1					3
7½ and under 8	1	2	1	1	1		
8 and under 8½	1	1	3			1	12
8½ and under 9	1		1				1
9 and under 9½		3	5	3	4	6	9
9½ and under 10	8	10	14	15	15	12	9
10 and under 10½	3	5	2	3	3	5	4
10½ and under 11	3	4	6	9	7	9	
11 and under 11½	5	4	2	2	3	4	
11½ and under 12		2	1	2	1		
12 and under 12½	2	4	2				
12½ and under 13	1	1		1			
13 and under 13½	1			1		1	
13½ and under 14	1						
14 and under 14½				1			
Total	42	44	46	49	49	50	39

WASHINGTON RAILWAY & ELECTRIC CO.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6	7	6	2	3	3	4	13
6 and under 6½	4	1	4	4	3	1	2
6½ and under 7	3	1	1	1	1		5
7 and under 7½	2	2	1	2	2	1	3
7½ and under 8	1	2	3	3	3	1	6
8 and under 8½	2	2	2	2	2	2	4
8½ and under 8¾						1	2
8¾ and under 9	1	2	4	2			5
9 and under 9½	1	1	1	1		3	3
9½ and under 9¾	4	1	1	1	1	2	7
9¾ and under 10	5	6	8	6	7	4	4
10 and under 10½	11	12	7	12	9	10	14
10½ and under 11	22	20	23	23	19	22	22
11 and under 11½	46	45	44	46	47	44	22
11½ and under 12	26	28	29	29	26	25	27
12 and under 12½	27	26	27	26	25	30	25
12½ and under 13	32	32	24	32	31	31	16
13 and under 13½	26	27	29	30	27	24	21
13½ and under 14	20	21	17	18	17	18	3
14 and under 14½	13	11	15	10	15	14	6
14½ and under 15	9	8	6	6	6	8	3
15 and under 15½	2	4	5	2	4	11	7
15½ and under 16	1		1		2	6	1
16 and under 16½	2	1	1	1	1	2	
16½ and under 17			1			1	
17 and under 17½					1		1
17½ and under 18						1	
18 and over							
Total	267	260	256	260	253	271	222
<i>Motormen: Extra.</i>							
Under 1	1	1	1	2	2	1	2
1 and under 1½	3	1	2	1	2	2	1
1½ and under 2	1	4	1	2	1	6	2
2 and under 2½	1	2	2		6	3	
2½ and under 3	1	1	2	1	5		1

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.—Continued.

WASHINGTON RAILWAY & ELECTRIC CO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sund-day.
<i>Motormen: Extra—Concluded.</i>							
3 and under 3½	4	1	2		1	1	2
3½ and under 4	7	4	3	5	3	2	2
4 and under 4½	2	3	3	1	3	4	1
4½ and under 5	2	3	2	2	2	1	1
5 and under 5½	2	5	8	6	5	5	3
5½ and under 6	2	3	3	3	3	2	1
6 and under 6½		4	1	2	2	1	3
6½ and under 7	1	1		1	2	3	1
7 and under 7½						1	1
7½ and under 8							1
8 and under 8½							4
8½ and under 9		1	1		1	1	2
9 and under 9½	3	1			1	3	3
9½ and under 10	6	4	6	7	8	5	6
10 and under 10½	14	12	16	11	16	13	16
10½ and under 11	10	9	11	10	8	7	10
11 and under 11½	6	8	6	11	7	10	5
11½ and under 12	4	5	3	5	2	2	4
12 and under 12½		4	1	1		1	2
12½ and under 13	1		1			1	1
13 and under 14						1	1
14 and under 14½	1						1
14½ and under 15			1		1		1
15 and under 15½						1	1
15½ and under 16						1	1
16 and over		1					1
Total	72	78	76	71	81	79	76
<i>Conductors: Regular.</i>							
Under 6	4	6	4	3	9	4	11
6 and under 6½	2	1	2	2	4	2	5
6½ and under 7	2	2	1	1	1		5
7 and under 7½	2	2	1	2	2		1
7½ and under 8	1	2	3	2	3		4
8 and under 8½	1	2	1		1	1	5
8½ and under 8¾						1	2
8¾ and under 8½	2	2	3	1	2	1	5
8½ and under 9	1	1	1		1	1	3
9 and under 9½	3	1	1	1	1	2	6
9½ and under 9¾	7	6	8	7	7	5	3
9¾ and under 9½	12	13	11	19	9	11	11
9½ and under 10	23	17	25	20	22	17	25
10 and under 10½	45	45	45	47	44	47	18
10½ and under 10¾	25	29	31	17	31	29	27
10¾ and under 10½	30	26	24	27	25	30	23
10½ and under 11	27	25	25	32	21	26	17
11 and under 11½	23	23	24	20	26	25	20
11½ and under 11¾	17	16	17	20	16	16	2
11¾ and under 11½	14	14	14	13	12	14	6
11½ and under 12	9	6	4	9	7	9	3
12 and under 12½	2	3	5	3	5	12	7
12½ and under 13			1		1	4	
13 and under 13½			1				
13½ and under 14		2				2	
14 and under 14½			1				
14½ and under 15						1	
15 and under 15½						2	
16 and under 16½	1				1		
16½ and over						1	
Total	253	244	253	246	250	263	210

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.—Concluded.

WASHINGTON RAILWAY & ELECTRIC CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra.</i>							
Under 1.....	2	1	1	1	.....	3	.....
1 and under 1½.....	5	.....	2	2	2	2	.....
1½ and under 2.....	.....	2	2	1	2	1	1
2 and under 2½.....	3	3	1	3	3	3	.....
2½ and under 3.....	3	2	2	6	2	2	1
3 and under 3½.....	2	1	2	2	2	1	2
3½ and under 4.....	2	6	2	2	4	3	1
4 and under 4½.....	1	2	2	2	2	2	1
4½ and under 5.....	2	2	.....	2	1	2	2
5 and under 5½.....	5	4	9	6	4	4	4
5½ and under 6.....	2	.....	3	2	1	2	1
6 and under 6½.....	3	4	3	.....	1	2	2
6½ and under 7.....	.....	.....	.....	1	1	2	.....
7 and under 7½.....	.....	.....	1	.....	2	2	2
7½ and under 8.....	.....	.....	.....	1	1	1	2
8 and under 8½.....	1	1	1	1	1	2	3
8½ and under 9.....	.....	.....	.....	1	.....	3	3
9 and under 9½.....	1	1	1	.....	1	3	6
9½ and under 10.....	5	7	4	5	6	8	4
10 and under 10½.....	18	15	17	18	17	8	23
10½ and under 11.....	12	14	13	6	12	12	7
11 and under 11½.....	10	9	11	11	8	10	4
11½ and under 12.....	1	3	3	4	4	2	6
12 and under 12½.....	.....	1	.....	.....	1	1	2
12½ and under 13.....	.....	1	.....	.....	1	1	1
13 and under 13½.....	.....	.....	.....	.....	1	1	1
13½ and under 14.....	2	.....	.....	.....	.....	.....	.....
14 and under 14½.....	1	.....	.....	.....	.....	.....	.....
14½ and under 15.....	.....	.....	.....	.....	.....	.....	1
17 and under 17½.....	.....	.....	.....	.....	.....	.....	1
18 and over.....	.....	1	.....	1	.....	1	.....
Total.....	81	80	80	80	80	84	80

WHEELING, W. VA.

[The data used here are for actual time on duty.]

<i>Motormen: Regular.</i>							
Under 6.....	.....	.....	1	2	1	.....	1
6 and under 6½.....	.....	.....	.....	.....	.....	.....	2
6½ and under 7.....	.....	.....	.....	.....	.....	.....	3
7 and under 7½.....	.....	.....	.....	.....	.....	.....	6
7½ and under 8.....	.....	.....	.....	.....	.....	.....	8
8 and under 8½.....	.....	.....	.....	.....	.....	.....	5
8½ and under 8¾.....	.....	.....	.....	.....	.....	.....	2
8¾ and under 9.....	.....	.....	.....	.....	.....	.....	1
9 and under 9½.....	15	16	16	14	13	14	14
9½ and under 9¾.....	10	9	8	9	10	8	3
9¾ and under 9¾.....	13	12	13	12	12	12	4
9¾ and under 10.....	2	2	4	3	3	4	2
10 and under 10½.....	14	14	12	13	15	16	5
10½ and under 10½.....	3	3	3	3	3	2	2
10½ and under 10¾.....	1	1	1	1	1	1	.....
10¾ and under 11.....	2	3	3	3	2	4	.....
11 and under 11½.....	.....	.....	.....	.....	.....	.....	1
11½ and under 11½.....	.....	.....	.....	.....	.....	.....	1
11½ and under 11¾.....	.....	.....	.....	.....	.....	.....	1
12 and under 12½.....	.....	.....	.....	.....	.....	.....	1
13 and under 13½.....	.....	.....	.....	1	.....	.....	.....
15 and under 15½.....	.....	.....	.....	.....	.....	1	.....
Total.....	60	60	61	61	60	66	FD

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WHEELING, W. VA.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra.</i>							
1 and under 1½			1				
2 and under 2½							1
3 and under 3½					1		
3½ and under 4							1
4 and under 4½	1	1	1				
4½ and under 5				1			
5 and under 6	1	1					1
7 and under 7½				1			1
7½ and under 8						1	
8½ and under 9							1
9 and under 9½	3	4	4	5	2	2	2
9½ and under 10	3	3	2	2	2		3
10 and under 10½	2	3	3	4	4	5	2
10½ and under 11	1		1	4	2	2	1
11 and under 11½	1				1		
11½ and under 12		1				1	
12 and under 12½			1				1
13 and under 13½						1	
15 and under 15½	1						
18 and over					1		
Total	13	13	13	13	13	13	13
<i>Conductors: Regular.</i>							
Under 6	1		1				2
6 and under 6½							2
6½ and under 7							2
7 and under 7½							6
7½ and under 8				2			7
8 and under 8½							4
8½ and under 8¾							2
8¾ and under 8½							1
8½ and under 8¾							1
8¾ and under 9							1
9 and under 9½	15	14	14	14	14	15	13
9½ and under 9¾	9	9	7	9	9	8	5
9¾ and under 9½	15	15	14	10	12	13	5
9½ and under 10	3	3	5	4	5	3	2
10 and under 10½	15	13	15	15	15	18	6
10½ and under 10¾	3	3	3	3	3	2	2
10¾ and under 10½	1	1	1	1	1	1	
10½ and under 11	2	3	3	3	3	4	1
11 and under 11½				2			1
11½ and under 11¾							1
12 and under 12½							1
15 and under 15½							1
Total	64	61	63	63	62	68	61
<i>Conductors: Extra.</i>							
1 and under 1½	1			2			
2 and under 2½							1
3 and under 3½			1				
4 and under 4½	1	1		1	1		
4½ and under 5			1				
5 and under 5½							1
5½ and under 6	1	1	1		1		
6 and under 6½	1						
6½ and under 7							1
7 and under 7½				1			1
7½ and under 8							1
8 and under 8½							1
9 and under 9½	4	4	4	3	2	1	2
9½ and under 10		1		3	2		1
10 and under 10½	2	5	3	1	4	2	2
10½ and under 11	1				2	2	1
11 and under 11½			1				
11½ and under 12						2	
12 and under 12½						2	
14½ and under 15						1	
Total	11	12	12	11	12	11	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WICHITA, KANS.

[The data used here are for actual time on duty.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular.</i>							
Under 6.....			1			1	1
6½ and under 7.....					1		
7 and under 7½.....		1					
8½ and under 8½.....							2
8½ and under 9.....	1			1		1	3
9 and under 9½.....				1			
9½ and under 9½.....	6	4	3	4	3	3	
9½ and under 9½.....	2	3	3	3	3	3	
9½ and under 10.....	2	1	1		1		4
10 and under 10½.....	2						2
10½ and under 10½.....							4
10½ and under 10½.....	1					1	2
10½ and under 11.....	2	3	4	2	2	2	
11 and under 11½.....	6	3	3	3	3	4	6
11½ and under 11½.....	6	6	7	9	9	5	5
11½ and under 11½.....		2	2	2	1	4	3
11½ and under 12.....	4	4	4	7	6	5	7
12 and under 12½.....	10	12	8	6	10	8	3
12½ and under 13.....	5	1	6	3	3	4	2
13 and under 13½.....	1	1				2	
17 and under 17½.....		1					
Total.....	48	42	42	41	42	46	44
<i>Motormen: Extra.</i>							
Under 1.....							1
2½ and under 3.....					2		1
3 and under 3½.....		1	1				
3½ and under 4.....		1		1	1		
4 and under 4½.....							1
6 and under 6½.....					1		
6½ and under 7.....							1
7 and under 7½.....		1	1	1	1		
7½ and under 8.....							2
8 and under 8½.....				1	1		2
8½ and under 9.....			1		1		2
9 and under 9½.....		1	2	1	2	2	1
9½ and under 10.....			1	1			
10 and under 10½.....						2	1
10½ and under 11.....	1			1		2	
11 and under 11½.....	3	3	2	1	1	3	1
11½ and under 12.....	2	4	3	1	2		1
12 and under 12½.....	1		2	3		2	1
12½ and under 13.....		1		1		2	
13 and under 13½.....			1	1	1	1	
14 and under 14½.....	1						
Total.....	8	12	14	13	13	14	15
<i>Conductors: Regular.</i>							
Under 6.....			1	1		1	
6 and under 6½.....					1		1
8½ and under 8½.....							2
8½ and under 8½.....							1
8½ and under 9.....							1
8½ and under 9.....	1		1	1	1	1	3
9 and under 9½.....		1					
9½ and under 9½.....	2	2	1	2	2	1	
9½ and under 9½.....	1	2	2	2	2	3	1
9½ and under 10.....	2		1	1	1	1	2
10 and under 10½.....	2					1	1
10½ and under 10½.....						1	4
10½ and under 10½.....	2	1					3
10½ and under 11.....	1	1					
11 and under 11½.....	6	4	4	5	4	4	5
11½ and under 11½.....	5	6	5	5	7	3	3
11½ and under 11½.....	1	1	2	2	2	3	1
11½ and under 12.....	4	4	3	2	3	3	3

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WICHITA, KANS.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular—Concluded.</i>							
12 and under 12½.....	8	9	9	10	6	7	4
12½ and under 13.....	2	1	2	1	1	4	.....
13 and under 13½.....	2	1	.....	1	.....	2	.....
Total.....	39	33	31	33	30	36	34
<i>Conductors: Extra.</i>							
Under 1.....	.....	.....	.....	.....	.....	.....	1
1 and under 1½.....	.....	.....	.....	.....	.....	.....	1
2½ and under 3.....	.....	1	1	2	3	.....	1
3 and under 3½.....	.....	1	.....	.....	.....	.....	.....
3½ and under 4.....	1	.....	1	.....	.....	.....	.....
4 and under 4½.....	.....	.....	1	.....	.....	.....	1
6 and under 6½.....	.....	.....	.....	.....	1	.....	.....
6½ and under 7.....	.....	.....	.....	.....	1	.....	.....
7 and under 7½.....	.....	1	1	1	1	.....	1
8½ and under 9.....	.....	.....	.....	.....	.....	.....	1
9 and under 9½.....	.....	1	2	1	.....	2	.....
9½ and under 10.....	1	1	2	1	2	.....	3
10 and under 10½.....	.....	.....	.....	.....	.....	.....	2
10½ and under 11.....	1	1	1	2	1	5	.....
11 and under 11½.....	2	.....	1	2	.....	1	.....
11½ and under 12.....	1	3	1	4	3	4	2
12 and under 12½.....	.....	2	1	.....	1	2	.....
12½ and under 13.....	.....	.....	.....	1	.....	.....	.....
13 and under 13½.....	.....	.....	1	.....	1	1	.....
14 and under 14½.....	1	.....	.....	.....	.....	.....	.....
16½ and under 17.....	.....	.....	.....	.....	1	.....	.....
Total.....	7	11	13	14	15	15	13

WILMINGTON, DEL.

PEOPLE'S RAILWAY CO.

[The data used here are for time on duty to the nearest quarter hour.]

<i>Motormen: Regular.</i>							
6 and under 6½.....	.....	.....	.....	.....	1	.....	.....
8½ and under 8¾.....	.....	.....	1	1	.....	.....	1
9 and under 9½.....	1	.....	1	1	1	.....	1
9½ and under 10.....	1	1	.....	.....	1	.....	1
10 and under 10½.....	.....	.....	.....	.....	.....	.....	2
10½ and under 10¾.....	.....	.....	.....	.....	.....	.....	2
10¾ and under 11.....	1	.....	1	1	1	.....	1
11 and under 11½.....	.....	.....	.....	.....	.....	1	1
11½ and under 11¾.....	.....	.....	.....	.....	.....	.....	2
11¾ and under 11¾.....	2	4	3	2	2	2	3
11¾ and under 12.....	7	4	6	7	6	5	2
12 and under 12½.....	7	9	6	8	6	3	2
12½ and under 13.....	7	5	5	5	3	6	2
13 and under 13½.....	.....	1	1	1	1	5	.....
14 and under 14½.....	.....	.....	.....	.....	.....	1	.....
Total.....	23	24	24	26	22	23	20
<i>Motormen: Extra.</i>							
1 and under 1½.....	1	.....	1	.....	1	.....	.....
1½ and under 2.....	1	2	2	1	1	.....	.....
2 and under 2½.....	.....	.....	.....	1	.....	.....	.....
2½ and under 3.....	1	.....	1	2	1	.....	.....
3½ and under 4.....	.....	.....	.....	.....	.....	2	1
4 and under 4½.....	.....	1	.....	.....	.....	.....	1
5 and under 5½.....	.....	.....	.....	.....	.....	.....	2

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WILMINGTON, DEL.—Continued.

PEOPLE'S RAILWAY CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Extra—Concluded.</i>							
6 and under 6½					1		
8 and under 8½						1	
9 and under 9½		1					2
10 and under 10½							2
10½ and under 11		1					1
11 and under 11½	1	1	1	1	1		1
11½ and under 12	6	4	2	3	4	2	1
12 and under 12½	1		3	1	2	2	2
12½ and under 13		1	1		2	2	2
13 and under 13½						1	1
13½ and under 14					1		
14 and under 14½			1	1		1	
15 and under 15½	1						
Total	12	11	12	10	14	11	15
<i>Conductors: Regular.</i>							
Under 6	1						
6 and under 6½		1			1		
6½ and under 7					1		
8½ and under 8½					1		1
8½ and under 9							1
9 and under 9½	1		1	1	1		1
9½ and under 10		1	1	1	1	1	1
10 and under 10½			1			1	1
10½ and under 10½							2
10½ and under 11		1	1	1			1
11 and under 11½					1	1	1
11½ and under 11½	1		1	1	1		2
11½ and under 11½	3	2	3	3	3	2	1
11½ and under 12	6	8	7	6	8	7	2
12 and under 12½	7	7	7	5	4	4	3
12½ and under 13	7	4	2	5	5	6	3
13 and under 13½	1	1	1	1		3	1
14 and under 14½						1	
Total	27	25	24	24	25	25	22
<i>Conductors: Extra.</i>							
Under 1		1					
1 and under 1½		1	1				
1½ and under 2	1	1	1		1		
2 and under 2½				1		1	
2½ and under 3	1			2			
3 and under 3½	1		1				
4 and under 4½		1			2		1
5 and under 5½						1	1
5½ and under 6		1					
6 and under 6½					1		
7 and under 7½					2		
7½ and under 8	1						
8 and under 8½	1						
9 and under 9½		1					2
10 and under 10½							3
10½ and under 11	1						
11 and under 11½		1					1
11½ and under 12	3	2	2	3	1		2
12 and under 12½	1	1	1	4	5	2	1
12½ and under 13		2	4			2	1
13 and under 13½						3	
13½ and under 14			1				
14½ and under 15				1			
Total	10	12	11	11	12	9	12

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WILMINGTON, DEL.—Continued.

WILMINGTON & PHILADELPHIA-TRACTION CO.

[The data used here are for time on duty to the nearest quarter hour.]

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Motormen: Regular (who did no other work).</i>							
Under 6.....	1			2	1	1	1
6 and under 6½.....		1	1			1	
7 and under 7½.....							1
8½ and under 8¾.....	1	1	1	1	1		
9 and under 9½.....							1
9½ and under 9¾.....						1	
9¾ and under 9¾.....							2
9¾ and under 10.....	1	2	1	1	1		
10 and under 10½.....	1	1	1	1	1		1
10½ and under 10¾.....	1	1	1	1	1	1	4
10¾ and under 10¾.....	1	1	1	1	1	1	2
10¾ and under 11.....						1	4
11 and under 11½.....	4	4	5	5	4	2	6
11½ and under 11¾.....	4	4	4	4	4	5	6
11¾ and under 11¾.....	4	4	4	3	4	2	
11¾ and under 12.....	3	3	4	3	3	3	2
12 and under 12½.....	22	19	25	25	24	23	6
12½ and under 13.....	12	13	12	12	6	9	10
13 and under 13½.....	1	1		1		2	1
13½ and under 14.....						2	
14 and under 14½.....			1				
14½ and under 15.....						1	
15½ and under 16.....			1				
16 and under 16½.....			1				
Total.....	56	55	63	60	51	54	47
<i>Motormen: Extra (who did no other work).</i>							
1 and under 1½.....	2	1	2	1	1	1	
1½ and under 2.....							2
2 and under 2½.....	1	1	3	2		1	
2½ and under 3.....			1			3	
3 and under 3½.....	1	1	1	2	1		1
4 and under 4½.....	1	1	2	1			
4½ and under 5.....			2				
5 and under 5½.....		1	1		1		
5½ and under 6.....	1	1	1	1	1		1
6 and under 6½.....	1	2	2	1	1	1	
6½ and under 7.....				1		1	
8 and under 8½.....		1		2	1		
8½ and under 9.....			1				
9½ and under 10.....						1	
10 and under 10½.....						1	
10½ and under 11.....							2
11 and under 11½.....	1	1		1	2	2	6
11½ and under 12.....						2	2
12 and under 12½.....	7	10	3	4	6	3	1
12½ and under 13.....	1			1	7	1	1
13 and under 13½.....					1	3	1
Total.....	16	20	19	17	22	21	16
<i>Conductors: Regular (who did no other work).</i>							
Under 6.....	1				1		2
6 and under 6½.....			1				
7 and under 7½.....							1
9½ and under 9¾.....							1
9¾ and under 10.....	1	1			1		
10 and under 10½.....	1		1	1	1	1	1
10½ and under 10¾.....	1		1	1	1	1	3

¹ Not including 1 who also did other work.

² Not including 2 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Continued.

WILMINGTON, DEL.—Continued.

WILMINGTON & PHILADELPHIA TRACTION CO.—Continued.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Regular (who did no other work)—Concluded.</i>							
10½ and under 11.....				1	1	1	6
11 and under 11½.....	5	5	5	5	5	3	8
11½ and under 11¾.....	4	4	4	4	5	4	5
11¾ and under 12.....	4	2	3	3	3	1	
12 and under 12½.....	2	2	3	1	2	2	
12½ and under 13.....	23	27	25	25	23	26	3
13 and under 13½.....	9	11	11	12	8	5	9
13½ and under 14.....		1		1		5	1
14 and under 14½.....			1			2	
14½ and under 15.....			2				
Total.....	51	53	57	54	151	53	140
<i>Conductors: Extra (who did no other work).</i>							
Under 1.....						1	
1 and under 1½.....	1	3	2	1	2		
1½ and under 2.....							2
2 and under 2½.....	1	1	2	1	1	1	1
2½ and under 3.....			2			2	
3 and under 3½.....	1	1	1		1	1	1
3½ and under 4.....						1	
4 and under 4½.....	2	1	2	1	1		
4½ and under 5.....			1		1		
5 and under 5½.....		1	2	1	2		
5½ and under 6.....	1	1	1	1	1		1
6 and under 6½.....	1	1	2	1	1		1
6½ and under 7.....					1	2	
7 and under 7½.....			2				
7½ and under 8.....		1	1	2	1		
8 and under 8½.....		1	1	1	1		
8½ and under 9.....	1	1	1	1	1		
9 and under 9½.....						1	2
9½ and under 10.....		1	1	1		1	
10 and under 10½.....		2	1	1		1	1
10½ and under 11.....	1	1	1	1	1		2
11 and under 11½.....	1			1		3	6
11½ and under 12.....	1	3	2	3	2	4	3
12 and under 12½.....	6	2	2	5	5	2	3
12½ and under 13.....	5	3	1	1	4	3	2
13 and under 13½.....	1				1		
14 and under 14½.....					1		
14½ and under 15.....						1	
Total.....	23	23	27	21	27	24	25
<i>Motormen: Extra (who also did other work).</i>							
1 and under 1½.....						1	
2 and under 2½.....	1	1		1			
2½ and under 3.....			1				
3 and under 4.....					1		
5 and under 5½.....							
5½ and under 6.....			1		1		
7½ and under 8.....				1			
9 and under 9½.....	1						
10½ and under 11.....	1						
11 and under 11½.....						1	1
12 and under 12½.....	1						
12½ and under 13.....	2						
15 and under 15½.....	1						
Total.....	7	1	2	2	2	2	1

¹ Not including 1 who also did other work.

TABLE C.—HOURS ACTUALLY ON DUTY, OR PAID FOR, OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, EACH DAY OF ONE WEEK, IN SPECIFIED CITIES, 1914—Concluded.

WILMINGTON, DEL.—Concluded.

WILMINGTON & PHILADELPHIA TRACTION CO.—Concluded.

Classified hours per day.	Employees with each classified number of hours on duty or paid for.						
	Mon-day.	Tues-day.	Wednes-day.	Thurs-day.	Fri-day.	Satur-day.	Sun-day.
<i>Conductors: Extra (who also did other work).</i>							
2 and under 2½.....	1						
3 and under 3½.....	1						
4 and under 4½.....				1			
5½ and under 6.....				1			
8½ and under 9.....	1						
9½ and under 10.....	1						
10 and under 10½.....	1						
10½ and under 11.....							1
13 and under 13½.....		1					
15 and under 15½.....	1						
Total.....	6	1		2			1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK.

[In this table "Days worked" means the number of calendar days on which trainmen actually worked the whole or part of the day at their regular specified occupation.]

The employees of some companies were divided into two groups—those in one group did no work outside their regular specified occupation; the other group included those who did other work than that of their regular specified occupation. The time employed at other than the regular specified occupation is not included. Where all or nearly all employees of a company worked at their regular specified occupation only, the data are shown in one group. When a few men did additional work the data are not included in the figures of the table but are mentioned in footnotes.]

ALTOONA, PA.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3	1							1
\$3 and under \$4		1						1
\$6 and under \$7				1				1
\$7 and under \$8			1					1
\$8 and under \$9				1	1			2
\$9 and under \$10				1	5			6
\$11 and under \$12				1	2	1		4
\$12 and under \$13					1	4	2	7
\$13 and under \$14						10	2	12
\$14 and under \$15						4	1	5
\$15 and under \$16						1	7	8
\$16 and under \$17						2	13	15
\$17 and under \$18							4	4
\$18 and under \$19						1	3	4
\$19 and under \$20							1	1
\$21 and under \$22							1	1
Total	1	1	1	4	9	23	34	73
<i>Motormen: Extra.</i>								
\$3 and under \$4		1						1
\$5 and under \$6			1					1
\$7 and under \$8				3	3			6
\$9 and under \$10					2			2
\$10 and under \$11						1		1
\$11 and under \$12					1	2		3
\$12 and under \$13							1	1
\$13 and under \$14						1	4	5
\$15 and under \$16							1	1
\$16 and under \$17							2	2
Total		1	1	3	6	4	8	23
<i>Conductors: Regular.</i>								
\$6 and under \$7			1					1
\$7 and under \$8				1				1
\$8 and under \$9				2		1		3
\$9 and under \$10				2	2			4
\$10 and under \$11				1	1	1		2
\$11 and under \$12					2	4	1	7
\$12 and under \$13						3		3
\$13 and under \$14					2	7	5	14
\$14 and under \$15						3	4	7
\$15 and under \$16						1	3	4
\$16 and under \$17						1	10	11
\$17 and under \$18							1	1
\$18 and under \$19						1	3	4
\$19 and under \$20							2	2
\$21 and under \$22							2	2
Total			1	5	7	22	31	66
<i>Conductors: Extra.</i>								
\$3 and under \$4		1						1
\$4 and under \$5		1						1
\$5 and under \$6			1					1
\$7 and under \$8				7	1			8
\$8 and under \$9					1			1
\$10 and under \$11					1	2		3

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

ALTOONA, PA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$11 and under \$12.....						2	1	3
\$12 and under \$13.....							3	3
\$13 and under \$14.....							2	2
\$15 and under \$16.....							1	1
Total.....		2	1	7	3	7	7	27

ATLANTA, GA.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	4							4
\$3 and under \$4.....			1					1
\$5 and under \$6.....		3	1	1				5
\$6 and under \$7.....			1	2				3
\$7 and under \$8.....			2	1				3
\$8 and under \$9.....			3	2				6
\$9 and under \$10.....			1	6	3		2	12
\$10 and under \$11.....				4	5		4	13
\$11 and under \$12.....				4	9		8	21
\$12 and under \$13.....				1	8		7	21
\$13 and under \$14.....					19	18	9	46
\$14 and under \$15.....					14	18	6	38
\$15 and under \$16.....					2	18	7	27
\$16 and under \$17.....					1	29	10	40
\$17 and under \$18.....						20	12	32
\$18 and under \$19.....						4	6	10
\$19 and under \$20.....							18	18
\$20 and under \$21.....							13	13
\$21 and under \$22.....							2	2
Total.....	4	3	9	21	62	128	88	¹ 315
<i>Motormen: Extra.</i>								
\$1 and under \$2.....			2					2
\$2 and under \$3.....	1							1
\$3 and under \$4.....		3						3
\$4 and under \$5.....		1	1	1	2			5
\$5 and under \$6.....		1	4	2	1			8
\$6 and under \$7.....		1		5	1			7
\$7 and under \$8.....				3	1	1		5
\$8 and under \$9.....				1	2	1		4
\$9 and under \$10.....				1	5	1	1	8
\$10 and under \$11.....					5	4		9
\$11 and under \$12.....				2	2	2		6
\$12 and under \$13.....						4	4	8
\$13 and under \$14.....					2	2	3	7
\$14 and under \$15.....						3	4	7
\$15 and under \$16.....						5	2	7
\$16 and under \$17.....						3	1	4
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....							1	1
\$21 and under \$22.....							1	1
Total.....	1	6	7	15	21	27	18	² 95
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2.....	3							3
\$2 and under \$3.....	2							2
\$3 and under \$4.....		2						2
\$4 and under \$5.....		4	1					5
\$5 and under \$6.....			1					1
\$6 and under \$7.....			5	1	1			7

¹ Not including 2 who also did other work.

² Not including 1 who also did other work.

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

ATLANTA, GA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regulars (who did no other work)—Concluded.</i>								
\$7 and under \$8.....			5	2				7
\$8 and under \$9.....			4	2	2			8
\$9 and under \$10.....				4	2	2		8
\$10 and under \$11.....				5	7	5		17
\$11 and under \$12.....				9	9	8	2	28
\$12 and under \$13.....				1	13	12	5	31
\$13 and under \$14.....					15	17		32
\$14 and under \$15.....					10	13	8	31
\$15 and under \$16.....					1	23	4	28
\$16 and under \$17.....						24	6	30
\$17 and under \$18.....						21	9	30
\$18 and under \$19.....						4	11	15
\$19 and under \$20.....							9	9
\$20 and under \$21.....							12	12
\$21 and under \$22.....							2	2
\$22 and under \$23.....							1	1
Total.....	5	6	16	24	60	129	69	1 309
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	4							4
\$2 and under \$3.....			1					1
\$3 and under \$4.....		1						1
\$4 and under \$5.....			4					4
\$5 and under \$6.....			1	1				2
\$6 and under \$7.....				3	1		1	5
\$7 and under \$8.....			1	3	1	1		6
\$8 and under \$9.....				2	3	2	1	8
\$9 and under \$10.....				5	2	5	1	13
\$10 and under \$11.....					5	2	2	9
\$11 and under \$12.....				1	3	8	6	18
\$12 and under \$13.....					4	3	3	10
\$13 and under \$14.....						3	3	6
\$14 and under \$15.....						10	4	14
\$15 and under \$16.....						2	1	3
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....						1		1
\$19 and under \$20.....							2	2
Total.....	4	1	7	15	19	39	25	110

AUGUSTA, GA.

<i>Motormen: Regular (who did no other work).</i>								
\$9 and under \$10.....							1	1
\$10 and under \$11.....					1	1		2
\$11 and under \$12.....					1		1	2
\$12 and under \$13.....					1	2		3
\$13 and under \$14.....					1	2	3	6
\$14 and under \$15.....						1	1	2
\$15 and under \$16.....						2	1	3
\$16 and under \$17.....							1	1
\$17 and under \$18.....							3	3
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
Total.....					4	8	13	25

¹ Not including 3 who also did other work.

² Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

AUGUSTA, GA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....		1						1
\$7 and under \$8.....							1	1
\$8 and under \$9.....						1	2	3
\$9 and under \$10.....							1	1
\$10 and under \$11.....							2	2
\$11 and under \$12.....						1	2	3
\$12 and under \$13.....							2	2
Total.....		1				2	8	11
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	1							1
\$7 and under \$8.....			1					1
\$8 and under \$9.....					1			1
\$9 and under \$10.....				1		2	1	4
\$10 and under \$11.....				1				1
\$11 and under \$12.....						2		2
\$12 and under \$13.....					2	2	4	8
\$13 and under \$14.....						4		4
\$14 and under \$15.....						1		1
\$16 and under \$17.....						1	3	4
Total.....	1		1	2	3	12	8	27
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$7 and under \$8.....					1			1
\$8 and under \$9.....				1		1		2
\$10 and under \$11.....							1	1
\$11 and under \$12.....						1		1
\$12 and under \$13.....							5	5
Total.....	1			1	1	3	6	12

BINGHAMTON, N. Y.

<i>Motormen: Regular.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				2				2
\$8 and under \$9.....				2	1			3
\$9 and under \$10.....				1		4		5
\$10 and under \$11.....					1	2		3
\$11 and under \$12.....						2	1	3
\$12 and under \$13.....						4	9	13
\$13 and under \$14.....						4	6	10
\$14 and under \$15.....							7	7
\$15 and under \$16.....						1	6	7
\$16 and under \$17.....							1	1
\$17 and under \$18.....							2	2
Total.....	3	1	1	5	2	17	32	61
<i>Motormen: Extra.</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				2	1			3

¹ Not including 4 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK.

BINGHAMTON, N. Y.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra—Concluded.</i>								
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....					1			3
\$11 and under \$12.....						1		1
\$12 and under \$13.....						2	2	4
\$13 and under \$14.....						1	2	3
\$15 and under \$16.....							1	1
\$19 and under \$20.....							1	1
Total.....		2	1	3	3	6	6	21
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	1							1
\$3 and under \$4.....		1						1
\$5 and under \$6.....			1					1
\$7 and under \$8.....						1		1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....				1	4	3	2	10
\$10 and under \$11.....					2	5	3	10
\$11 and under \$12.....						8	3	11
\$12 and under \$13.....						3	9	12
\$13 and under \$14.....							9	9
\$14 and under \$15.....							2	2
\$15 and under \$16.....							2	2
\$17 and under \$18.....							1	1
Total.....	1	1	2	3	7	20	28	62
<i>Conductors: Extra.</i>								
\$2 and under \$3.....		1						1
\$3 and under \$4.....		1						1
\$5 and under \$6.....					1			1
\$6 and under \$7.....				2	1			3
\$7 and under \$8.....					1			1
\$8 and under \$9.....						1		1
\$9 and under \$10.....						1	3	4
\$10 and under \$11.....					1	2	2	5
\$11 and under \$12.....							3	3
\$12 and under \$13.....							1	1
\$13 and under \$14.....						1	2	3
Total.....		2		2	4	5	11	24

BIRMINGHAM, ALA.

[Extra men who reported for duty as required were guaranteed 9 hours' pay per day.]

<i>Motormen: Regular.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2	1						3
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1	2					3
\$8 and under \$9.....					1	2		3
\$9 and under \$10.....					2	1		3
\$10 and under \$11.....					1	1		2
\$11 and under \$12.....					1	1	3	6
\$12 and under \$13.....					1	1	8	12
\$13 and under \$14.....					1	3	7	17
\$14 and under \$15.....						1	8	20
\$15 and under \$16.....							4	16
\$16 and under \$17.....							3	25
\$17 and under \$18.....						1	4	17
\$18 and under \$19.....							1	14
\$19 and under \$20.....							2	14
								13

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BIRMINGHAM, ALA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$20 and under \$21							7	7
\$21 and under \$22							4	4
\$22 and under \$23							1	1
Total	4	4	2	6	9	40	123	188
<i>Motormen: Extra.</i>								
\$2 and under \$3	1	1						2
\$4 and under \$5		2						2
\$6 and under \$7			1					1
\$8 and under \$9					1			1
\$9 and under \$10				1				1
\$10 and under \$11						2		2
\$11 and under \$12			1			2	5	8
\$12 and under \$13				1		2	9	12
\$13 and under \$14							9	9
\$14 and under \$15							2	2
\$17 and under \$18							1	1
\$20 and under \$21							1	1
Total	1	3	2	2	1	6	27	42
<i>Conductors: Regular.</i>								
\$1 and under \$2	1							1
\$4 and under \$5			2					2
\$6 and under \$7			2	1				3
\$7 and under \$8			1	2				3
\$8 and under \$9							1	1
\$10 and under \$11					3	1	1	5
\$11 and under \$12					2	3	6	11
\$12 and under \$13					1	2	20	23
\$13 and under \$14						2	17	19
\$14 and under \$15					2	4	22	28
\$15 and under \$16						5	12	17
\$16 and under \$17						2	15	17
\$17 and under \$18						3	13	16
\$18 and under \$19						2	13	15
\$19 and under \$20						3	7	10
\$20 and under \$21							7	7
\$21 and under \$22							4	4
\$24 and under \$25							1	1
Total	1		5	3	8	27	139	183
<i>Conductors: Extra.</i>								
\$1 and under \$2	1							1
\$3 and under \$4		1						1
\$5 and under \$6			1					1
\$6 and under \$7					1			1
\$7 and under \$8				1		1		2
\$8 and under \$9					2		1	3
\$9 and under \$10				1	1	4		6
\$10 and under \$11					2	1	5	8
\$11 and under \$12						4	10	14
\$12 and under \$13						2	28	30
\$13 and under \$14							8	8
\$14 and under \$15							4	4
\$15 and under \$16							1	1
\$16 and under \$17							1	1
\$17 and under \$18							1	1
Total	1	1	1	2	6	12	59	82

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES).

[Data are shown for all divisions combined and for division 2 separately. The data for all divisions combined are for days worked at regular specified occupation and also at other work. For division 2 the data are for days worked at regular specified occupation only. Extra men who remained present as long as required, not to exceed 14 hours, were guaranteed 6.3 hours' pay per day.]

ALL DIVISIONS COMBINED.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	2	1						3
\$3 and under \$4.....		2						2
\$5 and under \$6.....		4		1				5
\$6 and under \$7.....		1	2					3
\$7 and under \$8.....			4	1				5
\$8 and under \$9.....			3		1	1		5
\$9 and under \$10.....			1	6	1			8
\$10 and under \$11.....			1	11	3			14
\$11 and under \$12.....				12	6	6		24
\$12 and under \$13.....				6	14	7	1	28
\$13 and under \$14.....					29	13	1	43
\$14 and under \$15.....				1	26	39	3	69
\$15 and under \$16.....					15	88	7	110
\$16 and under \$17.....					5	141	19	165
\$17 and under \$18.....					2	118	57	177
\$18 and under \$19.....						85	97	182
\$19 and under \$20.....					1	33	171	205
\$20 and under \$21.....					1	12	205	218
\$21 and under \$22.....							1	117
\$22 and under \$23.....						2	57	59
\$23 and under \$24.....							16	16
\$24 and under \$25.....							9	9
\$25 and under \$26.....							3	3
\$26 and under \$27.....							2	2
\$27 and under \$28.....							2	2
\$30 and under \$31.....							2	2
\$35 and under \$36.....						1		1
Total.....	2	8	10	38	104	547	769	1,478
<i>Motormen: Extra.</i>								
\$2 and under \$3.....	2	1	1					4
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1	1	1				3
\$5 and under \$6.....			4					4
\$6 and under \$7.....				2	1			3
\$7 and under \$8.....				3	1			4
\$8 and under \$9.....			2	1	5	2		10
\$9 and under \$10.....				1	7	6	2	21
\$10 and under \$11.....			1	1	8	14	6	30
\$11 and under \$12.....					10	19	31	60
\$12 and under \$13.....					6	22	58	86
\$13 and under \$14.....					5	17	76	98
\$14 and under \$15.....						18	64	82
\$15 and under \$16.....						23	67	90
\$16 and under \$17.....						10	60	70
\$17 and under \$18.....						6	55	61
\$18 and under \$19.....						2	47	49
\$19 and under \$20.....						1	32	33
\$20 and under \$21.....							13	13
\$21 and under \$22.....						1	4	5
\$22 and under \$23.....							4	4
\$23 and under \$24.....							2	2
\$24 and under \$25.....							3	3
Total.....	2	3	10	15	41	141	524	736
<i>Conductors: Regular.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	2			1				3
\$2 and under \$3.....	5	1						6
\$3 and under \$4.....	1		1					2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

ALL DIVISIONS COMBINED—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$5 and under \$6.....		3						3
\$6 and under \$7.....		3	2					5
\$7 and under \$8.....		1	6		1		2	9
\$8 and under \$9.....			15	2				17
\$9 and under \$10.....			1	5	1	1	1	9
\$10 and under \$11.....			1	16	11	2	1	31
\$11 and under \$12.....				26	13	9		48
\$12 and under \$13.....				1	23	16		40
\$13 and under \$14.....				2	54	36	4	96
\$14 and under \$15.....					53	51	7	111
\$15 and under \$16.....					11	126	18	155
\$16 and under \$17.....					3	139	26	168
\$17 and under \$18.....					2	98	76	176
\$18 and under \$19.....					1	42	125	168
\$19 and under \$20.....						21	137	158
\$20 and under \$21.....						6	146	152
\$21 and under \$22.....						2	70	72
\$22 and under \$23.....							21	21
\$23 and under \$24.....							12	12
\$24 and under \$25.....							1	1
\$25 and under \$26.....							4	4
Total.....	9	8	26	53	173	551	649	1,469
<i>Conductors: Extra.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1	1						2
\$2 and under \$3.....	1	1						2
\$3 and under \$4.....		3						3
\$4 and under \$5.....		1		1				2
\$5 and under \$6.....		5	2	1				8
\$6 and under \$7.....		1		3	2		1	7
\$7 and under \$8.....			5	6	2			13
\$8 and under \$9.....				5	8		2	15
\$9 and under \$10.....			1	6	3		9	20
\$10 and under \$11.....				2	5	20	10	37
\$11 and under \$12.....					9	21	22	52
\$12 and under \$13.....					8	14	55	77
\$13 and under \$14.....					7	29	79	115
\$14 and under \$15.....					1	20	83	104
\$15 and under \$16.....						12	68	80
\$16 and under \$17.....						13	75	88
\$17 and under \$18.....						3	60	63
\$18 and under \$19.....						1	44	45
\$19 and under \$20.....							19	19
\$20 and under \$21.....							12	12
\$21 and under \$22.....							5	5
\$22 and under \$23.....							6	6
\$23 and under \$24.....							1	1
\$24 and under \$25.....							1	1
Total.....	4	12	8	24	45	145	541	779

DIVISION 2.

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....		1						1
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1					1
\$9 and under \$10.....			1					1
\$10 and under \$11.....				1				1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Continued.

DIVISION 2—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work)—Concluded.</i>								
\$12 and under \$13.....				2	1			3
\$13 and under \$14.....					7	1		8
\$14 and under \$15.....						8	2	10
\$15 and under \$16.....					2	11		13
\$16 and under \$17.....						18	4	22
\$17 and under \$18.....						22	6	28
\$18 and under \$19.....						4	9	13
\$19 and under \$20.....						2	19	21
\$20 and under \$21.....							22	22
\$21 and under \$22.....							11	11
\$22 and under \$23.....							1	1
\$23 and under \$24.....							2	2
Total.....		3	3	3	10	66	76	161
<i>Motormen: Extra (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....				1				1
\$10 and under \$11.....					1	3		4
\$12 and under \$13.....						1	5	6
\$13 and under \$14.....						4	4	8
\$14 and under \$15.....						1	1	2
\$15 and under \$16.....						1		1
\$16 and under \$17.....							2	3
\$17 and under \$18.....							4	4
Total.....	1			1	1	11	16	30
<i>Conductors: Regular (who did no other work).</i>								
\$2 and under \$3.....	2							2
\$8 and under \$9.....			2					2
\$9 and under \$10.....				1				1
\$10 and under \$11.....				4	2			6
\$11 and under \$12.....						1		1
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....					11	5		16
\$14 and under \$15.....					5	11	1	17
\$15 and under \$16.....					1	16	1	18
\$16 and under \$17.....						16	2	18
\$17 and under \$18.....						13	13	26
\$18 and under \$19.....						7	9	16
\$19 and under \$20.....						2	15	17
\$20 and under \$21.....						1	12	13
\$21 and under \$22.....							3	3
Total.....	2		2	5	20	73	56	158
<i>Conductors: Extra (who did no other work).</i>								
\$5 and under \$6.....		2						2
\$6 and under \$7.....						1		1
\$7 and under \$8.....					1			1
\$8 and under \$9.....					1			1
\$9 and under \$10.....				1		2		3
\$10 and under \$11.....						3		3
\$11 and under \$12.....						2	4	6
\$12 and under \$13.....							3	3
\$13 and under \$14.....						3	6	9
\$14 and under \$15.....							8	8
\$15 and under \$16.....							2	2
\$16 and under \$17.....						1	3	4
\$17 and under \$18.....							2	2
\$18 and under \$19.....							1	1
Total.....		2		1	2	12	29	46

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Concluded.

DIVISION 2—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who also did other work).</i>								
\$14 and under \$15.....					1			1
\$15 and under \$16.....						2		2
\$16 and under \$17.....						1		1
\$17 and under \$18.....					1	3		4
\$18 and under \$19.....	1						1	2
\$19 and under \$20.....							1	1
\$20 and under \$21.....							1	1
\$21 and under \$22.....						1	2	3
\$22 and under \$23.....							1	1
\$24 and under \$25.....						1		1
Total.....	1				2	8	6	17
<i>Motormen: Extra (who also did other work).</i>								
\$5 and under \$6.....		1						1
\$8 and under \$9.....					1			1
\$9 and under \$10.....				3		1		4
\$10 and under \$11.....				1		1		2
\$11 and under \$12.....		1			4	3	2	11
\$12 and under \$13.....				1	3	6	1	10
\$13 and under \$14.....		1			1	3	5	10
\$14 and under \$15.....					2	5	3	12
\$15 and under \$16.....	1							11
\$16 and under \$17.....				1		1	2	4
\$17 and under \$18.....					1	1	2	4
\$18 and under \$19.....				1			5	6
\$19 and under \$20.....						1	2	3
\$20 and under \$21.....					1		1	2
\$23 and under \$24.....							1	1
Total.....	1	3		7	14	25	32	82
<i>Conductors: Regular (who also did other work).</i>								
\$10 and under \$11.....					1			1
\$11 and under \$12.....				1				1
\$14 and under \$15.....					2			2
\$15 and under \$16.....					1	2		3
\$17 and under \$18.....				1		2		3
\$19 and under \$20.....						2	2	4
\$20 and under \$21.....							1	1
\$21 and under \$22.....				1			1	2
Total.....				3	4	6	4	17
<i>Conductors: Extra (who also did other work).</i>								
\$1 and under \$2.....	1							1
\$7 and under \$8.....			1					1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....						2		2
\$10 and under \$11.....				2	2	3	1	8
\$11 and under \$12.....					1	4		5
\$12 and under \$13.....				1	1	2	3	7
\$13 and under \$14.....				1	2	1	1	5
\$14 and under \$15.....						2	5	7
\$15 and under \$16.....			1			1	6	8
\$16 and under \$17.....						1	8	9
\$17 and under \$18.....							6	6
\$18 and under \$19.....							2	2
\$22 and under \$23.....							1	1
Total.....	1		2	5	7	16	33	64

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES).

[Extra men who remained present as long as required, not to exceed 14 hours, were guaranteed 6.3 hours' pay per day.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
\$11 and under \$12.....				1				1
\$15 and under \$16.....					1			2
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....						2	2	4
\$18 and under \$19.....						1	5	6
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....							15	15
\$21 and under \$22.....							8	8
\$22 and under \$23.....							3	3
Total.....				1	1	7	40	49
<i>Motormen: Extra (who did no other work).</i>								
\$3 and under \$4.....	1							1
\$4 and under \$5.....			1					1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$10 and under \$11.....					1			1
\$11 and under \$12.....				2	2			6
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....					1		3	3
\$14 and under \$15.....						1	6	7
\$15 and under \$16.....							4	4
\$16 and under \$17.....						1	1	2
\$17 and under \$18.....						3	1	4
\$18 and under \$19.....							3	3
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....							1	1
\$21 and under \$22.....							2	2
\$22 and under \$23.....						1	4	5
\$23 and under \$24.....							1	1
\$26 and under \$27.....							1	1
Total.....	1		3	2	4	10	33	53
<i>Conductors¹: Regular (who did no other work).</i>								
\$5 and under \$6.....		2						2
\$10 and under \$11.....						1		1
\$11 and under \$12.....						1		1
\$12 and under \$13.....					1	2		3
\$13 and under \$14.....					1	2		2
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....						5	4	9
\$16 and under \$17.....							7	7
\$17 and under \$18.....							10	10
\$18 and under \$19.....							4	4
Total.....		2			1	13	26	42
<i>Conductors¹: Extra (who did no other work).</i>								
\$3 and under \$4.....				1				1
\$9 and under \$10.....							1	1
\$10 and under \$11.....						2	1	3
\$11 and under \$12.....					1			1
\$12 and under \$13.....						1		1
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....						2	3	5
\$15 and under \$16.....							1	1
\$16 and under \$17.....							3	3
\$17 and under \$18.....							5	5
\$18 and under \$19.....							1	1
Total.....				1	1	6	16	24

¹ Called guards in Boston.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards¹: Regular (who did no other work).</i>								
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....					1			1
\$11 and under \$12.....					1	8	1	10
\$12 and under \$13.....						7	2	9
\$13 and under \$14.....						1	3	4
\$14 and under \$15.....							11	11
\$15 and under \$16.....							4	4
Total.....				1	3	16	21	41
<i>Guards¹: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	4							4
\$2 and under \$3.....	1							1
\$3 and under \$4.....	1							1
\$4 and under \$5.....			1					1
\$5 and under \$6.....			1	1				2
\$6 and under \$7.....					1	2		3
\$7 and under \$8.....					4	4	1	9
\$8 and under \$9.....				1	3	13	3	20
\$9 and under \$10.....				1	1	7	9	18
\$10 and under \$11.....				1	2	6	15	24
\$11 and under \$12.....					2	9	14	25
\$12 and under \$13.....					2	7	14	23
\$13 and under \$14.....						5	11	16
\$14 and under \$15.....					1	7	7	15
\$15 and under \$16.....						1	10	11
\$16 and under \$17.....						2	5	7
\$17 and under \$18.....						2	10	12
\$18 and under \$19.....							7	7
\$19 and under \$20.....							3	3
\$20 and under \$21.....							2	2
\$21 and under \$22.....							1	1
\$22 and under \$23.....							1	1
Total.....	7		2	4	16	65	113	207
<i>Motormen: Regular (who also did other work).</i>								
\$13 and under \$14.....				1	1			2
\$20 and under \$21.....			1			1	1	3
\$21 and under \$22.....					1			1
\$22 and under \$23.....							1	1
\$23 and under \$24.....							1	1
\$25 and under \$26.....							1	1
Total.....		1		1	2	1	4	9
<i>Conductors²: Regular (who also did other work).</i>								
\$14 and under \$15.....							1	1
\$15 and under \$16.....							2	2
\$16 and under \$17.....						2		2
\$19 and under \$20.....							1	1
\$21 and under \$22.....						1	1	2
\$22 and under \$23.....							2	2
Total.....						3	7	10
<i>Guards¹: Regular (who also did other work).</i>								
\$3 and under \$4.....	1							1
\$8 and under \$9.....					1			1
\$10 and under \$11.....					1	1		2

¹ Called brakemen in Boston.

² Called guards in Boston.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BOSTON, MASS.—Concluded.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards¹: Regular (who also did other work)—Concluded.</i>								
\$11 and under \$12					3			3
\$12 and under \$13					1	2		3
\$13 and under \$14						1	1	2
\$14 and under \$15				1	1			2
\$15 and under \$16							3	3
\$16 and under \$17						2	3	5
\$17 and under \$18						3		3
\$18 and under \$19							1	1
\$19 and under \$20							3	3
\$20 and under \$21							5	5
Total	1			1	7	9	16	34

BROCKTON, MASS.

<i>Motormen: Regular (who did no other work).</i>								
\$9 and under \$10				1				1
\$11 and under \$12						1	1	2
\$12 and under \$13					1	2	1	4
\$13 and under \$14						3		3
\$14 and under \$15						3	1	4
\$15 and under \$16						5	9	14
\$16 and under \$17						1	11	12
\$17 and under \$18						1	17	18
\$18 and under \$19							4	4
\$19 and under \$20							2	2
Total				1	1	16	46	64
<i>Motormen: Extra (who did no other work).</i>								
Under \$1	1							1
\$1 and under \$2				1				1
\$8 and under \$9						1		1
\$12 and under \$13							1	1
\$16 and under \$17							1	1
\$17 and under \$18							2	2
Total	1			1		1	4	7
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2	1							1
\$4 and under \$5				1				1
\$6 and under \$7				1				1
\$7 and under \$8			1	1		1		3
\$8 and under \$9					1		1	2
\$9 and under \$10						2		2
\$10 and under \$11					1		1	2
\$11 and under \$12						1	1	2
\$12 and under \$13					2	3		5
\$13 and under \$14					1	3	4	8
\$14 and under \$15					1	5	1	6
\$15 and under \$16						3	9	12
\$16 and under \$17						4	7	11
\$17 and under \$18							8	8
\$18 and under \$19							4	4
\$19 and under \$20							1	1
Total	1		1	3	5	22	37	69

¹ Called brakemen in Boston.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BROCKTON, MASS.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....			1					1
\$3 and under \$4.....				1				1
\$7 and under \$8.....							1	1
\$9 and under \$10.....							1	1
\$11 and under \$12.....						1		2
\$14 and under \$15.....							2	2
\$15 and under \$16.....							1	1
Total.....			1	1		1	6	9
<i>Motormen: Regular (who also did other work).</i>								
\$11 and under \$12.....				1				1
\$13 and under \$14.....					1			2
\$14 and under \$15.....						1		1
\$15 and under \$16.....						2		2
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....					1		2	3
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
\$20 and under \$21.....						1		1
Total.....				1	2	7	5	15
<i>Motormen: Extra (who also did other work).</i>								
\$7 and under \$8.....						2	2	4
\$8 and under \$9.....						1	2	3
\$9 and under \$10.....						1	2	3
\$10 and under \$11.....						1	3	4
\$11 and under \$12.....						2	2	4
\$12 and under \$13.....							3	3
\$13 and under \$14.....						2	2	4
\$14 and under \$15.....				1		1	3	5
\$15 and under \$16.....						1	1	2
\$16 and under \$17.....						1	1	2
\$17 and under \$18.....							4	4
\$18 and under \$19.....					1	1	2	4
\$19 and under \$20.....					1		1	2
\$20 and under \$21.....			1				1	2
\$21 and under \$22.....							2	2
\$24 and under \$25.....						1		1
Total.....			1	1	2	14	31	49
<i>Conductors: Regular (who also did other work).</i>								
\$12 and under \$13.....						1		1
\$13 and under \$14.....							1	1
\$14 and under \$15.....						1		2
\$15 and under \$16.....					1			1
\$16 and under \$17.....							1	1
\$17 and under \$18.....	1						1	2
\$18 and under \$19.....				1				1
\$19 and under \$20.....							1	1
\$20 and under \$21.....						1		1
\$23 and under \$24.....				1				1
Total.....	1			2	1	3	5	12
<i>Conductors: Extra (who also did other work).</i>								
\$4 and under \$5.....				1				1
\$6 and under \$7.....					1			1
\$7 and under \$8.....						1	1	2
\$9 and under \$10.....						3	1	4

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BROCKTON, MASS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who also did other work—Concluded.</i>								
\$10 and under \$11					1	1	4	6
\$11 and under \$12						2	4	6
\$12 and under \$13						2	2	4
\$13 and under \$14						1	5	6
\$14 and under \$15						4	5	9
\$15 and under \$16			1			2	2	5
\$16 and under \$17					1		1	2
\$17 and under \$18				1			1	2
\$20 and under \$21							1	1
Total			1	2	3	16	27	49

BUFFALO, N. Y.

[Extra men who answered all calls for the 12 consecutive hours following the first call for the day received \$1.25 per day.]

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3	3	1						4
\$4 and under \$5		1						1
\$5 and under \$6		1						1
\$6 and under \$7		1	2					3
\$7 and under \$8			2					2
\$8 and under \$9			1	1	1			3
\$9 and under \$10			1	3		1		5
\$10 and under \$11					4	1	1	6
\$11 and under \$12				4	3	4		11
\$12 and under \$13				3	7	13	1	24
\$13 and under \$14				3	1	20	5	26
\$14 and under \$15					8	14	13	35
\$15 and under \$16					8	14	35	57
\$16 and under \$17					1	25	37	63
\$17 and under \$18						27	24	51
\$18 and under \$19						43	30	73
\$19 and under \$20						15	37	52
\$20 and under \$21							39	39
\$21 and under \$22							34	34
\$22 and under \$23						3	5	8
\$24 and under \$25							6	6
\$25 and under \$26							2	2
\$26 and over							1	1
Total	3	4	6	11	33	180	270	507
<i>Motormen: Extra (who did no other work).</i>								
Under \$1	1							1
\$1 and under \$2		1						1
\$2 and under \$3		3		1				4
\$6 and under \$7				1				1
\$7 and under \$8				1	2			3
\$8 and under \$9					2			2
\$9 and under \$10					1			3
\$10 and under \$11						2	1	3
\$11 and under \$12						4	1	5
\$12 and under \$13					1	3	3	7
\$13 and under \$14					1	3	12	16
\$14 and under \$15						1	9	10
\$15 and under \$16							13	13
\$16 and under \$17							7	7
\$17 and under \$18							3	3
\$18 and under \$19							2	2
\$22 and over						1		1
Total	1	4		3	7	14	53	82

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BUFFALO, N. Y.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1	2						3
\$3 and under \$4.....	1	1						2
\$4 and under \$5.....		2			1			3
\$5 and under \$6.....			2	1				3
\$6 and under \$7.....			2			1		3
\$7 and under \$8.....				2			1	3
\$8 and under \$9.....			1	4	1	1		7
\$9 and under \$10.....				6	5	2		13
\$10 and under \$11.....				2	4	1		7
\$11 and under \$12.....				4	3	8	1	16
\$12 and under \$13.....				1	5	12	6	24
\$13 and under \$14.....					6	14	11	31
\$14 and under \$15.....					3	33	17	53
\$15 and under \$16.....					4	26	38	68
\$16 and under \$17.....						20	50	70
\$17 and under \$18.....						18	42	60
\$18 and under \$19.....						23	23	46
\$19 and under \$20.....						6	24	30
\$20 and under \$21.....						1	14	15
\$21 and under \$22.....						1	26	27
\$22 and under \$23.....							6	6
\$23 and under \$24.....							6	6
\$24 and under \$25.....							1	1
\$25 and under \$26.....							2	2
\$26 and under \$27.....							1	1
Total.....	3	8	5	20	32	167	269	504
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	3							3
\$1 and under \$2.....	1							1
\$2 and under \$3.....	5		1					6
\$3 and under \$4.....			1	1				2
\$4 and under \$5.....		1						1
\$5 and under \$6.....			1	1				2
\$6 and under \$7.....				2	1	1		4
\$7 and under \$8.....				1				1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....				1	1	2		4
\$10 and under \$11.....				1				1
\$11 and under \$12.....				1	3	4	3	10
\$12 and under \$13.....					1	3	4	8
\$13 and under \$14.....						2	14	16
\$14 and under \$15.....						3	17	20
\$15 and under \$16.....						1	18	19
\$16 and under \$17.....							10	10
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
Total.....	9	1	3	7	7	16	68	111
<i>Motormen: Regular (who also did other work).</i>								
\$8 and under \$9.....				1				1
\$9 and under \$10.....			1					1
\$10 and under \$11.....				1				1
\$11 and under \$12.....					1			1
\$12 and under \$13.....						2		2
\$13 and under \$14.....							2	2
\$14 and under \$15.....							1	1
\$15 and under \$16.....						2	4	6
\$16 and under \$17.....						2	6	8
\$17 and under \$18.....			1			3	6	10
\$18 and under \$19.....						2	3	5
\$19 and under \$20.....						2	3	5
\$20 and under \$21.....							1	1
\$21 and under \$22.....						1	2	3
\$22 and under \$23.....						1	4	5
\$23 and under \$24.....						1		1
\$24 and under \$25.....							1	1
Total.....			2	2	1	16	28	49

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BUFFALO, N. Y.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who also did other work).</i>								
\$6 and under \$7.....				1				1
\$7 and under \$8.....					1			1
\$8 and under \$9.....			1					1
\$10 and under \$11.....					1			1
\$11 and under \$12.....							2	2
\$12 and under \$13.....							2	2
\$13 and under \$14.....							6	6
\$14 and under \$15.....							3	3
\$15 and under \$16.....						1	6	7
\$16 and under \$17.....							2	2
Total.....			1	1	2	1	21	26
<i>Conductors: Regular (who also did other work).</i>								
\$4 and under \$5.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....				1				1
\$8 and under \$9.....			1					1
\$10 and under \$11.....						1		1
\$12 and under \$13.....						6	1	7
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....						1	4	5
\$15 and under \$16.....						3	7	10
\$16 and under \$17.....					1	2	5	8
\$17 and under \$18.....			1			3	2	6
\$18 and under \$19.....						2	1	3
\$19 and under \$20.....						2	2	4
\$21 and under \$22.....						2	1	3
\$27 and under \$28.....						1		1
Total.....		1	2	2	1	24	24	54
<i>Conductors: Extra (who also did other work).</i>								
\$4 and under \$5.....			1	1				2
\$11 and under \$12.....						1		1
\$12 and under \$13.....						1		1
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....							1	1
\$15 and under \$16.....						2	2	4
\$16 and under \$17.....						1	2	3
\$17 and under \$18.....							2	2
Total.....			1	1		7	8	17

BUTTE, MONT.

[A minimum of not less than \$1 was guaranteed for tripper work. This work was usually done by extra men.]

<i>Trainmen: (Motormen and conductors, regular).</i>								
\$4 and under \$5.....	1							1
\$8 and under \$9.....		2						2
\$12 and under \$13.....			1					1
\$17 and under \$18.....					1			1
\$19 and under \$20.....					1			1
\$20 and under \$21.....					3	1		4
\$21 and under \$22.....					2	2		4
\$22 and under \$23.....					1	5		6
\$23 and under \$24.....						5		5
\$24 and under \$25.....						3	1	4

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

BUTTE, MONT.—Concluded.

Classified weekly earnings	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Trainmen: (Motormen and conductors, regular)—Concluded.</i>								
\$25 and under \$26						4	4	8
\$26 and under \$27					1		4	5
\$27 and under \$28							13	13
\$28 and under \$29							13	13
\$29 and under \$30							17	17
\$30 and under \$31							7	7
\$31 and under \$32							2	2
\$32 and under \$33								
\$33 and under \$34						1		1
\$34 and under \$35							1	1
\$35 and under \$36							1	1
\$36 and under \$37							2	2
\$37 and under \$38								
\$38 and under \$39								
\$39 and under \$40								
\$40 and under \$41								
\$41 and under \$42								
\$42 and under \$43								
\$43 and under \$44								
\$44 and under \$45								
\$45 and under \$46								
Total	1	2	1		9	22	65	100
<i>Trainmen: (Motormen and conductors extra).</i>								
\$2 and under \$3	1							2
\$3 and under \$4	1	1						2
\$4 and under \$5			1					3
\$5 and under \$6		1	1	1				3
\$6 and under \$7				1				1
\$7 and under \$8					1		1	2
\$8 and under \$9						1		1
\$9 and under \$10						1		1
\$10 and under \$11			1		1		1	3
\$11 and under \$12				1				1
\$12 and under \$13				1				2
\$13 and under \$14					1			1
\$14 and under \$15							1	1
\$15 and under \$16							1	1
\$16 and under \$17						1		1
\$17 and under \$18						1	1	2
\$18 and under \$19							1	1
\$19 and under \$20							1	1
\$20 and under \$21							1	1
\$21 and under \$22							1	1
\$22 and under \$23							1	1
\$23 and under \$24							1	1
\$24 and under \$25							1	1
\$25 and under \$26							1	1
\$26 and under \$27						1		1
\$27 and under \$28							2	2
\$28 and under \$29							1	1
Total	2	3	4	4	1	6	12	32

CHARLESTON, S. C.

[Extra men who reported for duty as required were guaranteed \$1.50 per day.]

<i>Motormen: Regular (who did no other work).</i>								
\$9 and under \$10					1		1	2
\$10 and under \$11						1		1
\$11 and under \$12						1		1
\$12 and under \$13					1	1	1	3
\$13 and under \$14						1		1
\$14 and under \$15						5	2	7
\$15 and under \$16							6	6
\$16 and under \$17						2	8	10
\$17 and under \$18							6	6
\$18 and under \$19							6	6
Total					2	11	30	43

¹ Not including 2 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHARLESTON, S. C.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....				1				1
\$7 and under \$8.....							1	1
\$9 and under \$10.....							2	2
\$10 and under \$11.....							4	4
\$11 and under \$12.....							1	1
\$13 and under \$14.....							3	3
Total.....	1			1			11	13
<i>Conductors: Regular (who did no other work).</i>								
\$4 and under \$5.....		1						1
\$6 and under \$7.....			1					1
\$8 and under \$9.....						1		1
\$9 and under \$10.....				1				1
\$10 and under \$11.....				1				2
\$11 and under \$12.....						2		3
\$12 and under \$13.....						4	3	7
\$13 and under \$14.....					1		1	2
\$14 and under \$15.....						5	2	7
\$15 and under \$16.....						1	1	2
\$16 and under \$17.....							7	7
\$17 and under \$18.....							10	10
\$18 and under \$19.....							4	4
\$18 and under \$19.....							2	2
Total.....		1	1	2	1	13	30	48
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$4 and under \$5.....				1				1
\$5 and under \$6.....				1				1
\$6 and under \$7.....							1	1
\$8 and under \$9.....							3	3
\$9 and under \$10.....						1		1
\$10 and under \$11.....							8	8
\$11 and under \$12.....							2	2
\$12 and under \$13.....							3	3
Total.....	1			2		1	17	21
<i>Motormen: Extra (who also did other work).</i>								
\$4 and under \$5.....						1		1
\$7 and under \$8.....						1		1
\$8 and under \$9.....						1		1
\$10 and under \$11.....							2	2
\$11 and under \$12.....						1		1
\$12 and under \$13.....							1	1
\$15 and under \$16.....	1							1
Total.....	1					4	3	8

CHARLOTTE, N. C.

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$6 and under \$7.....				2				2
\$7 and under \$8.....				1	1			2
\$8 and under \$9.....				1	2		1	4
\$9 and under \$10.....						2	2	4

¹ Not including 2 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHARLOTTE, N. C.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$10 and under \$11.....						1	4	5
\$11 and under \$12.....					1	4	8	13
\$12 and under \$13.....							3	3
\$13 and under \$14.....						1	6	7
\$14 and under \$15.....							4	4
\$15 and under \$16.....							1	1
\$16 and under \$17.....							3	3
\$17 and under \$18.....							2	2
\$19 and under \$20.....							1	1
Total.....	1			4	4	9	34	52
<i>Motormen: Extra.</i>								
\$7 and under \$8.....				1				1
\$9 and under \$10.....							2	2
\$10 and under \$11.....						1	1	2
Total.....				1		1	3	5
<i>Conductors: Regular.</i>								
\$3 and under \$4.....		1						1
\$6 and under \$7.....				2				2
\$7 and under \$8.....				1				1
\$8 and under \$9.....					1	2		3
\$9 and under \$10.....				1		3	2	6
\$10 and under \$11.....					2	2	4	8
\$11 and under \$12.....						5	9	14
\$12 and under \$13.....							5	5
\$13 and under \$14.....							7	7
\$14 and under \$15.....							4	4
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
\$19 and under \$20.....							1	1
Total.....		1		4	3	12	34	54
<i>Conductors: Extra.</i>								
\$5 and under \$6.....			1					1
\$9 and under \$10.....							1	1
\$10 and under \$11.....							2	2
\$11 and under \$12.....							2	2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							2	2
\$21 and under \$22.....						1		1
Total.....			1			1	8	10

CHATTANOOGA, TENN.

<i>Motormen: Regular.</i>								
\$4 and under \$5.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....					1			1
\$8 and under \$9.....						1		1
\$9 and under \$10.....					2	1		6
\$10 and under \$11.....						3	5	7
\$11 and under \$12.....						1	1	5
\$12 and under \$13.....						3	5	11
\$13 and under \$14.....						6	5	8
\$14 and under \$15.....						3	5	10
\$15 and under \$16.....							10	10
\$16 and under \$17.....						1	6	7
\$16 and under \$17.....						1	8	9
\$17 and under \$18.....							10	10

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHATTANOOGA, TENN.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$18 and under \$19.....							2	2
\$19 and under \$20.....							3	3
\$20 and over.....							2	2
Total.....		1		3	7	16	57	84
<i>Motormen: Extra.</i>								
\$3 and under \$4.....			1					1
\$4 and under \$5.....						1		1
\$5 and under \$6.....				1		2	2	5
\$6 and under \$7.....			1					1
\$7 and under \$8.....							2	2
\$8 and under \$9.....						1	1	2
\$9 and under \$10.....						1	2	3
\$10 and under \$11.....							4	4
\$11 and under \$12.....							2	2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							1	1
\$17 and under \$18.....						1		1
Total.....			2	1		6	15	24
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....		1						1
\$4 and under \$5.....		1						1
\$5 and under \$6.....				1				1
\$6 and under \$7.....		1		1				2
\$8 and under \$9.....				1				1
\$9 and under \$10.....					3	2	2	7
\$10 and under \$11.....				1	2		3	6
\$11 and under \$12.....					3	4	1	8
\$12 and under \$13.....						2	4	6
\$13 and under \$14.....						5	4	9
\$14 and under \$15.....						2	6	8
\$15 and under \$16.....							6	6
\$16 and under \$17.....						1	8	9
\$17 and under \$18.....							5	5
\$18 and under \$19.....							2	2
\$19 and under \$20.....							4	4
\$20 and over.....							1	1
Total.....	1	3		4	8	19	46	81
<i>Conductors: Extra.</i>								
\$1 and under \$2.....		1						1
\$3 and under \$4.....		1						1
\$5 and under \$6.....							1	1
\$6 and under \$7.....					1	1	2	4
\$7 and under \$8.....					1	1	1	3
\$8 and under \$9.....					1	2		3
\$9 and under \$10.....					2	1	2	5
\$10 and under \$11.....							4	4
\$11 and under \$12.....						2	4	6
\$12 and under \$13.....						1		1
\$15 and under \$16.....							1	1
Total.....		2			5	8	15	30

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHICAGO, ILL.

CHICAGO ELEVATED RAILWAYS.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
\$3 and under \$4.....	1							1
\$4 and under \$5.....		1						1
\$6 and under \$7.....		2				1		3
\$7 and under \$8.....		1						1
\$8 and under \$9.....			2					2
\$11 and under \$12.....				1				1
\$12 and under \$13.....				1				1
\$13 and under \$14.....			1	3				4
\$14 and under \$15.....				3				6
\$15 and under \$16.....					2	1		5
\$16 and under \$17.....					2	3		3
\$17 and under \$18.....					16	5		21
\$18 and under \$19.....					1	13	2	16
\$19 and under \$20.....						7	4	11
\$20 and under \$21.....						83	4	87
\$21 and under \$22.....						22	9	31
\$22 and under \$23.....							21	21
\$23 and under \$24.....							77	77
\$24 and under \$25.....						1	26	27
\$25 and under \$26.....						1	14	15
\$27 and under \$28.....							3	3
\$29 and under \$30.....							1	1
Total.....	1	4	3	8	23	138	161	338
<i>Motormen: Extra (who did no other work).</i>								
\$14 and under \$15.....					2			2
\$17 and under \$18.....							1	1
\$18 and under \$19.....					1	1	1	3
\$19 and under \$20.....						2	4	6
\$20 and under \$21.....						3	3	6
\$21 and under \$22.....						1	2	3
\$22 and under \$23.....						1	8	9
\$25 and under \$26.....							1	1
Total.....					3	8	20	31
<i>Acting motormen: Extra (who did no other work).</i>								
\$2 and under \$3.....				1				1
\$3 and under \$4.....		1						1
\$5 and under \$6.....					1			1
\$8 and under \$9.....					1			1
\$9 and under \$10.....						1		1
\$10 and under \$11.....							1	1
\$11 and under \$12.....							1	1
\$12 and under \$13.....						1	2	3
\$13 and under \$14.....							2	2
\$14 and under \$15.....						1	3	4
\$15 and under \$16.....							1	1
\$16 and under \$17.....						1	4	5
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....							1	1
\$22 and under \$23.....							1	1
Total.....		1		1	2	5	17	26
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	3							3
\$5 and under \$6.....		1				1		2
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1		1	2
\$8 and under \$9.....			2			1		3

¹ Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work)—Concluded.</i>								
\$9 and under \$10.....						1		1
\$10 and under \$11.....				5	2	2		9
\$11 and under \$12.....					5	1		6
\$12 and under \$13.....					3	6		9
\$13 and under \$14.....					6	5		11
\$14 and under \$15.....					3	23		26
\$15 and under \$16.....						16	2	18
\$16 and under \$17.....						75	4	79
\$17 and under \$18.....						10	14	24
\$18 and under \$19.....							49	49
\$19 and under \$20.....							15	15
\$20 and under \$21.....							5	5
\$21 and under \$22.....							1	1
Total.....	4	1	3	5	20	141	91	265
<i>Conductors: Extra (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$12 and under \$13.....						1		1
\$16 and under \$17.....							1	1
Total.....	1					1	1	13
<i>Guards: Regular (who did no other work).</i>								
\$2 and under \$3.....	2							2
\$5 and under \$6.....						1		1
\$6 and under \$7.....				1				1
\$7 and under \$8.....					1	2		1
\$8 and under \$9.....				2	2	2		6
\$9 and under \$10.....				2	1	1	1	5
\$10 and under \$11.....					1	12		13
\$11 and under \$12.....						1	3	4
\$12 and under \$13.....						8	5	21
\$13 and under \$14.....						8	1	9
\$14 and under \$15.....					1	35	8	37
\$15 and under \$16.....						7	12	19
\$16 and under \$17.....							12	12
\$17 and under \$18.....							12	12
\$19 and under \$20.....							2	2
\$21 and over.....							1	1
Total.....	2			5	14	75	50	146
<i>Guards: Extra (who did no other work).</i>								
Under \$1.....	5							5
\$1 and under \$2.....		3	1			1		5
\$2 and under \$3.....		12			1	1		14
\$3 and under \$4.....		2	2	2			1	7
\$4 and under \$5.....			2	3	1	2		8
\$5 and under \$6.....			1	1		3	1	6
\$6 and under \$7.....				2	1	9		12
\$7 and under \$8.....					3	11	3	17
\$8 and under \$9.....				2	1	10	18	31
\$9 and under \$10.....					2	9	28	39
\$10 and under \$11.....						10	18	28
\$11 and under \$12.....					2	4	20	26
\$12 and under \$13.....						1	12	13
\$13 and under \$14.....							13	13
\$14 and under \$15.....							5	7
\$15 and under \$16.....						2	2	2
\$16 and under \$17.....							2	2
\$17 and under \$18.....							2	2
\$18 and under \$19.....							1	1
Total.....	5	17	6	10	11	63	126	238

¹ Not including 2 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who also did other work).</i>								
\$15 and under \$16.....				1				1
\$16 and under \$17.....			1					1
\$20 and under \$21.....			1				1	3
\$21 and under \$22.....						1		1
\$22 and under \$23.....						1		1
\$26 and under \$27.....							4	4
\$27 and under \$28.....							1	1
\$29 and under \$30.....							1	1
Total.....			2	1		3	7	13
<i>Acting motormen: Extra (who also did other work).</i>								
\$7 and under \$8.....				1				1
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....							1	1
\$12 and under \$13.....						1	1	2
\$13 and under \$14.....						3		3
\$15 and under \$16.....						1	1	2
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....	1				1	1	1	4
\$19 and under \$20.....					1			1
\$23 and under \$24.....						1		1
Total.....	1			2	3	10	6	22
<i>Conductors: Regular (who also did other work).</i>								
\$9 and under \$10.....			2					2
\$10 and under \$11.....			1					1
\$12 and under \$13.....				1		1		2
\$13 and under \$14.....			1		2			3
\$14 and under \$15.....		1	1		2		1	5
\$15 and under \$16.....				1	1	2		4
\$16 and under \$17.....		1	3	1	3	4		12
\$17 and under \$18.....			1	3	2	3		9
\$18 and under \$19.....			1		1	5	1	8
\$19 and under \$20.....		1	1	2	1	5	2	12
\$20 and under \$21.....		1			1	2		4
\$21 and under \$22.....					1	1		2
\$22 and under \$23.....							1	1
\$23 and under \$24.....			1			1	1	3
Total.....		4	12	8	14	24	6	68
<i>Guards: Regular (who also did other work).</i>								
\$3 and under \$4.....		1						1
\$12 and under \$13.....				1	1			2
\$13 and under \$14.....				2		2		5
\$14 and under \$15.....	1			1	1	5		7
\$15 and under \$16.....				1	1	7		9
\$16 and under \$17.....					3	7	1	11
\$17 and under \$18.....			1	2		5	1	9
\$18 and under \$19.....			2	1	2	2	2	9
\$19 and under \$20.....					2	1		3
\$20 and under \$21.....	1							1
\$21 and under \$22.....						1	1	2
\$23 and under \$24.....						1		1
Total.....	2	1	3	8	10	31	5	60

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Guards: Extra (who also did other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2							2
\$3 and under \$4.....	2	4	3	1				10
\$4 and under \$5.....		1	3	2	2	1		9
\$5 and under \$6.....	1	1	2	2	4	4		14
\$6 and under \$7.....		2		7	6	10	1	26
\$7 and under \$8.....	1		2	3	16	15		37
\$8 and under \$9.....	1	3	7	9	16	23	4	63
\$9 and under \$10.....	2	1	6	6	18	31	5	69
\$10 and under \$11.....			5	9	12	33	14	73
\$11 and under \$12.....		1	6	8	28	37	10	90
\$12 and under \$13.....		4	5	9	16	30	3	67
\$13 and under \$14.....		1		6	16	22	9	54
\$14 and under \$15.....		3	2	1	5	14	5	30
\$15 and under \$16.....	1	1	1	1	5	6	2	17
\$16 and under \$17.....		3	4	1	1	3	1	13
\$17 and under \$18.....	1			1	1	2	1	6
\$18 and under \$19.....	1	1				1		3
\$19 and under \$20.....	1	1		1	1			4
\$21 and under \$22.....			2					2
\$22 and under \$23.....	1							1
\$23 and under \$24.....						1		1
Total.....	15	27	48	67	147	233	55	592

CHICAGO SURFACE LINES.

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	3							3
\$2 and under \$3.....	11							11
\$3 and under \$4.....	10	1						11
\$4 and under \$5.....		3						3
\$5 and under \$6.....		21						21
\$6 and under \$7.....		13	1					14
\$7 and under \$8.....		2	12					14
\$8 and under \$9.....			34	1	1			36
\$9 and under \$10.....			27	4				31
\$10 and under \$11.....			4		2			28
\$11 and under \$12.....				53	2			60
\$12 and under \$13.....				53	14	1		73
\$13 and under \$14.....				24	66	3		93
\$14 and under \$15.....				4	137	19	1	161
\$15 and under \$16.....					128	41		169
\$16 and under \$17.....					89	132	12	233
\$17 and under \$18.....					19	226	32	277
\$18 and under \$19.....					6	287	66	359
\$19 and under \$20.....						222	205	427
\$20 and under \$21.....						121	262	383
\$21 and under \$22.....						29	342	371
\$22 and under \$23.....							328	335
\$23 and under \$24.....							176	176
\$24 and under \$25.....							66	66
\$25 and under \$26.....							11	11
\$26 and under \$27.....							1	1
Total.....	24	40	78	171	464	1,088	1,502	3,367
<i>Motormen: Extra.</i>								
\$1 and under \$2.....	21							21
\$2 and under \$3.....	13							13
\$3 and under \$4.....		12						12
\$4 and under \$5.....		29	3					32
\$5 and under \$6.....		21	3					24
\$6 and under \$7.....			22					22
\$7 and under \$8.....			27	3				30
\$8 and under \$9.....			16	16				32
\$9 and under \$10.....			3	51	2			56
\$10 and under \$11.....				43	3			46

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CHICAGO, ILL.—Concluded.

CHICAGO SURFACE LINES—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra—Concluded.</i>								
\$11 and under \$12.				21	43	2		66
\$12 and under \$13.				4	67	9		80
\$13 and under \$14.					59	32	1	92
\$14 and under \$15.					18	57	6	81
\$15 and under \$16.					5	59	11	75
\$16 and under \$17.						40	12	52
\$17 and under \$18.						13	35	48
\$18 and under \$19.						4	32	36
\$19 and under \$20.						1	11	12
\$20 and under \$21.							9	9
\$21 and under \$22.							6	6
Total	34	62	74	138	197	217	123	845
<i>Conductors: Regular.</i>								
\$1 and under \$2.	1							1
\$2 and under \$3.	10	1						11
\$3 and under \$4.	10							10
\$4 and under \$5.		7						7
\$5 and under \$6.		27	1					28
\$6 and under \$7.		32	1					33
\$7 and under \$8.		2	17					19
\$8 and under \$9.			32	2				34
\$9 and under \$10.			26	13	2			41
\$10 and under \$11.			7	43	4			54
\$11 and under \$12.				31	12			94
\$12 and under \$13.				70	52	1		123
\$13 and under \$14.			1	24	80			120
\$14 and under \$15.				3	143	12	3	199
\$15 and under \$16.					143	52	1	297
\$16 and under \$17.					94	105	4	286
\$17 and under \$18.					24	172	20	262
\$18 and under \$19.					4	215	53	363
\$19 and under \$20.					1	203	197	401
\$20 and under \$21.						90	183	273
\$21 and under \$22.						16	259	275
\$22 and under \$23.						9	237	246
\$23 and under \$24.							127	127
\$24 and under \$25.							51	51
\$25 and under \$26.							6	6
\$26 and under \$27.							2	2
Total	21	69	86	236	564	1,134	1,243	3,353
<i>Conductors: Extra.</i>								
\$1 and under \$2.	8							8
\$2 and under \$3.	12	2						14
\$3 and under \$4.	1	10						11
\$4 and under \$5.		21						21
\$5 and under \$6.		16	4					20
\$6 and under \$7.			25	2				27
\$7 and under \$8.			24	6				31
\$8 and under \$9.			7	24		1		31
\$9 and under \$10.				39	2			41
\$10 and under \$11.				41	16	1		58
\$11 and under \$12.				6	37	4		47
\$12 and under \$13.					96	16		112
\$13 and under \$14.					45	50	5	100
\$14 and under \$15.					6	96	14	116
\$15 and under \$16.					1	78	29	108
\$16 and under \$17.						28	38	66
\$17 and under \$18.						6	51	57
\$18 and under \$19.							40	40
\$19 and under \$20.							12	12
\$20 and under \$21.							5	5
\$21 and under \$22.							1	1
\$22 and under \$23.							1	1
Total	21	49	60	118	203	280	196	927

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CINCINNATI, OHIO.

[Extra men who reported for duty as required were guaranteed \$45 per month.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	5		1					6
\$3 and under \$4.....	1	1						2
\$4 and under \$5.....		2						2
\$5 and under \$6.....		1						1
\$6 and under \$7.....		2	1					3
\$7 and under \$8.....		1						1
\$8 and under \$9.....			2	2				4
\$9 and under \$10.....			1	5	1			7
\$10 and under \$11.....				4	7	5		16
\$11 and under \$12.....				4	8	3	1	16
\$12 and under \$13.....				4	13	11	6	34
\$13 and under \$14.....					12	19	7	38
\$14 and under \$15.....					10	13	18	41
\$15 and under \$16.....					7	29	32	68
\$16 and under \$17.....					2	20	41	63
\$17 and under \$18.....						34	36	70
\$18 and under \$19.....						33	40	73
\$19 and under \$20.....						19	31	50
\$20 and under \$21.....						2	33	35
\$21 and under \$22.....						2	36	38
\$22 and under \$23.....							26	26
\$23 and under \$24.....							8	8
\$24 and under \$25.....							1	1
\$25 and under \$26.....							1	1
\$26 and under \$27.....							1	1
Total.....	6	7	5	19	60	190	318	605
<i>Motormen: Extra.</i>								
Under \$1.....	4	1						5
\$1 and under \$2.....	3	2						5
\$2 and under \$3.....	1		1					2
\$3 and under \$4.....		1			1			2
\$4 and under \$5.....		1		1				2
\$5 and under \$6.....		1	1		1			3
\$6 and under \$7.....					2		1	4
\$7 and under \$8.....					2	2		5
\$8 and under \$9.....				1	1	1		5
\$9 and under \$10.....				1	2	1		6
\$10 and under \$11.....						3	8	11
\$11 and under \$12.....					1	5	16	22
\$12 and under \$13.....					1	3	19	23
\$13 and under \$14.....						5	16	21
\$14 and under \$15.....						3	26	29
\$15 and under \$16.....						2	20	22
\$16 and under \$17.....							11	11
\$17 and under \$18.....							6	6
\$18 and under \$19.....							2	2
\$19 and under \$20.....							3	3
\$20 and over.....							1	1
Total.....	8	6	3	3	11	24	138	193
<i>Conductors: Regular.</i>								
Under \$1.....	2							2
\$2 and under \$3.....	2							2
\$3 and under \$4.....	2	1						3
\$5 and under \$6.....		3		2				5
\$6 and under \$7.....		2	4		1		1	9
\$7 and under \$8.....		1		1	1			4
\$8 and under \$9.....			3	4	3	1		11
\$9 and under \$10.....				3	5	3		11
\$10 and under \$11.....				4	11	5	1	21
\$11 and under \$12.....				2	9	9	4	24
\$12 and under \$13.....				4	6	11	7	28
\$13 and under \$14.....					12	25	19	56
\$14 and under \$15.....				1	7	21	33	62
\$15 and under \$16.....					4	23	36	33

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CINCINNATI, OHIO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$16 and under \$17.....					3	17	38	58
\$17 and under \$18.....					1	23	31	55
\$18 and under \$19.....						23	37	60
\$19 and under \$20.....						5	34	39
\$20 and under \$21.....						4	27	31
\$21 and under \$22.....							26	26
\$22 and under \$23.....							22	22
\$23 and under \$24.....							6	6
\$24 and under \$25.....							2	2
Total.....	6	7	7	22	63	171	324	600
<i>Conductors: Extra.</i>								
Under \$1.....	5	1	1		1			8
\$1 and under \$2.....	4	1						5
\$2 and under \$3.....	2		1					3
\$3 and under \$4.....					1			1
\$5 and under \$6.....							1	1
\$6 and under \$7.....				1		1		2
\$7 and under \$8.....			1		3		1	5
\$8 and under \$9.....					1	3		10
\$9 and under \$10.....				4	4	3	5	16
\$10 and under \$11.....					3	6	12	21
\$11 and under \$12.....						4	12	16
\$12 and under \$13.....						4	15	19
\$13 and under \$14.....						2	12	14
\$14 and under \$15.....						3	24	27
\$15 and under \$16.....						3	25	28
\$16 and under \$17.....						2	13	15
\$17 and under \$18.....						1	8	9
\$18 and under \$19.....							4	4
\$19 and under \$20.....							2	2
\$20 and over.....							1	1
Total.....	11	2	3	5	13	32	141	207

CLEVELAND, OHIO.

<i>Motormen: Regular (who did no other work).</i>								
\$1 and under \$2.....				2				2
\$2 and under \$3.....	3							3
\$3 and under \$4.....	1			1				2
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1						1
\$6 and under \$7.....		4	1			1		6
\$7 and under \$8.....			1	1		1		3
\$8 and under \$9.....			8	4		1		13
\$9 and under \$10.....			6	1		3		10
\$10 and under \$11.....				9		3		12
\$11 and under \$12.....				11	2	5	3	21
\$12 and under \$13.....				6	11	5		22
\$13 and under \$14.....					10	7	4	21
\$14 and under \$15.....					25	20	5	50
\$15 and under \$16.....					26	39	8	73
\$16 and under \$17.....					1	36	10	47
\$17 and under \$18.....						70	32	102
\$18 and under \$19.....						76	35	111
\$19 and under \$20.....						5	51	56
\$20 and under \$21.....							83	83
\$21 and under \$22.....							80	80
\$22 and under \$23.....							7	7
\$23 and under \$24.....							3	3
\$24 and over.....							1	1
Total.....	4	6	16	35	75	272	322	730

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CLEVELAND, OHIO—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	4	1						5
\$1 and under \$2.....	2	1	1	1				5
\$2 and under \$3.....		1			2			3
\$3 and under \$4.....		1		1				2
\$4 and under \$5.....				1				1
\$5 and under \$6.....		1	1		1		1	4
\$6 and under \$7.....			1	1	1		1	4
\$7 and under \$8.....			1		1	4	4	10
\$8 and under \$9.....						2		2
\$9 and under \$10.....				2	1	6	5	14
\$10 and under \$11.....						4	8	12
\$11 and under \$12.....				1		3	16	20
\$12 and under \$13.....					2	1	15	18
\$13 and under \$14.....					1	2	12	15
\$14 and under \$15.....						1	11	12
\$15 and under \$16.....							14	14
\$16 and under \$17.....						5	7	12
\$17 and under \$18.....							12	12
\$18 and under \$19.....							6	6
\$19 and under \$20.....							2	2
\$20 and under \$21.....							1	1
Total.....	6	5	4	7	9	28	115	174
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	3							3
\$1 and under \$2.....			1					1
\$2 and under \$3.....	3	1					1	5
\$3 and under \$4.....	2	1						3
\$4 and under \$5.....			1					1
\$5 and under \$6.....		4	1					5
\$6 and under \$7.....		5	1					6
\$7 and under \$8.....			1					1
\$8 and under \$9.....			3					5
\$9 and under \$10.....			1	4		2		6
\$10 and under \$11.....			1	3	1	2		7
\$11 and under \$12.....				6	6	2		14
\$12 and under \$13.....				8	20	7	2	37
\$13 and under \$14.....					18	7	4	29
\$14 and under \$15.....					29	20	7	56
\$15 and under \$16.....					34	50	12	96
\$16 and under \$17.....						48	18	66
\$17 and under \$18.....						73	22	95
\$18 and under \$19.....						71	48	119
\$19 and under \$20.....						7	49	56
\$20 and under \$21.....						1	78	79
\$21 and under \$22.....						1	69	70
\$22 and under \$23.....							5	5
Total.....	8	11	10	21	108	292	315	765
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	6	1						7
\$1 and under \$2.....	4	1						5
\$2 and under \$3.....		1	1					2
\$3 and under \$4.....		3						3
\$4 and under \$5.....		1	2	1		1		5
\$5 and under \$6.....		1	2				1	5
\$6 and under \$7.....				3	1		1	5
\$7 and under \$8.....				1		3	3	7
\$8 and under \$9.....				1	2	3	7	13
\$9 and under \$10.....					1	8	8	17
\$10 and under \$11.....						1	17	18
\$11 and under \$12.....					1	7	18	26
\$12 and under \$13.....						4	22	26
\$13 and under \$14.....						5	17	22
\$14 and under \$15.....						7	22	29
\$15 and under \$16.....					1	5	8	14
\$16 and under \$17.....							7	7

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CLEVELAND, OHIO—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who did no other work)—Concluded.</i>								
\$17 and under \$18.....						1	8	9
\$18 and under \$19.....							2	2
\$19 and under \$20.....							4	4
Total.....	10	8	5	6	6	46	145	226
<i>Motormen: Regular (who also did other work).</i>								
\$11 and under \$12.....			1	1			1	3
\$12 and under \$13.....						1		1
\$14 and under \$15.....					1	2	2	5
\$15 and under \$16.....					3	4	4	11
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....						5	1	6
\$18 and under \$19.....						12	8	20
\$19 and under \$20.....						2	4	6
\$20 and under \$21.....						2	4	6
\$21 and under \$22.....					2		8	10
\$22 and under \$23.....							5	5
Total.....			1	1	6	30	41	79
<i>Motormen: Extra (who also did other work).</i>								
\$1 and under \$2.....		1						1
\$2 and under \$3.....			1		1			2
\$3 and under \$4.....			1		2			3
\$4 and under \$5.....				2				2
\$5 and under \$6.....				1		1		2
\$6 and under \$7.....					1			1
\$7 and under \$8.....			1			1	2	4
\$8 and under \$9.....						2	2	4
\$9 and under \$10.....						2	6	8
\$10 and under \$11.....				2	1	1	11	15
\$11 and under \$12.....						2	11	14
\$12 and under \$13.....					1	7	13	21
\$13 and under \$14.....				1	2		7	10
\$14 and under \$15.....						2	6	8
\$15 and under \$16.....						2	14	16
\$16 and under \$17.....						1	11	12
\$17 and under \$18.....							7	7
\$18 and under \$19.....						1	7	8
\$19 and under \$20.....							3	3
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
\$23 and under \$24.....							1	1
Total.....		1	3	7	8	22	105	146
<i>Conductors: Regular (who also did other work).</i>								
\$5 and under \$6.....			1					1
\$7 and under \$8.....			1					1
\$9 and under \$10.....			1					1
\$10 and under \$11.....					1	1		2
\$12 and under \$13.....					1	2		3
\$13 and under \$14.....				1		2	1	4
\$14 and under \$15.....						1		1
\$15 and under \$16.....					2	1	2	5
\$16 and under \$17.....					1	1	1	3
\$17 and under \$18.....						3	1	4
\$18 and under \$19.....					1	5	4	10
\$19 and under \$20.....						2	2	4
\$20 and under \$21.....							2	2
\$21 and under \$22.....							4	4
\$22 and under \$23.....							7	7
\$23 and under \$24.....					1			1
Total.....			3	1	7	18	24	53

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

CLEVELAND, OHIO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Extra (who also did other work).</i>								
\$2 and under \$3.				1		1		2
\$4 and under \$5.				1	1	1		3
\$5 and under \$6.				1				2
\$6 and under \$7.				2				2
\$7 and under \$8.						3	1	4
\$8 and under \$9.						3	1	4
\$9 and under \$10.						3	1	4
\$10 and under \$11.				1	2	2	3	8
\$11 and under \$12.					3	4	11	18
\$12 and under \$13.						5	11	16
\$13 and under \$14.					1	3	11	15
\$14 and under \$15.						1	7	8
\$15 and under \$16.						2	10	12
\$16 and under \$17.						2	8	10
\$17 and under \$18.							8	8
\$18 and under \$19.							8	8
\$19 and under \$20.							5	5
\$21 and under \$22.							2	2
Total				6	7	30	90	133

DALLAS, TEX.

DALLAS ELECTRIC CORPORATION.

<i>Motormen: Regular.</i>								
\$2 and under \$3.	2							2
\$4 and under \$5.		1						1
\$5 and under \$6.		2		1				3
\$7 and under \$8.			1					1
\$8 and under \$9.			1	2				3
\$9 and under \$10.							1	1
\$10 and under \$11.						3		3
\$11 and under \$12.				2	1	1		4
\$12 and under \$13.					2	3	5	10
\$13 and under \$14.					5	4	1	10
\$14 and under \$15.					1	6	6	13
\$15 and under \$16.					1	4	10	15
\$16 and under \$17.						3	13	16
\$17 and under \$18.							8	8
\$18 and under \$19.						1	20	21
\$19 and under \$20.							6	6
\$20 and under \$21.							4	4
\$22 and under \$23.							1	1
Total	2	3	2	5	10	25	75	122
<i>Motormen: Extra.</i>								
Under \$1.	3	1						4
\$2 and under \$3.					1			1
\$3 and under \$4.		1	1					2
\$4 and under \$5.			1					1
\$6 and under \$7.				1	2	1		4
\$7 and under \$8.						1	1	2
\$8 and under \$9.					1	3	2	6
\$9 and under \$10.						3	6	9
\$10 and under \$11.						1	13	14
\$11 and under \$12.							8	8
\$12 and under \$13.						1	3	4
\$13 and under \$14.							1	1
\$15 and under \$16.							1	1
Total	3	2	2	1	4	10	35	57

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DALLAS, TEX.—Continued.

DALLAS ELECTRIC CORPORATION—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....		1						1
\$6 and under \$7.....				2				2
\$7 and under \$8.....			1					1
\$8 and under \$9.....				1	2			3
\$10 and under \$11.....					3	2		5
\$11 and under \$12.....				2	3	1	1	7
\$12 and under \$13.....				2	1	1	3	5
\$13 and under \$14.....						6	11	17
\$14 and under \$15.....						2	12	14
\$15 and under \$16.....						5	15	20
\$16 and under \$17.....						3	11	14
\$17 and under \$18.....						1	12	13
\$18 and under \$19.....							8	8
\$19 and under \$20.....							3	3
\$20 and under \$21.....							4	4
Total.....	1	1	1	5	9	21	80	118
<i>Conductors: Extra.</i>								
\$3 and under \$4.....		1		1				2
\$6 and under \$7.....				1	2		1	4
\$8 and under \$9.....				1	1	4	2	8
\$9 and under \$10.....							2	2
\$10 and under \$11.....						2	5	7
\$11 and under \$12.....							9	9
\$12 and under \$13.....						1	8	9
\$13 and under \$14.....							3	3
\$14 and under \$15.....							1	1
\$16 and under \$17.....							1	1
Total.....		1		3	3	7	32	46

NORTHERN TEXAS TRACTION CO.—OAK CLIFF DIVISION OF FORT WORTH LINES.

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$9 and under \$10.....				1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....				1	1			2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							3	3
\$14 and under \$15.....						1	1	2
\$16 and under \$17.....						4	1	5
\$17 and under \$18.....						1	3	4
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
Total.....	1			2	2	6	12	23
<i>Motormen: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....				1				1
\$3 and under \$4.....			2					2
\$5 and under \$6.....					1			1
\$6 and under \$7.....						1		1
\$8 and under \$9.....						1	2	3
\$10 and under \$11.....							4	4
\$12 and under \$13.....						1	2	3
\$13 and under \$14.....							3	3
\$14 and under \$15.....							4	4
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....	1		2	1	1	3	18	26

900 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DALLAS, TEX.—Concluded.

NORTHERN TEXAS TRACTION CO.—OAK CLIFF DIVISION OF FORT WORTH LINES—
Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$8 and under \$9.....							1	1
\$11 and under \$12.....					2			2
\$13 and under \$14.....						2	1	3
\$14 and under \$15.....						1	2	3
\$15 and under \$16.....							1	1
\$16 and under \$17.....						2	2	4
\$17 and under \$18.....						2	1	3
\$18 and under \$19.....							1	1
\$19 and under \$20.....							2	2
\$20 and under \$21.....							1	1
Total.....					2	7	12	21
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....		1						2
\$5 and under \$6.....				1				1
\$6 and under \$7.....						1		1
\$8 and under \$9.....						1	2	3
\$9 and under \$10.....							3	3
\$10 and under \$11.....							3	3
\$12 and under \$13.....							1	1
\$13 and under \$14.....							3	3
\$14 and under \$15.....							1	1
Total.....	1	1		2		3	13	20

DAVENPORT, IOWA.

<i>Motormen: Regular.</i>								
\$11 and under \$12.....						1		1
\$13 and under \$14.....					2		1	3
\$14 and under \$15.....					1	3		4
\$15 and under \$16.....					1	3		4
\$16 and under \$17.....						21	2	23
\$17 and under \$18.....						8	3	11
\$18 and under \$19.....						1	4	5
\$19 and under \$20.....							16	16
\$20 and under \$21.....							5	5
Total.....					4	37	31	72
<i>Motormen: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....			1					1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				1				1
\$9 and under \$10.....				1				1
\$11 and under \$12.....								1
\$12 and under \$13.....						1		1
\$13 and under \$14.....					1			1
\$14 and under \$15.....							5	5
\$15 and under \$16.....							2	2
\$16 and under \$17.....							1	1
\$17 and under \$18.....						1	1	2
\$19 and under \$20.....							1	1
Total.....	1		2	2	1	3	10	19

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DAVENPORT, IOWA—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	2							2
\$5 and under \$6.....			1					1
\$11 and under \$12.....				1	2	1		3
\$13 and under \$14.....					8	6	2	16
\$14 and under \$15.....					1	2	1	5
\$15 and under \$16.....						4	1	5
\$16 and under \$17.....						11	2	13
\$17 and under \$18.....						2	2	4
\$18 and under \$19.....							13	13
\$19 and under \$20.....							7	7
\$20 and under \$21.....							3	3
\$21 and under \$22.....								
Total.....	2		1	1	12	26	32	74
<i>Conductors: Extra.</i>								
\$8 and under \$9.....				1		1		2
\$9 and under \$10.....						1		1
\$11 and under \$12.....					1	1		2
\$13 and under \$14.....							5	5
\$14 and under \$15.....						1	1	2
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....				1	1	4	9	15

DENVER, COLO.

<i>Motormen: Regular (who did no other work).</i>								
\$3 and under \$4.....	1							1
\$5 and under \$6.....		1						1
\$6 and under \$7.....		1	1					2
\$8 and under \$9.....				1				2
\$9 and under \$10.....				3	1			3
\$10 and under \$11.....				1				2
\$11 and under \$12.....				1				1
\$12 and under \$13.....				1	1			2
\$13 and under \$14.....				1	4			5
\$14 and under \$15.....					6	1	1	8
\$15 and under \$16.....					5	9	1	15
\$16 and under \$17.....					9	17		26
\$17 and under \$18.....					4	20	3	27
\$18 and under \$19.....					1	24	5	30
\$19 and under \$20.....					1	25	12	38
\$20 and under \$21.....						17	9	26
\$21 and under \$22.....						11	9	20
\$22 and under \$23.....						4	10	14
\$23 and under \$24.....						1	6	7
\$24 and under \$25.....						1	6	7
\$25 and under \$26.....							3	3
\$26 and under \$27.....							4	4
Total.....	1	2	2	8	32	130	69	1 244
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	3							3
\$2 and under \$3.....	1							1
\$3 and under \$4.....	1		1					2
\$4 and under \$5.....			1		1			2
\$6 and under \$7.....			1					1

¹ Not including 2 who also did other work.

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DENVER, COLO.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who did no other work)—Concluded.</i>								
\$7 and under \$8.....				2	1			3
\$8 and under \$9.....				2				2
\$9 and under \$10.....				1	3			4
\$10 and under \$11.....				1	1		1	3
\$11 and under \$12.....				2	2	6		10
\$12 and under \$13.....					1	7	1	9
\$13 and under \$14.....				1			4	5
\$14 and under \$15.....					3	3		6
\$15 and under \$16.....						3	3	6
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....							3	3
\$18 and under \$19.....							3	3
\$19 and under \$20.....							2	2
Total.....	5		3	9	12	21	21	71
<i>Conductors: Regular (who did no other work).</i>								
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1						1
\$7 and under \$8.....						1		1
\$8 and under \$9.....					1			1
\$9 and under \$10.....			1	1		1		3
\$10 and under \$11.....				1				1
\$11 and under \$12.....			1	3	2			6
\$12 and under \$13.....				4	2	1		7
\$13 and under \$14.....				1	2			3
\$14 and under \$15.....				4	10	1		15
\$15 and under \$16.....					5	4	3	12
\$16 and under \$17.....					8	18	3	29
\$17 and under \$18.....					5	15	6	26
\$18 and under \$19.....					1	24	6	31
\$19 and under \$20.....					1	17	15	33
\$20 and under \$21.....						11	15	26
\$21 and under \$22.....						7	10	17
\$22 and under \$23.....						3	17	20
\$23 and under \$24.....							7	7
\$24 and under \$25.....						1	4	5
\$25 and under \$26.....							1	1
\$26 and under \$27.....							2	2
Total.....		2	2	14	37	104	89	248
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1				1			2
\$2 and under \$3.....	1			1	1	2		5
\$3 and under \$4.....							4	4
\$4 and under \$5.....				2	1	3	1	7
\$5 and under \$6.....					3	1	8	12
\$6 and under \$7.....				4	1	3	5	13
\$7 and under \$8.....			1	3	2	2	4	12
\$8 and under \$9.....			1	1	2	1	10	15
\$9 and under \$10.....			1	1	3	2	3	10
\$10 and under \$11.....					3	9	6	18
\$11 and under \$12.....				2	2	5	9	18
\$12 and under \$13.....					2	5	8	15
\$13 and under \$14.....						4	4	8
\$14 and under \$15.....						3	4	7
\$15 and under \$16.....						2	3	5
\$16 and under \$17.....						1	3	4
\$17 and under \$18.....							2	2
\$20 and over.....							1	1
Total.....	4		3	14	21	43	75	160

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DENVER, COLO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who also did other work).</i>								
\$7 and under \$8.....			1					1
\$9 and under \$10.....			1					1
\$11 and under \$12.....				2		1		3
\$12 and under \$13.....						1		1
\$13 and under \$14.....				1		1		2
\$14 and under \$15.....					2	1		3
\$15 and under \$16.....					1			1
\$16 and under \$17.....				1	1			2
\$20 and under \$21.....						1		1
\$21 and under \$22.....					1			1
Total.....			2	4	5	5		16
<i>Conductors: Extra (who also did other work).</i>								
\$7 and under \$8.....			1	1				2
\$9 and under \$10.....					1			1
\$10 and under \$11.....				1	1			2
\$11 and under \$12.....			1					1
\$12 and under \$13.....						1		1
\$13 and under \$14.....			1	1				2
\$15 and under \$16.....					1			1
\$17 and under \$18.....						1		1
Total.....			3	3	3	2		11

DES MOINES, IOWA.

[Extra men who reported for duty as required were guaranteed \$50 per month.]

<i>Motormen: Regular.</i>								
\$4 and under \$5.....		1						1
\$8 and under \$9.....			4					4
\$9 and under \$10.....			1					1
\$10 and under \$11.....			1	5				6
\$11 and under \$12.....				3		1		4
\$12 and under \$13.....					2	1		3
\$13 and under \$14.....					2			2
\$14 and under \$15.....					3	3		6
\$15 and under \$16.....					2	13	1	16
\$16 and under \$17.....					1	13	1	15
\$17 and under \$18.....						11	4	15
\$18 and under \$19.....						1	23	24
\$19 and under \$20.....						1	24	25
\$20 and under \$21.....						2	17	19
\$21 and under \$22.....							4	4
\$22 and under \$23.....							4	4
\$23 and under \$24.....							4	4
\$24 and under \$25.....							1	1
Total.....		1	6	8	10	46	83	154
<i>Motormen: Extra.</i>								
\$1 and under \$2.....		1						1
\$8 and under \$9.....			1	1		1		3
\$11 and under \$12.....							1	1
\$12 and under \$13.....					2	1		3
\$13 and under \$14.....							1	1
\$14 and under \$15.....					1	1	2	4
\$15 and under \$16.....					2	1		3
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....							4	4
\$18 and under \$19.....						2	4	6
\$19 and under \$20.....							4	4
\$20 and under \$21.....							1	1
\$21 and under \$22.....							2	2
Total.....		1	1	1	5	8	20	36

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DES MOINES, IOWA—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$4 and under \$5.....				1				1
\$7 and under \$8.....			1					1
\$8 and under \$9.....			3	1				4
\$9 and under \$10.....			1					1
\$10 and under \$11.....			1	2				3
\$11 and under \$12.....					1			1
\$12 and under \$13.....					3			5
\$13 and under \$14.....					8	2		15
\$14 and under \$15.....					10	6	1	17
\$15 and under \$16.....					3	7	3	13
\$16 and under \$17.....					1	17	2	20
\$17 and under \$18.....						13	5	18
\$18 and under \$19.....						2	10	12
\$19 and under \$20.....						1	19	20
\$20 and under \$21.....						3	13	16
\$21 and under \$22.....							7	7
\$22 and under \$23.....							3	3
Total.....			6	4	26	57	64	157
<i>Conductors: Extra.</i>								
\$5 and under \$6.....			2					2
\$6 and under \$7.....				1				1
\$7 and under \$8.....			1					1
\$10 and under \$11.....					1		2	3
\$11 and under \$12.....						3		3
\$12 and under \$13.....					2	1		3
\$13 and under \$14.....						4	4	8
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....						2	4	6
\$16 and under \$17.....							5	5
\$17 and under \$18.....							1	1
\$19 and under \$20.....							1	1
Total.....			3	1	3	11	22	40

DETROIT, MICH.

[Extra men who reported for duty as required were guaranteed \$19 per half month.]

<i>Motormen: Regular.</i>								
Under \$1.....	2							2
\$2 and under \$3.....	1							1
\$3 and under \$4.....	2							2
\$4 and under \$5.....		2						2
\$5 and under \$6.....		2	1	1				4
\$6 and under \$7.....		2		1				3
\$7 and under \$8.....			1	1	1			3
\$8 and under \$9.....			3	3	1			7
\$9 and under \$10.....			5	4	1		1	11
\$10 and under \$11.....			1	5	2			8
\$11 and under \$12.....				16	4	2		22
\$12 and under \$13.....				10	4	3		17
\$13 and under \$14.....				4			2	23
\$14 and under \$15.....					15	2		1
\$15 and under \$16.....					30	7		38
\$16 and under \$17.....					30	24	5	59
\$17 and under \$18.....					10	40	12	62
\$18 and under \$19.....					1	66	33	100
\$19 and under \$20.....						87	49	136
\$20 and under \$21.....						38	83	121
\$21 and under \$22.....						5	116	121
\$22 and under \$23.....						1	124	125
\$23 and under \$24.....						1	81	82
\$24 and under \$25.....							18	18
\$25 and under \$26.....							5	5
\$26 and under \$27.....							1	1
Total.....	5	6	11	45	99	276	531	973

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DETROIT, MICH.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra.</i>								
Under \$1.....	3	1						4
\$1 and under \$2.....	3		1					4
\$2 and under \$3.....	6	1						7
\$3 and under \$4.....		4						4
\$4 and under \$5.....		1	1					2
\$5 and under \$6.....		2	1					3
\$6 and under \$7.....			3	1				4
\$7 and under \$8.....			1	3				4
\$8 and under \$9.....			1			1		2
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....				1		2	1	4
\$11 and under \$12.....				1	6	2	2	9
\$12 and under \$13.....				1		2	1	3
\$13 and under \$14.....					3	7	6	16
\$14 and under \$15.....					1	8	13	22
\$15 and under \$16.....						7	21	28
\$16 and under \$17.....						7	22	29
\$17 and under \$18.....						6	18	24
\$18 and under \$19.....						1	16	17
\$19 and under \$20.....							20	20
\$20 and under \$21.....						1	9	10
\$21 and under \$22.....							7	7
\$22 and under \$23.....							2	2
\$23 and under \$24.....							1	1
Total.....	12	9	8	7	11	44	137	228
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	3							3
\$3 and under \$4.....	2							2
\$5 and under \$6.....		8						8
\$6 and under \$7.....		7	2					9
\$7 and under \$8.....			2					2
\$8 and under \$9.....			16	3	1			20
\$9 and under \$10.....			9	4				13
\$10 and under \$11.....				2				3
\$11 and under \$12.....				9	6		1	16
\$12 and under \$13.....				13	8			21
\$13 and under \$14.....				4	14	6	2	26
\$14 and under \$15.....					18	10	6	34
\$15 and under \$16.....					27	31	7	65
\$16 and under \$17.....					8	39	16	63
\$17 and under \$18.....					1	58	25	84
\$18 and under \$19.....						71	63	134
\$19 and under \$20.....						26	91	117
\$20 and under \$21.....						5	115	120
\$21 and under \$22.....							117	117
\$22 and under \$23.....							71	71
\$23 and under \$24.....							14	14
\$24 and under \$25.....							2	2
\$25 and under \$26.....							1	1
Total.....	6	15	29	35	83	247	531	946
<i>Conductors: Extra.</i>								
Under \$1.....	5							5
\$1 and under \$2.....	3							3
\$2 and under \$3.....	5					1		6
\$3 and under \$4.....	3	3						6
\$4 and under \$5.....		8	2					10
\$5 and under \$6.....		2	1					3
\$6 and under \$7.....			3			1		4
\$7 and under \$8.....			2					2
\$8 and under \$9.....						2		2
\$9 and under \$10.....				1				1
\$10 and under \$11.....				4	3			7
\$11 and under \$12.....				2	3	3		8
\$12 and under \$13.....					1	6	1	8
\$13 and under \$14.....				1	1	5	4	11
\$14 and under \$15.....					4	11	19	34
\$15 and under \$16.....						8	26	34

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

DETROIT, MICH.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$16 and under \$17.....						6	25	31
\$17 and under \$18.....						3	15	18
\$18 and under \$19.....						1	16	17
\$19 and under \$20.....						1	27	28
\$20 and under \$21.....							7	7
\$21 and under \$22.....						1	4	5
\$23 and under \$24.....							1	1
Total.....	16	13	8	8	12	49	145	251

EVANSVILLE, IND.

<i>Motormen: Regular.</i>								
\$5 and under \$6.....		1						1
\$7 and under \$8.....			1					1
\$8 and under \$9.....				1				1
\$9 and under \$10.....				1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....					3			3
\$12 and under \$13.....					4	2		6
\$13 and under \$14.....					1	2		5
\$14 and under \$15.....					1	4	2	10
\$15 and under \$16.....						7	4	11
\$16 and under \$17.....						3	5	8
\$17 and under \$18.....							2	2
\$18 and under \$19.....							4	4
\$19 and under \$20.....							1	1
Total.....		1	1	2	10	18	23	55
<i>Motormen: Extra.</i>								
\$5 and under \$6.....						1		1
\$6 and under \$7.....					1	1		2
\$7 and under \$8.....					1	2		3
\$8 and under \$9.....							3	3
\$9 and under \$10.....							2	2
\$10 and under \$11.....						3	1	4
\$12 and under \$13.....						1	2	3
Total.....					2	8	8	18
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		1						1
\$8 and under \$9.....			1					1
\$9 and under \$10.....					1			1
\$10 and under \$11.....						2		2
\$11 and under \$12.....					3	1	1	5
\$12 and under \$13.....					1	3	2	6
\$13 and under \$14.....					1	1	3	4
\$14 and under \$15.....						8	4	12
\$15 and under \$16.....						3	3	6
\$16 and under \$17.....						1	8	9
\$17 and under \$18.....							6	6
\$19 and under \$20.....							1	1
Total.....		1	1	5	19	28	28	54
<i>Conductors: Extra.</i>								
\$7 and under \$8.....				1				1
\$8 and under \$9.....						1		1
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....						1	5	6
\$11 and under \$12.....					1		4	5
\$12 and under \$13.....							2	2
\$13 and under \$14.....						1		1
Total.....			1	1	5	12	12	19

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

GRAND RAPIDS, MICH.

[Extra men who reported for duty as required were guaranteed \$1.50 per day.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
Under \$1.....	2							2
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2						2
\$5 and under \$6.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....			1		1			2
\$9 and under \$10.....						3		3
\$11 and under \$12.....				1	1			2
\$12 and under \$13.....					3	1		4
\$13 and under \$14.....					3		2	5
\$14 and under \$15.....					2	5	2	9
\$15 and under \$16.....						7	7	14
\$16 and under \$17.....						6	15	21
\$17 and under \$18.....					1	3	19	23
\$18 and under \$19.....						1	20	21
\$19 and under \$20.....							16	16
\$20 and under \$21.....							3	3
\$21 and under \$22.....							2	2
\$24 and under \$25.....							1	1
Total.....	2	4	1	2	11	26	87	133
<i>Motormen: Extra.</i>								
\$6 and under \$7.....						1		1
\$9 and under \$10.....							2	2
\$10 and under \$11.....						1		1
\$11 and under \$12.....					2	4		6
\$12 and under \$13.....							2	2
\$13 and under \$14.....						2	1	3
\$14 and under \$15.....						1	7	8
\$15 and under \$16.....						1	3	4
\$16 and under \$17.....							3	3
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
Total.....					2	10	20	32
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		2		1				3
\$6 and under \$7.....				1				1
\$7 and under \$8.....			1					1
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....			1	2	1			4
\$11 and under \$12.....				1	3	1		5
\$12 and under \$13.....					3	4	2	9
\$13 and under \$14.....					1	5	2	8
\$14 and under \$15.....					1	2	2	5
\$15 and under \$16.....						7	7	14
\$16 and under \$17.....						9	17	26
\$17 and under \$18.....						1	10	11
\$18 and under \$19.....							14	14
\$19 and under \$20.....							11	11
\$20 and under \$21.....							4	4
\$21 and under \$22.....							3	3
\$22 and under \$23.....							1	1
Total.....		2	2	5	10	30	73	122
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$4 and under \$5.....		2	1					3
\$6 and under \$7.....			1					1
\$8 and under \$9.....						1		1
\$11 and under \$12.....					1			1
\$12 and under \$13.....							3	3
\$13 and under \$14.....						4	3	7

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

GRAND RAPIDS, MICH.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$14 and under \$15.....						2	9	11
\$15 and under \$16.....						2	5	7
\$16 and under \$17.....							5	5
\$17 and under \$18.....							2	2
\$18 and under \$19.....							1	1
Total.....	2	2	2		1	9	28	44

HOUSTON, TEX.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	2							2
\$6 and under \$7.....		1		1			1	3
\$7 and under \$8.....			1					1
\$8 and under \$9.....			1	1	1		2	5
\$9 and under \$10.....			1		1			1
\$10 and under \$11.....				2		1		3
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....					6	4	3	13
\$13 and under \$14.....					4	5	3	12
\$14 and under \$15.....					1	8	4	13
\$15 and under \$16.....					2	11	6	19
\$16 and under \$17.....						7	8	15
\$17 and under \$18.....						4	13	17
\$18 and under \$19.....						2	5	7
\$19 and under \$20.....							7	7
\$20 and under \$21.....							4	4
\$21 and under \$22.....							3	3
\$22 and under \$23.....							1	1
Total.....	2	1	2	4	17	43	60	¹ 129
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....			1					1
\$2 and under \$3.....	1	1						3
\$3 and under \$4.....				1				2
\$5 and under \$6.....			1	1				1
\$6 and under \$7.....				1				1
\$7 and under \$8.....					1	1		2
\$8 and under \$9.....						1	1	2
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....				1		3	1	5
\$11 and under \$12.....					1	3	4	8
\$12 and under \$13.....						2	3	5
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....							9	9
\$15 and under \$16.....							9	9
\$16 and under \$17.....						1	1	2
Total.....	2	1	2	5	3	13	32	² 58
<i>Conductors: Regular.</i>								
\$1 and under \$2.....		1						1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				1				1
\$8 and under \$9.....				3	1			4
\$9 and under \$10.....				3	1	1	1	6
\$10 and under \$11.....					1	1	1	3
\$11 and under \$12.....				3	4	1	1	9
\$12 and under \$13.....						3	7	11
\$13 and under \$14.....						6	6	12

¹ Not including 2 who also did other work.

² Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

HOUSTON, TEX.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$14 and under \$15.....					1	3	9	13
\$15 and under \$16.....						5	9	14
\$16 and under \$17.....						7	6	13
\$17 and under \$18.....						6	9	15
\$18 and under \$19.....						1	5	6
\$19 and under \$20.....						1	6	7
\$22 and under \$23.....							1	1
Total.....	1	2	1	10	11	39	55	119
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1	1	1					3
\$2 and under \$3.....	2	1			1			4
\$3 and under \$4.....	1		2					3
\$6 and under \$7.....			1	1	1	2		5
\$7 and under \$8.....				2				2
\$8 and under \$9.....				2		1	2	3
\$9 and under \$10.....					1	4	3	8
\$10 and under \$11.....						7	4	11
\$11 and under \$12.....					1	4	6	11
\$12 and under \$13.....						1	8	9
\$13 and under \$14.....							6	6
\$14 and under \$15.....						1	6	7
\$16 and under \$17.....							1	1
Total.....	5	2	4	3	4	20	36	74

INDIANAPOLIS, IND.

[Extra men who reported for duty as required were guaranteed \$45 per month.]

<i>Motormen: Regular (who did no other work).</i>								
Under \$1.....		1						1
\$2 and under \$3.....	1							1
\$4 and under \$5.....			1					1
\$5 and under \$6.....		1	1	1				3
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....			1	2				3
\$9 and under \$10.....				2	1	2		5
\$10 and under \$11.....				2		3		5
\$11 and under \$12.....			1	4	2	3	1	11
\$12 and under \$13.....				1	4	6	3	14
\$13 and under \$14.....					3	4	6	13
\$14 and under \$15.....					10	7	6	23
\$15 and under \$16.....					3	7	13	23
\$16 and under \$17.....						10	14	24
\$17 and under \$18.....						18	19	37
\$18 and under \$19.....						11	18	29
\$19 and under \$20.....							10	12
\$20 and under \$21.....						2	25	25
\$21 and under \$22.....							22	22
\$22 and under \$23.....							2	2
Total.....	1	2	5	13	23	73	139	1 256
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1	2						3
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2	1					3

¹ Not including 3 who also did other work.

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

INDIANAPOLIS, IND.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who did no other work)—Concluded.</i>								
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....			1					1
\$7 and under \$8.....				3	1			4
\$8 and under \$9.....				1	2	5	1	8
\$9 and under \$10.....					1	8	6	16
\$10 and under \$11.....				1	2	5	11	19
\$11 and under \$12.....			1			3	15	19
\$12 and under \$13.....						1	17	18
\$13 and under \$14.....						2	8	10
\$14 and under \$15.....						1	4	5
\$15 and under \$16.....							3	3
\$16 and under \$17.....							2	2
\$17 and under \$18.....							1	1
\$20 and under \$21.....							1	1
Total.....	3	6	5	5	6	25	69	¹ 119
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	4							4
\$3 and under \$4.....	1							1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1	2		1			4
\$6 and under \$7.....			2	1				3
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....			2	1	3	1		7
\$9 and under \$10.....				2	1			3
\$10 and under \$11.....				2				2
\$11 and under \$12.....				2	4	7	2	15
\$12 and under \$13.....				1	3	5	7	16
\$13 and under \$14.....					8	4	8	20
\$14 and under \$15.....					2	16	11	29
\$15 and under \$16.....					2	10	18	30
\$16 and under \$17.....						12	20	32
\$17 and under \$18.....						9	11	20
\$18 and under \$19.....						14	15	29
\$19 and under \$20.....						2	9	11
\$20 and under \$21.....							10	10
\$21 and under \$22.....							20	20
\$22 and under \$23.....							2	2
Total.....	7	2	7	10	24	80	133	263
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1	2					3
\$4 and under \$5.....			3	1				4
\$5 and under \$6.....		3	3	2				8
\$6 and under \$7.....				2				2
\$7 and under \$8.....				2				2
\$8 and under \$9.....					2	1		5
\$9 and under \$10.....					5	4	1	10
\$10 and under \$11.....						5	1	6
\$11 and under \$12.....						7	11	18
\$12 and under \$13.....					1	3	9	13
\$13 and under \$14.....						3	12	15
\$14 and under \$15.....						3	5	8
\$15 and under \$16.....							5	5
\$16 and under \$17.....							6	6
\$17 and under \$18.....							3	3
\$18 and under \$19.....							2	2
\$19 and under \$20.....							2	2
Total.....	2	4	8	7	8	26	57	² 112

¹ Not including 8 who also did other work.

² Not including 3 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

JACKSONVILLE, FLA.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	4							4
\$3 and under \$4.....		1						1
\$4 and under \$5.....		4						4
\$5 and under \$6.....			1					1
\$7 and under \$8.....			1		1			2
\$8 and under \$9.....				1				1
\$9 and under \$10.....				2	2	1		5
\$10 and under \$11.....					1			1
\$11 and under \$12.....					5	2	1	8
\$12 and under \$13.....					3	4	1	8
\$13 and under \$14.....						12	1	13
\$14 and under \$15.....						6	4	10
\$15 and under \$16.....							12	12
\$16 and under \$17.....							8	8
\$17 and under \$18.....							6	6
\$19 and under \$20.....							1	1
Total.....	4	5	2	3	12	25	34	1 85
<i>Motormen: Extra (who did no other work).</i>								
\$4 and under \$5.....					1			1
\$5 and under \$6.....				1				1
\$6 and under \$7.....					1	1		2
\$7 and under \$8.....					1			1
\$8 and under \$9.....						2	1	3
\$9 and under \$10.....					1			1
\$10 and under \$11.....					1			1
\$11 and under \$12.....						1	2	3
\$12 and under \$13.....						2	5	7
\$13 and under \$14.....							7	7
\$14 and under \$15.....							6	6
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
Total.....				1	5	6	23	1 35
<i>Conductors: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....		3						3
\$5 and under \$6.....			1					1
\$6 and under \$7.....				1				1
\$8 and under \$9.....					1			1
\$9 and under \$10.....				1	2	1		3
\$10 and under \$11.....					1			1
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....					1	5	1	7
\$13 and under \$14.....					2	16	1	19
\$14 and under \$15.....						5	2	7
\$15 and under \$16.....							12	12
\$16 and under \$17.....							11	11
\$17 and under \$18.....							8	8
Total.....	1	3	1	3	9	28	35	2 80
<i>Conductors: Extra (who did no other work).</i>								
\$4 and under \$5.....			1					1
\$5 and under \$6.....				1				1
\$6 and under \$7.....						1		2
\$7 and under \$8.....				1				2
\$8 and under \$9.....					1		1	2
\$9 and under \$10.....					2	2	1	5
\$10 and under \$11.....						2	1	3
\$11 and under \$12.....						5	2	7

¹ Not including 1 who also worked as conductor.
² Not including 4 who also worked as motormen.

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

JACKSONVILLE, FLA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who did no other work)—Concluded.</i>								
\$12 and under \$13.....						3	4	7
\$13 and under \$14.....							3	3
\$14 and under \$15.....							3	3
\$15 and under \$16.....							1	1
Total.....			1	3	3	14	16	37

KANSAS CITY, MO.

[Extra men who reported for duty as required were guaranteed \$45 per month.]

<i>Motormen: Regular (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2							2
\$3 and under \$4.....		2						2
\$5 and under \$6.....		1						1
\$6 and under \$7.....		2	1					3
\$7 and under \$8.....			2	1				3
\$8 and under \$9.....			3		1			4
\$9 and under \$10.....			2	4	3	1		10
\$10 and under \$11.....				1	2			3
\$11 and under \$12.....				3	8	5	3	19
\$12 and under \$13.....				5	6	8	2	21
\$13 and under \$14.....					8	14	10	32
\$14 and under \$15.....					20	15	23	58
\$15 and under \$16.....					14	15	29	58
\$16 and under \$17.....					3	26	29	58
\$17 and under \$18.....						56	30	86
\$18 and under \$19.....						31	23	54
\$19 and under \$20.....						14	35	49
\$20 and under \$21.....						3	43	46
\$21 and under \$22.....							46	46
\$22 and under \$23.....							17	17
\$23 and under \$24.....							2	2
\$24 and under \$25.....							1	1
Total.....	3	5	8	14	65	188	293	576
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1	1						2
\$2 and under \$3.....	3	1						4
\$3 and under \$4.....		2		1		1		4
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1		1		1		3
\$6 and under \$7.....		1			2			3
\$7 and under \$8.....				2		2		4
\$8 and under \$9.....			1	2	4			7
\$9 and under \$10.....				2	3	7	2	14
\$10 and under \$11.....					5	7	8	16
\$11 and under \$12.....					2	12	13	27
\$12 and under \$13.....					2	5	13	20
\$13 and under \$14.....						2	12	14
\$14 and under \$15.....						2	9	11
\$15 and under \$16.....							9	9
\$16 and under \$17.....						1	5	6
\$17 and under \$18.....							5	5
\$20 and under \$21.....							1	1
Total.....	5	7	1	8	18	36	77	152

¹ Not including 3 who also worked as motormen.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

KANSAS CITY, MO.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....	3							3
\$3 and under \$4.....								3
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....		3	3	1				7
\$7 and under \$8.....				3				3
\$8 and under \$9.....				5				5
\$9 and under \$10.....			1	1				2
\$10 and under \$11.....				1	7	2	3	13
\$11 and under \$12.....				4	5	4	5	18
\$12 and under \$13.....				2	7	8	2	19
\$13 and under \$14.....					19	13	14	46
\$14 and under \$15.....					12	20	31	63
\$15 and under \$16.....					11	14	34	59
\$16 and under \$17.....					1	28	39	68
\$17 and under \$18.....					1	37	32	70
\$18 and under \$19.....						22	25	47
\$19 and under \$20.....						21	38	59
\$20 and under \$21.....						1	25	26
\$21 and under \$22.....						1	28	29
\$22 and under \$23.....							15	15
\$23 and under \$24.....							2	2
Total.....	4	4	11	13	64	171	293	560
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	4							4
\$3 and under \$4.....					1			1
\$4 and under \$5.....			1					1
\$5 and under \$6.....				1				1
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1		1	3		5
\$8 and under \$9.....					2	1	1	4
\$9 and under \$10.....						3	1	4
\$10 and under \$11.....						9	9	18
\$11 and under \$12.....					1	8	16	25
\$12 and under \$13.....						6	16	22
\$13 and under \$14.....						3	16	19
\$14 and under \$15.....						3	21	24
\$15 and under \$16.....						3	5	8
\$16 and under \$17.....							9	9
\$17 and under \$18.....							3	3
\$18 and under \$19.....							2	2
\$19 and under \$20.....							2	2
\$22 and under \$23.....							1	1
Total.....	4		3	1	5	39	102	154
<i>Motormen: Regular (who also did other work).</i>								
\$9 and under \$10.....						1		1
\$13 and under \$14.....				1	1		1	3
\$14 and under \$15.....					2	1	1	4
\$15 and under \$16.....						6	2	8
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....				1	2	3	1	7
\$18 and under \$19.....							1	1
\$19 and under \$20.....							3	3
\$20 and under \$21.....							4	4
\$21 and under \$22.....						2	1	3
\$22 and under \$23.....						1		1
Total.....				2	5	18	15	40
<i>Motormen: Extra (who also did other work).</i>								
\$1 and under \$2.....	1							1
\$3 and under \$4.....						1		1
\$5 and under \$6.....			2					2
\$7 and under \$8.....					2			2
\$8 and under \$9.....				2	1		1	4

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

KANSAS CITY, MO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who also did other work)—Concluded.</i>								
\$10 and under \$11.....					1		2	3
\$11 and under \$12.....				1		2	2	5
\$12 and under \$13.....			1			2	1	4
\$13 and under \$14.....						3	2	5
\$14 and under \$15.....							2	2
\$15 and under \$16.....					1		3	4
\$16 and under \$17.....							3	3
\$19 and under \$20.....					1			1
Total.....	1		3	3	6	8	16	37
<i>Conductors: Regular (who also did other work).</i>								
\$4 and under \$5.....		1						1
\$9 and under \$10.....			1		1			2
\$11 and under \$12.....						2		2
\$13 and under \$14.....						1	2	3
\$14 and under \$15.....					1	2	5	8
\$15 and under \$16.....			1	1	1	5	5	13
\$16 and under \$17.....				1	2		4	7
\$17 and under \$18.....						3	2	5
\$18 and under \$19.....						1	1	2
\$19 and under \$20.....						1	1	2
\$20 and under \$21.....							2	2
\$21 and under \$22.....						1	1	2
\$22 and under \$23.....							1	1
Total.....		1	2	2	5	16	24	50
<i>Conductors: Extra (who also did other work).</i>								
Under \$1.....	1							1
\$3 and under \$4.....		1						1
\$5 and under \$6.....						1		1
\$6 and under \$7.....				1		1		2
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....			1	1	1			2
\$9 and under \$10.....		1	2			3	2	8
\$10 and under \$11.....			1		1	1	3	6
\$11 and under \$12.....					3	5	6	14
\$12 and under \$13.....						1	5	6
\$13 and under \$14.....						1	3	4
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....	1							1
\$16 and under \$17.....							4	4
\$17 and under \$18.....							2	2
Total.....	2	2	5	2	5	15	26	57

LINCOLN, NEBR.

<i>Motormen: Regular.</i>								
\$6 and under \$7.....		1						1
\$8 and under \$9.....				1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....					1			1
\$12 and under \$13.....					2			2
\$13 and under \$14.....						2		2
\$14 and under \$15.....				1	5	3	1	10
\$15 and under \$16.....					2	5	1	7
\$16 and under \$17.....					1	5		7
\$17 and under \$18.....						2	2	4
\$18 and under \$19.....						4	2	6
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....							8	8
\$21 and under \$22.....						1	2	3
\$22 and under \$23.....							3	3
\$23 and under \$24.....							1	1
Total.....		1		2	12	24	26	65

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LINCOLN, NEBR.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra.</i>								
\$7 and under \$8.....						1		1
\$9 and under \$10.....					1			1
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....							2	2
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....							3	3
\$15 and under \$16.....							4	4
Total.....					1	3	14	18
<i>Conductors: Regular.</i>								
\$3 and under \$4.....	2							2
\$4 and under \$5.....			2					2
\$8 and under \$9.....			1					1
\$10 and under \$11.....					2			2
\$11 and under \$12.....				1				1
\$12 and under \$13.....				1				1
\$13 and under \$14.....					3	2	1	6
\$14 and under \$15.....					1	4	4	9
\$15 and under \$16.....					2	3	1	6
\$16 and under \$17.....						3	5	8
\$17 and under \$18.....						3	3	6
\$18 and under \$19.....						2	5	7
\$19 and under \$20.....						1	2	3
\$20 and under \$21.....							4	4
\$21 and under \$22.....							3	3
\$22 and under \$23.....							2	2
\$23 and under \$24.....							1	1
Total.....	2		3	2	8	18	31	64
<i>Conductors: Extra.</i>								
\$10 and under \$11.....							1	1
\$11 and under \$12.....						2		2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							4	4
\$14 and under \$15.....							6	6
\$15 and under \$16.....							2	2
\$16 and under \$17.....							2	2
Total.....						2	16	18

LITTLE ROCK, ARK.

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$6 and under \$7.....				1				1
\$7 and under \$8.....			1					1
\$8 and under \$9.....				1				1
\$9 and under \$10.....				2	2			4
\$10 and under \$11.....					1	1		2
\$11 and under \$12.....					1		1	2
\$12 and under \$13.....							1	1
\$13 and under \$14.....						2	2	4
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....						2	4	6
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....						1	3	4
\$18 and under \$19.....							1	1
\$19 and under \$20.....							6	6
\$20 and under \$21.....							1	1
\$22 and under \$23.....							1	1
Total.....	1		1	4	4	9	29	48

916 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LITTLE ROCK, ARK.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work).</i>								
\$3 and under \$4			1					1
\$5 and under \$6				1				1
\$7 and under \$8					1			1
\$9 and under \$10							1	1
\$10 and under \$11							3	3
\$11 and under \$12							2	2
\$12 and under \$13							1	1
\$14 and under \$15							2	2
Total			1	1	1		9	12
<i>Conductors: Regular (who did no other work).</i>								
\$6 and under \$7			1					1
\$8 and under \$9					1			1
\$9 and under \$10					1			1
\$10 and under \$11					1		2	3
\$11 and under \$12					1	1	2	6
\$12 and under \$13				2	1	4	2	6
\$13 and under \$14						2	11	13
\$14 and under \$15					1	1	4	6
\$15 and under \$16						1	3	4
\$16 and under \$17						2	1	3
\$17 and under \$18							2	2
\$19 and under \$20							1	1
Total			1	2	5	11	28	47
<i>Conductors: Extra (who did no other work).</i>								
Under \$1	1							1
\$5 and under \$6				1				1
\$9 and under \$10						2	2	4
\$10 and under \$11							5	5
\$11 and under \$12							1	1
\$12 and under \$13							2	2
\$13 and under \$14							1	1
Total	1			1		2	11	15
<i>Motormen: Regular (who also did other work).</i>								
\$3 and under \$4	1							1
\$9 and under \$10						1		1
\$11 and under \$12						1		1
\$13 and under \$14					1		1	2
\$14 and under \$15							2	2
\$17 and under \$18							1	1
\$19 and under \$20							1	1
Total	1				1	2	5	9
<i>Motormen: Extra (who also did other work).</i>								
\$10 and under \$11						1		1
\$11 and under \$12						1	3	4
\$12 and under \$13					1			1
\$13 and under \$14					1			1
\$15 and under \$16							1	1
Total					2	2	4	8
<i>Conductors: Regular (who also did other work).</i>								
\$10 and under \$11			1					1
\$11 and under \$12			1		1	1		3
\$12 and under \$13							1	1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LITTLE ROCK, ARK.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who also did other work)—Concluded.</i>								
\$13 and under \$14.....					1	2		3
\$17 and under \$18.....						1		1
\$18 and under \$19.....						1		1
\$19 and under \$20.....			1				1	2
Total.....			3		2	5	2	12
<i>Conductors: Extra (who also did other work).</i>								
\$9 and under \$10.....							1	1
\$10 and under \$11.....				1			2	3
\$11 and under \$12.....							1	1
\$13 and under \$14.....						2	1	3
Total.....				1		2	5	8

LOS ANGELES, CAL.

[Extra men on "waiting time," that is, time on duty at the car barn by special assignment, are paid 15 cents per hour. Earnings for such time are not included in this table.]

<i>Motormen: Regular.</i>								
\$1 and under \$2.....		1						1
\$2 and under \$3.....	2							2
\$4 and under \$5.....		1						1
\$5 and under \$6.....		4				1		5
\$6 and under \$7.....		3						3
\$7 and under \$8.....			3			1		4
\$8 and under \$9.....			3	2				5
\$9 and under \$10.....			4		1			5
\$10 and under \$11.....			1	5	1			7
\$11 and under \$12.....				9	6			15
\$12 and under \$13.....				8	14	3	2	27
\$13 and under \$14.....				1	13	6	6	26
\$14 and under \$15.....					9	5	5	19
\$15 and under \$16.....					23	28	5	61
\$16 and under \$17.....					12	50	18	80
\$17 and under \$18.....					1	66	27	94
\$18 and under \$19.....						86	86	172
\$19 and under \$20.....						47	68	115
\$20 and under \$21.....						10	65	75
\$21 and under \$22.....						1	85	86
\$22 and under \$23.....							33	33
\$23 and under \$24.....						1	9	10
\$27 and over.....							1	1
Total.....	2	9	11	25	86	304	410	847
<i>Motormen: Extra.</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$4 and under \$5.....			1		1			2
\$5 and under \$6.....				1				1
\$7 and under \$8.....			2	2	1	1		6
\$8 and under \$9.....				2		2		4
\$9 and under \$10.....				1	3	4	1	9
\$10 and under \$11.....					6	4	4	14
\$11 and under \$12.....				1	3	13	13	30
\$12 and under \$13.....					4	7	15	26
\$13 and under \$14.....					2	6	18	26
\$14 and under \$15.....						9	22	31
\$15 and under \$16.....					1	3	15	19
\$16 and under \$17.....							9	9

918 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LOS ANGELES, CAL.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra—Concluded.</i>								
\$17 and under \$18						2	6	8
\$18 and under \$19						1	4	5
\$19 and under \$20							1	1
Total	1	1	3	7	21	52	108	193
<i>Conductors: Regular.</i>								
\$1 and under \$2	1							1
\$2 and under \$3	2							2
\$3 and under \$4	1	1						2
\$4 and under \$5		1						1
\$5 and under \$6		3	1	1				5
\$6 and under \$7		2	4					6
\$7 and under \$8			4					4
\$8 and under \$9			5	2				7
\$9 and under \$10			7	5	3		1	16
\$10 and under \$11			1	10		4		15
\$11 and under \$12				5	8	3		16
\$12 and under \$13				9	11	2	3	25
\$13 and under \$14					18	4	5	27
\$14 and under \$15					23	19	7	49
\$15 and under \$16					18	58	6	82
\$16 and under \$17					7	65	10	82
\$17 and under \$18						45	54	99
\$18 and under \$19						72	75	147
\$19 and under \$20						33	84	117
\$20 and under \$21						6	39	45
\$21 and under \$22							57	57
\$22 and under \$23							20	20
\$23 and under \$24							4	4
\$25 and under \$26							1	1
Total	4	7	22	32	88	311	366	830
<i>Conductors: Extra.</i>								
Under \$1	1							1
\$1 and under \$2	2						1	3
\$2 and under \$3	2							2
\$3 and under \$4							1	1
\$4 and under \$5			2			1		3
\$5 and under \$6		1	2					3
\$6 and under \$7			2	1				3
\$7 and under \$8				1	2	1		4
\$8 and under \$9				3	3	3		9
\$9 and under \$10					2	2	2	6
\$10 and under \$11				1	3	7	3	14
\$11 and under \$12					2	8	9	19
\$12 and under \$13					1	19	7	27
\$13 and under \$14						7	27	34
\$14 and under \$15						3	39	42
\$15 and under \$16						3	21	24
\$16 and under \$17						3	13	16
\$17 and under \$18							13	13
\$18 and under \$19							8	8
\$19 and under \$20							1	1
Total	5	1	6	6	13	57	145	233

LOUISVILLE, KY.

<i>Motormen: Regular.</i>								
Under \$1	1							1
\$2 and under \$3	2			1				3
\$3 and under \$4		1						1
\$4 and under \$5		2						2
\$5 and under \$6		1						1
\$6 and under \$7			2	2				4
\$7 and under \$8			1	2				3
\$8 and under \$9			3	2				5

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LOUISVILLE, KY.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular—Concluded.</i>								
\$9 and under \$10.....			1	3				4
\$10 and under \$11.....				8	4			12
\$11 and under \$12.....				2	9	2	1	14
\$12 and under \$13.....					14	10	3	27
\$13 and under \$14.....					7	14	4	25
\$14 and under \$15.....					2	32	12	46
\$15 and under \$16.....						24	30	54
\$16 and under \$17.....						10	37	47
\$17 and under \$18.....						3	47	50
\$18 and under \$19.....							26	26
\$19 and under \$20.....							10	10
\$20 and under \$21.....							5	5
\$22 and under \$23.....							1	1
Total.....	3	4	7	20	36	95	176	341
<i>Motormen: Extra.</i>								
Under \$1.....	2							2
\$2 and under \$3.....	2	1				1		4
\$3 and under \$4.....		1	1			1		3
\$4 and under \$5.....		1	1					2
\$5 and under \$6.....		1	2					2
\$6 and under \$7.....			2		1	1		4
\$7 and under \$8.....			1	1	2	1		5
\$8 and under \$9.....				3	5	2		10
\$9 and under \$10.....				1	3	2	1	7
\$10 and under \$11.....					9	3	2	14
\$11 and under \$12.....					3	2	5	10
\$12 and under \$13.....						7	8	16
\$13 and under \$14.....					1	6	8	14
\$14 and under \$15.....						4	6	10
\$15 and under \$16.....							6	6
\$16 and under \$17.....						1	7	8
\$17 and under \$18.....							3	3
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
Total.....	4	3	7	5	24	31	49	123
<i>Conductors: Regular.</i>								
Under \$1.....		1						1
\$2 and under \$3.....	1		1					2
\$4 and under \$5.....		2						2
\$5 and under \$6.....		1		1		1		3
\$6 and under \$7.....			2					2
\$7 and under \$8.....			2					2
\$8 and under \$9.....				1		1		2
\$9 and under \$10.....				8	2			10
\$10 and under \$11.....				6	4	1		11
\$11 and under \$12.....					7	6		13
\$12 and under \$13.....					18	11	2	31
\$13 and under \$14.....					2	21	6	29
\$14 and under \$15.....					5	35	18	58
\$15 and under \$16.....						25	16	41
\$16 and under \$17.....						8	38	46
\$17 and under \$18.....						4	52	56
\$18 and under \$19.....							20	20
\$19 and under \$20.....							6	6
\$20 and under \$21.....							4	4
Total.....	1	4	5	16	38	113	162	339
<i>Conductors: Extra.</i>								
\$2 and under \$3.....	1	1	1					3
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1	2					3
\$5 and under \$6.....				1				1
\$6 and under \$7.....					2		1	3
\$7 and under \$8.....			3	3	3	2		11

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LOUISVILLE, KY.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$8 and under \$9.....				3	4	2	1	10
\$9 and under \$10.....					3	3	5	11
\$10 and under \$11.....					4	10	4	18
\$11 and under \$12.....				1	2	6	5	14
\$12 and under \$13.....						10	13	23
\$13 and under \$14.....						4	11	15
\$14 and under \$15.....						4	5	9
\$15 and under \$16.....							1	1
\$16 and under \$17.....						1	7	8
\$17 and under \$18.....							2	2
\$19 and under \$20.....							1	1
Total.....	1	3	6	8	18	42	56	134

LOWELL, MASS.

<i>Motormen: Regular (who did no other work).</i>								
\$5 and under \$6.....			1					1
\$7 and under \$8.....			1					1
\$8 and under \$9.....						1		1
\$9 and under \$10.....				1				1
\$10 and under \$11.....				3				3
\$11 and under \$12.....					3			3
\$12 and under \$13.....					2			7
\$13 and under \$14.....						4	1	6
\$14 and under \$15.....							5	14
\$15 and under \$16.....						12	2	5
\$16 and under \$17.....						2	3	14
\$17 and under \$18.....							14	23
\$19 and under \$20.....							23	1
Total.....			2	4	5	20	49	80
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$3 and under \$4.....				2				2
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1	2	1	4
\$8 and under \$9.....							1	1
\$9 and under \$10.....							2	2
\$10 and under \$11.....						1		1
\$11 and under \$12.....					1			1
\$12 and under \$13.....							3	3
\$13 and under \$14.....							1	1
\$16 and under \$17.....							1	1
Total.....	1		1	2	2	3	9	18
<i>Conductors: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$5 and under \$6.....			1					1
\$7 and under \$8.....				1				1
\$9 and under \$10.....				3				3
\$10 and under \$11.....					2	1		4
\$11 and under \$12.....					2	1	1	4
\$12 and under \$13.....					3	4	1	8
\$13 and under \$14.....						3	3	6
\$14 and under \$15.....						7	9	16
\$15 and under \$16.....						2	6	8
\$16 and under \$17.....							7	7
\$17 and under \$18.....							18	18
\$21 and under \$22.....							1	1
Total.....	1		1	4	8	18	46	78

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

LOWELL, MASS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$6 and under \$7.....					1			1
\$8 and under \$9.....							1	1
\$10 and under \$11.....						1	1	2
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....						1	1	2
Total.....	2				1	3	4	10
<i>Motormen: Regular (who also did other work).</i>								
\$11 and under \$12.....							1	1
\$14 and under \$15.....						2		2
\$15 and under \$16.....				1				1
\$16 and under \$17.....				1		1	1	3
\$17 and under \$18.....				1			4	4
\$18 and under \$19.....						1	2	3
\$21 and under \$22.....							3	3
Total.....				2		4	11	17
<i>Motormen: Extra (who also did other work).</i>								
\$6 and under \$7.....						1		1
\$7 and under \$8.....					3	2	2	7
\$8 and under \$9.....						2	2	2
\$9 and under \$10.....						6	2	8
\$10 and under \$11.....					2			2
\$11 and under \$12.....					5	2	2	9
\$12 and under \$13.....					1		1	2
\$13 and under \$14.....						1	2	3
\$14 and under \$15.....						1		1
\$15 and under \$16.....							1	1
\$25 and under \$26.....							1	1
Total.....					11	15	11	37
<i>Conductors: Regular (who also did other work).</i>								
\$12 and under \$13.....					1			1
\$13 and under \$14.....								1
\$15 and under \$16.....		1					1	2
\$16 and under \$17.....				1	1			2
\$17 and under \$18.....				1			6	7
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
\$20 and under \$21.....							1	1
Total.....		1		2	3		11	17
<i>Conductors: Extra (who also did other work).</i>								
\$8 and under \$9.....					2	1		3
\$9 and under \$10.....					2		1	3
\$10 and under \$11.....							2	2
\$11 and under \$12.....						4	4	8
\$12 and under \$13.....						1	8	3
\$13 and under \$14.....							8	8
\$14 and under \$15.....						2	3	5
\$15 and under \$16.....							1	1
\$16 and under \$17.....						2	1	3
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$20 and under \$21.....	1							1
\$21 and under \$22.....							1	1
Total.....	1				4	10	26	41

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MANCHESTER, N. H.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....							1	1
\$4 and under \$5.....							1	1
\$5 and under \$6.....						1		1
\$6 and under \$7.....						1	1	2
\$8 and under \$9.....					1		1	2
\$10 and under \$11.....					2	1		3
\$11 and under \$12.....							1	1
\$13 and under \$14.....							3	3
\$14 and under \$15.....						8		8
\$15 and under \$16.....							2	2
\$16 and under \$17.....							7	7
\$17 and under \$18.....							4	4
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
Total.....	1				3	11	25	40
<i>Motormen: Extra.</i>								
\$4 and under \$5.....							1	1
\$5 and under \$6.....							2	2
\$6 and under \$7.....						1	1	2
\$7 and under \$8.....						1	2	3
\$8 and under \$9.....							3	3
\$9 and under \$10.....							1	1
\$10 and under \$11.....						1		1
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							2	2
\$14 and under \$15.....							2	2
\$15 and under \$16.....							4	4
\$16 and under \$17.....							1	1
Total.....						4	21	25
<i>Conductors: Regular.</i>								
\$3 and under \$4.....							1	1
\$4 and under \$5.....							1	1
\$5 and under \$6.....							1	1
\$6 and under \$7.....					1		1	2
\$7 and under \$8.....							1	1
\$9 and under \$10.....				1				1
\$10 and under \$11.....					3	1		4
\$11 and under \$12.....					1		1	2
\$12 and under \$13.....					3	1	1	5
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....						6	3	9
\$15 and under \$16.....							3	3
\$16 and under \$17.....							5	5
Total.....				1	8	10	18	37
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....				1				1
\$3 and under \$4.....							1	1
\$4 and under \$5.....							1	1
\$5 and under \$6.....							2	2
\$6 and under \$7.....							3	3
\$7 and under \$8.....					1	1	2	4
\$8 and under \$9.....					2		2	4
\$9 and under \$10.....					1	1	4	6
\$10 and under \$11.....							2	2
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....							1	1
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....	1			1	5	11	17	35

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MEMPHIS, TENN.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
\$1 and under \$2.	1							1
\$2 and under \$3.	1	1						2
\$4 and under \$5.			1					1
\$6 and under \$7.			2		2	1		5
\$7 and under \$8.				1				1
\$8 and under \$9.				1	2		1	4
\$9 and under \$10.				1			3	4
\$10 and under \$11.					2	2	1	5
\$11 and under \$12.						4	6	10
\$12 and under \$13.						5	10	15
\$13 and under \$14.						2	14	16
\$14 and under \$15.							24	24
\$15 and under \$16.						1	16	17
\$16 and under \$17.							8	8
\$17 and under \$18.							13	13
\$18 and under \$19.							6	6
\$19 and under \$20.							3	3
Total.....	2	1	3	3	6	15	105	135
<i>Motormen: Extra (who did no other work).</i>								
\$1 and under \$2.	2							2
\$6 and under \$7.				1				1
\$7 and under \$8.			1			1	2	4
\$8 and under \$9.				2		1	2	5
\$9 and under \$10.							4	4
\$10 and under \$11.							2	2
\$11 and under \$12.							2	2
\$12 and under \$13.							3	3
\$13 and under \$14.							1	1
Total.....	2		1	3		2	16	24
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.	1							1
\$1 and under \$2.	1							1
\$2 and under \$3.		1						1
\$3 and under \$4.		1						1
\$4 and under \$5.		1						1
\$5 and under \$6.			2					3
\$6 and under \$7.			1					1
\$7 and under \$8.							1	1
\$8 and under \$9.				1				2
\$9 and under \$10.					1		2	4
\$10 and under \$11.							1	1
\$11 and under \$12.						2	3	5
\$12 and under \$13.				1	3	3	10	17
\$13 and under \$14.						2	16	18
\$14 and under \$15.						3	18	21
\$15 and under \$16.							22	22
\$16 and under \$17.							15	15
\$17 and under \$18.							8	8
\$18 and under \$19.							2	2
\$19 and under \$20.							1	1
Total.....	2	3	4	2	4	10	104	129
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.	1	1						2
\$1 and under \$2.	1							1
\$3 and under \$4.		1						1
\$5 and under \$6.			1					1
\$7 and under \$8.							2	2
\$8 and under \$9.							2	2
\$9 and under \$10.						2	1	3
\$10 and under \$11.						1		1
\$11 and under \$12.							5	9
\$12 and under \$13.						1	8	5
Total.....	2	2	1			4	21	30

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MEMPHIS, TENN.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who also did other work).</i>								
\$3 and under \$4		1						1
\$5 and under \$6		1						1
\$8 and under \$9					1			1
\$9 and under \$10					1			1
\$10 and under \$11				1		1	1	3
\$11 and under \$12						1	1	2
\$12 and under \$13							3	3
\$13 and under \$14						1	7	8
\$14 and under \$15							7	7
\$15 and under \$16						1	2	3
\$16 and under \$17						1	8	9
\$17 and under \$18						1	8	9
\$18 and under \$19						1	6	7
\$19 and under \$20							10	10
\$20 and under \$21							8	8
\$21 and under \$22							1	1
\$23 and under \$24							1	1
Total		2		1	2	7	63	75
<i>Motormen: Extra (who also did other work).</i>								
\$5 and under \$6					1			1
\$7 and under \$8					1	1	2	4
\$8 and under \$9							2	2
\$9 and under \$10							2	2
\$10 and under \$11							11	11
\$11 and under \$12							4	4
\$12 and under \$13							2	2
Total					2	1	23	26
<i>Conductors: Regular (who also did other work).</i>								
\$2 and under \$3		1						1
\$7 and under \$8						1		1
\$8 and under \$9					1			1
\$9 and under \$10							1	1
\$10 and under \$11						1	1	2
\$11 and under \$12					3		3	6
\$12 and under \$13					2	1	6	9
\$13 and under \$14						1	5	6
\$14 and under \$15						2	5	7
\$15 and under \$16							8	8
\$16 and under \$17							9	9
\$17 and under \$18							14	14
\$18 and under \$19							6	6
\$19 and under \$20							3	3
\$20 and under \$21							5	5
Total		1			6	6	66	79
<i>Conductors: Extra (who also did other work).</i>								
\$3 and under \$4		1						1
\$4 and under \$5			1					1
\$5 and under \$6			1					1
\$7 and under \$8							1	1
\$8 and under \$9						2	2	4
\$9 and under \$10						2	5	7
\$10 and under \$11						1	12	13
\$11 and under \$12							10	10
\$12 and under \$13							3	3
\$16 and under \$17						1		1
Total		1	2			6	33	42

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MILWAUKEE, WIS.

[Extra men who reported for duty as required were guaranteed \$12 per week.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
Under \$1.....	1							1
\$2 and under \$3.....	1							1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		2						2
\$6 and under \$7.....			2					2
\$7 and under \$8.....			2	3	1			6
\$8 and under \$9.....			2	3	1			6
\$9 and under \$10.....					2	1		3
\$10 and under \$11.....				5	4	5		14
\$11 and under \$12.....				7	10	5		22
\$12 and under \$13.....					9	19	2	30
\$13 and under \$14.....					16	42	2	60
\$14 and under \$15.....					23	24	7	54
\$15 and under \$16.....					4	35	25	64
\$16 and under \$17.....						58	21	79
\$17 and under \$18.....						45	19	64
\$18 and under \$19.....						7	13	20
\$19 and under \$20.....						2	24	26
\$20 and under \$21.....							13	13
\$21 and under \$22.....							6	6
\$22 and under \$23.....							2	2
\$23 and under \$24.....							2	2
\$24 and under \$25.....							2	2
Total.....	2	3	6	18	70	243	138	480
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$4 and under \$5.....			1					1
\$5 and under \$6.....					1			1
\$6 and under \$7.....					1			1
\$7 and under \$8.....				1	1			1
\$8 and under \$9.....				1		2	3	6
\$9 and under \$10.....				1	3	1	5	9
\$10 and under \$11.....					2	4	11	17
\$11 and under \$12.....						6	13	19
\$12 and under \$13.....						2	20	22
\$13 and under \$14.....					2	1	11	14
\$14 and under \$15.....							7	7
\$15 and under \$16.....							5	5
\$16 and under \$17.....							4	4
\$17 and under \$18.....							1	1
Total.....	1		1	2	9	16	80	109
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		2	1					3
\$6 and under \$7.....			3	1				4
\$7 and under \$8.....			2	1				3
\$8 and under \$9.....			1	1				2
\$9 and under \$10.....				5	1			6
\$10 and under \$11.....				4	7			15
\$11 and under \$12.....				9	16	3	1	35
\$12 and under \$13.....				1	10	30	1	42
\$13 and under \$14.....					23	50	6	79
\$14 and under \$15.....					32	27	16	75
\$15 and under \$16.....					3	15	20	38
\$16 and under \$17.....						53	20	73
\$17 and under \$18.....					1	36	15	52
\$18 and under \$19.....						8	12	20
\$19 and under \$20.....						1	15	16
\$20 and under \$21.....						2	9	11
\$21 and under \$22.....							4	4
\$22 and under \$23.....							1	1
Total.....		2	7	22	93	235	120	479

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MILWAUKEE, WIS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra.</i>								
\$2 and under \$3.....					1			1
\$5 and under \$6.....			1			1		2
\$6 and under \$7.....						1	1	2
\$7 and under \$8.....					1	2		3
\$8 and under \$9.....			1			3	5	9
\$9 and under \$10.....					2	3	12	17
\$10 and under \$11.....					1		18	19
\$11 and under \$12.....					3	5	25	33
\$12 and under \$13.....						4	29	33
\$13 and under \$14.....						6	18	24
\$14 and under \$15.....						2	9	11
\$15 and under \$16.....							3	3
Total.....			2		8	27	120	157

MINNEAPOLIS AND ST. PAUL, MINN.

[Extra men who reported for duty as required were guaranteed \$2 per day. Employees partially incapacitated by sickness, and employees who after 12 years' service were physically unfit for a regular run were on extra list and were guaranteed \$2 per day for each day they reported and did some work.]

<i>Motormen: Regular.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	2	1						3
\$3 and under \$4.....	1							2
\$4 and under \$5.....					1			1
\$5 and under \$6.....		2						2
\$6 and under \$7.....		1		1		1		3
\$7 and under \$8.....			2				2	5
\$8 and under \$9.....			1	4	2		1	7
\$9 and under \$10.....			1	2	1			4
\$10 and under \$11.....				3	3			6
\$11 and under \$12.....				2		1	2	5
\$12 and under \$13.....					6	3		14
\$13 and under \$14.....				5	6	3	1	10
\$14 and under \$15.....					5	11		16
\$15 and under \$16.....					6	24	5	35
\$16 and under \$17.....					1	56	26	83
\$17 and under \$18.....					1	40	30	71
\$18 and under \$19.....					2	60	75	137
\$19 and under \$20.....						19	62	81
\$20 and under \$21.....						7	61	68
\$21 and under \$22.....						2	75	77
\$22 and under \$23.....							38	38
\$23 and under \$24.....							22	22
\$24 and under \$25.....							10	10
\$25 and under \$26.....							9	9
\$26 and under \$27.....							3	3
\$27 and over.....							3	3
Total.....	3	5	4	17	34	228	424	715
<i>Motormen: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2	2	1					5
\$3 and under \$4.....				1				1
\$4 and under \$5.....		4				1		5
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1	2		2		5
\$7 and under \$8.....				2	1	1	1	5
\$8 and under \$9.....			1	2	2	1		6
\$9 and under \$10.....				1	2	2		5
\$10 and under \$11.....				2	1	5		8
\$11 and under \$12.....					3	2	9	14
\$12 and under \$13.....					1	12	14	27
\$13 and under \$14.....					1	19	30	50

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra—Concluded.</i>								
\$14 and under \$15.....						14	41	55
\$15 and under \$16.....						10	54	64
\$16 and under \$17.....						3	42	45
\$17 and under \$18.....						1	28	29
\$18 and under \$19.....						2	14	16
\$19 and under \$20.....							9	9
\$20 and under \$21.....							1	1
Total.....	3	6	4	10	12	74	243	352
<i>Conductors: Regular.</i>								
Under \$1.....	1							1
\$2 and under \$3.....	3							3
\$3 and under \$4.....		2	1			1		4
\$4 and under \$5.....		1					2	3
\$5 and under \$6.....		2	2					4
\$6 and under \$7.....		2	1	1				4
\$7 and under \$8.....			1	1		1		4
\$8 and under \$9.....			2	1	1			4
\$9 and under \$10.....			2	2	2			4
\$10 and under \$11.....		1	1	3		1		6
\$11 and under \$12.....				3	5	1		9
\$12 and under \$13.....				2	4	6		12
\$13 and under \$14.....				1	9	5	3	18
\$14 and under \$15.....					4	26	2	32
\$15 and under \$16.....					6	36	13	55
\$16 and under \$17.....					4	58	22	84
\$17 and under \$18.....					2	23	48	73
\$18 and under \$19.....						50	74	124
\$19 and under \$20.....						18	58	76
\$20 and under \$21.....						8	58	66
\$21 and under \$22.....							53	53
\$22 and under \$23.....							38	38
\$23 and under \$24.....							12	12
\$24 and under \$25.....							11	11
\$25 and under \$26.....							2	2
\$26 and under \$27.....							3	3
\$27 and under \$28.....							1	1
Total.....	4	8	10	13	35	234	400	704
<i>Conductors: Extra.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1							1
\$2 and under \$3.....						1		1
\$3 and under \$4.....		3						3
\$4 and under \$5.....		3						3
\$5 and under \$6.....			1	1				2
\$6 and under \$7.....			1	1	1			3
\$7 and under \$8.....				4	1	1		6
\$8 and under \$9.....						1	1	2
\$9 and under \$10.....					5	4		9
\$10 and under \$11.....					2	6	8	16
\$11 and under \$12.....					1	13	8	22
\$12 and under \$13.....					1	13	19	33
\$13 and under \$14.....					1	13	35	49
\$14 and under \$15.....						16	58	74
\$15 and under \$16.....						8	46	54
\$16 and under \$17.....						2	38	40
\$17 and under \$18.....						2	16	18
\$18 and under \$19.....							10	10
\$19 and under \$20.....							3	3
\$20 and under \$21.....							1	1
Total.....	3	6	2	6	12	80	243	352

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

MOBILE, ALA.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2							2
\$4 and under \$5.....		1						1
\$5 and under \$6.....			1					1
\$6 and under \$7.....				1				1
\$7 and under \$8.....				1				1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....					3			3
\$10 and under \$11.....					1	3		4
\$11 and under \$12.....						3	2	5
\$12 and under \$13.....						3	3	6
\$13 and under \$14.....						4	10	14
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....							7	7
\$16 and under \$17.....						2	7	9
\$17 and under \$18.....							2	2
\$19 and under \$20.....							1	1
Total.....	3	1	1	3	6	16	37	67
<i>Motormen: Extra.</i>								
\$5 and under \$6.....				1				1
\$7 and under \$8.....				1				2
\$8 and under \$9.....					4			4
\$9 and under \$10.....					2			2
\$10 and under \$11.....						2	1	3
\$11 and under \$12.....						4	1	5
\$12 and under \$13.....							1	1
\$13 and under \$14.....							1	1
Total.....				2	7	6	4	19
<i>Conductors: Regular.</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				1				1
\$8 and under \$9.....					1			1
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....					2	8	1	11
\$11 and under \$12.....					1	5	1	7
\$12 and under \$13.....					1	4	10	15
\$13 and under \$14.....						6	6	12
\$14 and under \$15.....						3	9	12
\$15 and under \$16.....							3	3
\$16 and under \$17.....						1	1	2
\$17 and under \$18.....							2	2
Total.....		2	1	1	6	28	33	71
<i>Conductors: Extra.</i>								
\$4 and under \$5.....					1			1
\$5 and under \$6.....			1					1
\$6 and under \$7.....						1		1
\$7 and under \$8.....				1				1
\$8 and under \$9.....					2			2
\$9 and under \$10.....					1	3	1	5
\$10 and under \$11.....					1	1	1	2
\$11 and under \$12.....						1		1
Total.....			1	1	4	6	2	14

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NASHVILLE, TENN.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$4 and under \$5.....						1		1
\$6 and under \$7.....				1				1
\$7 and under \$8.....				1				1
\$8 and under \$9.....				1	1		1	4
\$9 and under \$10.....				1	2	1		4
\$10 and under \$11.....					2	1	1	4
\$11 and under \$12.....					2	5	4	11
\$12 and under \$13.....					1	6	10	17
\$13 and under \$14.....						4	26	30
\$14 and under \$15.....						2	21	23
\$15 and under \$16.....						1	17	18
\$16 and under \$17.....							16	16
\$17 and under \$18.....							10	10
\$18 and under \$19.....							10	10
\$19 and under \$20.....							3	3
\$20 and under \$21.....							4	4
Total.....	1			4	8	22	123	158
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....		1						1
\$3 and under \$4.....		2	1					3
\$4 and under \$5.....				1		1		2
\$5 and under \$6.....			1	2		1		4
\$6 and under \$7.....			1	1	1	1	1	5
\$7 and under \$8.....				1			1	1
\$9 and under \$10.....					1	3	2	6
\$10 and under \$11.....						1	5	6
\$11 and under \$12.....						2	6	8
\$12 and under \$13.....							7	7
\$13 and under \$14.....							6	6
\$14 and under \$15.....							3	3
Total.....	1	3	3	4	2	9	31	53
<i>Conductors: Regular.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1							1
\$5 and under \$6.....		1		1				2
\$6 and under \$7.....			2		1			3
\$7 and under \$8.....				3				3
\$9 and under \$10.....				1	1	1		3
\$10 and under \$11.....				1	2		1	7
\$11 and under \$12.....						12	2	14
\$12 and under \$13.....						7	13	20
\$13 and under \$14.....						1	28	29
\$14 and under \$15.....						4	18	22
\$15 and under \$16.....						2	15	17
\$16 and under \$17.....							13	13
\$17 and under \$18.....							8	8
\$18 and under \$19.....							3	3
\$19 and under \$20.....							1	1
\$20 and under \$21.....							1	1
Total.....	3	1	2	5	4	31	103	149
<i>Conductors: Extra.</i>								
\$1 and under \$2.....		1						1
\$2 and under \$3.....		1	1		1			3
\$3 and under \$4.....		1	3					4
\$4 and under \$5.....		1						1
\$5 and under \$6.....			1		1	1		3
\$6 and under \$7.....					2	2		4
\$7 and under \$8.....						4	2	6
\$8 and under \$9.....						6		6
\$9 and under \$10.....					2	4	7	13

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NASHVILLE, TENN.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$10 and under \$11.....						3	3	6
\$11 and under \$12.....						1	8	9
\$12 and under \$13.....						1	8	9
\$13 and under \$14.....							5	5
\$14 and under \$15.....							3	3
\$15 and under \$16.....							4	4
\$16 and under \$17.....							1	1
Total.....		4	5		6	23	42	80

NEWARK, N. J.

[Extra men who reported for duty as required and performed all platform service assigned to them were guaranteed at least \$12 per week.]

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	3							3
\$4 and under \$5.....		2						2
\$5 and under \$6.....		2		1				3
\$6 and under \$7.....		2			1			3
\$7 and under \$8.....			3	2				5
\$9 and under \$10.....			1	7				8
\$10 and under \$11.....				3	5	1		9
\$11 and under \$12.....				7	1			8
\$12 and under \$13.....				3	4	4		11
\$13 and under \$14.....				1	8	8	1	18
\$14 and under \$15.....					8	8	7	23
\$15 and under \$16.....					4	21	8	33
\$16 and under \$17.....						35	10	45
\$17 and under \$18.....						21	23	44
\$18 and under \$19.....						17	37	54
\$19 and under \$20.....						3	28	31
\$20 and under \$21.....						1	31	32
\$21 and under \$22.....							23	23
\$22 and under \$23.....							11	11
\$23 and under \$24.....							3	3
\$24 and under \$25.....							4	4
\$26 and under \$27.....							1	1
Total.....	3	6	4	19	31	119	187	369
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	3							3
\$2 and under \$3.....	1							1
\$3 and under \$4.....			1					1
\$4 and under \$5.....		1					1	2
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1			1
\$8 and under \$9.....				1		1		2
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....				2	1	1	1	5
\$11 and under \$12.....					2	4	1	7
\$12 and under \$13.....					2	5	1	8
\$13 and under \$14.....						4	5	9
\$14 and under \$15.....						3	6	9
\$15 and under \$16.....						1	4	5
\$16 and under \$17.....							2	2
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....							1	1
Total.....	4	1	2	3	7	21	23	61

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEWARK, N. J.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	2							2
\$3 and under \$4.....	1				1			2
\$4 and under \$5.....		2	1					3
\$5 and under \$6.....		2	3	1				6
\$6 and under \$7.....		1	3					4
\$7 and under \$8.....			1	2	1			4
\$8 and under \$9.....			2	3	3			10
\$9 and under \$10.....			1	3	3	1		8
\$10 and under \$11.....				3	5	2	3	13
\$11 and under \$12.....				2	8	5		15
\$12 and under \$13.....				1	9	8	5	23
\$13 and under \$14.....					9	15	7	31
\$14 and under \$15.....					2	18	20	40
\$15 and under \$16.....					2	22	18	42
\$16 and under \$17.....						17	29	46
\$17 and under \$18.....						13	35	48
\$18 and under \$19.....						6	41	47
\$19 and under \$20.....						1	26	27
\$20 and under \$21.....						1	15	16
\$21 and under \$22.....						1	12	13
\$22 and under \$23.....							2	2
\$23 and under \$24.....							1	1
\$24 and under \$25.....							1	1
\$25 and under \$26.....							1	1
Total.....	3	5	11	17	43	110	216	405
<i>Conductors: Extra (who did no other work).</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2		1				3
\$5 and under \$6.....			1	1				2
\$6 and under \$7.....			2	3	1			6
\$7 and under \$8.....			1	2				3
\$8 and under \$9.....			1	2	2	1		6
\$9 and under \$10.....			1	1	1	4	1	7
\$10 and under \$11.....					3	3	1	7
\$11 and under \$12.....					1	6	4	11
\$12 and under \$13.....					1	10	7	18
\$13 and under \$14.....						2	9	11
\$14 and under \$15.....						6	6	12
\$15 and under \$16.....							6	6
\$16 and under \$17.....							6	6
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
\$20 and under \$21.....						1		1
Total.....		3	5	9	9	33	43	102
<i>Motormen: Regular (who also did other work).</i>								
\$3 and under \$4.....	1							1
\$7 and under \$8.....			1					1
\$8 and under \$9.....				2				2
\$9 and under \$10.....			1	1	1			3
\$10 and under \$11.....				2			1	3
\$11 and under \$12.....						1		1
\$12 and under \$13.....				1	2	4		7
\$13 and under \$14.....					3	1	1	5
\$14 and under \$15.....					2	2	1	5
\$15 and under \$16.....						4	4	8
\$16 and under \$17.....					1	8	8	17
\$17 and under \$18.....					1	8	6	15
\$18 and under \$19.....				1	1	4	9	15
\$19 and under \$20.....				1	1	4	7	13
\$20 and under \$21.....							9	9
\$21 and under \$22.....						1	11	12
\$22 and under \$23.....							5	5
\$23 and under \$24.....					1	1		2
\$28 and under \$29.....							1	1
Total.....	1		2	8	13	38	63	125

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEWARK, N. J.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who also did other work).</i>								
\$1 and under \$2.....	1							1
\$3 and under \$4.....						1		1
\$6 and under \$7.....			1				1	2
\$8 and under \$9.....				1				1
\$9 and under \$10.....				1	2			3
\$10 and under \$11.....			1		2	1		4
\$11 and under \$12.....					3	1		6
\$12 and under \$13.....				1	1	1		9
\$13 and under \$14.....					2	4	3	9
\$14 and under \$15.....					1	6	2	9
\$15 and under \$16.....						4	6	10
\$16 and under \$17.....						1	9	10
\$17 and under \$18.....						1	3	4
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
\$20 and over.....							1	1
Total.....	1		2	3	10	27	29	72
<i>Conductors: Regular¹ (who also did other work).</i>								
\$6 and under \$7.....				1				1
\$7 and under \$8.....			1			1		2
\$10 and under \$11.....				2	1			3
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....					2	2	1	5
\$13 and under \$14.....					3	5		8
\$14 and under \$15.....						6	2	8
\$15 and under \$16.....			1		2	3	4	10
\$16 and under \$17.....						5	6	11
\$17 and under \$18.....					1	1	3	5
\$18 and under \$19.....						3	8	11
\$19 and under \$20.....							7	7
\$20 and under \$21.....						1	1	2
\$21 and under \$22.....							3	3
\$22 and under \$23.....						1	2	3
\$23 and under \$24.....					1			1
Total.....			2	3	12	29	37	83
<i>Conductors: Extra¹ (who also did other work).</i>								
\$6 and under \$7.....			1		1			2
\$7 and under \$8.....				2	1			3
\$8 and under \$9.....					1		1	2
\$9 and under \$10.....			1		1			2
\$10 and under \$11.....				1			1	2
\$11 and under \$12.....					3	1	2	6
\$12 and under \$13.....					2	2		4
\$13 and under \$14.....					1	3	5	9
\$14 and under \$15.....						6	5	11
\$15 and under \$16.....						2	5	7
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
Total.....			2	3	10	14	24	53

¹ Conductors employed in shifting equipment and miscellaneous work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW BEDFORD, MASS.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$7 and under \$8.....				1		2		3
\$10 and under \$11.....				1				1
\$12 and under \$13.....						2	3	5
\$13 and under \$14.....					1	1	2	4
\$14 and under \$15.....					3	1	2	6
\$15 and under \$16.....						2	5	7
\$16 and under \$17.....						6	2	8
\$17 and under \$18.....						3	4	7
\$18 and under \$19.....						5	2	7
\$19 and under \$20.....						2	6	8
\$20 and under \$21.....							2	2
\$21 and under \$22.....							7	7
\$22 and under \$23.....							2	2
\$23 and under \$24.....							2	2
Total.....	1			2	4	24	39	70
<i>Motormen: Extra.</i>								
\$9 and under \$10.....							1	1
\$10 and under \$11.....						1	3	4
\$11 and under \$12.....						1	6	7
\$12 and under \$13.....						1	2	3
\$13 and under \$14.....					1	3		4
\$14 and under \$15.....						3	2	5
\$15 and under \$16.....							3	3
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
\$28 and under \$29.....							1	1
Total.....					1	9	22	32
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		1						1
\$7 and under \$8.....			1	1			1	3
\$8 and under \$9.....			1		1	1	1	4
\$9 and under \$10.....					1			1
\$10 and under \$11.....				1		1		2
\$11 and under \$12.....					1			2
\$12 and under \$13.....						3	3	6
\$13 and under \$14.....					1	2		3
\$14 and under \$15.....						3	1	4
\$15 and under \$16.....					1	4	3	8
\$16 and under \$17.....					1	6	5	12
\$17 and under \$18.....						4	2	6
\$18 and under \$19.....							3	3
\$19 and under \$20.....						1	4	5
\$20 and under \$21.....							1	1
\$21 and under \$22.....						1	2	3
\$22 and under \$23.....							3	3
\$24 and under \$25.....							1	1
Total.....		1	2	2	6	27	30	68
<i>Conductors: Extra.</i>								
\$7 and under \$8.....				1	2			3
\$8 and under \$9.....			1					1
\$9 and under \$10.....						1		1
\$10 and under \$11.....					1		3	4
\$11 and under \$12.....					1			1
\$12 and under \$13.....					1	1	4	6
\$13 and under \$14.....							2	2
\$14 and under \$15.....						4	2	6
\$15 and under \$16.....							2	2
\$16 and under \$17.....							3	3
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
\$20 and under \$21.....							2	2
\$21 and under \$22.....							1	1
Total.....			1	1	5	6	23	36

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW BRITAIN, CONN.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$8 and under \$9				1				1
\$10 and under \$11				1		1		2
\$12 and under \$13							2	2
\$13 and under \$14					1	1		2
\$14 and under \$15						1		1
\$15 and under \$16						2	2	4
\$16 and under \$17							4	4
\$17 and under \$18						1	1	2
\$18 and under \$19							1	1
\$19 and under \$20							5	5
Total				2	1	6	15	24
<i>Motormen: Extra.</i>								
\$1 and under \$2	1			1				2
\$2 and under \$3		1						1
\$3 and under \$4		1						1
\$4 and under \$5				1				1
\$6 and under \$7				1				1
\$7 and under \$8					1			1
\$8 and under \$9					1			1
\$9 and under \$10						1		1
\$12 and under \$13							2	2
\$13 and under \$14							1	1
\$15 and under \$16							1	1
\$16 and under \$17							1	1
\$20 and under \$21							1	1
Total	1	2		3	2	1	6	15
<i>Conductors: Regular.</i>								
\$8 and under \$9					1			1
\$12 and under \$13					1	1		2
\$14 and under \$15							1	1
\$15 and under \$16						2	2	4
\$16 and under \$17							3	3
\$17 and under \$18						1	5	6
\$18 and under \$19							1	1
\$19 and under \$20							4	4
Total					2	4	16	22
<i>Conductors: Extra.</i>								
\$1 and under \$2	2	1						3
\$2 and under \$3		1						1
\$4 and under \$5			1					1
\$9 and under \$10						1	2	3
\$10 and under \$11							1	1
\$11 and under \$12							1	1
\$13 and under \$14							1	1
\$14 and under \$15							1	1
\$16 and under \$17							1	1
Total	2	2	1			1	7	13

NEW HAVEN, CONN.

<i>Motormen: Regular.</i>								
\$4 and under \$5		1						1
\$5 and under \$6		1						1
\$6 and under \$7			1	1				2
\$7 and under \$8				1				1
\$8 and under \$9			1			1		2
\$9 and under \$10				1				1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW HAVEN, CONN.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$10 and under \$11.....				2		1		3
\$11 and under \$12.....					1	9	1	11
\$12 and under \$13.....				1	4	5	4	14
\$13 and under \$14.....					8	8	9	25
\$14 and under \$15.....					3	5	15	23
\$15 and under \$16.....						19	5	24
\$16 and under \$17.....						17	7	24
\$17 and under \$18.....						5	21	26
\$18 and under \$19.....							32	32
\$19 and under \$20.....							17	17
\$20 and under \$21.....							1	1
\$21 and under \$22.....						1		1
Total.....		2	2	6	16	71	112	209
<i>Motormen: Extra.</i>								
Under \$1.....	2	1						3
\$1 and under \$2.....		3	2					5
\$3 and under \$4.....			1	1	1	1		4
\$4 and under \$5.....		2	1	2	1	1		6
\$5 and under \$6.....					2		7	11
\$6 and under \$7.....						4	4	8
\$7 and under \$8.....				1		5	2	8
\$8 and under \$9.....				1		2	5	8
\$9 and under \$10.....						1	3	4
\$10 and under \$11.....					1	3	4	8
\$11 and under \$12.....					2	1	5	8
\$12 and under \$13.....						2	5	7
\$13 and under \$14.....				1	1	2	9	13
\$14 and under \$15.....							7	7
\$15 and under \$16.....					1	1	4	6
\$16 and under \$17.....					1	1		2
\$17 and under \$18.....							2	2
\$18 and under \$19.....						3	1	4
\$19 and under \$20.....						1	2	3
\$20 and under \$21.....						2	1	3
\$21 and under \$22.....						1		1
\$22 and under \$23.....						1		1
\$24 and under \$25.....							1	1
\$25 and under \$26.....							1	1
Total.....	2	6	3	6	10	34	63	124
<i>Conductors: Regular.</i>								
Under \$1.....	1							1
\$2 and under \$3.....		1						1
\$4 and under \$5.....		2			1			3
\$5 and under \$6.....		4	1		1			6
\$6 and under \$7.....			1	1				1
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....					1			1
\$9 and under \$10.....				1	2	4		7
\$10 and under \$11.....				2	2	3		7
\$11 and under \$12.....					1	11	1	13
\$12 and under \$13.....				1	3	9	5	18
\$13 and under \$14.....					8	7	11	26
\$14 and under \$15.....					1	9	8	18
\$15 and under \$16.....						23	6	29
\$16 and under \$17.....						16	4	20
\$17 and under \$18.....							7	7
\$18 and under \$19.....						1	27	28
\$19 and under \$20.....							14	14
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
Total.....	1	7	3	5	20	83	87	206

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW HAVEN, CONN.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Extra.</i>								
Under \$1.....	2							3
\$1 and under \$2.....		1		1				3
\$2 and under \$3.....		1						1
\$3 and under \$4.....			1					3
\$4 and under \$5.....				1	2			3
\$5 and under \$6.....					3	2		5
\$6 and under \$7.....			1		2	1	1	5
\$7 and under \$8.....					5	3	3	11
\$8 and under \$9.....					7	2	3	12
\$9 and under \$10.....				3	1	5	5	14
\$10 and under \$11.....				1	2	3	8	14
\$11 and under \$12.....					4	2	8	14
\$12 and under \$13.....					1	1	7	9
\$13 and under \$14.....						2	4	6
\$14 and under \$15.....					3	4	3	10
\$15 and under \$16.....							2	2
\$16 and under \$17.....							5	5
\$17 and under \$18.....						1	2	3
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
Total.....	2	3	2	6	30	26	54	123

NEW ORLEANS, LA.

<i>Motormen: Regular.</i>								
Under \$1.....	2							2
\$2 and under \$3.....	3	1						4
\$3 and under \$4.....		1		1				2
\$4 and under \$5.....		4						4
\$5 and under \$6.....			11					11
\$6 and under \$7.....			6					6
\$7 and under \$8.....			1		9	2		12
\$8 and under \$9.....				19	8			27
\$9 and under \$10.....				1	15	1		17
\$10 and under \$11.....					35	10		45
\$11 and under \$12.....					3	15	1	19
\$12 and under \$13.....						37	39	76
\$13 and under \$14.....						20	46	66
\$14 and under \$15.....							120	120
\$15 and under \$16.....							168	168
\$16 and under \$17.....							7	7
\$17 and under \$18.....							3	3
\$18 and under \$19.....							3	3
\$19 and under \$20.....								
Total.....	5	6	18	30	63	83	387	592
<i>Motormen: Extra.</i>								
Under \$1.....	2							2
\$2 and under \$3.....	3							3
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1	3		1			5
\$5 and under \$6.....			1	2				3
\$6 and under \$7.....			1	2		1		4
\$7 and under \$8.....				1	1	1		3
\$8 and under \$9.....				3	2	5		10
\$9 and under \$10.....				2	5	3	3	13
\$10 and under \$11.....					3	6	1	10
\$11 and under \$12.....					5	9	1	15
\$12 and under \$13.....						10	6	16
\$13 and under \$14.....						6	9	15
\$14 and under \$15.....						4	12	16
\$15 and under \$16.....						1	9	10
\$16 and under \$17.....							8	8
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
Total.....	5	2	5	10	17	46	51	136

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW ORLEANS, LA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	8							8
\$4 and under \$5.....		8	1					9
\$5 and under \$6.....		1	1					2
\$6 and under \$7.....			11	1				12
\$7 and under \$8.....			2	6				8
\$8 and under \$9.....				14				14
\$9 and under \$10.....				18				23
\$10 and under \$11.....				1	5			22
\$11 and under \$12.....					19	2		42
\$12 and under \$13.....					34	8		39
\$13 and under \$14.....					14	22	3	60
\$14 and under \$15.....						40	20	63
\$15 and under \$16.....						26	37	107
\$16 and under \$17.....						2	105	166
\$17 and under \$18.....							166	11
\$18 and under \$19.....							11	1
\$19 and under \$20.....							1	3
Total.....	9	9	15	40	72	100	346	591
<i>Conductors: Extra.</i>								
Under \$1.....	3	1						4
\$1 and under \$2.....	1							5
\$2 and under \$3.....	5							5
\$3 and under \$4.....		3	2					5
\$4 and under \$5.....		3	2					3
\$5 and under \$6.....			2	1				11
\$6 and under \$7.....				3				7
\$7 and under \$8.....			3	4	3	1		16
\$8 and under \$9.....				7			1	11
\$9 and under \$10.....				4	5	4	2	25
\$10 and under \$11.....					7	12	6	12
\$11 and under \$12.....						5	7	19
\$12 and under \$13.....						13	6	19
\$13 and under \$14.....						1	18	11
\$14 and under \$15.....						1	10	5
\$15 and under \$16.....							5	1
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
Total.....	9	7	9	19	22	41	57	164

NEW YORK, N. Y.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES).

[Extra men who reported for duty as required were paid at least \$1.50 per day.]

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	5	1						6
\$3 and under \$4.....	1							1
\$4 and under \$5.....		2						2
\$5 and under \$6.....		13	1	1				15
\$6 and under \$7.....			7					7
\$7 and under \$8.....			12		1			13
\$8 and under \$9.....			9	5	1			15
\$9 and under \$10.....			1	18	2		1	22
\$10 and under \$11.....				21	13	1	1	36
\$11 and under \$12.....				12	12			24
\$12 and under \$13.....				2	60	13	1	76
\$13 and under \$14.....					85	30	3	118
\$14 and under \$15.....					27	123	3	153
\$15 and under \$16.....					4	226	19	249

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$16 and under \$17.....					1	219	65	285
\$17 and under \$18.....						69	145	214
\$18 and under \$19.....						11	173	184
\$19 and under \$20.....						2	190	192
\$20 and under \$21.....							56	56
\$21 and under \$22.....							28	28
\$22 and under \$23.....							2	2
Total.....	8	16	30	59	206	694	687	1,700
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	2							2
\$2 and under \$3.....	6							6
\$3 and under \$4.....		1	1					2
\$4 and under \$5.....		5	2					7
\$5 and under \$6.....		2						2
\$6 and under \$7.....				1				1
\$7 and under \$8.....				1				1
\$8 and under \$9.....				6				6
\$9 and under \$10.....				2	2			6
\$10 and under \$11.....				2	6			8
\$11 and under \$12.....					9	1		10
\$12 and under \$13.....					10	5		15
\$13 and under \$14.....					4	12	2	18
\$14 and under \$15.....						29	6	35
\$15 and under \$16.....						21	13	34
\$16 and under \$17.....						4	23	27
\$17 and under \$18.....						1	18	19
\$18 and under \$19.....						1	4	5
\$19 and under \$20.....							1	1
Total.....	8	8	3	12	31	76	67	205
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	2							2
\$2 and under \$3.....	7							7
\$3 and under \$4.....		2						2
\$4 and under \$5.....		1						1
\$5 and under \$6.....		7	4					11
\$6 and under \$7.....			1					1
\$7 and under \$8.....			23		1			24
\$8 and under \$9.....			13	11				24
\$9 and under \$10.....				23	5			28
\$10 and under \$11.....				35	10	2		47
\$11 and under \$12.....				14	34	9		57
\$12 and under \$13.....				2	127	13	1	143
\$13 and under \$14.....					93	50	2	145
\$14 and under \$15.....					35	164	4	203
\$15 and under \$16.....					9	267	19	295
\$16 and under \$17.....						202	74	276
\$17 and under \$18.....						50	140	190
\$18 and under \$19.....						11	152	163
\$19 and under \$20.....						1	107	108
\$20 and under \$21.....							25	25
\$21 and under \$22.....							10	10
\$22 and under \$23.....							1	1
Total.....	10	10	41	85	314	769	535	1,704
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	3							3
\$2 and under \$3.....	4							4
\$3 and under \$4.....		2						2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who did no other work)—Concluded.</i>								
\$4 and under \$5.		2	2					4
\$5 and under \$6.		4		1				5
\$6 and under \$7.			9	2	1			11
\$7 and under \$8.			10	1	1			13
\$8 and under \$9.			1	7	4	1		10
\$9 and under \$10.				17	4			21
\$10 and under \$11.				4	12	2		18
\$11 and under \$12.				1	23	4		34
\$12 and under \$13.				1	22		2	38
\$13 and under \$14.					4	14	2	32
\$14 and under \$15.						26	6	65
\$15 and under \$16.						59	11	34
\$16 and under \$17.						23	26	28
\$17 and under \$18.						1	24	25
\$18 and under \$19.							2	2
\$19 and under \$20.							1	1
Total.....	8	8	22	33	74	132	74	351
<i>Motormen: Regular (who also did other work).</i>								
\$2 and under \$3.	1							1
\$3 and under \$4.	1							2
\$6 and under \$7.		2						2
\$7 and under \$8.	1		2					3
\$8 and under \$9.			3	1	1			5
\$9 and under \$10.				3				4
\$10 and under \$11.			1	5				6
\$11 and under \$12.			1	2	1	1		5
\$12 and under \$13.				3	5	1	1	10
\$13 and under \$14.		1	1	1	9	6	1	19
\$14 and under \$15.					8	12	1	21
\$15 and under \$16.		1		1	1	12	2	17
\$16 and under \$17.				2	2	14	4	22
\$17 and under \$18.		1	2	1	5	16	5	30
\$18 and under \$19.			1		4	4	14	23
\$19 and under \$20.				2	4	6	12	24
\$20 and under \$21.						3	4	7
\$21 and under \$22.							6	6
\$22 and under \$23.							2	2
\$23 and under \$24.					1		3	4
\$25 and under \$26.						1		1
Total.....	3	5	11	21	41	77	55	213
<i>Motormen: Extra (who also did other work).</i>								
\$4 and under \$5.		1						1
\$5 and under \$6.		2						2
\$6 and under \$7.		2	1	2				5
\$7 and under \$8.		1	3	1				5
\$8 and under \$9.		1	5	1	3			10
\$9 and under \$10.		1	3	6	1			11
\$10 and under \$11.		1	4	4	6			15
\$11 and under \$12.				4	3	1		8
\$12 and under \$13.				2	9	4	1	16
\$13 and under \$14.			1	2	13	7	1	24
\$14 and under \$15.					8	14	2	24
\$15 and under \$16.				1	4	6	5	16
\$16 and under \$17.						8	8	16
\$17 and under \$18.				1		2	5	8
\$18 and under \$19.					1		1	2
\$19 and under \$20.						1		1
Total.....		9	17	24	48	43	23	164

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (SURFACE LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who also did other work).</i>								
\$6 and under \$7.....			1					1
\$8 and under \$9.....	1	1	2	1				5
\$10 and under \$11.....			1	2	1			4
\$11 and under \$12.....				4	2		3	9
\$12 and under \$13.....			1	4	10			15
\$13 and under \$14.....		1	1	1	10		3	16
\$14 and under \$15.....				3	7		7	17
\$15 and under \$16.....				4	4		14	24
\$16 and under \$17.....				1	6		10	17
\$17 and under \$18.....				1	4		5	13
\$18 and under \$19.....			2		3		7	17
\$19 and under \$20.....	1				1		2	9
\$20 and under \$21.....				2			3	5
\$21 and under \$22.....					1		1	6
Total.....	2	2	8	23	49	55	16	155
<i>Conductors: Extra (who also did other work).</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....			2					2
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....		1	2					3
\$7 and under \$8.....			4					4
\$8 and under \$9.....			1		1			2
\$9 and under \$10.....			2	3				5
\$10 and under \$11.....			1	2	2		1	6
\$11 and under \$12.....				1	1	3		5
\$12 and under \$13.....				2	5	7		14
\$13 and under \$14.....		1			5	5	1	12
\$14 and under \$15.....				1	2	7		10
\$15 and under \$16.....				1		7	2	10
\$16 and under \$17.....		1		1		3	2	6
\$17 and under \$18.....						1	3	4
\$18 and under \$19.....							1	1
Total.....		5	14	10	16	34	9	88

NEW YORK AND QUEENS COUNTY RAILWAY CO.

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$6 and under \$7.....		1						1
\$7 and under \$8.....		1	1					2
\$8 and under \$9.....				5	2			7
\$9 and under \$10.....				2	3			5
\$10 and under \$11.....					4			4
\$11 and under \$12.....					7	2		9
\$12 and under \$13.....					6	3	2	11
\$13 and under \$14.....					4	8		12
\$14 and under \$15.....				1	2	12	4	19
\$15 and under \$16.....					1	13	9	23
\$16 and under \$17.....					1	6	8	15
\$17 and under \$18.....						3	12	15
\$18 and under \$19.....							13	13
\$19 and under \$20.....							8	8
\$20 and under \$21.....							1	1
Total.....	1	2	1	10	30	47	57	148

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work).</i>								
\$3 and under \$4.....			1	1				2
\$4 and under \$5.....				1				1
\$5 and under \$6.....				2				2
\$6 and under \$7.....				2				2
\$7 and under \$8.....						1	1	2
\$8 and under \$9.....				1	4	1		6
\$9 and under \$10.....				1	1	2		4
\$10 and under \$11.....					2	3		5
\$11 and under \$12.....					1	2	3	6
\$12 and under \$13.....						1	1	2
\$13 and under \$14.....					1	3	4	8
\$14 and under \$15.....						1	3	4
\$15 and under \$16.....						1	3	4
\$16 and under \$17.....							3	3
\$18 and under \$19.....							1	1
Total.....			1	8	9	15	19	52
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2.....		1						1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1			1			2
\$5 and under \$6.....			2		1			3
\$6 and under \$7.....			1	3				4
\$7 and under \$8.....				2				2
\$8 and under \$9.....				4	5	1	1	11
\$9 and under \$10.....				2	8		1	11
\$10 and under \$11.....					5	4		9
\$11 and under \$12.....					7	8	1	16
\$12 and under \$13.....					4	9	4	17
\$13 and under \$14.....						11	10	21
\$14 and under \$15.....						9	6	15
\$15 and under \$16.....						2	7	9
\$16 and under \$17.....						2	10	12
\$17 and under \$18.....							6	6
\$18 and under \$19.....							5	5
\$19 and under \$20.....							1	1
Total.....	1	3	3	11	31	46	52	¹ 147
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	1							1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				2	1			3
\$8 and under \$9.....				1	3	1		5
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....					2	3	1	6
\$11 and under \$12.....						6	1	7
\$12 and under \$13.....						2	5	7
\$13 and under \$14.....							4	4
\$14 and under \$15.....						1	13	14
\$15 and under \$16.....						1	10	11
\$16 and under \$17.....						1	2	3
Total.....	3		2	4	7	15	36	² 67

¹ Not including 6 who also did other work.

² Not including 7 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK AND QUEENS COUNTY RAILWAY CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who also did other work).</i>								
\$6 and under \$7.....		1						1
\$8 and under \$9.....				1		1		2
\$10 and under \$11.....					1			1
\$12 and under \$13.....						1		1
\$13 and under \$14.....				1		3		4
\$14 and under \$15.....					1	1	1	3
\$15 and under \$16.....						1		1
\$16 and under \$17.....							1	1
\$19 and under \$20.....			1					1
\$20 and under \$21.....							1	1
Total.....		1	1	2	2	7	3	16
<i>Motormen: Extra (who also did other work).</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....					1			1
\$6 and under \$7.....				1			1	2
\$7 and under \$8.....						3		3
\$8 and under \$9.....			2		1			3
\$9 and under \$10.....						4		4
\$10 and under \$11.....					1	1		2
\$12 and under \$13.....	1							1
\$13 and under \$14.....	1						1	2
\$14 and under \$15.....	1				2			3
\$15 and under \$16.....					1	2		3
\$16 and under \$17.....							2	2
\$17 and under \$18.....							1	1
Total.....	4		2	1	6	10	5	28

NEW YORK RAILWAYS CO. (HORSE-CAR LINES).

[Extra men who did some work every day of the week were guaranteed \$12.25 per week.]

<i>Drivers: Regular (who did no other work).</i>								
\$5 and under \$6.....				1				1
\$6 and under \$7.....			1					1
\$7 and under \$8.....						1		1
\$9 and under \$10.....						1		1
\$10 and under \$11.....						5	2	7
\$11 and under \$12.....					1	1	2	4
\$12 and under \$13.....							1	1
\$13 and under \$14.....						3	1	4
\$14 and under \$15.....						2	2	4
\$15 and under \$16.....							9	9
\$16 and under \$17.....							4	4
\$17 and under \$18.....							1	1
Total.....			1	1	1	13	22	38
<i>Drivers: Extra.</i>								
\$9 and under \$10.....						1		1
\$10 and under \$11.....						1		1
\$13 and under \$14.....							1	1
\$16 and under \$17.....							1	1
Total.....						2	2	4

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (HORSE-CAR LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular.</i>								
\$3 and under \$4		1						1
\$4 and under \$5		1	1					2
\$5 and under \$6				1				1
\$8 and under \$9						1		1
\$9 and under \$10					1			2
\$10 and under \$11						3	3	6
\$11 and under \$12						1	1	2
\$12 and under \$13						1	3	4
\$13 and under \$14						4	2	6
\$14 and under \$15						2	4	6
\$15 and under \$16							5	5
\$16 and under \$17							2	2
Total		2	1	2		13	20	38
<i>Conductors: Extra.</i>								
\$7 and under \$8				1	1			2
\$8 and under \$9						1		1
\$9 and under \$10					1			1
\$10 and under \$11						1		1
\$11 and under \$12						1		1
\$12 and under \$13						1	1	2
\$13 and under \$14						2	5	7
Total				1	2	6	6	15
<i>Drivers: Regular (who also did other work).</i>								
\$11 and under \$12						2		2
\$12 and under \$13						2		2
\$15 and under \$16							1	1
Total						4	1	5

NEW YORK RAILWAYS CO. (STORAGE-BATTERY CAR LINES).

[Extra men who did some work every day of the week were guaranteed \$12.25 per week.]

<i>Motormen: Regular (who did no other work).</i>								
\$7 and under \$8			1					1
\$8 and under \$9				2				2
\$9 and under \$10					1	1		2
\$10 and under \$11				1				1
\$11 and under \$12						1		1
\$12 and under \$13					5	1		6
\$13 and under \$14						6		6
\$14 and under \$15						2	4	6
\$15 and under \$16						8	4	12
\$16 and under \$17							4	4
\$17 and under \$18							11	11
\$18 and under \$19							2	2
\$19 and under \$20							1	1
Total			1	3	7	19	26	56
<i>Motormen: Extra (who did no other work).</i>								
\$4 and under \$5		1						1
\$8 and under \$9				1				1
\$9 and under \$10				1				1

¹ Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (STORAGE-BATTERY LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who did no other work)—Concluded.</i>								
\$10 and under \$11.....					1	1		2
\$12 and under \$13.....						1		1
\$13 and under \$14.....						2		2
\$14 and under \$15.....						2		2
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
\$18 and under \$19.....							1	1
Total.....		1		2	1	6	3	13
<i>Conductors: Regular (who did no other work).</i>								
\$9 and under \$10.....					2	1		3
\$10 and under \$11.....					3	2		5
\$11 and under \$12.....					10	5	2	17
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....						14	4	18
\$14 and under \$15.....						2	2	4
\$15 and under \$16.....							8	8
\$16 and under \$17.....							3	3
Total.....					16	25	19	60
<i>Conductors: Extra (who did no other work).</i>								
\$5 and under \$6.....				1				1
\$6 and under \$7.....			1					1
\$8 and under \$9.....				1				1
\$9 and under \$10.....							1	1
\$11 and under \$12.....					2	2		4
\$12 and under \$13.....						1	1	2
\$13 and under \$14.....						1		1
\$14 and under \$15.....							1	1
\$15 and under \$16.....							1	1
Total.....			1	2	2	4	4	13
<i>Motormen: Regular (who also did other work).</i>								
\$7 and under \$8.....			1					1
\$9 and under \$10.....					1			1
\$13 and under \$14.....					1	1		2
\$14 and under \$15.....							1	1
\$15 and under \$16.....						1		1
\$16 and under \$17.....							1	1
\$20 and under \$21.....							1	1
Total.....			1		2	2	3	8
<i>Motormen: Extra (who also did other work).</i>								
\$10 and under \$11.....				1				1
\$13 and under \$14.....						1		1
\$16 and under \$17.....							1	1
Total.....				1		1	1	3

1 Not including 3 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES EXCEPT HORSE AND STORAGE-BATTERY CAR LINES).

[Extra men who did some work every day of the week were guaranteed \$12.25 per week.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
\$1 and under \$2.....	3	2						5
\$2 and under \$3.....	5	1						6
\$3 and under \$4.....		3						3
\$4 and under \$5.....		2						2
\$5 and under \$6.....		4						7
\$6 and under \$7.....		2	3					12
\$7 and under \$8.....			4	1				9
\$8 and under \$9.....			10	5				21
\$9 and under \$10.....			2	6	5			17
\$10 and under \$11.....				6	9	1		21
\$11 and under \$12.....				10	30	9	2	51
\$12 and under \$13.....				15	13	13		41
\$13 and under \$14.....					18	65	2	85
\$14 and under \$15.....				1	20	32	12	65
\$15 and under \$16.....				1	36	29	27	93
\$16 and under \$17.....					6	62	37	105
\$17 and under \$18.....					1	76	34	111
\$18 and under \$19.....					1	165	43	209
\$19 and under \$20.....						30	85	115
\$20 and under \$21.....						17	162	179
\$21 and under \$22.....						5	85	90
\$22 and under \$23.....						1	36	37
\$23 and under \$24.....						1	15	16
\$24 and under \$25.....							4	4
\$25 and under \$26.....							1	1
\$26 and under \$27.....							4	4
\$27 and under \$28.....							1	1
Total.....	8	14	28	45	138	506	545	1,284
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....	1	4						5
\$3 and under \$4.....		5	1					6
\$4 and under \$5.....		1						1
\$5 and under \$6.....		3	2					5
\$6 and under \$7.....			1	3	2			6
\$7 and under \$8.....			3	2				5
\$8 and under \$9.....				1		2		3
\$9 and under \$10.....				6	5			11
\$10 and under \$11.....				6	6			12
\$11 and under \$12.....					7	3		10
\$12 and under \$13.....					7	10	1	18
\$13 and under \$14.....					2	14	7	23
\$14 and under \$15.....						12	8	20
\$15 and under \$16.....						6	11	17
\$16 and under \$17.....						4	7	11
\$17 and under \$18.....							10	10
\$18 and under \$19.....							4	4
\$19 and under \$20.....						1		1
\$20 and under \$21.....							1	1
Total.....	2	13	7	18	29	52	49	170
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	3							3
\$1 and under \$2.....	4							4
\$2 and under \$3.....	8	1						9
\$3 and under \$4.....		3	1					4
\$4 and under \$5.....		10	2					12
\$5 and under \$6.....		1	4					5
\$6 and under \$7.....			4	7				8
\$7 and under \$8.....			3	3	1			7
\$8 and under \$9.....			3	4	6			22
\$9 and under \$10.....				12	12	6		22
\$10 and under \$11.....				12	12	6		30

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES EXCEPT HORSE AND STORAGE-BATTERY CAR LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who did no other work)—Concluded.</i>								
\$10 and under \$11.....				18	6	24		48
\$11 and under \$12.....					12	51	2	65
\$12 and under \$13.....					25	45	13	83
\$13 and under \$14.....					24	44	31	99
\$14 and under \$15.....					7	97	39	143
\$15 and under \$16.....						82	50	132
\$16 and under \$17.....						126	167	293
\$17 and under \$18.....						39	127	166
\$18 and under \$19.....						6	100	106
\$19 and under \$20.....						2	52	54
\$20 and under \$21.....						1	17	18
\$21 and under \$22.....							4	4
\$22 and under \$23.....							3	3
\$25 and under \$26.....							1	1
Total.....	15	15	21	46	93	523	546	1,259
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....		2						2
\$2 and under \$3.....	4	6						10
\$3 and under \$4.....		7	3					10
\$4 and under \$5.....		6	5					11
\$5 and under \$6.....		1	2	1				4
\$6 and under \$7.....				4				4
\$7 and under \$8.....			1	1	2			4
\$8 and under \$9.....				5	3			8
\$9 and under \$10.....					10	1		11
\$10 and under \$11.....				1	8	1		10
\$11 and under \$12.....					11	8	2	21
\$12 and under \$13.....					8	11	5	24
\$13 and under \$14.....					2	15	13	30
\$14 and under \$15.....						12	25	37
\$15 and under \$16.....						3	44	47
\$16 and under \$17.....							33	33
\$17 and under \$18.....							15	15
\$18 and under \$19.....							5	5
Total.....	5	22	11	12	44	51	142	287
<i>Motormen: Regular (who also did other work).</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....	1	1						2
\$8 and under \$9.....			1	1	1			3
\$9 and under \$10.....				2	2			4
\$10 and under \$11.....				2	3			5
\$11 and under \$12.....		1		2	1			4
\$12 and under \$13.....				2	1	3	1	7
\$13 and under \$14.....	1			1	1	3	2	8
\$14 and under \$15.....			1		1	6	3	11
\$15 and under \$16.....					1	5	2	8
\$16 and under \$17.....				1		2	4	7
\$17 and under \$18.....				2	2	7	4	15
\$18 and under \$19.....						1	7	8
\$19 and under \$20.....				1		3	2	6
\$20 and under \$21.....						1	2	3
\$21 and under \$22.....		1				1	2	4
\$22 and under \$23.....							1	1
\$24 and under \$25.....							2	2
Total.....	2	4	2	14	13	32	32	99

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES EXCEPT HORSE AND STORAGE-BATTERY CAR LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who also did other work).</i>								
\$1 and under \$2.....	1							1
\$4 and under \$5.....		1						1
\$6 and under \$7.....			1	1				2
\$7 and under \$8.....	1	1						2
\$8 and under \$9.....			1	2				3
\$9 and under \$10.....				4	1			5
\$10 and under \$11.....				2	7	1		10
\$11 and under \$12.....		1		2	7	1	1	12
\$12 and under \$13.....		1	1	1	2	5	1	11
\$13 and under \$14.....				1	5	10	1	17
\$14 and under \$15.....				1	1	5	4	11
\$15 and under \$16.....					2	9	5	16
\$16 and under \$17.....						1	4	5
\$17 and under \$18.....						2	4	6
\$18 and under \$19.....		2				1	1	4
\$19 and under \$20.....							2	2
\$21 and under \$22.....							1	1
Total.....	4	4	3	14	25	35	24	109
<i>Conductors: Regular (who also did other work).</i>								
\$8 and under \$9.....				1				1
\$9 and under \$10.....					1			2
\$10 and under \$11.....				1	1			1
\$11 and under \$12.....				1	3	3		7
\$12 and under \$13.....					3		1	4
\$13 and under \$14.....				1	2	1	1	5
\$14 and under \$15.....					1	2	1	4
\$15 and under \$16.....						2	2	4
\$16 and under \$17.....						2	5	7
\$17 and under \$18.....					1	4	7	12
\$18 and under \$19.....						1	1	2
\$19 and under \$20.....		1					2	3
\$20 and under \$21.....							1	1
Total.....		1		4	12	15	21	53
<i>Conductors: Extra (who also did other work).</i>								
\$2 and under \$3.....		1						1
\$7 and under \$8.....				1				2
\$10 and under \$11.....				1	1			1
\$11 and under \$12.....						1		1
\$12 and under \$13.....						1		1
\$13 and under \$14.....							1	1
\$14 and under \$15.....		1			1		2	4
\$15 and under \$16.....							2	2
\$16 and under \$17.....		1					1	2
\$17 and under \$18.....							2	2
\$18 and under \$19.....							1	1
Total.....	1	2		2	2	2	9	18

THIRD AVENUE RAILWAY CO. (THE BRONX).

<i>Motormen: Regular.</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2						2
\$5 and under \$6.....		1	1					2
\$6 and under \$7.....		1	2					3
\$7 and under \$8.....				1				1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO. (THE BRONX)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$8 and under \$9			1	5	1	1		8
\$9 and under \$10			1	2		1		4
\$10 and under \$11				4	2	2		8
\$11 and under \$12				1	6	1		8
\$12 and under \$13				1	2	8	5	16
\$13 and under \$14					11	8	10	29
\$14 and under \$15					2	18	14	34
\$15 and under \$16					1	16	17	34
\$16 and under \$17						18	25	43
\$17 and under \$18						9	36	45
\$18 and under \$19						1	67	68
\$19 and under \$20							68	68
\$20 and under \$21							36	36
\$21 and under \$22						1	8	9
\$22 and under \$23							1	1
Total		5	5	14	25	84	287	420
<i>Motormen: Extra.</i>								
\$1 and under \$2	1	1			1			3
\$2 and under \$3	1	3	1					5
\$3 and under \$4	1	1	1					3
\$4 and under \$5			2	2	1			5
\$5 and under \$6					2	1		3
\$6 and under \$7			2	3	2	1	1	9
\$7 and under \$8				1	4	4	1	5
\$8 and under \$9						4	1	5
\$9 and under \$10					1	4	2	7
\$10 and under \$11						7	7	14
\$11 and under \$12						2	6	8
\$12 and under \$13						4	11	15
\$13 and under \$14					1	3	8	12
\$14 and under \$15					1	1	11	13
\$15 and under \$16							10	10
\$16 and under \$17							3	3
\$17 and under \$18						3	3	6
\$18 and under \$19							1	1
\$19 and under \$20							4	4
\$20 and over							1	1
Total	3	5	6	6	13	30	69	132
<i>Conductors: Regular.</i>								
\$1 and under \$2	1							1
\$2 and under \$3		2						2
\$3 and under \$4		2						2
\$4 and under \$5			1					1
\$5 and under \$6		1	1	1	1			4
\$6 and under \$7			1					1
\$7 and under \$8				1	2			3
\$8 and under \$9			3	5	1	1		10
\$9 and under \$10			1	4	1	1	1	8
\$10 and under \$11				4	5	4	1	14
\$11 and under \$12				2	10	10	3	25
\$12 and under \$13					6	7	7	20
\$13 and under \$14					7	10	20	37
\$14 and under \$15					2	20	28	50
\$15 and under \$16						19	25	44
\$16 and under \$17					1	28	27	56
\$17 and under \$18						8	35	43
\$18 and under \$19						3	41	44
\$19 and under \$20							34	34
\$20 and under \$21						1	11	12
\$21 and under \$22							2	2
Total	1	5	7	17	36	112	235	413

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO. (THE BRONX)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra.</i>								
Under \$1.....	3							3
\$2 and under \$3.....	3							5
\$3 and under \$4.....	1	1	1					5
\$4 and under \$5.....		1	2		1			5
\$5 and under \$6.....		2	3	1				15
\$6 and under \$7.....			3	8	1	1		10
\$7 and under \$8.....			2	5	3			11
\$8 and under \$9.....				1	5	4	1	17
\$9 and under \$10.....				4	4	6	3	15
\$10 and under \$11.....				1	5	6	3	12
\$11 and under \$12.....					2	5	5	21
\$12 and under \$13.....				1	2	10	8	17
\$13 and under \$14.....					1	9	7	9
\$14 and under \$15.....						3	6	8
\$15 and under \$16.....						2	3	6
\$16 and under \$17.....						3	3	4
\$17 and under \$18.....						1	2	3
\$18 and under \$19.....						1	3	2
\$19 and under \$20.....							2	1
\$20 and under \$21.....							1	
Total.....	7	5	11	21	24	51	53	172

THIRD AVENUE RAILWAY CO. (MANHATTAN).

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	4							4
\$4 and under \$5.....		4						4
\$5 and under \$6.....		2	4					6
\$6 and under \$7.....		1	7					8
\$7 and under \$8.....			4	1				5
\$8 and under \$9.....			5					5
\$9 and under \$10.....				6	1			7
\$10 and under \$11.....				1	3	1		5
\$11 and under \$12.....				6	5			11
\$12 and under \$13.....				2	7	7		16
\$13 and under \$14.....					5	13	2	20
\$14 and under \$15.....					9	29	8	46
\$15 and under \$16.....					3	29	21	53
\$16 and under \$17.....						30	27	57
\$17 and under \$18.....						41	60	101
\$18 and under \$19.....						25	53	78
\$19 and under \$20.....						2	63	65
\$20 and under \$21.....							71	71
\$21 and under \$22.....							23	23
\$22 and under \$23.....							7	7
Total.....	6	7	20	16	33	177	335	594
<i>Motormen: Extra.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	4							5
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1						1
\$7 and under \$8.....			3	1				4
\$8 and under \$9.....				2				2
\$9 and under \$10.....				6				6
\$10 and under \$11.....				1	2			3
\$11 and under \$12.....					3	2		5
\$12 and under \$13.....					4	1		5
\$13 and under \$14.....					2	6	1	9

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO. (MANHATTAN)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra—Concluded.</i>								
\$14 and under \$15.....					1	6	4	11
\$15 and under \$16.....					1	6	9	16
\$16 and under \$17.....						1	14	15
\$17 and under \$18.....						1	14	15
\$18 and under \$19.....							12	12
\$19 and under \$20.....							4	4
\$21 and under \$22.....							1	1
Total.....	6	4	3	10	13	23	59	118
<i>Conductors: Regular.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	3							3
\$2 and under \$3.....	6							6
\$3 and under \$4.....			1					1
\$4 and under \$5.....		7	1					8
\$5 and under \$6.....		4						4
\$6 and under \$7.....			4	1	1			6
\$7 and under \$8.....			4	2				6
\$8 and under \$9.....			1	1				2
\$9 and under \$10.....				4	4			8
\$10 and under \$11.....				5	13	3		21
\$11 and under \$12.....				4	6	10	1	21
\$12 and under \$13.....					13	21	4	38
\$13 and under \$14.....					17	24	6	47
\$14 and under \$15.....					5	21	35	61
\$15 and under \$16.....						29	43	72
\$16 and under \$17.....						56	37	93
\$17 and under \$18.....						18	56	74
\$18 and under \$19.....						3	56	59
\$19 and under \$20.....							31	31
\$20 and over.....							10	10
Total.....	11	11	11	17	59	185	279	573
<i>Conductors: Extra.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	4	1						5
\$2 and under \$3.....	5							5
\$3 and under \$4.....		3						3
\$4 and under \$5.....		4						4
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....			4	1				5
\$7 and under \$8.....			2	2				4
\$8 and under \$9.....			1	5				6
\$9 and under \$10.....				2	3			5
\$10 and under \$11.....					3	3	1	7
\$11 and under \$12.....				1	10	6		17
\$12 and under \$13.....					5	5	4	14
\$13 and under \$14.....						12	7	19
\$14 and under \$15.....						13	9	22
\$15 and under \$16.....						5	15	20
\$16 and under \$17.....							22	22
\$17 and under \$18.....							5	5
\$18 and under \$19.....							2	2
\$19 and under \$20.....							3	3
Total.....	11	9	9	11	21	44	68	173

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who did no other work).</i>								
\$7 and under \$8.....		3						2
\$10 and under \$11.....			2					3
\$11 and under \$12.....				2				2
\$13 and under \$14.....				1	1			2
\$14 and under \$15.....				3	1			4
\$15 and under \$16.....				1	1			2
\$16 and under \$17.....					7			7
\$17 and under \$18.....					1			1
\$18 and under \$19.....					5	1		6
\$19 and under \$20.....						5		5
\$20 and under \$21.....					1			1
\$21 and under \$22.....						24	1	25
\$22 and under \$23.....						61		61
\$23 and under \$24.....							8	8
\$24 and under \$25.....							41	41
\$25 and under \$26.....							3	3
\$26 and under \$27.....							109	109
Total.....		3	2	7	17	91	162	282
<i>Motormen: Extra (who did no other work).</i>								
\$8 and under \$9.....			1					1
\$13 and under \$14.....						1		1
\$14 and under \$15.....					1		1	2
\$15 and under \$16.....					1	5	2	8
\$16 and under \$17.....						3	4	7
\$17 and under \$18.....					1	1	4	6
\$18 and under \$19.....						3	9	12
\$19 and under \$20.....							5	5
\$20 and under \$21.....							3	3
\$21 and under \$22.....							6	6
\$22 and under \$23.....							1	1
\$23 and under \$24.....							1	1
\$24 and under \$25.....							2	2
\$26 and under \$27.....							2	2
Total.....			1		3	13	40	57
<i>Conductors: Regular (who did no other work).</i>								
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1	1					2
\$8 and under \$9.....				1				1
\$10 and under \$11.....				2	1	1		4
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....				1	6			12
\$14 and under \$15.....						11	1	12
\$15 and under \$16.....						33	1	34
\$16 and under \$17.....				1		2	14	17
\$17 and under \$18.....							17	17
\$18 and under \$19.....					1		52	53
\$19 and under \$20.....				1			1	2
\$20 and under \$21.....						1	1	2
\$21 and under \$22.....							2	2
\$22 and under \$23.....					1		8	9
Total.....		2	1	6	12	55	97	173

¹ Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards: Regular (who did no other work).</i>								
\$2 and under \$3	6	3						9
\$3 and under \$4		1						1
\$4 and under \$5		2						2
\$5 and under \$6			3	1				4
\$6 and under \$7			6					6
\$7 and under \$8			2	1	1			4
\$8 and under \$9				4	1			5
\$9 and under \$10				11	5	2		18
\$10 and under \$11					8	3	1	12
\$11 and under \$12					27	25		52
\$12 and under \$13					1	44	3	48
\$13 and under \$14						185	18	203
\$14 and under \$15					1	19	81	101
\$15 and under \$16					1	7	53	61
\$16 and under \$17						1	214	215
\$17 and under \$18						4	12	16
\$18 and under \$19							4	18
\$19 and under \$20							28	28
\$20 and under \$21							13	13
\$21 and under \$22							1	1
Total	6	6	11	17	45	290	442	817
<i>Guards: Extra (who did no other work).</i>								
\$3 and under \$4		1						1
\$4 and under \$5			2					2
\$6 and under \$7			4					4
\$7 and under \$8			2	5	3	1	2	13
\$8 and under \$9				8	8	6	1	23
\$9 and under \$10				1	3	14	3	21
\$10 and under \$11					3	20	8	31
\$11 and under \$12					1	9	17	27
\$12 and under \$13						7	28	35
\$13 and under \$14						4	34	38
\$14 and under \$15						1	34	35
\$15 and under \$16						1	8	9
\$16 and under \$17							8	8
\$17 and under \$18							5	5
\$18 and under \$19							4	4
\$19 and under \$20							3	3
\$20 and under \$21							1	1
Total		1	8	14	18	63	156	260
<i>Motormen: Regular (who also did other work).</i>								
\$16 and under \$17					1			1
\$18 and under \$19					2			2
\$19 and under \$20					1	1		2
\$20 and under \$21						1		1
\$21 and under \$22						4		4
\$22 and under \$23						4		4
\$23 and under \$24						4	1	5
\$24 and under \$25						4		4
\$25 and under \$26							12	12
\$26 and under \$27							11	11
\$27 and under \$28							16	16
\$28 and under \$29							13	13
Total					4	18	53	75

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who also did other work).</i>								
\$8 and under \$9.			1					1
\$11 and under \$12.			2					2
\$12 and under \$13.				5		1		6
\$13 and under \$14.				2	3	2		5
\$14 and under \$15.				7	7	4		9
\$15 and under \$16.		1		3	2	5		10
\$16 and under \$17.				1	3	5	1	10
\$17 and under \$18.						6	7	13
\$18 and under \$19.					2	5	7	14
\$19 and under \$20.				1	1	22	5	29
\$20 and under \$21.						1	13	14
\$21 and under \$22.			1		2		33	36
\$22 and under \$23.				1			15	16
\$23 and under \$24.					1		1	2
Total.....		1	5	12	21	46	75	160
<i>Guards: Regular (who also did other work).</i>								
\$6 and under \$7.			1					1
\$7 and under \$8.		1		1				1
\$8 and under \$9.					1			1
\$9 and under \$10.			1					2
\$10 and under \$11.					4			4
\$11 and under \$12.				3	9	1		13
\$12 and under \$13.		1		1	9	10		21
\$13 and under \$14.		1	2	4	6	29	3	45
\$14 and under \$15.			2	2	5	16	10	35
\$15 and under \$16.	1	1	1	4	1	11	10	29
\$16 and under \$17.	1	1	1	4	8	21	37	73
\$17 and under \$18.	2	4	1	1	3	7	6	24
\$18 and under \$19.						4	8	12
\$19 and under \$20.					2	5	11	18
\$20 and under \$21.						2	3	5
\$21 and under \$22.							1	1
Total.....	4	9	9	20	48	106	89	285
<i>Guards: Extra (who also did other work).</i>								
\$2 and under \$3.	1							1
\$8 and under \$9.	1		1			1		3
\$9 and under \$10.					2	2		4
\$10 and under \$11.				1	3	2		6
\$11 and under \$12.						4	1	5
\$12 and under \$13.						3	2	5
\$13 and under \$14.				1	1	3	3	8
\$14 and under \$15.						2	2	4
\$15 and under \$16.					1		2	3
\$16 and under \$17.		1				1	1	3
\$17 and under \$18.			1			1	1	3
Total.....	2	1	2	2	7	19	12	45

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

<i>Motormen: Regular (who did no other work).</i>								
\$17 and under \$18.					1			1
\$18 and under \$19.					2	1		3
\$19 and under \$20.						2	1	3
\$20 and under \$21.						1		1
\$21 and under \$22.						19	2	21
\$22 and under \$23.						30	1	31

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who did no other work)—Concluded.</i>								
\$23 and under \$24						6	2	8
\$24 and under \$25						7	17	24
\$25 and under \$26						1	10	11
\$26 and under \$27						1	63	64
\$27 and under \$28							8	8
\$28 and under \$29							18	18
\$29 and under \$30							2	2
\$30 and under \$31							3	3
Total.....					3	68	127	198
<i>Motormen: Extra (who did no other work).</i>								
\$19 and under \$20							1	1
\$21 and under \$22						1	2	3
\$22 and under \$23						1	1	2
\$23 and under \$24							5	5
\$24 and under \$25							3	3
\$27 and under \$28							1	1
Total.....						2	13	15
<i>Conductors: Regular (who did no other work).</i>								
\$7 and under \$8		1	1					2
\$9 and under \$10				3	2			5
\$10 and under \$11				1	1			2
\$11 and under \$12				1	1			2
\$12 and under \$13					4			4
\$13 and under \$14					2		1	3
\$14 and under \$15					1	10	1	12
\$15 and under \$16					1	21		22
\$16 and under \$17					1		3	4
\$17 and under \$18					1	1	4	6
\$18 and under \$19					1	3	18	21
\$19 and under \$20						1	2	3
\$20 and under \$21						2		2
\$21 and under \$22							1	1
\$22 and under \$23							2	2
\$26 and under \$27							1	1
Total.....		1	1	4	13	40	33	92
<i>Guards: Regular (who did no other work).</i>								
Under \$1	1							1
\$1 and under \$2	1							1
\$2 and under \$3	2							2
\$4 and under \$5		2						2
\$5 and under \$6			2	2				4
\$6 and under \$7			8	4	2	1		15
\$7 and under \$8			1	1				2
\$8 and under \$9				10	7	2		19
\$9 and under \$10				6	6	4		16
\$10 and under \$11				1	28	11	1	41
\$11 and under \$12					22	22	2	46
\$12 and under \$13			1		2	104	9	116
\$13 and under \$14					2	73	6	81
\$14 and under \$15					5	21	61	87
\$15 and under \$16				1	1	17	37	56
\$16 and under \$17						12	51	63
\$17 and under \$18						8	20	28
\$18 and under \$19						4	9	13
\$19 and under \$20						1	3	4
\$20 and under \$21							7	7
\$21 and under \$22							1	1
Total.....	4	2	12	25	75	280	207	605

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards: Extra (who did no other work).</i>								
\$2 and under \$3	1							1
\$3 and under \$4		2						2
\$4 and under \$5		1	4					5
\$5 and under \$6			2	1				3
\$6 and under \$7			3	4	1			8
\$7 and under \$8				3	1	2		6
\$8 and under \$9				5	7	1		13
\$9 and under \$10				1	5	1	3	10
\$10 and under \$11					12	12	2	26
\$11 and under \$12					1	13	7	21
\$12 and under \$13						24	11	35
\$13 and under \$14						6	18	24
\$14 and under \$15							20	20
\$15 and under \$16							2	2
\$16 and under \$17						1	3	4
\$17 and under \$18						1	4	5
Total	1	3	9	14	27	61	70	185
<i>Conductors: Regular (who also did other work).</i>								
\$6 and under \$7			1					1
\$7 and under \$8		1						1
\$8 and under \$9			1					1
\$10 and under \$11				1				1
\$12 and under \$13					1			1
\$13 and under \$14					2			2
\$14 and under \$15					2			2
\$15 and under \$16					2	6		8
\$16 and under \$17					1	4	1	6
\$17 and under \$18					1	4	3	8
\$18 and under \$19						7	4	11
\$19 and under \$20						3	6	9
\$20 and under \$21						2	5	7
\$21 and under \$22						1	10	11
\$22 and under \$23							9	9
\$23 and under \$24							4	4
\$24 and under \$25							2	2
\$25 and under \$26							1	1
Total		1	2	1	9	27	45	85
<i>Guards: Regular (who also did other work).</i>								
Under \$1	1							1
\$3 and under \$4		1						1
\$4 and under \$5	1							1
\$6 and under \$7			2					2
\$7 and under \$8				1				1
\$8 and under \$9			1		1			2
\$9 and under \$10			2	5		1		8
\$10 and under \$11				7		3		10
\$11 and under \$12				2	10	5		17
\$12 and under \$13	2			2	11	12	1	28
\$13 and under \$14		1		1	10	9	4	25
\$14 and under \$15			2	1	5	21	4	33
\$15 and under \$16	1				3	15	10	29
\$16 and under \$17	1		1		4	28	15	49
\$17 and under \$18					2	8	20	30
\$18 and under \$19			1		1	5	21	28
\$19 and under \$20	1			2	3	7	38	51
\$20 and under \$21					1	1	15	16
\$21 and under \$22					1		6	7
\$22 and under \$23							1	1
\$23 and under \$24							1	1
Total	7	2	9	21	52	115	136	342

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Guards: Extra (who also did other work).</i>								
\$2 and under \$3.....					1			1
\$5 and under \$6.....			1					1
\$7 and under \$8.....		1	1					2
\$8 and under \$9.....				3	1			4
\$9 and under \$10.....					2	1		3
\$10 and under \$11.....				1	7	5		13
\$11 and under \$12.....					3	6	2	11
\$12 and under \$13.....			1		3	6	2	12
\$13 and under \$14.....					2	7	7	16
\$14 and under \$15.....					1	9	7	17
\$15 and under \$16.....						5	7	12
\$16 and under \$17.....						3	2	5
\$17 and under \$18.....	1				1	1	2	5
\$18 and under \$19.....				1			1	2
\$19 and under \$20.....							2	2
\$20 and under \$21.....							2	2
\$21 and under \$22.....						1		1
\$23 and under \$24.....							1	1
Total.....	1	1	3	5	21	44	35	110

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES).

<i>Motormen: Regular (who did no other work).</i>								
\$7 and under \$8.....		1						1
\$8 and under \$9.....		1						1
\$15 and under \$16.....				3	1			4
\$16 and under \$17.....						1		1
\$17 and under \$18.....					1			1
\$18 and under \$19.....					3			3
\$19 and under \$20.....					1	6		7
\$21 and under \$22.....								6
\$22 and under \$23.....						44	3	47
\$23 and under \$24.....						11	3	14
\$24 and under \$25.....						7	6	13
\$25 and under \$26.....						1	3	4
\$26 and under \$27.....						4	62	66
\$27 and under \$28.....							11	11
\$28 and under \$29.....						3	10	13
\$29 and under \$30.....							1	1
\$30 and under \$31.....							1	1
Total.....		2		3	6	83	100	194
<i>Motormen: Extra (who did no other work).</i>								
\$11 and under \$12.....			1				1	2
\$12 and under \$13.....				1		2	2	5
\$13 and under \$14.....				1	1	1		3
\$14 and under \$15.....							1	1
\$15 and under \$16.....					1	1		2
\$16 and under \$17.....							1	1
\$17 and under \$18.....						2	1	3
\$18 and under \$19.....						1		1
\$19 and under \$20.....					1			1
\$28 and under \$29.....						1		1
Total.....			1	2	3	8	6	20

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who did no other work).</i>								
\$4 and under \$5.....		1						1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$8 and under \$9.....				2				2
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....					4	2		17
\$11 and under \$12.....					3	4		7
\$12 and under \$13.....					7		1	8
\$13 and under \$14.....						12	3	17
\$14 and under \$15.....						36	2	38
\$15 and under \$16.....						23	5	129
\$16 and under \$17.....						3	19	123
\$17 and under \$18.....							39	39
\$18 and under \$19.....						1	7	8
\$19 and under \$20.....						1	3	4
\$22 and under \$23.....							1	1
\$25 and under \$26.....							1	1
Total.....		1	2	3	15	82	81	^a 189
<i>Conductors: Extra (who did no other work).</i>								
\$5 and under \$6.....						1		1
\$9 and under \$10.....							1	1
\$10 and under \$11.....						4		4
\$11 and under \$12.....						1		1
\$12 and under \$13.....						2		2
\$14 and under \$15.....								4
\$15 and under \$16.....							1	1
Total.....						9	1	^a 11
<i>Guards: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1		1				2
\$4 and under \$5.....		1	1			1		3
\$5 and under \$6.....		1		3				4
\$6 and under \$7.....				1	2			3
\$7 and under \$8.....				4	1			5
\$8 and under \$9.....				2	9	9	1	21
\$9 and under \$10.....					9	28	1	38
\$10 and under \$11.....				1	6	31	1	39
\$11 and under \$12.....					3	50	17	70
\$12 and under \$13.....					1	41	30	72
\$13 and under \$14.....						22	38	60
\$14 and under \$15.....						14	28	42
\$15 and under \$16.....						4	27	31
\$16 and under \$17.....							17	17
\$17 and under \$18.....							7	7
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
Total.....	1	3	1	12	31	200	169	417
<i>Guards: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	6							6
\$2 and under \$3.....		2						2
\$3 and under \$4.....		1		1				2
\$4 and under \$5.....				1	2			3
\$5 and under \$6.....				1	5			8
\$6 and under \$7.....			1	3	2		1	8
\$7 and under \$8.....				1	8	7		16

¹ Including 1 whose days are not reported.

² Including 2 whose days are not reported.

³ Including 5 whose days are not reported.

⁴ Days not reported.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards: Extra (who did no other work)—Concluded.</i>								
\$8 and under \$9.....					4	2	1	7
\$9 and under \$10.....						6	1	7
\$10 and under \$11.....						9	1	10
\$11 and under \$12.....						8	4	12
\$12 and under \$13.....						2	3	5
\$14 and under \$15.....							1	1
\$15 and under \$16.....							2	2
Total.....	7	3	2	11	19	35	13	90
<i>Motormen: Regular (who also did other work).</i>								
\$13 and under \$14.....					1			1
\$16 and under \$17.....				1		1		2
\$19 and under \$20.....					1			1
\$20 and under \$21.....						1		1
\$21 and under \$22.....					1	2		3
\$22 and under \$23.....						3	1	4
\$23 and under \$24.....						5	1	6
\$24 and under \$25.....						1	6	7
\$26 and under \$27.....						1	5	6
\$27 and under \$28.....							6	6
\$30 and under \$31.....						1	1	2
\$31 and under \$32.....							2	2
\$37 and under \$38.....							1	1
Total.....				1	3	15	17	36
<i>Motormen: Extra (who also did other work).</i>								
\$9 and under \$10.....				1				1
\$12 and under \$13.....						1		1
\$13 and under \$14.....		1		1				2
\$14 and under \$15.....		2				1		3
\$15 and under \$16.....	2			1	2			5
\$16 and under \$17.....				2		2		4
\$17 and under \$18.....			1	1			1	3
\$18 and under \$19.....			1	1	1	1	1	5
\$20 and under \$21.....		1	1					2
\$21 and under \$22.....				1				1
\$22 and under \$23.....			1					1
\$24 and under \$25.....			1					1
\$25 and under \$26.....					1			1
Total.....	2	4	5	8	4	5	2	30
<i>Conductors: Regular (who also did other work).</i>								
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....								1
\$11 and under \$12.....				1				2
\$13 and under \$14.....						2		2
\$14 and under \$15.....				2		3		5
\$15 and under \$16.....					1	1	3	5
\$16 and under \$17.....					1	1	1	3
\$17 and under \$18.....					1	1	4	6
\$18 and under \$19.....							3	3
\$19 and under \$20.....							2	2
\$20 and under \$21.....							3	3
\$22 and under \$23.....							1	1
\$23 and under \$24.....							1	1
Total.....				4	4	8	18	42

1 Days not reported.

2 Including 1 whose days are not reported.

3 Including 3 whose days are not reported.

4 Including 8 whose days are not reported.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NEW YORK, N. Y.—Concluded.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who also did other work).</i>								
\$11 and under \$12.....				1				1
\$13 and under \$14.....	1					1		2
\$15 and under \$16.....							1	1
\$16 and under \$17.....		1						1
\$19 and under \$20.....						1		1
Total.....	1	1		1		2	1	6
<i>Guards: Regular (who also did other work).</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....				1				1
\$6 and under \$7.....		1		1	1			3
\$7 and under \$8.....			1					1
\$8 and under \$9.....		1		1	2			4
\$9 and under \$10.....	1			4	3		1	10
\$10 and under \$11.....				3	6	12	1	22
\$11 and under \$12.....					7	10	4	21
\$12 and under \$13.....				1	6	15	5	27
\$13 and under \$14.....		1			3	4	12	20
\$14 and under \$15.....					2	6	13	21
\$15 and under \$16.....			1		1	4	11	17
\$16 and under \$17.....					1	3	5	9
\$17 and under \$18.....						3	5	8
\$18 and under \$19.....							2	2
\$19 and under \$20.....						1		1
\$20 and under \$21.....							1	1
Total.....	1	4	2	11	32	59	60	169
<i>Guards: Extra (who also did other work).</i>								
\$4 and under \$5.....			2	1				3
\$5 and under \$6.....				2	1	1		4
\$6 and under \$7.....		1	1	2				4
\$7 and under \$8.....				3	5			8
\$8 and under \$9.....		1		2	5	3		11
\$9 and under \$10.....	1		1	1	6	5		15
\$10 and under \$11.....		1		1	4	6	1	13
\$11 and under \$12.....				1	3	5	5	15
\$12 and under \$13.....	1			2	3	3	1	10
\$13 and under \$14.....			1	1	1		2	5
\$14 and under \$15.....			2	1		3		5
\$15 and under \$16.....	2			1		1	1	5
\$16 and under \$17.....							1	1
Total.....	4	4	8	17	28	27	11	99

NORFOLK, VA.

<i>Motormen: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....		1						1
\$4 and under \$5.....			1					1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				1				1
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....					1			1
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....							5	5
\$13 and under \$14.....						4	2	6

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NORFOLK, VA.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work—Concluded.</i>								
\$14 and under \$15.....						7	6	13
\$15 and under \$16.....							5	5
\$16 and under \$17.....							13	13
\$17 and under \$18.....						1	7	8
\$18 and under \$19.....							6	6
Total.....	2	1	3		1	15	46	68
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1							1
\$2 and under \$3.....		1						1
\$6 and under \$7.....					2			2
\$7 and under \$8.....						2		2
\$8 and under \$9.....						1	2	3
\$9 and under \$10.....					1			1
\$10 and under \$11.....						1		1
\$11 and under \$12.....							2	2
\$12 and under \$13.....							2	2
\$13 and under \$14.....							5	5
\$14 and under \$15.....							3	3
\$15 and under \$16.....							1	1
Total.....	3	1			3	4	15	26
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....		1						1
\$4 and under \$5.....			1					1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1			1
\$9 and under \$10.....					1			1
\$10 and under \$11.....					1			1
\$11 and under \$12.....						2		3
\$12 and under \$13.....					1		1	2
\$13 and under \$14.....						5	2	7
\$14 and under \$15.....						9	5	14
\$15 and under \$16.....						1	10	11
\$16 and under \$17.....							10	10
\$17 and under \$18.....							4	4
\$18 and under \$19.....							4	4
\$19 and under \$20.....							2	2
Total.....	2	1	3		5	17	38	66
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....			1					1
\$6 and under \$7.....					1			2
\$7 and under \$8.....				1	2			3
\$8 and under \$9.....						3	1	4
\$9 and under \$10.....						1	4	5
\$10 and under \$11.....						1	5	6
\$11 and under \$12.....							2	2
\$12 and under \$13.....							1	1
\$13 and under \$14.....							1	1
Total.....			1	1	3	6	14	25

¹ Not including 3 who also did other work.

² Not including 2 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

NORFOLK, VA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who also did other work).</i>								
\$7 and under \$8.....				1				1
\$8 and under \$9.....							1	1
\$10 and under \$11.....				1				1
\$15 and under \$16.....						1		1
\$16 and under \$17.....						1		1
\$18 and under \$19.....						1		1
\$20 and under \$21.....							1	1
\$21 and under \$22.....				1				1
Total.....				3		3	2	8
<i>Conductors: Extra (who also did other work).</i>								
\$8 and under \$9.....							1	1
\$9 and under \$10.....							2	2
\$10 and under \$11.....							4	4
\$11 and under \$12.....							1	1
\$12 and under \$13.....				1				1
\$13 and under \$14.....						1		1
Total.....				1		1	8	10

OAKLAND, CAL.

<i>Motormen: Regular.</i>								
\$3 and under \$4.....	1							1
\$5 and under \$6.....		1						1
\$7 and under \$8.....		1	1					2
\$8 and under \$9.....		1						1
\$11 and under \$12.....				1				1
\$12 and under \$13.....				3				3
\$13 and under \$14.....				2				2
\$14 and under \$15.....				1	1			2
\$15 and under \$16.....					7	1		8
\$16 and under \$17.....					3	15		18
\$17 and under \$18.....					3	29		32
\$18 and under \$19.....					1	45		46
\$19 and under \$20.....						49	1	50
\$20 and under \$21.....						39	5	44
\$21 and under \$22.....						42	3	45
\$22 and under \$23.....						49	2	51
\$23 and under \$24.....						27	1	28
\$24 and under \$25.....						10	1	11
\$25 and under \$26.....						1	3	4
\$26 and under \$27.....							1	1
\$27 and under \$28.....							1	1
Total.....	1	3	1	7	15	307	18	352
<i>Motormen: Extra.</i>								
\$5 and under \$6.....		1						1
\$8 and under \$9.....			1					1
\$9 and under \$10.....			1					1
\$11 and under \$12.....				1				2
\$13 and under \$14.....					4			4
\$14 and under \$15.....					2	3		5
\$15 and under \$16.....						7	1	8
\$16 and under \$17.....						6	3	9
\$17 and under \$18.....					1	13	1	15
\$18 and under \$19.....				1		8	5	14
\$19 and under \$20.....						4	9	13
\$20 and under \$21.....						5	4	9
\$21 and under \$22.....						3	2	5
\$22 and under \$23.....						2	2	4

962 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

OAKLAND, CAL.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra—Concluded.</i>								
\$23 and under \$24.....						3		3
\$26 and under \$27.....						2	1	3
\$27 and under \$28.....						1		1
Total.....		1	2	2	8	57	28	98
<i>Conductors: Regular.</i>								
\$6 and under \$7.....		1						1
\$7 and under \$8.....		1						1
\$8 and under \$9.....			1					1
\$9 and under \$10.....			1					1
\$10 and under \$11.....			1					1
\$12 and under \$13.....				1				1
\$13 and under \$14.....				2	3			5
\$14 and under \$15.....				1	7			9
\$15 and under \$16.....					6	1		7
\$16 and under \$17.....					2	12	1	15
\$17 and under \$18.....					1	48		49
\$18 and under \$19.....					3	65		68
\$19 and under \$20.....					1	50	1	52
\$20 and under \$21.....						41	3	44
\$21 and under \$22.....						39	3	42
\$22 and under \$23.....						22	5	27
\$23 and under \$24.....						26	2	22
\$24 and under \$25.....						9		9
\$25 and under \$26.....						1		1
Total.....		2	3	4	23	309	15	356
<i>Conductors: Extra.</i>								
\$8 and under \$9.....			1					1
\$9 and under \$10.....				1				1
\$11 and under \$12.....					1			1
\$13 and under \$14.....					3			3
\$14 and under \$15.....					6	2		8
\$15 and under \$16.....					1	6		7
\$16 and under \$17.....					1	7	3	11
\$17 and under \$18.....						22	1	23
\$18 and under \$19.....						9	4	13
\$19 and under \$20.....						3	5	8
\$20 and under \$21.....						2	7	9
\$21 and under \$22.....						1	1	2
\$22 and under \$23.....							1	1
\$23 and under \$24.....						1	2	3
\$24 and under \$25.....							1	1
\$26 and under \$27.....						1	1	2
\$29 and under \$30.....							1	1
Total.....			1	1	12	54	27	95

OKLAHOMA CITY, OKLA.

<i>Motormen: Regular.</i>								
\$8 and under \$9.....			1					1
\$9 and under \$10.....						1		1
\$10 and under \$11.....						1	1	2
\$12 and under \$13.....					1		1	2
\$13 and under \$14.....						2	2	4
\$14 and under \$15.....						4	4	8
\$15 and under \$16.....							4	4
\$16 and under \$17.....						1	6	7
\$17 and under \$18.....							12	12
\$18 and under \$19.....							12	12
\$19 and under \$20.....							4	4
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
Total.....			1		1	9	50	1 61

¹ Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

OKLAHOMA CITY, OKLA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra.</i>								
\$9 and under \$10.....					1			1
\$10 and under \$11.....					1			1
\$11 and under \$12.....							1	1
\$12 and under \$13.....						1	1	2
\$13 and under \$14.....							2	2
\$14 and under \$15.....							1	1
\$16 and under \$17.....							1	1
Total.....					2	1	6	9
<i>Conductors: Regular.</i>								
\$6 and under \$7.....			1		1			2
\$9 and under \$10.....						2		2
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....						1	3	4
\$13 and under \$14.....						3	6	9
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....						2	5	7
\$16 and under \$17.....						1	6	7
\$17 and under \$18.....							2	2
\$18 and under \$19.....							9	9
\$19 and under \$20.....							5	5
Total.....			1		1	11	42	55
<i>Conductors: Extra.</i>								
\$7 and under \$8.....						1		1
\$8 and under \$9.....						3	1	4
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....							2	2
Total.....						6	4	10

OMAHA, NEBR.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1	1						2
\$3 and under \$4.....	1	1	1					3
\$5 and under \$6.....		1	1					2
\$6 and under \$7.....		1						1
\$7 and under \$8.....			1					1
\$8 and under \$9.....			5	1				6
\$10 and under \$11.....			1	1		1		2
\$11 and under \$12.....				3	3			6
\$12 and under \$13.....					1	4	1	6
\$13 and under \$14.....					5	7	3	15
\$14 and under \$15.....					9	13	1	23
\$15 and under \$16.....					4	6	4	14
\$16 and under \$17.....						12	14	26
\$17 and under \$18.....						22	19	41
\$18 and under \$19.....						10	16	26
\$19 and under \$20.....						5	17	22
\$20 and under \$21.....							30	30
\$21 and under \$22.....							10	10
\$22 and under \$23.....							1	1
Total.....	2	4	8	5	22	80	116	237

964 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

OMAHA, NEBR.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra.</i>								
\$1 and under \$2.....		2						2
\$4 and under \$5.....						1		1
\$5 and under \$6.....						1	1	2
\$6 and under \$7.....						4	4	8
\$7 and under \$8.....						1	4	5
\$8 and under \$9.....						2	6	8
\$9 and under \$10.....							8	8
\$10 and under \$11.....					2	1	2	5
\$11 and under \$12.....						2	3	5
\$12 and under \$13.....							3	3
\$13 and under \$14.....							6	6
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....							3	3
\$16 and under \$17.....							5	5
\$17 and under \$18.....							4	4
\$19 and under \$20.....							1	1
Total.....		2			2	13	55	72
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	1	1						2
\$3 and under \$4.....		2						2
\$4 and under \$5.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....			2					2
\$8 and under \$9.....			2	3				5
\$9 and under \$10.....			1	6	1			8
\$10 and under \$11.....				1	2			3
\$11 and under \$12.....				1	8	1		10
\$12 and under \$13.....				1	4	7	1	13
\$13 and under \$14.....				1	3	10	1	14
\$14 and under \$15.....					8	12	3	23
\$15 and under \$16.....					2	16	13	31
\$16 and under \$17.....						22	20	42
\$17 and under \$18.....						2	8	28
\$18 and under \$19.....						20	10	12
\$19 and under \$20.....							19	19
\$20 and under \$21.....							12	12
\$21 and under \$22.....							5	5
\$22 and under \$23.....							1	1
Total.....	1	4	6	12	28	90	93	234
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$2 and under \$3.....					1			1
\$3 and under \$4.....				1				1
\$4 and under \$5.....				1		2		3
\$5 and under \$6.....				1		1	1	3
\$6 and under \$7.....			1				4	5
\$7 and under \$8.....			1				6	7
\$8 and under \$9.....						3	4	7
\$9 and under \$10.....						1	2	3
\$10 and under \$11.....					1		1	2
\$11 and under \$12.....						1	4	5
\$12 and under \$13.....						2	2	4
\$13 and under \$14.....						1	5	6
\$14 and under \$15.....						1	8	9
\$15 and under \$16.....						1	7	8
\$16 and under \$17.....							10	10
\$17 and under \$18.....							3	3
\$18 and under \$19.....							2	2
Total.....	1		2	2	2	14	59	80

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PEORIA, ILL.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1	1					2
\$7 and under \$8.....			3					3
\$8 and under \$9.....			3	3				6
\$9 and under \$10.....				1				1
\$10 and under \$11.....				4				4
\$11 and under \$12.....					2			2
\$12 and under \$13.....					3			3
\$13 and under \$14.....					3	3		6
\$14 and under \$15.....					1		1	2
\$15 and under \$16.....						14	3	17
\$16 and under \$17.....						7	3	10
\$17 and under \$18.....							20	20
\$18 and under \$19.....							19	20
\$19 and under \$20.....							6	6
Total.....	1	2	7	8	9	29	52	108
<i>Extra men (not classified as motormen and conductors).</i>								
\$4 and under \$5.....			1					1
\$6 and under \$7.....			3	1				4
\$7 and under \$8.....					1			1
\$10 and under \$11.....						2	2	4
\$11 and under \$12.....						1	5	6
\$12 and under \$13.....						2	8	10
\$13 and under \$14.....						3	6	9
\$14 and under \$15.....						1	5	6
\$15 and under \$16.....						2	4	6
\$16 and under \$17.....							5	5
\$17 and under \$18.....							6	6
\$18 and under \$19.....							4	4
\$19 and under \$20.....							4	4
\$20 and under \$21.....							1	1
Total.....			4	1	1	11	50	67
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1						1
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....			1					1
\$9 and under \$10.....				4				4
\$10 and under \$11.....				5				5
\$11 and under \$12.....					1			1
\$12 and under \$13.....					1			2
\$13 and under \$14.....				1	2			3
\$14 and under \$15.....								4
\$15 and under \$16.....						25	4	29
\$16 and under \$17.....						4	1	5
\$17 and under \$18.....						1	16	17
\$18 and under \$19.....							19	19
\$19 and under \$20.....						1	3	4
Total.....	1	2	2	11	4	43	43	106

966 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PHILADELPHIA, PA.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES).

[Extra men who reported for duty as required were guaranteed \$12 per week. Men who lost regular runs on account of rerouting of runs were on the extra list, and were guaranteed \$2.25 per day. About 10 of the extra guards shown in Table A for this company had lost regular runs.]

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who did no other work).</i>								
\$6 and under \$7		1						1
\$8 and under \$9			1					1
\$15 and under \$16					4			4
\$17 and under \$18						3		3
\$18 and under \$19						3		3
\$19 and under \$20						2		2
\$20 and under \$21							11	11
\$21 and under \$22							7	7
\$22 and under \$23							2	2
Total		1	1		4	8	20	34
<i>Motormen: Extra (who did no other work).</i>								
\$16 and under \$17					1	1		2
\$17 and under \$18						1	1	2
\$18 and under \$19						2	1	3
\$19 and under \$20							1	1
Total					1	4	3	8
<i>Conductors: Regular (who did no other work).</i>								
\$11 and under \$12				1				1
\$13 and under \$14					1			1
\$14 and under \$15					4			4
\$15 and under \$16						1		1
\$16 and under \$17						5		5
\$17 and under \$18						5		5
\$18 and under \$19							7	7
\$19 and under \$20							13	13
Total				1	5	11	20	37
<i>Guards: Regular (who did no other work).</i>								
\$2 and under \$3	1							1
\$5 and under \$6		1						1
\$7 and under \$8			2					2
\$9 and under \$10				1				1
\$10 and under \$11				2				2
\$12 and under \$13					10			10
\$14 and under \$15						14		14
\$15 and under \$16						24		24
\$16 and under \$17							7	7
\$17 and under \$18							7	7
Total	1	1	2	3	10	38	14	69
<i>Guards: Extra (who did no other work).</i>								
\$6 and under \$7		1						-1
\$7 and under \$8			1					1
\$8 and under \$9			1					1
\$12 and under \$13				2	8			10
\$14 and under \$15						6		6
Total		1	2	2	8	6		19

¹ Not including 3 who also did other work.

² Not including 1 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Guards: Extra (who also did other work).</i>								
\$10 and under \$11.....		1	1					2
\$12 and under \$13.....		3	8	11	2			24
\$15 and under \$16.....			1		3			4
Total.....		4	10	11	5			30

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES).

[Extra men who reported for duty as required were guaranteed \$12 per week. Men who lost regular runs on account of rerouting of runs were on the extra list, and were guaranteed \$2.25 per day. Approximately 160 of the extra motormen and 100 of the extra conductors shown in Table A for this company had lost regular runs.]

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	8		1					9
\$3 and under \$4.....	8			1				10
\$5 and under \$6.....		13	1					14
\$6 and under \$7.....		4	3					7
\$7 and under \$8.....			4	2		1		7
\$8 and under \$9.....			27	1				28
\$9 and under \$10.....			6	2	1			9
\$10 and under \$11.....				32			1	33
\$11 and under \$12.....				48	7	1		56
\$12 and under \$13.....				16	8	2	1	27
\$13 and under \$14.....					132			132
\$14 and under \$15.....					123	15	1	139
\$15 and under \$16.....					65	71	2	138
\$16 and under \$17.....					8	337	1	346
\$17 and under \$18.....					1	258	11	270
\$18 and under \$19.....						120	137	257
\$19 and under \$20.....						38	299	337
\$20 and under \$21.....						10	214	224
\$21 and under \$22.....						2	134	136
\$22 and under \$23.....						1	36	37
\$23 and under \$24.....						2	12	14
\$24 and under \$25.....							12	12
\$25 and under \$26.....							4	4
\$26 and under \$27.....							4	4
\$27 and under \$28.....							1	1
Total.....	16	18	42	102	345	859	870	2,252
<i>Motormen: Extra (who did no other work).</i>								
\$2 and under \$3.....	3							3
\$3 and under \$4.....	1							1
\$4 and under \$5.....		1	1					2
\$5 and under \$6.....		3						3
\$6 and under \$7.....		4	4	2				11
\$7 and under \$8.....			5	2		1		7
\$8 and under \$9.....		2	5	8	2	1	1	19
\$9 and under \$10.....	1		1	6			2	11
\$10 and under \$11.....		1	5	20	9	5	1	41
\$11 and under \$12.....			1	13	18	4	3	39
\$12 and under \$13.....			5	25	101	24	14	169
\$13 and under \$14.....			1	3	30	14	4	52
\$14 and under \$15.....			2	4	13	19	14	52
\$15 and under \$16.....				3	8	21	9	41
\$16 and under \$17.....			2	2	10	21	7	42
\$17 and under \$18.....				3	12	10	9	34
\$18 and under \$19.....				1	6	5	12	24
\$19 and under \$20.....						1	4	5
\$20 and under \$21.....							9	9

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work)—Concluded.</i>								
\$21 and under \$22.....						1		1
\$22 and under \$23.....							1	1
\$24 and under \$25.....							1	1
Total.....	5	11	32	92	209	128	91	568
<i>Conductors: Regular (who did no other work).</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	10	2						12
\$3 and under \$4.....		2	2					4
\$4 and under \$5.....		1						1
\$5 and under \$6.....		23	1					24
\$6 and under \$7.....		2	5		1	1		9
\$7 and under \$8.....			3	2				5
\$8 and under \$9.....		1	31					32
\$9 and under \$10.....			5	3				8
\$10 and under \$11.....				41	1		1	43
\$11 and under \$12.....				60	6	2		68
\$12 and under \$13.....				17	26	1	1	45
\$13 and under \$14.....				1	114	6		121
\$14 and under \$15.....				1	123	28	1	153
\$15 and under \$16.....				1	55	135	3	193
\$16 and under \$17.....					10	368	9	387
\$17 and under \$18.....					3	230	49	282
\$18 and under \$19.....						140	142	282
\$19 and under \$20.....						35	260	295
\$20 and under \$21.....						6	189	195
\$21 and under \$22.....						1	108	109
\$22 and under \$23.....							22	22
\$23 and under \$24.....							7	7
\$24 and under \$25.....						1	7	8
\$25 and under \$26.....							3	3
\$26 and under \$27.....							1	1
\$27 and under \$28.....							1	1
Total.....	11	31	47	125	339	954	804	2,311
<i>Conductors: Extra (who did no other work).</i>								
\$1 and under \$2.....		1						1
\$3 and under \$4.....		1						1
\$4 and under \$5.....				1				1
\$5 and under \$6.....		2	3					6
\$6 and under \$7.....			1	2				3
\$7 and under \$8.....			3	2	1			6
\$8 and under \$9.....			3	6	1	1		11
\$9 and under \$10.....			1	11	3		1	16
\$10 and under \$11.....			4	16	17	8	2	47
\$11 and under \$12.....				1	13	7	7	28
\$12 and under \$13.....				22	73	26	17	138
\$13 and under \$14.....			1	1	26	29	13	70
\$14 and under \$15.....				3	4	44	5	58
\$15 and under \$16.....				4	6	1	22	66
\$16 and under \$17.....				1	1	39	15	38
\$17 and under \$18.....			1	1	5	10	20	35
\$18 and under \$19.....					2	5	9	16
\$19 and under \$20.....							4	4
\$20 and under \$21.....							2	2
\$21 and under \$22.....							2	2
\$24 and under \$25.....						1		1
Total.....		4	17	71	153	186	119	550
<i>Motormen: Regular (who also did other work).</i>								
\$5 and under \$6.....	1							1
\$6 and under \$7.....		1						1
\$9 and under \$10.....			2					2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PHILADELPHIA, PA.—Concluded.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who also did other work)—Concluded.</i>								
\$10 and under \$11			1					1
\$12 and under \$13				1				1
\$13 and under \$14				1				1
\$14 and under \$15	1			2	3			6
\$15 and under \$16					3			3
\$16 and under \$17					6			6
\$17 and under \$18					2	2		4
\$18 and under \$19						8		8
\$19 and under \$20		1			2	7		10
\$20 and under \$21						3	2	5
\$21 and under \$22					1	7	2	10
\$22 and under \$23					1	3	4	8
\$23 and under \$24						1	2	3
\$24 and under \$25						1	4	5
\$25 and under \$26							1	1
\$26 and under \$27							1	1
\$27 and under \$28							1	1
Total	2	2	3	4	18	32	17	78
<i>Motormen: Extra (who also did other work).</i>								
\$6 and under \$7		1						1
\$9 and under \$10					1			1
\$10 and under \$11		1	3					4
\$11 and under \$12				2	1	1		4
\$12 and under \$13			2	4	3	4	2	15
\$13 and under \$14			1	1	3	2	1	8
\$14 and under \$15		1			6	2		9
\$15 and under \$16				1	1	2		4
\$16 and under \$17			1		3	1	1	6
\$17 and under \$18				1	1	1		3
\$19 and under \$20							1	1
\$21 and under \$22				1	1			2
Total		3	7	10	20	13	5	58
<i>Conductors: Regular (who also did other work).</i>								
\$8 and under \$9			1	1				2
\$9 and under \$10			1					1
\$13 and under \$14					1			1
\$14 and under \$15				1				1
\$17 and under \$18				1	1	2		4
\$18 and under \$19					2	2		4
\$19 and under \$20						3	1	4
\$20 and under \$21					1	2	1	4
\$21 and under \$22		1				4		5
\$22 and under \$23						3		3
\$23 and under \$24						1	1	2
\$24 and under \$25						1		1
\$25 and under \$26							2	2
\$26 and under \$27							1	1
Total		1	2	3	5	18	6	35
<i>Conductors: Extra (who also did other work).</i>								
\$5 and under \$6	1							1
\$10 and under \$11				3				3
\$11 and under \$12							1	1
\$12 and under \$13		1		2				3
\$13 and under \$14					2	1		3
\$14 and under \$15					2	3		5
\$15 and under \$16						4		4
\$16 and under \$17			1			1		2
\$18 and under \$19							1	1
Total	1	1	1	5	5	9	2	24

970 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PITTSBURGH, PA.

[Extra men who reported for duty as required and worked any time were guaranteed \$1.40 per day.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....	9							9
\$3 and under \$4.....	2							2
\$4 and under \$5.....		4						4
\$5 and under \$6.....		4						4
\$6 and under \$7.....		5	2					7
\$7 and under \$8.....		1	7					8
\$8 and under \$9.....			7	3	1			11
\$9 and under \$10.....			4	8				12
\$10 and under \$11.....			1	7	3			11
\$11 and under \$12.....				11	4	2		17
\$12 and under \$13.....				3	19	2		24
\$13 and under \$14.....				1	22	11		34
\$14 and under \$15.....				1	12	28	4	45
\$15 and under \$16.....				1	5	49	14	69
\$16 and under \$17.....						51	26	77
\$17 and under \$18.....					2	67	58	127
\$18 and under \$19.....						29	96	125
\$19 and under \$20.....						15	117	132
\$20 and under \$21.....						4	100	104
\$21 and under \$22.....						1	56	57
\$22 and under \$23.....						2	30	32
\$23 and under \$24.....						1	12	13
\$24 and under \$25.....							8	8
\$25 and under \$26.....							2	2
\$26 and under \$27.....							1	1
\$27 and under \$28.....							3	3
\$28 and under \$29.....							1	1
\$29 and under \$30.....							1	1
Total.....	12	14	21	35	68	262	529	941
<i>Motormen: Extra (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....		1						1
\$5 and under \$6.....	1							1
\$6 and under \$7.....			1					1
\$7 and under \$8.....				2	4			6
\$8 and under \$9.....				2	4	2	1	9
\$9 and under \$10.....					1	4		5
\$10 and under \$11.....				1	1	4	1	7
\$11 and under \$12.....				1	3	2	2	8
\$12 and under \$13.....				1	4	2	5	12
\$13 and under \$14.....						3	8	11
\$14 and under \$15.....					2	6	11	19
\$15 and under \$16.....						4	11	15
\$16 and under \$17.....						2	8	10
\$17 and under \$18.....						3	7	10
\$18 and under \$19.....						1	9	10
\$19 and under \$20.....						3	4	7
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
\$22 and under \$23.....							3	4
\$23 and under \$24.....						1	2	2
\$24 and under \$25.....							2	2
\$25 and under \$26.....							1	1
Total.....	2	1	1	7	19	37	79	146
<i>Conductors: Regular (who did no other work).</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....	13		1	1				14
\$3 and under \$4.....	3	1	1	1				6
\$4 and under \$5.....		1						1

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PITTSBURGH, PA.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work)—Concluded.</i>								
\$5 and under \$6.....		9	2					11
\$6 and under \$7.....		2		1				3
\$7 and under \$8.....		1	9	1	2			13
\$8 and under \$9.....			4	2				6
\$9 and under \$10.....			5	7			1	13
\$10 and under \$11.....			1	7	3		3	14
\$11 and under \$12.....				10	7			17
\$12 and under \$13.....				2	20	6	1	29
\$13 and under \$14.....				2	18	16	1	37
\$14 and under \$15.....					16	21	7	44
\$15 and under \$16.....				1	15	38	16	70
\$16 and under \$17.....					3	68	30	101
\$17 and under \$18.....					1	65	53	119
\$18 and under \$19.....						40	81	121
\$19 and under \$20.....						15	85	100
\$20 and under \$21.....						14	64	78
\$21 and under \$22.....						3	52	55
\$22 and under \$23.....						7	31	38
\$23 and under \$24.....						1	22	23
\$24 and under \$25.....							13	13
\$25 and under \$26.....							6	6
\$26 and under \$27.....						1	7	8
\$27 and under \$28.....							1	1
Total.....	18	14	23	34	85	299	470	943
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....	2							2
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1		1				2
\$6 and under \$7.....			5					5
\$7 and under \$8.....			1	3	3	1		8
\$8 and under \$9.....			3	3	1	1		8
\$9 and under \$10.....			1	3	3	1		5
\$10 and under \$11.....			1	5	3			9
\$11 and under \$12.....			3	3			4	8
\$12 and under \$13.....			1	1	1	9	9	20
\$13 and under \$14.....			1	1	1	14	12	28
\$14 and under \$15.....				1	1	2	16	19
\$15 and under \$16.....					1	3	15	19
\$16 and under \$17.....						4	15	19
\$17 and under \$18.....						5	17	22
\$18 and under \$19.....						4	16	20
\$19 and under \$20.....						1	8	9
\$20 and under \$21.....						1	6	7
\$21 and under \$22.....						1	9	10
\$22 and under \$23.....							5	5
\$23 and under \$24.....							3	3
\$24 and under \$25.....							3	3
Total.....	3	2	9	12	19	50	138	233
<i>Motormen: Regular (who also did other work).</i>								
\$3 and under \$4.....	1							1
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....							1	1
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....						1		1
\$11 and under \$12.....								1
\$12 and under \$13.....				1				3
\$13 and under \$14.....					3			2
\$14 and under \$15.....				1	1	1		4
\$15 and under \$16.....		1			2	6	2	10
\$16 and under \$17.....					1	5	2	8
\$17 and under \$18.....				1	1	4	5	11

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PITTSBURGH, PA.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular (who also did other work)—Concluded.</i>								
\$18 and under \$19.....						3	5	8
\$19 and under \$20.....						4	6	10
\$20 and under \$21.....					1	3	11	15
\$21 and under \$22.....						1	6	7
\$22 and under \$23.....						2	4	6
\$23 and under \$24.....			1			1	4	6
\$24 and under \$25.....							2	2
\$25 and under \$26.....							2	2
\$26 and under \$27.....							1	1
\$28 and under \$29.....				1				1
Total.....	1	1	2	6	12	31	51	104
<i>Motormen: Extra (who also did other work).</i>								
\$3 and under \$4.....		1						1
\$5 and under \$6.....		1						2
\$6 and under \$7.....		1	1					1
\$7 and under \$8.....				1	1			2
\$8 and under \$9.....				1				1
\$9 and under \$10.....			1	2		4	2	11
\$10 and under \$11.....				1	3	5	1	10
\$11 and under \$12.....				1	1	3	2	7
\$12 and under \$13.....					2	3	4	9
\$13 and under \$14.....				2	1	12	10	25
\$14 and under \$15.....					1	5	13	19
\$15 and under \$16.....						2	13	15
\$16 and under \$17.....	1					2	10	13
\$17 and under \$18.....					1	3	5	9
\$18 and under \$19.....		1	1			5	6	13
\$19 and under \$20.....			1			2	3	6
\$20 and under \$21.....	1					1		2
\$21 and under \$22.....	1	1					2	4
\$22 and under \$23.....						1		1
\$23 and under \$24.....						1	1	2
\$24 and under \$25.....	1							1
\$25 and under \$26.....							1	1
\$26 and under \$27.....							1	1
Total.....	4	5	4	8	12	49	74	156
<i>Conductors: Regular (who also did other work).</i>								
\$3 and under \$4.....	1							1
\$5 and under \$6.....			1					1
\$9 and under \$10.....				1				1
\$10 and under \$11.....			1		1			2
\$12 and under \$13.....					1		1	3
\$13 and under \$14.....					1	1	1	3
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....						5		5
\$16 and under \$17.....						7	3	10
\$17 and under \$18.....							2	2
\$18 and under \$19.....					1	6	4	11
\$19 and under \$20.....						2	7	9
\$20 and under \$21.....						1	6	7
\$21 and under \$22.....						2	2	4
\$22 and under \$23.....						2	3	5
\$23 and under \$24.....							3	3
\$24 and under \$25.....							2	2
\$25 and under \$26.....							4	4
\$26 and under \$27.....							1	1
Total.....	1		2	1	4	29	40	77

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PITTSBURGH, PA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who also did other work).</i>								
\$4 and under \$5.....		1						1
\$8 and under \$9.....					1			1
\$9 and under \$10.....					3	1		4
\$10 and under \$11.....				1		3		4
\$11 and under \$12.....						2	2	4
\$12 and under \$13.....	1					2	1	4
\$13 and under \$14.....						2	8	10
\$14 and under \$15.....						2	7	9
\$15 and under \$16.....						1	6	7
\$16 and under \$17.....	1					2	7	10
\$17 and under \$18.....						1	6	7
\$18 and under \$19.....						1	7	8
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....						2	5	7
\$21 and under \$22.....						2	2	4
\$24 and under \$25.....						1	1	2
Total.....	2	1		1	4	21	58	87

PORTLAND, ME.

[Extra men who reported for duty as required were guaranteed 10 hours' pay. They were given work at occupations other than motormen and conductors to make up 10 hours per day if the company had such other work.]

<i>Motormen: Regular (who did no other work).</i>								
\$6 and under \$7.....			1					1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....					1			1
\$10 and under \$11.....					2			2
\$11 and under \$12.....					2			2
\$12 and under \$13.....						5		5
\$13 and under \$14.....						7	1	8
\$14 and under \$15.....						1	17	18
\$15 and under \$16.....							13	13
\$16 and under \$17.....							45	45
Total.....			1	1	6	13	76	97
<i>Motormen: Extra (who did no other work).</i>								
\$6 and under \$7.....			2					2
\$10 and under \$11.....					1			1
\$11 and under \$12.....					1			1
\$16 and under \$17.....							5	5
Total.....			2		2		5	9
<i>Conductors: Regular (who did no other work).</i>								
\$6 and under \$7.....			4	1				5
\$8 and under \$9.....					1			1
\$9 and under \$10.....					1			1
\$10 and under \$11.....					1			1
\$11 and under \$12.....					2			2
\$12 and under \$13.....						3		3
\$13 and under \$14.....						5		5
\$13 and under \$14.....						13	6	19
\$14 and under \$15.....						2	18	20
\$15 and under \$16.....							10	10
\$16 and under \$17.....							29	29
Total.....			4	1	5	23	63	96

974 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PORTLAND, ME.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Extra (who did no other work).</i>								
\$10 and under \$11						1		1
\$11 and under \$12					2			2
\$13 and under \$14						1		1
\$14 and under \$15							5	5
\$15 and under \$16							1	1
\$16 and under \$17							3	3
Total					2	2	9	13
<i>Motormen: Regular (who also did other work).</i>								
\$4 and under \$5		1						1
\$11 and under \$12					1			1
\$12 and under \$13						2		2
\$13 and under \$14					1	4	1	6
\$14 and under \$15						1	4	5
\$15 and under \$16							4	4
\$16 and under \$17							5	5
Total		1			2	7	14	24
<i>Motormen: Extra (who also did other work).</i>								
\$11 and under \$12					1			1
\$13 and under \$14				1		3	1	5
\$14 and under \$15					1	1		2
\$15 and under \$16				1		1	4	5
\$16 and under \$17							6	7
Total				2	2	5	11	20
<i>Conductors: Regular (who also did other work).</i>								
\$4 and under \$5		1						1
\$8 and under \$9					1			1
\$12 and under \$13						1		1
\$13 and under \$14							1	1
\$14 and under \$15						1	6	7
\$15 and under \$16						1	2	3
\$16 and under \$17							9	9
Total		1			1	3	18	23
<i>Conductors: Extra (who also did other work).</i>								
\$12 and under \$13		1						1
\$13 and under \$14						3	1	4
\$14 and under \$15							3	3
\$15 and under \$16							2	2
\$16 and under \$17		1					3	4
Total		2				3	9	14

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PORTLAND, OREG.

[Extra men were not guaranteed a minimum wage, but work was so regulated as to insure a minimum of \$50 per month to those who reported for duty as required.]

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular.</i>								
\$6 and under \$7		1						1
\$9 and under \$10			2	2				4
\$10 and under \$11			1	1			1	3
\$11 and under \$12				1	1			2
\$12 and under \$13				9	1	4	1	15
\$13 and under \$14				1	2	3	1	7
\$14 and under \$15					8	7	2	17
\$15 and under \$16					13	10	6	29
\$16 and under \$17					11	16	13	40
\$17 and under \$18						26	13	39
\$18 and under \$19						30	28	58
\$19 and under \$20						15	17	32
\$20 and under \$21						8	33	41
\$21 and under \$22							23	23
\$22 and under \$23							37	37
\$23 and under \$24							19	19
\$24 and under \$25							2	2
\$25 and under \$26							2	2
Total		1	3	14	36	119	198	371
<i>Motormen: Extra.</i>								
\$1 and under \$2	2							2
\$2 and under \$3	1							1
\$3 and under \$4	2	1						3
\$4 and under \$5				1				1
\$5 and under \$6			2	1	1			3
\$6 and under \$7			1			1		2
\$8 and under \$9			1			2		3
\$9 and under \$10					4	4		8
\$10 and under \$11						1		1
\$11 and under \$12					2	1	2	5
\$12 and under \$13					1	3	5	9
\$13 and under \$14					4	2	5	11
\$14 and under \$15					4	4	5	9
\$15 and under \$16						5	6	11
\$16 and under \$17						4	7	11
\$17 and under \$18						1	5	6
\$18 and under \$19							5	5
\$19 and under \$20							5	5
\$20 and under \$21							4	4
Total	5	1	4	1	12	28	49	100
<i>Conductors: Regular.</i>								
\$2 and under \$3	2							2
\$3 and under \$4	1							1
\$4 and under \$5		1						1
\$5 and under \$6		2						2
\$6 and under \$7		2	1	1				4
\$7 and under \$8			1					1
\$8 and under \$9			1	1				2
\$9 and under \$10			2					4
\$10 and under \$11				2	1	1		4
\$11 and under \$12				3	4	1		8
\$12 and under \$13				8	6	4	1	19
\$13 and under \$14				3	6	1	2	12
\$14 and under \$15					10	9	2	21
\$15 and under \$16					10	14	11	35
\$16 and under \$17					3	16	17	36
\$17 and under \$18						43	17	60
\$18 and under \$19						10	38	48
\$19 and under \$20						19	32	51
\$20 and under \$21						5	26	31
\$21 and under \$22						1	32	33
\$22 and under \$23							25	25
\$23 and under \$24							10	10
\$24 and under \$25							3	3
Total	3	5	5	18	41	125	216	413

976 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PORTLAND, OREG.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		2	1					3
\$4 and under \$5.....		1						1
\$5 and under \$6.....			2		2		1	5
\$7 and under \$8.....				1	1			2
\$8 and under \$9.....			1	2		2		5
\$9 and under \$10.....			1		3	1	2	7
\$10 and under \$11.....				1		1	3	5
\$11 and under \$12.....					2	5	2	9
\$12 and under \$13.....						4	4	8
\$13 and under \$14.....					2	4	2	8
\$14 and under \$15.....						7	10	17
\$15 and under \$16.....						3	11	14
\$16 and under \$17.....							13	13
\$17 and under \$18.....							12	12
\$18 and under \$19.....						1	4	5
\$19 and under \$20.....							1	1
\$20 and under \$21.....							1	1
Total.....	2	3	5	4	10	28	66	118

PROVIDENCE, R. I.

<i>Motormen: Regular.</i>								
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....		1	2					3
\$7 and under \$8.....			1					1
\$8 and under \$9.....			1					1
\$9 and under \$10.....				2	2	1		5
\$10 and under \$11.....				1	5	2	1	9
\$11 and under \$12.....					4	11	1	13
\$12 and under \$13.....						12	7	23
\$13 and under \$14.....					1	12	12	25
\$14 and under \$15.....						13	21	34
\$15 and under \$16.....						15	40	55
\$16 and under \$17.....						17	35	52
\$17 and under \$18.....						8	43	51
\$18 and under \$19.....							46	46
\$19 and under \$20.....							42	42
\$20 and under \$21.....							15	15
\$21 and under \$22.....							7	7
\$22 and under \$23.....							1	1
\$23 and under \$24.....							1	1
\$28 and under \$30.....							1	1
Total.....		3	6	3	13	91	273	389
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	2		1					3
\$2 and under \$3.....	2	2			1			5
\$3 and under \$4.....		1	1		1			3
\$4 and under \$5.....		2		2	1		2	7
\$5 and under \$6.....			1			1		2
\$6 and under \$7.....			1	1	2	1	2	7
\$7 and under \$8.....				3	4		3	10
\$8 and under \$9.....			1	1	2	2	7	13
\$9 and under \$10.....				1	5	7	3	16
\$10 and under \$11.....					2	8	13	23
\$11 and under \$12.....					1	7	11	19
\$12 and under \$13.....						8	13	21
\$13 and under \$14.....						5	26	31
\$14 and under \$15.....						1	22	23
\$15 and under \$16.....						1	16	17

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PROVIDENCE, R. I.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra—Concluded.</i>								
\$16 and under \$17.....						1	18	19
\$17 and under \$18.....						1	12	13.
\$18 and under \$19.....							9	9
\$19 and under \$20.....							9	9
\$20 and under \$21.....							2	2
\$22 and under \$23.....							1	1
\$24 and under \$25.....							1	1
\$25 and over.....							1	1
Total.....	5	5	5	8	19	43	171	256
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		1						1
\$6 and under \$7.....			1				1	2
\$7 and under \$8.....				1				1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....				1	6	1	1	9
\$10 and under \$11.....				1	5	3	2	11
\$11 and under \$12.....				3	9	7	4	23
\$12 and under \$13.....					4	14	7	25
\$13 and under \$14.....					2	14	16	32
\$14 and under \$15.....					3	16	21	40
\$15 and under \$16.....						17	31	48
\$16 and under \$17.....						23	31	54
\$17 and under \$18.....						9	41	50
\$18 and under \$19.....							38	38
\$19 and under \$20.....							29	29
\$20 and under \$21.....							10	10
\$21 and under \$22.....							5	5
\$24 and under \$25.....							1	1
Total.....	1	1	7	30	105	237	381	
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	3	1	1		1			6
\$3 and under \$4.....			1		1			2
\$4 and under \$5.....		3						3
\$5 and under \$6.....					1		1	2
\$6 and under \$7.....			1	1	1	1	1	5
\$7 and under \$8.....			1	1	1	5	5	13
\$8 and under \$9.....				1	1	4	9	15
\$9 and under \$10.....				1	3	5	14	23
\$10 and under \$11.....					2	7	16	25
\$11 and under \$12.....					3	6	18	27
\$12 and under \$13.....					2	12	19	33
\$13 and under \$14.....						1	21	22
\$14 and under \$15.....						3	24	27
\$15 and under \$16.....					1	2	17	20
\$16 and under \$17.....							11	11
\$17 and under \$18.....							6	6
\$18 and under \$19.....							6	6
\$19 and under \$20.....							8	8
\$20 and under \$21.....							3	3
\$24 and under \$25.....						1		1
\$27 and under \$28.....							1	1
Total.....	5	4	4	4	17	47	180	261

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

PUEBLO. COLO.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular.</i>								
\$9 and under \$10.....			1					1
\$10 and under \$11.....				1				1
\$13 and under \$14.....					2			2
\$14 and under \$15.....					1			1
\$15 and under \$16.....						5		5
\$16 and under \$17.....						6		6
\$17 and under \$18.....						1	3	4
\$18 and under \$19.....						1	5	6
\$19 and under \$20.....							5	5
\$20 and under \$21.....							10	10
Total.....			1	1	3	13	23	41
<i>Motormen: Extra.</i>								
\$9 and under \$10.....				1				1
\$11 and under \$12.....					1			1
\$12 and under \$13.....						1		1
\$14 and under \$15.....						1		1
\$15 and under \$16.....						2	1	3
\$17 and under \$18.....							1	1
\$19 and under \$20.....							1	1
Total.....				1	1	4	3	9
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	1							1
\$9 and under \$10.....				1				1
\$11 and under \$12.....						1		1
\$13 and under \$14.....					1			1
\$14 and under \$15.....					1	3		4
\$15 and under \$16.....					1		1	2
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....						3	5	8
\$18 and under \$19.....							4	4
\$19 and under \$20.....							10	10
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
Total.....	1			1	2	10	28	42
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$14 and under \$15.....						2		2
\$15 and under \$16.....						1		1
\$16 and under \$17.....							4	4
Total.....	1					3	4	8

READING, PA.

<i>Motormen: Regular.</i>							
Under \$1.....	1						1
\$1 and under \$2.....	1						1
\$11 and under \$12.....				1		1	2
\$12 and under \$13.....					1	1	2
\$13 and under \$14.....					2		2
\$14 and under \$15.....					4		4
\$15 and under \$16.....					1		4
\$16 and under \$17.....						19	20
\$17 and under \$18.....						14	15
\$18 and under \$19.....						3	3
\$19 and under \$20.....							1
Total.....	2			1	8	39	55

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

READING, PA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra.</i>								
Under \$1.....	6							6
\$1 and under \$2.....		1						1
\$2 and under \$3.....	1		1		2			4
\$3 and under \$4.....		2	1		1			4
\$4 and under \$5.....					1			1
\$5 and under \$6.....						1		1
\$6 and under \$7.....						1		1
\$7 and under \$8.....						1		1
\$8 and under \$9.....				1				1
\$9 and under \$10.....					1			1
\$10 and under \$11.....				1				1
\$11 and under \$12.....					1		1	2
\$12 and under \$13.....				1		2		3
\$13 and under \$14.....					1	1	2	4
\$14 and under \$15.....						3	1	4
\$15 and under \$16.....					1	1	2	4
\$16 and under \$17.....						3	1	4
\$17 and under \$18.....						2	2	4
\$18 and under \$19.....						2	2	4
\$19 and under \$20.....						1	2	3
Total.....	7	3	2	3	8	17	15	55
<i>Conductors: Regular.</i>								
\$8 and under \$9.....			3					3
\$10 and under \$11.....				1				1
\$11 and under \$12.....				3				3
\$12 and under \$13.....				1				1
\$13 and under \$14.....					7			7
\$14 and under \$15.....					6	1		7
\$15 and under \$16.....					1		2	3
\$16 and under \$17.....						12		12
\$17 and under \$18.....						15		15
\$18 and under \$19.....						1		1
\$19 and under \$20.....							1	1
Total.....			3	5	16	30	3	57
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$2 and under \$3.....					1			1
\$3 and under \$4.....					3			3
\$4 and under \$5.....				1	1		1	3
\$5 and under \$6.....					1			1
\$7 and under \$8.....			1	1		1		3
\$8 and under \$9.....					1			1
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....					2			2
\$11 and under \$12.....					1		3	4
\$12 and under \$13.....						1	5	6
\$13 and under \$14.....							3	3
\$14 and under \$15.....					3		2	5
\$15 and under \$16.....					1	2	2	5
\$16 and under \$17.....						3	1	4
\$17 and under \$18.....						2	1	3
\$18 and under \$19.....						2		2
Total.....	1		1	2	15	13	18	50

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

RICHMOND VA.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	1				1			1
\$4 and under \$5.....								1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1			1
\$8 and under \$9.....				3	2	1		6
\$9 and under \$10.....				2	1	2		5
\$10 and under \$11.....						5	1	6
\$11 and under \$12.....					4	6	5	15
\$12 and under \$13.....						12	9	21
\$13 and under \$14.....						23	17	40
\$14 and under \$15.....						5	25	30
\$15 and under \$16.....						4	30	34
\$16 and under \$17.....							16	16
\$17 and under \$18.....							13	13
\$18 and under \$19.....							2	2
Total.....	1		2	5	9	58	118	1 193
<i>Motormen: Extra (who did no other work).</i>								
\$1 and under \$2.....	2	1						3
\$3 and under \$4.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....				1				1
\$8 and under \$9.....					1		2	3
\$9 and under \$10.....						2		2
\$10 and under \$11.....						2	1	3
\$11 and under \$12.....						1	2	3
\$12 and under \$13.....						1	7	8
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....							1	1
Total.....	2	2		2	1	7	17	31
<i>Conductors: Regular (who did no other work).</i>								
\$4 and under \$5.....		1						1
\$6 and under \$7.....				3				3
\$7 and under \$8.....			2	2				4
\$8 and under \$9.....				2	2	1		5
\$9 and under \$10.....					3	2	1	6
\$10 and under \$11.....					5	2	2	9
\$11 and under \$12.....					2	16	9	27
\$12 and under \$13.....					1	13	11	25
\$13 and under \$14.....						7	36	43
\$14 and under \$15.....						5	19	24
\$15 and under \$16.....						1	24	25
\$16 and under \$17.....							10	10
\$17 and under \$18.....							8	8
\$18 and under \$19.....							3	3
Total.....		1	2	7	13	47	123	2 193
<i>Conductors: Extra (who did no other work).</i>								
\$3 and under \$4.....		2	1					3
\$4 and under \$5.....			2					2
\$5 and under \$6.....				1	1			2
\$6 and under \$7.....			1			1		2
\$7 and under \$8.....				3	2	2		7
\$8 and under \$9.....					3	2	2	7
\$9 and under \$10.....						2		2
\$10 and under \$11.....						3	4	7
\$11 and under \$12.....					1	1	8	10
\$13 and under \$14.....							1	1
Total.....		2	4	4	7	11	15	3 43

¹ Not including 6 who also did other work.

² Not including 2 who also did other work.

³ Not including 7 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

RICHMOND, VA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who also did other work).</i>								
\$6 and under \$7.....					1			1
\$8 and under \$9.....						1		1
\$10 and under \$11.....						1		1
\$11 and under \$12.....							2	2
\$12 and under \$13.....							2	2
Total.....					1	2	4	7

ROCHESTER, N. Y.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	2							2
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1		1				2
\$5 and under \$6.....		2	1					3
\$6 and under \$7.....					1			1
\$7 and under \$8.....				1				1
\$8 and under \$9.....				2	1		1	4
\$9 and under \$10.....				2	2			4
\$10 and under \$11.....				3	2			5
\$11 and under \$12.....					4		2	7
\$12 and under \$13.....					6	2		8
\$13 and under \$14.....					12	9		21
\$14 and under \$15.....					1		2	11
\$15 and under \$16.....						36	12	48
\$16 and under \$17.....						26	13	39
\$17 and under \$18.....						1	32	33
\$18 and under \$19.....							55	55
\$19 and under \$20.....							13	13
\$20 and under \$21.....						1	3	4
\$21 and under \$22.....							1	1
Total.....	2	4	1	9	29	84	134	1 263
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$3 and under \$4.....			1		1			2
\$4 and under \$5.....				2	1			3
\$5 and under \$6.....				1	2			3
\$6 and under \$7.....					2	2		4
\$7 and under \$8.....			2		4	6	5	17
\$8 and under \$9.....						12	6	18
\$9 and under \$10.....						5	9	16
\$10 and under \$11.....				1	1	8	11	20
\$11 and under \$12.....					1	9	11	20
\$12 and under \$13.....						6	5	11
\$13 and under \$14.....						5	4	9
\$14 and under \$15.....						2	8	10
\$15 and under \$16.....							9	9
\$16 and under \$17.....						1	3	4
\$17 and under \$18.....						1	5	6
\$18 and under \$19.....							2	2
\$20 and under \$21.....						1		1
Total.....	1		3	4	12	60	78	1 158
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	2							2
\$3 and under \$4.....				1				1
\$4 and under \$5.....		2	1					3
\$5 and under \$6.....		2	1	2				5
\$6 and under \$7.....			1	1				2
\$7 and under \$8.....			3	1	2			6

¹ Not including 4 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

ROCHESTER, N. Y.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular—Concluded.</i>								
\$8 and under \$9.....			2	3				5
\$9 and under \$10.....				1	1	1		3
\$10 and under \$11.....				12	2	3		18
\$11 and under \$12.....					1	4		5
\$12 and under \$13.....					2	7	2	11
\$13 and under \$14.....					12	9	1	22
\$14 and under \$15.....					2	11	2	15
\$15 and under \$16.....						36	6	42
\$16 and under \$17.....						26	22	48
\$17 and under \$18.....						5	19	24
\$18 and under \$19.....						1	29	30
\$19 and under \$20.....						1	16	17
\$20 and under \$21.....						1		1
\$22 and under \$23.....							1	1
Total.....	2	4	8	22	22	105	98	1 261
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$3 and under \$4.....		2		1				3
\$4 and under \$5.....		1	1	1				5
\$5 and under \$6.....								6
\$6 and under \$7.....				2	4	2		11
\$7 and under \$8.....				3	3	5	1	8
\$8 and under \$9.....				1	2	4	8	15
\$9 and under \$10.....						8	14	22
\$10 and under \$11.....					1	9	15	25
\$11 and under \$12.....					1	7	18	26
\$12 and under \$13.....						8	12	20
\$13 and under \$14.....						8	12	20
\$14 and under \$15.....						1	12	13
\$15 and under \$16.....						1	4	5
\$16 and under \$17.....						1	4	5
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$19 and under \$20.....							1	1
Total.....	1	3	3	8	11	59	104	2 189

SACRAMENTO, CAL.

<i>Motormen: Regular.</i>								
\$6 and under \$7.....		1						1
\$9 and under \$10.....			1					1
\$14 and under \$15.....					2	1		3
\$16 and under \$17.....					1	2		3
\$17 and under \$18.....					1	5	2	8
\$18 and under \$19.....						7	4	11
\$19 and under \$20.....						4	5	9
\$20 and under \$21.....							12	12
\$21 and under \$22.....							30	30
\$22 and under \$23.....							7	7
Total.....		1	1		4	19	60	85
<i>Motormen: Extra.</i>								
\$4 and under \$5.....			1					1
\$5 and under \$6.....								1
\$8 and under \$9.....			1					1
\$9 and under \$10.....				1	1			1
\$10 and under \$11.....					2			3
\$11 and under \$12.....				1	1			3
\$12 and under \$13.....						2		2
\$13 and under \$14.....						2		2
\$14 and under \$15.....							1	1
Total.....			2	2	4	4	3	15

¹ Not including 8 who also did other work.

² Not including 3 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SACRAMENTO, CAL.—Concluded.

Classified weekly earnings.	Number earning each classified-amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
Under \$1.....	1							1
\$9 and under \$10.....			1					1
\$12 and under \$13.....			1	1				2
\$13 and under \$14.....					2			2
\$15 and under \$16.....					1	1		2
\$16 and under \$17.....					1	2		3
\$17 and under \$18.....						9		9
\$18 and under \$19.....						5	1	6
\$19 and under \$20.....						4	8	12
\$20 and under \$21.....						1	12	13
\$21 and under \$22.....							24	24
\$22 and under \$23.....							7	7
\$23 and under \$24.....							1	1
Total.....	1		2	1	3	22	53	82
<i>Conductors: Extra.</i>								
\$10 and under \$11.....					1			1
\$14 and under \$15.....						2		2
\$15 and under \$16.....						1	2	3
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....							2	2
\$19 and under \$20.....							1	1
Total.....					1	5	9	15

SAGINAW, MICH.

<i>Motormen: Regular.</i>								
\$9 and under \$10.....				1	1			2
\$10 and under \$11.....					1	1		2
\$11 and under \$12.....					1	1	1	3
\$12 and under \$13.....					1		2	3
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....						3	2	5
\$15 and under \$16.....						2	6	8
\$16 and under \$17.....							3	3
\$17 and under \$18.....							3	3
\$18 and under \$19.....							2	2
Total.....				1	4	8	23	36
<i>Motormen: Extra.</i>								
\$3 and under \$4.....						1		1
\$4 and under \$5.....				1				1
\$5 and under \$6.....					1			1
\$9 and under \$10.....					2			2
\$11 and under \$12.....						2		2
\$12 and under \$13.....						2	3	5
\$13 and under \$14.....							1	1
\$15 and under \$16.....							1	1
\$16 and under \$17.....							1	1
Total.....				1	3	5	6	15
<i>Conductors: Regular.</i>								
\$2 and under \$3.....			1					1
\$6 and under \$7.....			3					3
\$7 and under \$8.....								1
\$10 and under \$11.....					2			2
\$11 and under \$12.....						1		1
\$12 and under \$13.....					2	2		4
\$13 and under \$14.....						1	3	4
\$14 and under \$15.....						3	5	8
\$15 and under \$16.....						1	1	2
\$16 and under \$17.....							5	5
\$17 and under \$18.....							2	2
\$18 and under \$19.....							1	1
Total.....			4		5	8	17	34

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAGINAW, MICH.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....							1	1
\$9 and under \$10.....					1	2	1	4
\$10 and under \$11.....					1			2
\$11 and under \$12.....							2	2
\$12 and under \$13.....						2		2
\$14 and under \$15.....							3	3
Total.....	1	2		1	2	4	7	17

ST. LOUIS, MO.

<i>Motormen: Regular (who did no other work).</i>								
Under \$1.....	3							3
\$1 and under \$2.....	1							1
\$2 and under \$3.....	5							5
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2						2
\$5 and under \$6.....		4	2	1	1			8
\$6 and under \$7.....			5					5
\$7 and under \$8.....			4	2				6
\$8 and under \$9.....			10	1	1			12
\$9 and under \$10.....				3	1			4
\$10 and under \$11.....				19	4		1	24
\$11 and under \$12.....				8	8		2	19
\$12 and under \$13.....					20		5	28
\$13 and under \$14.....					40		28	76
\$14 and under \$15.....					4		46	61
\$15 and under \$16.....							114	130
\$16 and under \$17.....							132	198
\$17 and under \$18.....					1		22	84
\$18 and under \$19.....						1	278	279
\$19 and under \$20.....						1	175	176
\$20 and under \$21.....							28	28
\$21 and under \$22.....							4	4
\$22 and under \$23.....							2	2
\$24 and under \$25.....							1	1
Total.....	9	7	21	34	80	351	655	1,157
<i>Motormen: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....		2						2
\$3 and under \$4.....			1					1
\$4 and under \$5.....		2				1		3
\$5 and under \$6.....			3	1				4
\$6 and under \$7.....				2				2
\$7 and under \$8.....				1	1			2
\$8 and under \$9.....				5	1	1		7
\$9 and under \$10.....				2	1	4		7
\$10 and under \$11.....						6		6
\$11 and under \$12.....					12	6	10	28
\$12 and under \$13.....					3	22	14	39
\$13 and under \$14.....						9	18	27
\$14 and under \$15.....						5	17	22
\$15 and under \$16.....							12	12
\$16 and under \$17.....							3	3
\$17 and under \$18.....							4	4
\$19 and under \$20.....							1	1
Total.....	1	4	4	11	18	54	79	171

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

ST. LOUIS, MO.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who also did other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....	3							3
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2			1			3
\$5 and under \$6.....		4						4
\$6 and under \$7.....			1					1
\$7 and under \$8.....			7	2				9
\$8 and under \$9.....			2	1				3
\$9 and under \$10.....				10	2	2		14
\$10 and under \$11.....				20	8	1	1	30
\$11 and under \$12.....				4	21	3	1	29
\$12 and under \$13.....					40	12	4	56
\$13 and under \$14.....					27	31	6	64
\$14 and under \$15.....					7	89	22	118
\$15 and under \$16.....						119	45	164
\$16 and under \$17.....						75	114	189
\$17 and under \$18.....						10	147	157
\$18 and under \$19.....						1	177	178
\$19 and under \$20.....							90	90
\$20 and under \$21.....							18	18
\$21 and under \$22.....							3	3
\$22 and under \$23.....							1	1
Total.....	4	7	10	37	106	343	629	1,136
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	2							2
\$2 and under \$3.....	2	2						4
\$3 and under \$4.....			1					1
\$4 and under \$5.....			3	1				4
\$5 and under \$6.....		1		1				2
\$6 and under \$7.....				2				2
\$7 and under \$8.....			1	3		1		5
\$8 and under \$9.....				2	4			6
\$9 and under \$10.....				2	5	3	2	12
\$10 and under \$11.....					11	7	6	24
\$11 and under \$12.....					7	10	15	32
\$12 and under \$13.....					1	10	23	34
\$13 and under \$14.....					1	7	37	45
\$14 and under \$15.....						4	33	37
\$15 and under \$16.....						1	13	14
\$16 and under \$17.....							5	5
Total.....	4	3	5	11	29	43	134	229
<i>Motormen: Regular (who also did other work).</i>								
\$8 and under \$9.....				1				1
\$9 and under \$10.....				1				1
\$10 and under \$11.....				2				2
\$11 and under \$12.....					1	1		2
\$12 and under \$13.....					1			1
\$13 and under \$14.....					3	1		4
\$14 and under \$15.....					1	3	1	5
\$15 and under \$16.....						3	4	7
\$16 and under \$17.....						7	3	10
\$17 and under \$18.....							2	2
\$18 and under \$19.....							3	3
\$19 and under \$20.....							5	5
\$20 and under \$21.....							2	2
Total.....				4	5	16	20	45
<i>Motormen: Extra (who also did other work).</i>								
\$4 and under \$5.....						1		1
\$5 and under \$6.....				1				1
\$7 and under \$8.....			1		1			2
\$8 and under \$9.....						1		1

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

ST. LOUIS, MO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who also did other work)—Concluded.</i>								
\$9 and under \$10.....					1			1
\$10 and under \$11.....					5	2	1	8
\$11 and under \$12.....					5	1	3	9
\$12 and under \$13.....					3	2	6	11
\$13 and under \$14.....						6	9	15
\$14 and under \$15.....							7	7
\$15 and under \$16.....							4	4
\$16 and under \$17.....							4	4
Total.....			1	1	15	13	34	64
<i>Conductors: Regular (who also did other work).</i>								
\$3 and under \$4.....				1				1
\$4 and under \$5.....								1
\$7 and under \$8.....		1		1				1
\$9 and under \$10.....			1	1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....						3	1	4
\$13 and under \$14.....						2	1	3
\$14 and under \$15.....						6	1	7
\$15 and under \$16.....						3	5	8
\$16 and under \$17.....							11	11
\$17 and under \$18.....						1	6	7
\$18 and under \$19.....							4	4
\$19 and under \$20.....							3	3
Total.....		1	1	2	3	16	32	55
<i>Conductors: Extra (who also did other work).</i>								
\$5 and under \$6.....		1						1
\$6 and under \$7.....				1				1
\$8 and under \$9.....				2				2
\$9 and under \$10.....				1	2	1		4
\$10 and under \$11.....				1	3			4
\$11 and under \$12.....						4	3	7
\$12 and under \$13.....						6	5	11
\$13 and under \$14.....						2	11	13
\$14 and under \$15.....						3	5	8
\$15 and under \$16.....						1	9	10
\$16 and under \$17.....						1	4	5
\$17 and under \$18.....							5	5
\$18 and under \$19.....							3	3
Total.....		1		5	6	18	45	74

SALT LAKE CITY, UTAH.

<i>Motormen: Regular.</i>								
\$5 and under \$6.....			1					1
\$6 and under \$7.....		1						1
\$7 and under \$8.....			1					1
\$9 and under \$10.....			1					1
\$12 and under \$13.....				2				2
\$13 and under \$14.....				1				1
\$14 and under \$15.....					3			3
\$15 and under \$16.....					2			2
\$16 and under \$17.....					2	1		3
\$17 and under \$18.....						5		5
\$18 and under \$19.....						7	1	8
\$19 and under \$20.....						14	2	16
\$20 and under \$21.....						2	11	13
\$21 and under \$22.....							32	32

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SALT LAKE CITY, UTAH—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular—Concluded.</i>								
\$22 and under \$23							27	27
\$23 and under \$24						1	33	34
\$24 and under \$25							3	3
\$25 and under \$26						1		1
Total		1	3	3	7	31	109	154
<i>Motormen: Extra.</i>								
\$1 and under \$2		1						1
\$3 and under \$4		1						1
\$8 and under \$9				1				1
\$9 and under \$10					2			2
\$11 and under \$12					1	1	2	4
\$12 and under \$13					1	1	4	6
\$13 and under \$14						3	6	9
\$14 and under \$15						2	2	4
\$15 and under \$16							3	3
Total		2		1	4	7	17	31
<i>Conductors: Regular.</i>								
\$6 and under \$7		1						1
\$9 and under \$10			1					1
\$12 and under \$13				4	1			5
\$13 and under \$14				2				2
\$14 and under \$15					3			3
\$15 and under \$16					2		1	5
\$16 and under \$17					1	2		3
\$17 and under \$18						7	1	8
\$18 and under \$19						4	5	9
\$19 and under \$20						9	2	11
\$20 and under \$21						4	7	11
\$21 and under \$22							33	33
\$22 and under \$23							27	27
\$23 and under \$24							25	25
\$24 and under \$25							2	2
\$25 and under \$26							1	1
\$27 and under \$28							1	1
\$29 and under \$30							1	1
Total		1	1	6	7	28	106	149
<i>Conductors: Extra.</i>								
\$5 and under \$6		1						1
\$7 and under \$8			1					1
\$10 and under \$11				1	1			2
\$11 and under \$12					2			2
\$12 and under \$13						3		3
\$13 and under \$14						2	1	3
\$14 and under \$15						2	4	6
\$15 and under \$16						1	5	6
\$16 and under \$17							8	8
\$17 and under \$18							1	1
\$20 and over							1	1
Total		1	1	1	3	8	20	34

SAN ANTONIO, TEX.

[Extra men who reported for duty as required were guaranteed 5 hours' pay.]

<i>Motormen: Regular.</i>								
\$2 and under \$3	1	1						2
\$3 and under \$4		1						1
\$4 and under \$5								1
\$5 and under \$6		1	1					2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAN ANTONIO, TEX.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1					1
\$8 and under \$9.....			1	2	2			5
\$9 and under \$10.....			1	2	2			5
\$10 and under \$11.....					3	3		6
\$11 and under \$12.....					2	3	4	9
\$12 and under \$13.....					2	6	7	15
\$13 and under \$14.....						1	4	5
\$14 and under \$15.....					1	7	26	34
\$15 and under \$16.....						4	13	17
\$16 and under \$17.....							16	16
\$17 and under \$18.....							27	27
\$18 and under \$19.....							2	2
Total.....	1	4	5	4	12	24	99	¹ 149
<i>Motormen: Extra.</i>								
Under \$1.....	2							2
\$1 and under \$2.....	1							1
\$2 and under \$3.....	2							2
\$3 and under \$4.....		2		1				3
\$5 and under \$6.....			1					1
\$7 and under \$8.....				1				1
\$8 and under \$9.....			1					1
\$9 and under \$10.....				1				1
\$10 and under \$11.....				1				1
\$11 and under \$12.....						3		3
\$12 and under \$13.....							3	3
\$13 and under \$14.....							4	4
\$14 and under \$15.....							5	5
\$15 and under \$16.....							4	4
\$16 and under \$17.....							1	1
Total.....	5	2	2	4		3	17	¹ 33
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	2							2
\$4 and under \$5.....		3						3
\$6 and under \$7.....			2					2
\$7 and under \$8.....			2	2	2			6
\$8 and under \$9.....				1				1
\$9 and under \$10.....				1				1
\$10 and under \$11.....					3	1		4
\$11 and under \$12.....					1	3	5	9
\$12 and under \$13.....						8	5	13
\$13 and under \$14.....						8	8	16
\$14 and under \$15.....						7	20	27
\$15 and under \$16.....						2	18	20
\$16 and under \$17.....							15	15
\$17 and under \$18.....							19	19
\$19 and under \$20.....							1	1
Total.....	2	3	4	3	9	30	91	142
<i>Conductors: Extra.</i>								
\$4 and under \$5.....						1		1
\$6 and under \$7.....				1				1
\$8 and under \$9.....					1	1		2
\$9 and under \$10.....					2			2
\$10 and under \$11.....					2			2
\$11 and under \$12.....					1	4	1	6
\$12 and under \$13.....					1	3	4	7
\$13 and under \$14.....						1	11	12
\$14 and under \$15.....							5	5
\$15 and under \$16.....							4	4
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....				1	6	10	27	² 44

¹ Not including 1 who also worked as conductor. ² Not including 1 who also worked as motorman.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAN FRANCISCO, CAL.

CALIFORNIA STREET CABLE RAILROAD CO.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Gripmen: Regular.</i>								
\$8 and under \$9.....			1					1
\$10 and under \$11.....				1				1
\$11 and under \$12.....				1				1
\$13 and under \$14.....				2			1	3
\$14 and under \$15.....					1	2		3
\$15 and under \$16.....					2			2
\$16 and under \$17.....					2	2	1	5
\$17 and under \$18.....					1	5		6
\$18 and under \$19.....						10		10
\$19 and under \$20.....						6	3	9
\$20 and under \$21.....						11	1	12
\$22 and under \$23.....							2	2
\$23 and under \$24.....							1	1
Total.....			1	4	6	36	9	56
<i>Gripmen: Extra.</i>								
\$10 and under \$11.....				3				3
\$11 and under \$12.....					1			1
\$12 and under \$13.....					5			5
\$14 and under \$15.....					1	2		3
\$15 and under \$16.....					1			1
\$16 and under \$17.....							1	1
Total.....				3	8	2	1	14
<i>Conductors: Regular.</i>								
\$11 and under \$12.....				1				1
\$12 and under \$13.....				2			1	3
\$13 and under \$14.....				3	1			4
\$14 and under \$15.....						1		1
\$15 and under \$16.....					1		1	2
\$16 and under \$17.....					2			4
\$17 and under \$18.....						4		4
\$18 and under \$19.....						11		11
\$19 and under \$20.....						10	3	13
\$20 and under \$21.....						5	4	9
\$21 and under \$22.....							1	1
Total.....				6	4	32	11	53
<i>Conductors: Extra.</i>								
\$9 and under \$10.....				1				1
\$10 and under \$11.....				1				1
\$11 and under \$12.....					1			1
\$12 and under \$13.....					3			3
\$13 and under \$14.....						1		1
\$14 and under \$15.....						3		3
\$15 and under \$16.....						1		1
\$16 and under \$17.....							1	1
Total.....				2	4	5	1	12

MUNICIPAL RAILWAYS OF SAN FRANCISCO.

<i>Motormen: Regular.</i>								
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1					1
\$15 and under \$16.....					6			6
\$17 and under \$18.....						2		2
\$18 and under \$19.....						29		29
\$19 and under \$20.....						16	2	18
\$20 and under \$21.....						3		3

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TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAN FRANCISCO, CAL.—Continued.

MUNICIPAL RAILWAYS OF SAN FRANCISCO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$21 and under \$22							25	25
\$22 and under \$23							7	7
\$23 and under \$24							2	2
\$24 and under \$25							1	1
Total		2			6	50	37	95
<i>Motormen: Extra.</i>								
\$4 and under \$5		1						1
\$18 and under \$19						1		1
\$19 and under \$20						1	3	4
\$20 and under \$21							2	2
\$21 and under \$22							2	2
\$22 and under \$23							4	4
\$23 and under \$24							5	5
\$24 and under \$25							1	1
Total		1				2	17	20
<i>Conductors: Regular.</i>								
\$3 and under \$4	2							2
\$10 and under \$11				1				1
\$12 and under \$13				1				1
\$14 and under \$15				1				1
\$15 and under \$16								3
\$16 and under \$17					3			2
\$18 and under \$19					1			1
\$19 and under \$20						13		13
\$20 and under \$21						28	1	29
\$21 and under \$22						6		6
\$22 and under \$23						4	13	17
\$23 and under \$24						1	15	16
\$24 and under \$25							3	3
\$24 and under \$25							1	1
Total	2			3	4	53	33	95
<i>Conductors: Extra.</i>								
\$6 and under \$7			1					1
\$9 and under \$10			1					1
\$19 and under \$20							1	1
\$20 and under \$21						1		2
\$21 and under \$22							3	3
\$22 and under \$23							3	3
\$23 and under \$24							2	2
\$24 and under \$25							4	4
\$25 and under \$26							3	3
\$27 and under \$28							1	1
Total			2			1	18	21

UNITED RAILROADS OF SAN FRANCISCO.

<i>Motormen: Regular.</i>								
\$1 and under \$2	2							2
\$2 and under \$3	3							3
\$3 and under \$4	6							6
\$4 and under \$5		1	1			1		3
\$5 and under \$6		2						2
\$6 and under \$7		1	1					2
\$7 and under \$8			1					1
\$8 and under \$9			3	1				4
\$9 and under \$10			8					8
\$10 and under \$11			4		3			7

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAN FRANCISCO, CAL.—Continued.

UNITED RAILROADS OF SAN FRANCISCO—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular—Concluded.</i>								
\$11 and under \$12.....				3	1	2		6
\$12 and under \$13.....				7	1	1		9
\$13 and under \$14.....				3	5	3		11
\$14 and under \$15.....				2	12	5	1	20
\$15 and under \$16.....					11	19	1	31
\$16 and under \$17.....					6	24	5	35
\$17 and under \$18.....					8	60	8	76
\$18 and under \$19.....					2	48	31	81
\$19 and under \$20.....						53	29	82
\$20 and under \$21.....						52	48	100
\$21 and under \$22.....					1	36	41	78
\$22 and under \$23.....						7	31	38
\$23 and under \$24.....						7	45	52
\$24 and under \$25.....							31	31
\$25 and under \$26.....							27	27
\$26 and under \$27.....							6	6
\$28 and under \$29.....							1	1
Total.....	11	4	18	16	50	318	305	722
<i>Motormen: Extra.</i>								
Under \$1.....	3	2						5
\$1 and under \$2.....	5							5
\$2 and under \$3.....	8				2			10
\$3 and under \$4.....	6			1	1			8
\$4 and under \$5.....					1			1
\$5 and under \$6.....		6		1				7
\$6 and under \$7.....		1	2	1	1	2		7
\$7 and under \$8.....			1	1				2
\$8 and under \$9.....			1	1		2		4
\$9 and under \$10.....				6	1			7
\$10 and under \$11.....				4				4
\$11 and under \$12.....					3	5	1	9
\$12 and under \$13.....					5	6	3	14
\$13 and under \$14.....					6	11	2	19
\$14 and under \$15.....						11	10	21
\$15 and under \$16.....						12	20	32
\$16 and under \$17.....						6	9	15
\$17 and under \$18.....						4	17	21
\$18 and under \$19.....							9	9
\$19 and under \$20.....							3	3
\$20 and under \$21.....							2	2
Total.....	22	9	4	15	20	59	76	205
<i>Conductors: Regular.</i>								
\$1 and under \$2.....	2							2
\$2 and under \$3.....	1							1
\$3 and under \$4.....	3							3
\$4 and under \$5.....						1		1
\$5 and under \$6.....		2			1	1		4
\$6 and under \$7.....		4	2					6
\$7 and under \$8.....		1		1				2
\$8 and under \$9.....			1	1	1			3
\$9 and under \$10.....			3		1			4
\$10 and under \$11.....			2	1	1	1		5
\$11 and under \$12.....				4	3		1	8
\$12 and under \$13.....				5	5			10
\$13 and under \$14.....				5	12	4		21
\$14 and under \$15.....				3	23	5	1	32
\$15 and under \$16.....				1	18	22	1	42
\$16 and under \$17.....					11	31	3	45
\$17 and under \$18.....					5	57	8	70
\$18 and under \$19.....					4	69	27	100
\$19 and under \$20.....					2	40	31	73
\$20 and under \$21.....					1	43	55	99
\$21 and under \$22.....						25	40	65
\$22 and under \$23.....						8	30	38
\$23 and under \$24.....						1	42	43

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAN FRANCISCO, CAL.—Concluded.

UNITED RAILROADS OF SAN FRANCISCO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$24 and under \$25.....							18	18
\$25 and under \$26.....							15	15
\$26 and under \$27.....							4	4
\$27 and under \$28.....							1	1
Total.....	6	7	8	21	88	308	277	715
<i>Conductors: Extra.</i>								
Under \$1.....	6							6
\$1 and under \$2.....	10							10
\$2 and under \$3.....	9							9
\$3 and under \$4.....	7	4		1	1			13
\$4 and under \$5.....			2					2
\$5 and under \$6.....		1						1
\$6 and under \$7.....		1	1				1	3
\$7 and under \$8.....			2	1	1			4
\$8 and under \$9.....			4	2	3	1	1	11
\$9 and under \$10.....				3			1	4
\$10 and under \$11.....			1	6	5	2		14
\$11 and under \$12.....					4	5	1	10
\$12 and under \$13.....				1	5	4	2	12
\$13 and under \$14.....				1	10	9	6	25
\$14 and under \$15.....						21	12	33
\$15 and under \$16.....						14	10	24
\$16 and under \$17.....						7	14	21
\$17 and under \$18.....						1	8	9
\$18 and under \$19.....						1	8	9
\$19 and under \$20.....						1	2	2
\$20 and under \$21.....						1	1	1
\$21 and under \$22.....						1	1	1
Total.....	32	6	10	14	29	65	68	224

SAVANNAH, GA.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....			1	1				2
\$7 and under \$8.....					1			1
\$8 and under \$9.....						1		1
\$10 and under \$11.....					1		6	7
\$11 and under \$12.....						3	3	6
\$12 and under \$13.....						2	3	5
\$13 and under \$14.....						3	7	10
\$14 and under \$15.....						2	8	10
\$15 and under \$16.....							8	8
\$16 and under \$17.....							4	4
\$17 and under \$18.....							3	3
\$18 and under \$19.....							3	3
\$19 and under \$20.....							1	1
Total.....	1		1	1	2	11	46	62
<i>Motormen: Extra.</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....		2	1					3
\$5 and under \$6.....			1		1			2
\$6 and under \$7.....					1			1
\$7 and under \$8.....					1			1
\$8 and under \$9.....						1		1
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....						1		1
\$11 and under \$12.....							2	2
Total.....	1	2	2		3	4	3	15

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SAVANNAH, GA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$6 and under \$7					1			1
\$8 and under \$9				2	1			3
\$9 and under \$10					1	1	1	3
\$10 and under \$11							3	5
\$11 and under \$12					1	3	9	13
\$12 and under \$13						4	3	7
\$13 and under \$14							15	15
\$14 and under \$15							10	10
\$15 and under \$16						1	1	2
\$17 and under \$18							1	1
\$19 and under \$20							1	1
Total				2	5	10	44	61
<i>Conductors: Extra.</i>								
\$1 and under \$2	1							1
\$3 and under \$4		1						1
\$10 and under \$11						1		1
\$12 and under \$13							1	1
\$13 and under \$14							4	4
Total	1	1				1	5	8

SCRANTON, PA.

<i>Motormen: Regular.</i>								
\$4 and under \$5		1						1
\$5 and under \$6		1						1
\$6 and under \$7			1					1
\$7 and under \$8			1					1
\$8 and under \$9				1				1
\$9 and under \$10				4				4
\$10 and under \$11				1				3
\$11 and under \$12					3			7
\$12 and under \$13					3	4		2
\$13 and under \$14					1		1	2
\$14 and under \$15						13	1	14
\$15 and under \$16						14	7	21
\$16 and under \$17						6	18	24
\$17 and under \$18						1	13	14
\$18 and under \$19							20	20
\$19 and under \$20							7	7
Total		2	2	6	7	38	67	122
<i>Motormen: Extra.</i>								
\$1 and under \$2	2							2
\$4 and under \$5					1			1
\$6 and under \$7							1	1
\$9 and under \$10						1		1
\$10 and under \$11					2	2	1	5
\$11 and under \$12						1	1	2
\$12 and under \$13						2	3	5
\$13 and under \$14						3	1	4
\$14 and under \$15						1	1	2
\$15 and under \$16							5	5
\$17 and under \$18						1	2	3
\$19 and under \$20						1		1
Total	2				3	12	15	32

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SCRANTON, PA.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular.</i>								
\$1 and under \$2	1							1
\$4 and under \$5		3						3
\$5 and under \$6		1						1
\$6 and under \$7			1					1
\$7 and under \$8			2					2
\$8 and under \$9			1					1
\$9 and under \$10				1	1			2
\$10 and under \$11				5	4			9
\$11 and under \$12				1	5	2		8
\$12 and under \$13					4	4	1	9
\$13 and under \$14					6	5	1	12
\$14 and under \$15						14		14
\$15 and under \$16						17	3	20
\$16 and under \$17						7	7	14
\$17 and under \$18							15	15
\$18 and under \$19							6	6
\$19 and under \$20							4	4
\$20 and under \$21							2	2
Total	1	4	4	7	20	49	39	124
<i>Conductors: Extra.</i>								
\$6 and under \$7			1					1
\$7 and under \$8					1			1
\$8 and under \$9					1	2		3
\$9 and under \$10					3			3
\$10 and under \$11					1	3	1	5
\$11 and under \$12					1	3		4
\$12 and under \$13						2	1	3
\$13 and under \$14						3		3
\$14 and under \$15							6	6
\$15 and under \$16						1	3	4
\$16 and under \$17						1	2	3
\$17 and under \$18							1	1
\$18 and under \$19							1	1
\$22 and under \$23							1	1
Total			1		6	15	16	38

SEATTLE, WASH.

SEATTLE MUNICIPAL STREET RAILWAY.

<i>Motormen: Regular.</i>								
\$14 and under \$15					1			1
\$17 and under \$18						1		1
\$18 and under \$19						1		1
\$20 and under \$21							2	2
\$22 and under \$23							1	1
\$25 and under \$26							2	2
Total					1	2	5	8
<i>Motormen: Extra.</i>								
\$14 and under \$15							1	1
<i>Conductors: Regular.</i>								
\$14 and under \$15					1			1
\$17 and under \$18						1		1
\$18 and under \$19						1		1
\$20 and under \$21							2	2
\$22 and under \$23							1	1
\$23 and under \$24							2	2
Total					1	2	5	8

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SEATTLE, WASH.—Concluded.

SEATTLE MUNICIPAL STREET RAILWAY—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra.</i>								
\$20 and under \$21.....							1	1
\$22 and under \$23.....						1		1
Total.....						1	1	2

SEATTLE, RENTON & SOUTHERN RAILWAY CO.

[Extra men who reported for duty 3 times each day and remained at the barn 2 hours after each report were guaranteed \$20 per half month.]

<i>Motormen: Regular.</i>								
\$9 and under \$10.....				1				1
\$12 and under \$13.....						1		1
\$13 and under \$14.....				1				1
\$14 and under \$15.....					1	1		2
\$15 and under \$16.....					1	1		2
\$16 and under \$17.....							1	1
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....						2	4	6
\$19 and under \$20.....						3	3	6
\$20 and under \$21.....							2	2
\$21 and under \$22.....							3	3
\$22 and under \$23.....							2	2
Total.....				2	2	9	16	29
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$2 and under \$3.....	1							1
\$3 and under \$4.....					1			1
\$4 and under \$5.....						1		1
\$12 and under \$13.....						1		1
\$14 and under \$15.....						1		1
\$16 and under \$17.....						1		1
\$18 and under \$19.....							1	1
Total.....	2				1	4	1	8
<i>Conductors: Regular.</i>								
\$10 and under \$11.....				1				1
\$11 and under \$12.....				1				1
\$12 and under \$13.....					1	1		2
\$14 and under \$15.....						1		1
\$15 and under \$16.....						2		2
\$16 and under \$17.....						5		5
\$17 and under \$18.....							4	4
\$18 and under \$19.....						2	1	3
\$19 and under \$20.....						1	3	4
\$20 and under \$21.....							2	2
\$22 and under \$23.....							2	2
\$23 and under \$24.....							1	1
Total.....				2	1	12	13	28
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....					1			1
\$3 and under \$4.....					1			1
\$8 and under \$9.....				1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....						1		1
\$15 and under \$16.....						1		1
\$16 and under \$17.....						1		1
\$19 and under \$20.....							1	1
Total.....	1			1	3	3	1	9

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SIOUX CITY, IOWA.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$6 and under \$7.....			1					1
\$9 and under \$10.....					1			1
\$11 and under \$12.....				1	1			3
\$12 and under \$13.....						1		1
\$13 and under \$14.....							2	2
\$14 and under \$15.....							1	1
\$15 and under \$16.....					1	1	3	5
\$16 and under \$17.....						2	10	12
\$17 and under \$18.....							9	9
\$18 and under \$19.....							7	7
\$19 and under \$20.....							3	3
\$20 and under \$21.....							3	3
\$21 and under \$22.....							2	2
\$22 and under \$23.....							1	1
\$23 and under \$24.....							4	4
\$24 and under \$25.....							1	1
Total.....	2		1	1	3	4	47	58
<i>Motormen: Extra.</i>								
\$12 and under \$13.....						1		1
\$13 and under \$14.....							2	2
\$14 and under \$15.....							2	2
\$15 and under \$16.....							2	2
\$16 and under \$17.....							2	2
Total.....						1	8	9
<i>Conductors: Regular.</i>								
\$6 and under \$7.....			1					1
\$8 and under \$9.....			1					1
\$9 and under \$10.....				2				2
\$10 and under \$11.....				2				2
\$11 and under \$12.....						1		1
\$12 and under \$13.....						2	2	4
\$13 and under \$14.....					1		1	2
\$14 and under \$15.....						3	5	8
\$15 and under \$16.....					1	2	5	8
\$16 and under \$17.....							4	4
\$17 and under \$18.....							10	10
\$18 and under \$19.....						1	3	4
\$19 and under \$20.....							1	1
Total.....			2	4	2	9	31	48
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....				1				1
\$3 and under \$4.....		1						1
\$6 and under \$7.....					1			1
\$10 and under \$11.....							1	1
\$11 and under \$12.....							3	3
\$13 and under \$14.....						1	3	4
\$14 and under \$15.....							4	4
Total.....	1	1		1	1	1	11	16

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SOUTH BEND, IND.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular.</i>								
\$7 and under \$8				1				1
\$9 and under \$10				1	1			2
\$10 and under \$11					1			1
\$11 and under \$12					2			2
\$12 and under \$13							1	1
\$13 and under \$14						2	1	3
\$14 and under \$15						3	3	6
\$15 and under \$16						2	11	13
\$16 and under \$17							6	6
\$17 and under \$18							6	6
\$18 and under \$19							2	2
Total				2	4	7	30	43
<i>Motormen: Extra.</i>								
\$1 and under \$2	2							2
\$5 and under \$9					1	1		2
\$12 and under \$13						1	1	2
\$13 and under \$14						1	6	7
\$14 and under \$15							1	1
\$15 and under \$16							1	1
Total	2				1	3	9	15
<i>Conductors: Regular.</i>								
\$4 and under \$5		1						1
\$9 and under \$10				1				1
\$11 and under \$12						1		1
\$12 and under \$13					1		1	2
\$14 and under \$15						3	6	9
\$15 and under \$16						1	10	11
\$16 and under \$17							10	10
\$17 and under \$18							4	4
\$18 and under \$19							3	3
Total		1		1	1	5	34	42
<i>Conductors: Extra.</i>								
\$9 and under \$10				1				1
\$12 and under \$13							3	3
\$13 and under \$14							1	1
\$14 and under \$15							3	3
\$15 and under \$16							3	3
Total				1			10	11

SPOKANE, WASH.

SPOKANE & INLAND EMPIRE RAILROAD CO.

<i>Motormen: Regular.</i>								
\$11 and under \$12					1		1	2
\$12 and under \$13				1		1		2
\$14 and under \$15					1	1		2
\$15 and under \$16					1	2	1	4
\$17 and under \$18					2	5	3	10
\$18 and under \$19						6	5	11
\$19 and under \$20						2	8	10
\$20 and under \$21						1	10	11
\$21 and under \$22							11	11
\$22 and under \$23							9	9
\$23 and under \$24							4	4
Total				1	5	18	52	76

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPOKANE, WASH.—Continued.

SPOKANE & INLAND EMPIRE RAILROAD CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra.</i>								
\$5 and under \$6			1					1
\$6 and under \$7			1					1
\$8 and under \$9			1					1
\$9 and under \$10							1	1
\$10 and under \$11							1	1
\$11 and under \$12						2		2
\$12 and under \$13						1		1
\$13 and under \$14					1			1
\$15 and under \$16							2	2
\$16 and under \$17							2	2
\$17 and under \$18							5	5
\$19 and under \$20							1	1
Total			3		1	3	12	19
<i>Conductors: Regular.</i>								
\$10 and under \$11					1		1	2
\$12 and under \$13				2	1	1		4
\$13 and under \$14				1	1		1	3
\$14 and under \$15							1	1
\$15 and under \$16					3	3		6
\$16 and under \$17						1		1
\$17 and under \$18						3	2	5
\$18 and under \$19						4	2	6
\$19 and under \$20						1	12	13
\$20 and under \$21						1	12	13
\$21 and under \$22							10	10
\$22 and under \$23							7	7
\$23 and under \$24							2	2
\$24 and under \$25							2	2
Total			3	3	6	14	52	75
<i>Conductors: Extra.</i>								
\$3 and under \$4		1						1
\$5 and under \$6			1					1
\$6 and under \$7			1		1			2
\$7 and under \$8			1					1
\$9 and under \$10							1	1
\$10 and under \$11					1	1		2
\$11 and under \$12					1			1
\$12 and under \$13				1			1	2
\$13 and under \$14							1	1
\$14 and under \$15						1		1
\$15 and under \$16							3	3
\$17 and under \$18							1	1
\$18 and under \$19							2	2
\$20 and under \$21							1	1
\$21 and under \$22							1	1
\$22 and under \$23							1	1
Total		1	3	1	3	2	12	22

THE WASHINGTON WATER POWER CO.

<i>Motormen: Regular.</i>								
\$1 and under \$2			1					1
\$5 and under \$6			1					1
\$6 and under \$7			1					1
\$9 and under \$10				1		1		2
\$10 and under \$11					1			1
\$11 and under \$12					1	2		3
\$13 and under \$14							1	1
\$14 and under \$15						6		6

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPOKANE, WASH.—Concluded.

THE WASHINGTON WATER POWER CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular—Concluded.</i>								
\$15 and under \$16.....					5	1		6
\$16 and under \$17.....					4	3	2	9
\$17 and under \$18.....						10	3	13
\$18 and under \$19.....						6	6	12
\$19 and under \$20.....						2	6	8
\$20 and under \$21.....						3	10	13
\$21 and under \$22.....							14	14
\$22 and under \$23.....							3	3
\$23 and under \$24.....							3	3
Total.....		3	1	2	18	26	47	97
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$6 and under \$7.....					1			1
\$7 and under \$8.....					1			1
\$8 and under \$9.....				2				2
\$9 and under \$10.....							1	1
\$10 and under \$11.....						1		1
\$11 and under \$12.....					1			2
\$12 and under \$13.....					1	3		4
\$13 and under \$14.....						5	4	9
\$14 and under \$15.....						3	2	5
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....	1			2	4	13	9	¹ 29
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		3						3
\$8 and under \$9.....				1				1
\$11 and under \$12.....				1				1
\$12 and under \$13.....				1	1			2
\$13 and under \$14.....					3			3
\$14 and under \$15.....					4			4
\$15 and under \$16.....					3	5		8
\$16 and under \$17.....					3	6	1	7
\$17 and under \$18.....						11	1	12
\$18 and under \$19.....						9	5	14
\$19 and under \$20.....						3	4	7
\$20 and under \$21.....						1	16	17
\$21 and under \$22.....							10	10
\$22 and under \$23.....							5	5
\$23 and under \$24.....							3	3
\$24 and under \$25.....							1	1
Total.....		3		3	11	35	46	² 98
<i>Conductors: Extra.</i>								
\$3 and under \$4.....		1						1
\$5 and under \$6.....			1					1
\$8 and under \$9.....				1	1			2
\$9 and under \$10.....				1				1
\$10 and under \$11.....				1		1		2
\$11 and under \$12.....					1			1
\$12 and under \$13.....					1	6	1	8
\$13 and under \$14.....						4	3	7
\$15 and under \$16.....						1	1	2
Total.....		1	1	3	3	12	5	¹ 25

¹ Not including 2 who also did other work.

² Not including 1 who also did other work.

1000 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPRINGFIELD, ILL.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	2							2
\$7 and under \$8.....				2				2
\$8 and under \$9.....					2			2
\$9 and under \$10.....					4			4
\$10 and under \$11.....					5	4		9
\$11 and under \$12.....					2	3		5
\$12 and under \$13.....				1		4	4	9
\$13 and under \$14.....						5	5	10
\$14 and under \$15.....							4	4
\$15 and under \$16.....							10	10
\$16 and under \$17.....							6	6
\$17 and under \$18.....							1	1
Total.....	2			3	13	16	30	64
<i>Motormen: Extra.</i>								
\$3 and under \$4.....			1					1
\$4 and under \$5.....			1					1
\$5 and under \$6.....			1					1
\$8 and under \$9.....					2	1		3
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....						3	2	5
\$11 and under \$12.....						1	3	4
\$13 and under \$14.....							1	1
Total.....			3		2	7	7	19
<i>Conductors: Regular.</i>								
\$3 and under \$4.....		1						1
\$6 and under \$7.....				1				2
\$7 and under \$8.....				2		1		2
\$8 and under \$9.....				1				5
\$9 and under \$10.....					4			3
\$10 and under \$11.....					3			3
\$11 and under \$12.....					2		1	6
\$12 and under \$13.....						2	4	7
\$13 and under \$14.....						6	6	12
\$14 and under \$15.....						1	8	9
\$15 and under \$16.....						1	7	7
\$16 and under \$17.....							5	5
\$19 and under \$20.....							1	1
\$21 and under \$22.....							1	1
Total.....		1		4	9	12	38	64
<i>Conductors: Extra.</i>								
\$1 and under \$2.....	1							1
\$3 and under \$4.....	1							1
\$5 and under \$6.....			1					1
\$6 and under \$7.....			1					1
\$8 and under \$9.....					1			1
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....						1		1
\$11 and under \$12.....							3	4
\$12 and under \$13.....						1	4	5
Total.....	2		2		2	4	7	17

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPRINGFIELD, MASS.

[Extra men who reported for duty as required were guaranteed a day's pay based on years of service.]

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$8 and under \$9.....			1					1
\$9 and under \$10.....				1				1
\$10 and under \$11.....					1			1
\$12 and under \$13.....				1		1		2
\$13 and under \$14.....					4	4		8
\$14 and under \$15.....					7	6		13
\$15 and under \$16.....						8	2	10
\$16 and under \$17.....					1	5	1	7
\$17 and under \$18.....			1		3	20	2	26
\$18 and under \$19.....					1	9	15	25
\$19 and under \$20.....						3	21	24
\$20 and under \$21.....						6	19	25
\$21 and under \$22.....						6	4	10
\$22 and under \$23.....							3	3
\$23 and under \$24.....							4	4
\$24 and under \$25.....						1	4	5
\$25 and under \$26.....							4	4
Total.....			2	2	17	69	79	1169
<i>Motormen: Extra.</i>								
\$3 and under \$4.....		1						1
\$6 and under \$7.....					1			1
\$8 and under \$9.....			2					2
\$11 and under \$12.....				1	1			2
\$12 and under \$13.....				1		1		3
\$14 and under \$15.....					3	3		6
\$15 and under \$16.....						3	1	4
\$16 and under \$17.....					1	2	1	4
\$17 and under \$18.....						4		4
\$18 and under \$19.....						2	3	5
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....							6	6
\$21 and under \$22.....							4	4
\$22 and under \$23.....						1	5	6
\$24 and under \$25.....						1	1	2
\$25 and under \$26.....							1	1
\$26 and under \$27.....							1	1
Total.....		1	2	2	7	18	29	259
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		1						1
\$7 and under \$8.....			1					1
\$8 and under \$9.....			1					1
\$9 and under \$10.....				1				1
\$10 and under \$11.....				2				3
\$11 and under \$12.....			1	2				2
\$12 and under \$13.....					2			2
\$13 and under \$14.....				1	2	1		4
\$14 and under \$15.....					4	12		16
\$15 and under \$16.....					1	12		13
\$16 and under \$17.....					1	7	4	12
\$17 and under \$18.....					4	22	5	31
\$18 and under \$19.....						7	9	16
\$19 and under \$20.....					1	8	21	30
\$20 and under \$21.....						2	12	14
\$21 and under \$22.....						4	5	9
\$22 and under \$23.....							4	4
\$23 and under \$24.....						2	4	6
\$24 and under \$25.....						1	2	3
\$25 and under \$26.....							2	2
\$27 and under \$28.....							1	1
Total.....		1	3	6	15	78	69	172

¹ Not including 1 who also did other work

² Not including 5 who also did other work.

1002 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPRINGFIELD, MASS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra.</i>								
\$2 and under \$3	2							2
\$5 and under \$6		2						2
\$6 and under \$7			1					1
\$7 and under \$8		1						1
\$9 and under \$10				3				3
\$11 and under \$12					3			3
\$12 and under \$13				1	2			3
\$13 and under \$14					1	3		4
\$14 and under \$15					1	8	1	10
\$15 and under \$16					1	6		7
\$16 and under \$17					1	5	1	7
\$17 and under \$18					1	3		4
\$18 and under \$19						1	3	4
\$19 and under \$20							5	6
\$20 and under \$21					1		2	3
\$21 and under \$22						1	3	3
\$22 and under \$23							1	1
\$23 and under \$24							2	2
\$24 and under \$25							1	1
Total	2	3	1	4	11	27	19	67

SPRINGFIELD, OHIO.

<i>Motormen: Regular.</i>								
\$4 and under \$5		1						1
\$6 and under \$7			1					1
\$8 and under \$9					1			1
\$11 and under \$12					2			2
\$12 and under \$13					1			1
\$13 and under \$14						10	1	11
\$14 and under \$15						5	1	6
\$15 and under \$16							10	10
\$16 and under \$17						1	13	14
\$17 and under \$18							3	3
\$18 and under \$19							7	7
Total		1	1		4	16	35	57
<i>Motormen: Extra.</i>								
Under \$1	1							1
\$1 and under \$2			1					1
\$2 and under \$3	1							1
\$5 and under \$6				1				1
\$6 and under \$7					1			1
\$7 and under \$8						1		1
\$8 and under \$9					1			1
\$10 and under \$11					1			1
\$11 and under \$12						1		1
\$12 and under \$13						1	1	2
\$13 and under \$14							2	2
\$14 and under \$15							1	1
Total	2		1	1	3	3	4	14
<i>Conductors: Regular.</i>								
\$2 and under \$3	1							1
\$4 and under \$5		2						2
\$7 and under \$8			1					1
\$9 and under \$10				2				2
\$10 and under \$11				1				1
\$11 and under \$12					4			4
\$12 and under \$13					1	3		4
\$13 and under \$14						3	2	5
\$14 and under \$15							2	2
\$15 and under \$16						2	9	11

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SPRINGFIELD, OHIO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$16 and under \$17.....							9	9
\$17 and under \$18.....							9	9
\$18 and under \$19.....							4	4
Total.....	1	2	1	3	5	8	35	55
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$2 and under \$3.....	1							1
\$4 and under \$5.....				1				1
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1					1
\$8 and under \$9.....				1	1			2
\$11 and under \$12.....					1			1
\$14 and under \$15.....							2	2
\$15 and under \$16.....							4	4
\$16 and under \$17.....							2	2
Total.....	2		2	2	2		8	16

SUPERIOR, WIS.

[Extra men who reported for duty as required were guaranteed 7 hours' pay per day during first 3 months' service; 8 hours' pay during second 3 months; and 9 hours' pay thereafter until given a regular run.]

<i>Motormen: Regular.</i>								
\$11 and under \$12.....					1		1	2
\$13 and under \$14.....						2		2
\$14 and under \$15.....						3		3
\$15 and under \$16.....						3	1	4
\$16 and under \$17.....						2		2
\$17 and under \$18.....						1	1	2
\$18 and under \$19.....							4	4
\$19 and under \$20.....							1	1
\$20 and under \$21.....							3	3
\$21 and under \$22.....							1	1
Total.....					1	11	12	24
<i>Motormen: Extra.</i>								
\$2 and under \$3.....	1							1
\$5 and under \$6.....			1					1
\$7 and under \$8.....			1					1
\$9 and under \$10.....				1				1
\$11 and under \$12.....					1			1
\$12 and under \$13.....						1		1
\$13 and under \$14.....							1	1
\$14 and under \$15.....						1		1
\$16 and under \$17.....							2	2
\$17 and under \$18.....							1	1
Total.....	1		2	1	1	2	4	11
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	1							1
\$6 and under \$7.....			2					2
\$7 and under \$8.....			1					1
\$9 and under \$10.....					1			1
\$10 and under \$11.....						1		1
\$11 and under \$12.....					1		1	2
\$13 and under \$14.....						1		1
\$14 and under \$15.....						1		1
\$15 and under \$16.....							1	1

1004 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SUPERIOR, WIS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$16 and under \$17.....						3	3	6
\$17 and under \$18.....							6	6
\$18 and under \$19.....						1	3	4
\$19 and under \$20.....							1	1
Total.....	1		3		2	7	15	28
<i>Conductors: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$12 and under \$13.....					1	2		3
\$15 and under \$16.....							2	2
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....	3				1	2	4	10

SYRACUSE, N. Y.

<i>Motormen: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....			1					1
\$5 and under \$6.....		1						1
\$6 and under \$7.....			1					1
\$8 and under \$9.....			1					2
\$9 and under \$10.....				1		1		2
\$10 and under \$11.....				3				3
\$11 and under \$12.....					4	1		5
\$12 and under \$13.....					1	1		2
\$13 and under \$14.....					3	2		5
\$14 and under \$15.....					1	4	2	7
\$15 and under \$16.....						7	7	14
\$16 and under \$17.....						19	5	24
\$17 and under \$18.....						1	11	12
\$18 and under \$19.....							30	30
\$19 and under \$20.....							14	14
\$20 and under \$21.....							2	2
\$21 and under \$22.....							3	3
Total.....	1	1	3	5	9	36	74	129
<i>Motormen: Extra (who did no other work).</i>								
\$5 and under \$6.....					1			1
\$7 and under \$8.....				1			2	3
\$8 and under \$9.....						1		1
\$9 and under \$10.....						1	1	2
\$10 and under \$11.....							1	1
\$11 and under \$12.....							1	1
\$12 and under \$13.....						1	1	2
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....								1
\$16 and under \$17.....								1
\$18 and under \$19.....						2	1	3
\$20 and under \$21.....							1	1
Total.....				1	1	9	11	22

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SYRACUSE, N. Y.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Conductors: Regular (who did no other work).</i>								
\$4 and under \$5.....		1						1
\$5 and under \$6.....		2						2
\$6 and under \$7.....			1					1
\$9 and under \$10.....				1	5			2
\$10 and under \$11.....				2	5			7
\$11 and under \$12.....					2	1		3
\$12 and under \$13.....					2	1	1	4
\$13 and under \$14.....					5	2		7
\$14 and under \$15.....					2	6	1	9
\$15 and under \$16.....						7	3	10
\$16 and under \$17.....						19	6	25
\$17 and under \$18.....						10	11	21
\$18 and under \$19.....							21	21
\$19 and under \$20.....							12	12
\$20 and under \$21.....							3	3
Total.....		3	1	3	17	46	58	128
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....	1							1
\$2 and under \$3.....		1						1
\$4 and under \$5.....				1				1
\$5 and under \$6.....				1	1	2		4
\$7 and under \$8.....				1				1
\$8 and under \$9.....					1	1	1	3
\$9 and under \$10.....					1	1		2
\$10 and under \$11.....							3	3
\$11 and under \$12.....						2		2
\$12 and under \$13.....							3	3
\$13 and under \$14.....						1	1	2
\$14 and under \$15.....						1		1
\$15 and under \$16.....						1		1
\$16 and under \$17.....						1	1	2
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
\$20 and under \$21.....							1	1
Total.....	1	1		3	3	10	12	30
<i>Motormen: Regular (who also did other work).</i>								
\$11 and under \$12.....					1			1
\$13 and under \$14.....							1	1
\$14 and under \$15.....					2			2
\$16 and under \$17.....					1	2	3	6
\$17 and under \$18.....							1	1
\$18 and under \$19.....							2	2
\$19 and under \$20.....							2	2
\$20 and under \$21.....							3	3
Total.....					4	2	12	18
<i>Motormen: Extra (who also did other work).</i>								
\$5 and under \$6.....			1	2	1	1		5
\$6 and under \$7.....			1	1	2	1		4
\$7 and under \$8.....				2	4	2		8
\$8 and under \$9.....				2	4	2		11
\$9 and under \$10.....			1		1	6	3	11
\$10 and under \$11.....					1	11	2	14
\$11 and under \$12.....					1	4	4	9
\$12 and under \$13.....						3	8	11
\$13 and under \$14.....					1	3	6	10
\$14 and under \$15.....						1	6	7
\$15 and under \$16.....						1	2	3
\$16 and under \$17.....							3	3
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
\$19 and under \$20.....						1		1
Total.....			3	5	11	33	36	88

1006 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

SYRACUSE, N. Y.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular (who also did other work).</i>								
\$12 and under \$13.....					2			2
\$14 and under \$15.....					2			4
\$15 and under \$16.....						2		2
\$16 and under \$17.....						1		1
\$17 and under \$18.....						1	1	2
\$19 and under \$20.....							4	4
\$20 and under \$21.....							3	3
\$22 and under \$23.....							1	1
Total.....					4	5	9	18
<i>Conductors: Extra (who also did other work).</i>								
\$3 and under \$4.....				1				1
\$4 and under \$5.....			1		1			2
\$5 and under \$6.....				2				2
\$6 and under \$7.....				1	1			3
\$7 and under \$8.....				1	2			3
\$8 and under \$9.....			1					4
\$9 and under \$10.....						2	1	3
\$10 and under \$11.....						4	8	12
\$11 and under \$12.....					4	6	7	17
\$12 and under \$13.....						6	3	9
\$13 and under \$14.....						3	4	7
\$14 and under \$15.....					1		5	6
\$15 and under \$16.....						1	6	7
\$16 and under \$17.....						2	4	6
\$17 and under \$18.....							1	1
\$18 and under \$19.....							1	1
\$19 and under \$20.....							1	1
Total.....			2	5	9	26	41	83

TACOMA, WASH.

<i>Motormen: Regular (who did no other work).</i>								
\$4 and under \$5.....			1					1
\$7 and under \$8.....				1				1
\$9 and under \$10.....				2				2
\$10 and under \$11.....				2				2
\$12 and under \$13.....					2		1	3
\$13 and under \$14.....					2	2		4
\$14 and under \$15.....					2		1	3
\$15 and under \$16.....					1	9	1	11
\$16 and under \$17.....						5	6	11
\$17 and under \$18.....						2	13	15
\$18 and under \$19.....						2	18	20
\$19 and under \$20.....							10	10
\$20 and under \$21.....							8	8
\$21 and under \$22.....							5	5
\$23 and under \$24.....							3	3
Total.....			1	5	7	22	66	101
<i>Motormen: Extra (who did no other work).</i>								
\$3 and under \$4.....		1						1
\$6 and under \$7.....			1					1
\$7 and under \$8.....					1			1
\$8 and under \$9.....				1		1	1	3
\$9 and under \$10.....						1		1
\$10 and under \$11.....							4	4
\$11 and under \$12.....					1	1		2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

TACOMA, WASH.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Extra (who did no other work)—Concluded.</i>								
\$12 and under \$13.....					1		1	2
\$13 and under \$14.....							2	2
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....						1	3	4
Total.....		1	1	1	3	6	12	24
<i>Conductors: Regular (who did no other work).</i>								
\$2 and under \$3.....	1							1
\$7 and under \$8.....			1					1
\$9 and under \$10.....			1	1	1			3
\$10 and under \$11.....			1	1		1		2
\$12 and under \$13.....					5	2		7
\$13 and under \$14.....					1	2	2	5
\$14 and under \$15.....						5	3	8
\$15 and under \$16.....						8	5	13
\$16 and under \$17.....						3	10	13
\$17 and under \$18.....							15	15
\$18 and under \$19.....						2	13	15
\$19 and under \$20.....						1	11	12
\$20 and under \$21.....							5	5
\$21 and under \$22.....							2	2
\$23 and under \$24.....							1	2
\$24 and under \$25.....							2	2
Total.....	1		2	2	7	24	1 69	1 105
<i>Conductors: Extra (who did no other work).</i>								
Under \$1.....		1						1
\$3 and under \$4.....			1					1
\$5 and under \$6.....			5					5
\$6 and under \$7.....					1			1
\$8 and under \$9.....						1		1
\$9 and under \$10.....					1			1
\$11 and under \$12.....						1	2	3
\$12 and under \$13.....							1	1
\$13 and under \$14.....						1	3	4
\$14 and under \$15.....						1	3	4
\$15 and under \$16.....							1	1
\$16 and under \$17.....							2	2
\$17 and under \$18.....						1	1	2
Total.....		1	6		2	5	13	27
<i>Gripmen: Regular (who did no other work).</i>								
\$12 and under \$13.....					1			1
\$15 and under \$16.....							1	1
\$16 and under \$17.....							2	2
\$17 and under \$18.....							2	2
\$19 and under \$20.....							1	1
Total.....					1		6	7
<i>Gripmen: Extra (who did no other work).</i>								
\$11 and under \$12.....							1	1
<i>Motormen: Extra (who also did other work).</i>								
\$8 and under \$9.....				1				1
\$9 and under \$10.....						1		1
\$10 and under \$11.....			1					1
\$12 and under \$13.....				1			1	2
\$15 and under \$16.....						1	1	2
Total.....			1	2		2	2	7

¹ Not including 1 who also did other work.

1008 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

TACOMA, WASH.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra (who also did other work).</i>								
\$12 and under \$13.....							2	2
\$13 and under \$14.....						1		1
\$15 and under \$16.....						1	1	2
\$16 and under \$17.....							1	1
\$17 and under \$18.....							1	1
Total.....						2	5	7

TOLEDO, OHIO.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	2							2
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1						1
\$6 and under \$7.....				1				1
\$7 and under \$8.....			2	1	1			4
\$8 and under \$9.....			2	2	2			6
\$9 and under \$10.....					1			1
\$10 and under \$11.....				6	2	2		10
\$11 and under \$12.....				4	2	4		10
\$12 and under \$13.....					6	3	6	15
\$13 and under \$14.....					16	8		24
\$14 and under \$15.....					5	11	8	24
\$15 and under \$16.....						25	5	30
\$16 and under \$17.....						20	17	37
\$17 and under \$18.....						7	17	24
\$18 and under \$19.....						4	27	31
\$19 and under \$20.....						4	13	13
\$20 and under \$21.....							1	1
\$21 and under \$22.....							2	2
\$22 and under \$23.....							1	1
Total.....	2	3	4	14	35	81	97	¹ 239
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....		1	1	1				3
\$3 and under \$4.....		2						2
\$4 and under \$5.....				3				3
\$5 and under \$6.....					1			1
\$6 and under \$7.....				1	1	1		3
\$7 and under \$8.....				1	2	1		4
\$8 and under \$9.....					2	3	1	6
\$9 and under \$10.....				1	1	2	3	7
\$10 and under \$11.....						9	5	14
\$11 and under \$12.....					1	2	12	15
\$12 and under \$13.....						4	15	19
\$13 and under \$14.....						1	11	12
\$14 and under \$15.....							5	5
\$15 and under \$16.....							6	6
\$16 and under \$17.....							3	3
\$17 and under \$18.....							1	1
Total.....	1	3	1	7	8	23	62	² 105
<i>Conductors: Regular.</i>								
Under \$1.....	1							1
\$2 and under \$3.....	2	2						4
\$3 and under \$4.....			1					1
\$4 and under \$5.....		1	1					2
\$5 and under \$6.....		2	2	1	1			6

¹ Not including 5 who also did other work.

² Not including 4 who also did other work.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

TOLEDO, OHIO—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Regular—Concluded.</i>								
\$6 and under \$7			2	1				3
\$7 and under \$8			3	4				7
\$8 and under \$9					1			1
\$9 and under \$10			1	1				2
\$10 and under \$11				5	4		1	10
\$11 and under \$12				3	3	2	2	10
\$12 and under \$13				1	3	1	2	7
\$13 and under \$14					11	1	1	26
\$14 and under \$15					14	7		22
\$15 and under \$16					2	20	9	29
\$16 and under \$17						18	16	34
\$17 and under \$18						10	21	31
\$18 and under \$19						1	13	14
\$19 and under \$20							14	14
\$20 and under \$21							5	5
\$21 and under \$22							1	1
Total	3	5	10	16	29	76	92	1 231
<i>Conductors: Extra.</i>								
Under \$1	1							1
\$2 and under \$3	1							2
\$3 and under \$4		2						2
\$5 and under \$6		2						4
\$6 and under \$7			2		1			3
\$7 and under \$8			2		2			4
\$8 and under \$9				2	1			3
\$9 and under \$10				1	3		1	5
\$10 and under \$11					5	1	2	13
\$11 and under \$12						5	3	8
\$12 and under \$13						1	4	5
\$13 and under \$14						2	10	12
\$14 and under \$15						3	9	12
\$15 and under \$16						2	12	14
\$16 and under \$17							9	9
\$17 and under \$18							8	8
\$18 and under \$19							4	4
\$19 and under \$20							2	2
\$19 and under \$20							1	1
Total	2	4	4	3	13	14	65	2 105

TOPEKA, KANS.

<i>Motormen: Regular.</i>								
\$2 and under \$3	1							1
\$3 and under \$4		1						1
\$9 and under \$10				1				1
\$10 and under \$11				1				1
\$11 and under \$12					1			1
\$12 and under \$13							1	1
\$13 and under \$14						2	1	3
\$14 and under \$15						2	2	4
\$15 and under \$16						3	3	6
\$16 and under \$17						4	6	10
\$17 and under \$18							9	9
\$18 and under \$19							8	8
Total	1	1		2	1	11	25	41

¹ Not including 7 who also did other work.

² Not including 1 who also did otherwork.

1010 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

TOPEKA, KANS.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra.</i>								
\$5 and under \$6.....			1					1
\$6 and under \$7.....				1				1
\$12 and under \$13.....						1	4	5
\$13 and under \$14.....							5	5
\$14 and under \$15.....							2	2
\$15 and under \$16.....							3	3
Total.....			1	1		1	14	17
<i>Conductors: Regular.</i>								
\$5 and under \$6.....		1						1
\$7 and under \$8.....			1					1
\$8 and under \$9.....			1	2				3
\$9 and under \$10.....					1			1
\$12 and under \$13.....					2			3
\$13 and under \$14.....					1	1	2	4
\$14 and under \$15.....						3	2	5
\$15 and under \$16.....						3	4	7
\$16 and under \$17.....						2	8	10
\$17 and under \$18.....							2	2
\$18 and under \$19.....							4	4
Total.....		1	2	2	4	9	23	41
<i>Conductors: Extra.</i>								
\$6 and under \$7.....			1					1
\$9 and under \$10.....				1				1
\$11 and under \$12.....							1	1
\$12 and under \$13.....							1	1
\$13 and under \$14.....						1	5	6
\$15 and under \$16.....							1	1
\$17 and under \$18.....							1	1
Total.....			1	1		1	9	12

WASHINGTON, D. C.

CAPITAL TRACTION CO.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$4 and under \$5.....		7						7
\$6 and under \$7.....			2					2
\$8 and under \$9.....				2				2
\$9 and under \$10.....				5				5
\$10 and under \$11.....							1	1
\$11 and under \$12.....					11	6		17
\$12 and under \$13.....					2	6	1	9
\$13 and under \$14.....					1	88	4	93
\$14 and under \$15.....						22	5	27
\$15 and under \$16.....					1	15	33	49
\$16 and under \$17.....							17	17
\$17 and under \$18.....						1	19	20
\$18 and under \$19.....							4	4
\$19 and under \$20.....							2	2
\$20 and over.....							1	1
Total.....	1	7	2	7	15	138	87	257
<i>Motormen: Extra.</i>								
Under \$1.....	1							1
\$1 and under \$2.....	2							2
\$2 and under \$3.....	4							4
\$3 and under \$4.....				1	1			2
\$4 and under \$5.....								1
\$5 and under \$6.....		1	1					2

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

WASHINGTON, D. C.—Continued.

CAPITAL TRACTION CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra—Concluded.</i>								
\$6 and under \$7.....			1					1
\$7 and under \$8.....			1		1			2
\$8 and under \$9.....			1			1		2
\$9 and under \$10.....			1	3	3			6
\$10 and under \$11.....					3	4	2	9
\$11 and under \$12.....					3	4		7
\$12 and under \$13.....					1	4	5	10
\$13 and under \$14.....					1	3	2	6
\$14 and under \$15.....						2	3	5
\$15 and under \$16.....							3	3
\$16 and under \$17.....							1	1
Total.....	7	1	5	4	13	18	16	64
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	2	1						3
\$4 and under \$5.....		5		1				6
\$6 and under \$7.....			4					4
\$7 and under \$8.....			2					2
\$8 and under \$9.....					1	1		2
\$9 and under \$10.....				3	1			4
\$10 and under \$11.....					4			4
\$11 and under \$12.....					13	1		14
\$12 and under \$13.....					2	8	1	11
\$13 and under \$14.....					1	61	5	67
\$14 and under \$15.....						16	9	25
\$15 and under \$16.....						15	45	60
\$16 and under \$17.....						3	24	27
\$17 and under \$18.....						1	15	16
\$18 and under \$19.....							4	4
\$19 and under \$20.....							5	5
\$20 and under \$21.....							1	1
Total.....	2	6	6	4	22	106	109	255
<i>Conductors: Extra.</i>								
Under \$1.....	4							4
\$1 and under \$2.....	2	1						3
\$2 and under \$3.....	3							3
\$3 and under \$4.....		2						2
\$5 and under \$6.....		1	1					2
\$6 and under \$7.....			1	2				3
\$7 and under \$8.....			1	1	1			3
\$8 and under \$9.....					1			1
\$9 and under \$10.....				2	1			2
\$10 and under \$11.....						2		2
\$11 and under \$12.....					3	3	2	8
\$12 and under \$13.....					2	5	7	14
\$13 and under \$14.....						4	1	5
\$14 and under \$15.....						2	2	4
\$15 and under \$16.....						1	2	3
\$16 and under \$17.....							4	4
\$17 and under \$18.....							1	1
Total.....	9	4	3	5	8	17	19	65

WASHINGTON RAILWAY & ELECTRIC CO.

<i>Motormen: Regular.</i>								
\$1 and under \$2.....	1							1
\$2 and under \$3.....	1							1
\$3 and under \$4.....		1						1
\$4 and under \$5.....		1						1
\$5 and under \$6.....				1				1
\$6 and under \$7.....				1				1

1012 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

WASHINGTON, D. C.—Continued.

WASHINGTON RAILWAY & ELECTRIC CO.—Continued.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular—Concluded.</i>								
\$7 and under \$8.....			3			1		4
\$8 and under \$9.....				1			1	2
\$9 and under \$10.....				7	2	2		11
\$10 and under \$11.....				2	4	1	2	9
\$11 and under \$12.....					11	1	1	13
\$12 and under \$13.....					19	9	4	32
\$13 and under \$14.....					6	26	2	34
\$14 and under \$15.....					1	41	3	45
\$15 and under \$16.....						46	10	56
\$16 and under \$17.....						28	20	48
\$17 and under \$18.....						7	20	27
\$18 and under \$19.....							5	5
\$19 and under \$20.....						1	7	8
\$20 and over.....							1	1
Total.....	2	2	3	12	43	163	76	301
<i>Motormen: Extra.</i>								
Under \$1.....	7		1					8
\$1 and under \$2.....	1	1						2
\$2 and under \$3.....	3							3
\$3 and under \$4.....			4					4
\$4 and under \$5.....		3	1	1				5
\$5 and under \$6.....				2	1			3
\$6 and under \$7.....				1	3	1		7
\$7 and under \$8.....			2	1	6	1		8
\$8 and under \$9.....				4	4	3		11
\$9 and under \$10.....				4	2	7		9
\$10 and under \$11.....					3	10	3	16
\$11 and under \$12.....					2	6	2	10
\$12 and under \$13.....					1	2	7	10
\$13 and under \$14.....						4	4	8
\$14 and under \$15.....							4	4
\$15 and under \$16.....							1	1
Total.....	11	4	8	9	22	34	21	109
<i>Conductors: Regular.</i>								
\$3 and under \$4.....		1						1
\$4 and under \$5.....		2						2
\$5 and under \$6.....		1	2					3
\$6 and under \$7.....						1		1
\$7 and under \$8.....						1		1
\$8 and under \$9.....			1	4			1	7
\$9 and under \$10.....				4	2	1		7
\$10 and under \$11.....				1	7	1		9
\$11 and under \$12.....					19	10	1	30
\$12 and under \$13.....					15	14	1	30
\$13 and under \$14.....					8	41	3	52
\$14 and under \$15.....					2	2	4	63
\$15 and under \$16.....					1	56	6	63
\$16 and under \$17.....						12	3	17
\$17 and under \$18.....						3	6	6
\$18 and under \$19.....							1	1
\$19 and under \$20.....								
Total.....		4	3	9	54	198	31	299
<i>Conductors: Extra.</i>								
Under \$1.....	3							3
\$1 and under \$2.....	4							4
\$2 and under \$3.....	3	1						4
\$4 and under \$5.....		1	1	1				3
\$5 and under \$6.....				2	1			3
\$6 and under \$7.....			1	3	2			6
\$7 and under \$8.....			1	1	4	2		8
\$8 and under \$9.....					3	3		6
\$9 and under \$10.....					10	5	2	17

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

WASHINGTON, D. C.—Concluded.

WASHINGTON RAILWAY & ELECTRIC CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Conductors: Extra—Concluded.</i>								
\$10 and under \$11.....					4	6	4	14
\$11 and under \$12.....					4	4	7	15
\$12 and under \$13.....						5	3	8
\$13 and under \$14.....					1	4	7	12
\$14 and under \$15.....							2	2
\$15 and under \$16.....							4	4
Total.....	10	2	3	7	29	29	29	109

WHEELING, W. VA.

<i>Motormen: Regular.</i>								
\$2 and under \$3.....	3							3
\$9 and under \$10.....				1				1
\$10 and under \$11.....					1			1
\$11 and under \$12.....				1	1			2
\$12 and under \$13.....						2	1	3
\$13 and under \$14.....						2	2	4
\$14 and under \$15.....						3	5	8
\$15 and under \$16.....						2	3	5
\$16 and under \$17.....						1	3	4
\$17 and under \$18.....						2	4	6
\$18 and under \$19.....						1	13	14
\$19 and under \$20.....							8	8
\$20 and under \$21.....							7	7
\$21 and under \$22.....							1	1
Total.....	3			2	2	13	47	67
<i>Motormen: Extra.</i>								
\$4 and under \$5.....		1						1
\$9 and under \$10.....						1		1
\$12 and under \$13.....							1	1
\$13 and under \$14.....							2	2
\$14 and under \$15.....						1	6	7
\$15 and under \$16.....							2	2
Total.....		1				2	11	14
<i>Conductors: Regular.</i>								
\$8 and under \$9.....			1	1				2
\$9 and under \$10.....				2				2
\$12 and under \$13.....					1			1
\$13 and under \$14.....						5		5
\$14 and under \$15.....						1	2	3
\$15 and under \$16.....						3	13	16
\$16 and under \$17.....						7	4	11
\$17 and under \$18.....						2	1	3
\$18 and under \$19.....						1	10	11
\$19 and under \$20.....							6	6
\$20 and under \$21.....							8	8
Total.....			1	3	1	19	44	68
<i>Conductors: Extra.</i>								
\$10 and under \$11.....						2	2	4
\$11 and under \$12.....							1	1
\$13 and under \$14.....							1	1
\$14 and under \$15.....						1	4	5
\$15 and under \$16.....							1	1
Total.....						3	9	12

1014 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

WICHITA, KANS.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$2 and under \$3.....	1							1
\$3 and under \$4.....	1							1
\$4 and under \$5.....		1						1
\$5 and under \$6.....		1						1
\$6 and under \$7.....		1	1					2
\$11 and under \$12.....					4			4
\$12 and under \$13.....					3			3
\$13 and under \$14.....						1		1
\$14 and under \$15.....					2			2
\$15 and under \$16.....						3		3
\$16 and under \$17.....						4		4
\$17 and under \$18.....						4	4	8
\$18 and under \$19.....						3	2	5
\$19 and under \$20.....						1	6	7
\$20 and under \$21.....						1	3	4
\$21 and under \$22.....						1	1	2
Total.....	2	3	1		9	23	16	54
<i>Motormen: Extra.</i>								
\$5 and under \$6.....		1						1
\$8 and under \$9.....					1			1
\$9 and under \$10.....					1			1
\$11 and under \$12.....					1	2		3
\$12 and under \$13.....					2		1	3
\$13 and under \$14.....					1	1		2
\$14 and under \$15.....							1	1
\$15 and under \$16.....						1		1
\$18 and under \$19.....							1	1
Total.....		1			6	5	4	16
<i>Conductors: Regular.</i>								
\$2 and under \$3.....	2							2
\$4 and under \$5.....		1						1
\$5 and under \$6.....		2						2
\$7 and under \$8.....			1					1
\$10 and under \$11.....					1			1
\$11 and under \$12.....					3			3
\$12 and under \$13.....					1	2		3
\$13 and under \$14.....						2	1	3
\$14 and under \$15.....						2	1	3
\$15 and under \$16.....						4		4
\$16 and under \$17.....						4	3	7
\$17 and under \$18.....						1	4	5
\$18 and under \$19.....						1	4	5
\$19 and under \$20.....							1	1
\$20 and under \$21.....							1	1
Total.....	2	3	1		5	16	15	42
<i>Conductors: Extra.</i>								
\$5 and under \$6.....		1						1
\$8 and under \$9.....					1			1
\$9 and under \$10.....				1	2			3
\$10 and under \$11.....				1		2		3
\$11 and under \$12.....						2		2
\$12 and under \$13.....						2		3
\$13 and under \$14.....							1	1
\$16 and under \$17.....							1	1
\$17 and under \$18.....						1		1
Total.....		1		2	3	7	3	16

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Continued.

WILMINGTON, DEL.
PEOPLES RAILWAY CO.

Classified weekly earnings.	Number earning each classified amount who worked—							Total.
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	
<i>Motormen: Regular.</i>								
\$6 and under \$7			1					1
\$9 and under \$10					1			1
\$10 and under \$11						1		1
\$11 and under \$12					8			8
\$12 and under \$13					5			5
\$13 and under \$14					1	5		6
\$14 and under \$15						6		6
\$15 and under \$16						2		2
Total			1		15	14		30
<i>Motormen: Extra.</i>								
\$4 and under \$5			1					1
\$7 and under \$8					4			4
\$8 and under \$9					2			2
\$9 and under \$10					2	3		5
\$10 and under \$11						1		1
\$11 and under \$12					1			1
\$13 and under \$14						1		1
\$14 and under \$15							1	1
Total			1		9	5	1	16
<i>Conductors: Regular.</i>								
\$8 and under \$9				2				2
\$9 and under \$10				1	1			2
\$10 and under \$11				1			1	3
\$11 and under \$12					1	1		2
\$12 and under \$13					4	1		5
\$13 and under \$14						7		7
\$14 and under \$15						7		7
\$15 and under \$16						3		3
Total				4	7	19	1	31
<i>Conductors: Extra.</i>								
\$2 and under \$3		2						2
\$5 and under \$6			1					1
\$7 and under \$8				2	1	1		4
\$8 and under \$9					1	3		4
\$9 and under \$10					2			2
\$10 and under \$11						1	1	2
\$13 and under \$14						1		1
Total		2	1	2	4	6	1	16

WILMINGTON & PHILADELPHIA TRACTION CO.

<i>Motormen: Regular (who did no other work).</i>								
\$6 and under \$7		1						1
\$11 and under \$12				4				4
\$12 and under \$13				1	2			3
\$13 and under \$14					1			1
\$14 and under \$15					4			4
\$15 and under \$16					1	2		4
\$16 and under \$17						9	2	11
\$17 and under \$18						12	1	13
\$18 and under \$19						7	2	9
\$19 and under \$20						1	6	7
\$20 and under \$21							4	4
\$21 and under \$22							3	3
Total		1		5	8	31	19	64

¹ Not including 3 who also did other work.

1016 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE D.—EARNINGS OF MOTORMEN, CONDUCTORS, GUARDS, AND GRIPMEN, BY NUMBER OF CALENDAR DAYS WORKED IN ONE SELECTED WEEK—Concluded.

WILMINGTON, DEL.—Concluded.

WILMINGTON & PHILADELPHIA TRACTION CO.—Concluded.

Classified weekly earnings.	Number earning each classified amount who worked—							
	1 day.	2 days.	3 days.	4 days.	5 days.	6 days.	7 days.	Total.
<i>Motormen: Extra (who did no other work).</i>								
\$9 and under \$10.....				1	1	1		3
\$10 and under \$11.....						2	1	3
\$11 and under \$12.....						3	1	4
\$12 and under \$13.....						1		1
Total.....				1	1	7	2	11
<i>Conductors: Regular (who did no other work).</i>								
\$7 and under \$8.....			1					1
\$10 and under \$11.....			1	1				2
\$11 and under \$12.....				2				2
\$12 and under \$13.....				1	1			2
\$13 and under \$14.....					2	2		4
\$14 and under \$15.....					9			9
\$15 and under \$16.....					6			6
\$16 and under \$17.....					1	5		6
\$17 and under \$18.....						17	1	18
\$18 and under \$19.....						2	2	4
\$19 and under \$20.....							3	3
\$20 and under \$21.....							2	2
\$21 and under \$22.....							1	1
Total.....			2	4	19	27	9	61
<i>Conductors: Extra (who did no other work).</i>								
\$2 and under \$3.....		1						1
\$5 and under \$6.....				1				1
\$7 and under \$8.....							1	1
\$9 and under \$10.....					1			1
\$10 and under \$11.....					1	2		3
\$11 and under \$12.....					1	2	4	7
\$13 and under \$14.....							3	3
\$14 and under \$15.....						1	1	2
\$15 and under \$16.....							2	2
Total.....		1		1	3	5	11	21
<i>Motormen: Extra (who also did other work).</i>								
\$9 and under \$10.....						1		1
\$10 and under \$11.....						3		3
\$11 and under \$12.....				1		1	3	5
\$12 and under \$13.....						1		1
\$13 and under \$14.....					1			1
\$15 and under \$16.....							1	1
\$18 and under \$19.....							1	1
Total.....				1	1	6	5	13
<i>Conductors: Extra (who also did other work).</i>								
\$2 and under \$3.....	1							1
\$9 and under \$10.....					1	1		2
\$11 and under \$12.....						1	1	2
\$12 and under \$13.....						1		1
\$13 and under \$14.....							1	1
\$14 and under \$15.....						1		1
\$15 and under \$16.....							1	1
Total.....	1				1	4	3	9

¹ Not including 3 who also did other work.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914.

[This table includes occupations, other than the car crew, distinctively found in street railway operation and occupations necessary though not distinctive therein. Power-house employees and others whose work does not differ materially from that of the same occupation in any other industry are not included. For explanation of this table, see page 391.]

ALTOONA, PA.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Drivers	1	7	12	84	\$60 per month	\$0.164
Laborers	22	6	10	60	17½ cents per hour	
Linemen	4	6	10	60	30 cents per hour	
Linemen's helper	1	6	10	60	25 cents per hour	
Linemen's helper	1	6	10	60	17½ cents per hour	
Transportation:						
Starters	1	7	12	84	\$57.50 per month .....	.158
Barn and shop:						
Armature winders	2	1 ⁷	10	1 65	30 cents per hour	
Car cleaners	7	6	9	54	12 cents per hour	
Carpenters	4	6	2 10	2 55	30 cents per hour	
Carpenters	1	7	10	70	27½ cents per hour	
Car repairers	2	7	12	84	20½ cents per hour	
Car repairers	7	7	12	84	19 cents per hour	
Car repairers	4	7	12	84	18 cents per hour	
Car repairers	2	7	12	84	17½ cents per hour	
Car repairers	2	7	12	84	16½ cents per hour	
Laborers	1	6	10	60	15 cents per hour	
Laborers	1	7	10	70	15 cents per hour	
Machinists	1	6	10	60	31 cents per hour	

ATLANTA, GA.

Line and track:						
Flagmen	1	6	10	60	27½ cents per hour	
Greasers	10	7	10	70	13½ cents per hour	
Laborers	1	6	10	60	18 cents per hour	
Laborers	1	6	10	60	17½ cents per hour	
Laborers	2	6	10	60	16 cents per hour	
Laborers	2	6	10	60	15 cents per hour	
Laborers	113	6	10	60	14 cents per hour	
Laborers	59	6	10	60	12½ cents per hour	
Motormen (other than passenger cars)	4	6	11	66	25 cents per hour	
Motormen (other than passenger cars)	2	7	13	91	25 cents per hour	
Rail grinders	1	6	10	60	22½ cents per hour	
Switchmen	1	6	10	60	24 cents per hour	
Switchmen	1	6	10	60	23 cents per hour	
Switchmen	1	6	10	60	20 cents per hour	
Switchmen	1	6	10	60	15 cents per hour	
Trackmen	1	6	10	60	22½ cents per hour	
Trackmen	5	6	10	60	20 cents per hour	
Transportation:						
Inspectors	18	7	11	77	\$95 per month	\$0.284
Starters	1	7	9	63	\$110 per month .....	.402
Starters	3	7	9	63	\$100 per month .....	.365
Starters	1	7	12	84	\$80 per month .....	.279
Barn and shop:						
Armature winders	1	6	10	60	45 cents per hour	
Armature winders	1	6	10	60	24 cents per hour	
Armature winders	1	6	10	60	20 cents per hour	
Car cleaners	25	6	10	60	12½ cents per hour	
Carpenters	2	6	10	60	32 cents per hour	
Carpenters	3	6	10	60	30 cents per hour	
Carpenters	1	6	10	60	27 cents per hour	
Car repairers	1	6	10	60	\$85 per month .....	.326
Car repairers	1	6	10	60	30 cents per hour	
Car repairers	1	6	10	60	23 cents per hour	
Car repairers	1	6	10	60	27 cents per hour	
Car repairers	4	6	10	60	26 cents per hour	
Car repairers	2	6	10	60	25 cents per hour	
Car repairers	2	6	10	60	24 cents per hour	
Car repairers	2	6	10	60	23 cents per hour	

¹ Every other Sunday off.

² Worked 5 hours on Saturday.

1018 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

ATLANTA, GA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	7	6	10	60	22 cents per hour.....	
	2	6	10	60	21 cents per hour.....	
	7	6	10	60	20 cents per hour.....	
	5	6	10	60	19 cents per hour.....	
Electrical workers.....	1	6	10	60	18 cents per hour.....	
Laborers.....	2	6	10	60	30 cents per hour.....	
	1	6	10	60	17½ cents per hour.....	
	1	6	10	60	16 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
	6	6	10	60	14 cents per hour.....	
Machinists.....	1	6	10	60	44 cents per hour.....	
	3	6	10	60	39 cents per hour.....	

AUGUSTA, GA.

Line and track:						
Flagmen.....	2	7	10	70	\$40 per month.....	\$0.132
Greasers.....	2	7	10	70	12½ cents per hour.....	
Laborers.....	1	6	10	60	15 cents per hour.....	
	26	6	10	60	12½ cents per hour.....	
	2	7	10	70	\$1 per day.....	.10
Linemen.....	5	6	10	60	22½ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
Linemen's helpers.....	13	6	10	60	12½ cents per hour.....	
Transportation:						
Inspectors.....	1	7	11½	80½	18 cents per hour.....	
Barn and shop:						
Armature winders.....	1	7	10	70	30 cents per hour.....	
Car cleaners.....	3	7	11½	80½	12 cents per hour.....	
Carpenters.....	1	6	10	60	30 cents per hour.....	
	4	6	10	60	27½ cents per hour.....	
Car repairers.....	1	6	10	60	22½ cents per hour.....	
	5	7	10	70	15 cents per hour.....	
	1	7	11½	80½	13 cents per hour.....	
	1	7	11½	80½	12½ cents per hour.....	
Electrical workers.....	1	7	10	70	30 cents per hour.....	
Laborers.....	2	6	10	60	17½ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
Lampmen.....	1	6	10	60	25 cents per hour.....	
Machinists.....	1	6	10	60	30 cents per hour.....	
	1	7	10	70	\$79.50 per month.....	.261
	1	7	11½	80½	\$85 per month.....	.243
	1	7	11½	80½	\$80 per month.....	.229
	1	7	11½	80½	\$75 per month.....	.214

BINGHAMTON, N. Y.

Line and track:						
Drivers.....	1	6	10	60	\$50 per month.....	\$0.192
	1	6	10	60	\$45 per month.....	.173
Laborers.....	1	6	10	60	do.....	.173
	2	6	10	60	17½ cents per hour.....	
	29	6	10	60	15 cents per hour.....	
Linemen.....	1	6	10	60	\$65 per month.....	.249
	1	6	10	60	\$60 per month.....	.231
Linemen's helpers.....	9	6	10	60	17½ cents per hour.....	
	1	6	10	60	16 cents per hour.....	
	1	6	10	60	15 cents per hour.....	
Motormen.....	1	6	10	60	\$60 per month.....	.23
	1	6	10	60	24 cents per hour.....	
Switchmen.....	2	7	9	63	\$45 per month.....	.164
Towermen, elevated.....	2	6	10	60	\$55 per month.....	.211
	1	6	10	60	\$50 per month.....	.192
Welders.....	2	6	10	60	45 cents per hour.....	

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BINGHAMTON, N. Y.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Inspectors.....	1	7	9	63	\$80 per month.....	\$0.292
	2	7	9	63	\$70 per month.....	.256
	1	7	9	63	\$55 per month.....	.201
Starters.....	1	7	9	63	\$75 per month.....	.274
Barn and shop:						
Armature winders.....	1	6	10	60	\$60 per month.....	.23
	1	6	10	60	\$55 per month.....	.211
	2	6	10	60	\$45 per month.....	.173
	1	6	10	60	\$1.75 per day.....	.175
Car cleaners.....	2	6	11	66	\$50 per month.....	.174
	6	6	11	66	\$1.60 per day.....	.145
	1	6	11	66	\$1.35 per day.....	.123
Carpenters.....	1	6	10	60	\$60 per month.....	.231
	1	6	10	60	\$50 per month.....	.192
Car repairers.....	7	6	10	60	\$55 per month.....	.211
	1	6	10	60	\$52.50 per month.....	.201
	1	6	10	60	\$50 per month.....	.192
	1	6	10	60	\$45 per month.....	.173
	1	6	10	60	\$1.75 per day.....	.175
	1	6	10	60	\$1.60 per day.....	.16
Machinists.....	1	6	10	60	\$50 per month.....	.192

BIRMINGHAM, ALA.

Line and track:						
Conductors.....	1	6	10½	63	25 cents per hour.....	
	1	6	10½	63	24 cents per hour.....	
	1	6	10½	63	21 cents per hour.....	
Flagmen.....	1	7	12	84	\$1.50 per day.....	\$0.125
	8	7	12	84	\$1.25 per day.....	.104
	2	7	12	91	12½ cents per hour.....	
Greasers.....	1	7	10	65	15 cents per hour.....	
	1	7	12	81	13½ cents per hour.....	
	6	7	12	81	12½ cents per hour.....	
Laborers.....	38	6	11	159	.....do.....	
	2	6	11	159	15 cents per hour.....	
	5	6	10½	63	13 cents per hour.....	
	2	6	10½	63	12½ cents per hour.....	
	4	6	10½	63	12 cents per hour.....	
Linemen.....	2	6	2 10	2 58	30 cents per hour.....	
	2	6	2 10	2 58	27½ cents per hour.....	
	3	6	2 10	2 58	22½ cents per hour.....	
	1	6	2 10	2 58	20 cents per hour.....	
	1	6	2 10	2 58	17½ cents per hour.....	
	1	3 7	12	3 78	25 cents per hour.....	
	1	7	12	84	.....do.....	
	1	7	12	84	17½ cents per hour.....	
	1	7	12	84	16 cents per hour.....	
Linemen's helpers.....	1	6	2 10	2 58	15 cents per hour.....	
	14	6	2 10	2 58	12½ cents per hour.....	
	1	7	12	84	15 cents per hour.....	
	2	7	12	84	12½ cents per hour.....	
Motormen.....	4	6	10½	63	26 cents per hour.....	
	1	6	10½	63	23 cents per hour.....	
	1	7	8½	59½	24 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Switchmen.....	1	4 7	11½	4 74½	22½ cents per hour.....	
	2	3 7	12½	3 81½	25 cents per hour.....	
Trackwalkers.....	1	6	2 10	2 58	17½ cents per hour.....	
Transportation:						
Starters.....	1	5 7	9½	5 59½	\$80 per month.....	.308
	1	5 7	10	5 63	\$90 per month.....	.339
	6	5 7	10	5 63	\$85 per month.....	.311
	2	5 7	10	5 63	\$80 per month.....	.292
	3	5 7	10½	5 66½	\$85 per month.....	.296
	7	5 7	10½	5 66½	\$80 per month.....	.278

¹ Worked 9 hours on Saturday.
² Worked 8 hours on Saturday.

³ One day off in 2 weeks.
⁴ Every other Sunday off.

⁵ One day off in 10.

1020 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BIRMINGHAM, ALA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	2	6	1 9	1 50	35 cents per hour.....	
Car cleaners.....	1	6	9	54	10 cents per hour.....	
	4	6	9	54	7½ cents per hour.....	
	11	2 7	9	2 58½	12½ cents per hour.....	
	9	2 7	9½	3 61½	do.....	
	4	2 7	10	2 65	do.....	
Car oilers.....	1	2 7	11½	2 74½	do.....	
	1	2 7	9½	3 61½	do.....	
	1	7	10	70	20 cents per hour.....	
	1	7	10½	73½	15 cents per hour.....	
	1	2 7	11½	2 74½	do.....	
Carpenters.....	1	6	1 9	1 50	32½ cents per hour.....	
	2	6	1 9	1 50	30 cents per hour.....	
	1	6	1 9	1 50	29½ cents per hour.....	
	1	6	1 9	1 50	28½ cents per hour.....	
	2	6	1 9	1 50	26½ cents per hour.....	
	1	6	1 9	1 50	25 cents per hour.....	
	1	4 7	9	4 60	20½ cents per hour.....	
	2	4 7	9	4 60	25 cents per hour.....	
	1	2 7	10	3 65	28½ cents per hour.....	
	1	2 7	10	3 65	26½ cents per hour.....	
Car repairers.....	1	6	1 9	1 50	26 cents per hour.....	
	2	6	1 9	1 50	22½ cents per hour.....	
	3	2 7	5 9	5 56½	25 cents per hour.....	
	1	2 7	5 9	5 56½	22½ cents per hour.....	
	1	2 7	5 9	5 56½	20 cents per hour.....	
	1	2 7	5 9	5 56½	17½ cents per hour.....	
	1	2 7	6 9	5 56½	27½ cents per hour.....	
	2	2 7	9	2 58½	22½ cents per hour.....	
	6	2 7	9	2 58½	20 cents per hour.....	
	1	2 7	9	2 58½	17½ cents per hour.....	
	1	7	6 9	6 59	22½ cents per hour.....	
	1	2 7	5 10	5 62½	27½ cents per hour.....	
	1	2 7	10	3 65	25 cents per hour.....	
	2	2 7	10	3 65	22½ cents per hour.....	
	8	2 7	10	3 65	20 cents per hour.....	
	1	2 7	10	3 65	17½ cents per hour.....	
	1	2 7	11	3 71½	20 cents per hour.....	
	2	2 7	11½	2 74½	25 cents per hour.....	
	2	2 7	11½	2 74½	22½ cents per hour.....	
Electrical workers.....	1	2 7	9½	2 61½	25½ cents per hour.....	
	1	2 7	9½	2 61½	22½ cents per hour.....	
Laborers.....	1	6	9	54	12½ cents per hour.....	
	10	6	12	72	11 cents per hour.....	
	1	7 7	7 9	7 54½	12½ cents per hour.....	
	1	7 7	7 9½	7 57½	15 cents per hour.....	
	1	2 7	9	3 58½	12½ cents per hour.....	
	1	2 7	9½	3 61½	15 cents per hour.....	
	1	2 7	11½	2 74½	20 cents per hour.....	
Lamp men.....	1	2 7	9½	3 61½	12½ cents per hour.....	
	1	7	10	70	do.....	
	1	2 7	11	3 71½	15 cents per hour.....	
Machinists.....	2	6	1 9	1 50	35 cents per hour.....	
	1	6	1 9	1 50	32½ cents per hour.....	
	2	6	1 9	1 50	29 cents per hour.....	

¹ Worked 5 hours on Saturday.
² Every other Sunday off.
³ One day off in 2 weeks.
⁴ Every third Sunday off.
⁵ Every other Sunday off. Worked 5 hours every other Saturday.
⁶ Worked 5 hours on Sunday.
⁷ Every other Sunday off. Worked 5 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES).

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cabmen.....	1	6	1 9	1 50½	49 cents per hour.....	
	3	6	1 9	1 50½	34 cents per hour.....	
Conductors.....	1	6	8½	49½	31½ cents per hour.....	
	1	6	8½	50½	do.....	
	1	6	8½	51½	do.....	
	1	6	8½	51½	do.....	
	1	6	8½	52½	do.....	
	2	6	8½	52½	do.....	
	1	6	8½	52½	do.....	
	1	6	8½	53	do.....	
	1	6	8½	53.50	do.....	
	1	6	9.50	54½	do.....	
	1	6	9½	55½	do.....	
	1	6	9½	56½	do.....	
	1	6	9½	56½	do.....	
Drivers.....	4	6	8	48	28.1 cents per hour.....	
	1	6	8	48	25.6 cents per hour.....	
	4	6	1 9	1 50½	25 cents per hour.....	
	2	6	2 9½	2 51	do.....	
	1	6	9½	57	\$12.75 per week.....	\$0.224
	8	6	9½	57	22 cents per hour.....	
Greasers.....	1	7	9½	66½	25 cents per hour.....	
	2	7	8	56	25.1 cents per hour.....	
	29	7	9½	66½	22 cents per hour.....	
Laborers.....	1	6	8	48	25 cents per hour.....	
	2	6	8	48	22½ cents per hour.....	
	1	6	1 9	1 50½	21½ cents per hour.....	
	61	6	9½	57	22½ cents per hour.....	
	149	6	9½	57	21½ cents per hour.....	
Line inspectors.....	1	6	1 9	1 50½	42 cents per hour.....	
Linemen.....	7	6	8	48	39.4 cents per hour.....	
	2	6	8	48	37.1 cents per hour.....	
	1	6	8	48	34.9 cents per hour.....	
	7	6	9	50½	35 cents per hour.....	
	1	6	1 9	1 50½	33 cents per hour.....	
	3	6	1 9	1 50½	31 cents per hour.....	
	1	7	11½	2 80½	\$25.20 per week ¹.....	.334
	1	7	11½	2 80½	\$23.10 per week ².....	.306
	12	7	12	2 84	\$25.20 per week ³.....	.32
	14	7	12	2 84	\$23.10 per week ³.....	.294
Linemen's helpers.....	1	6	8	48	32.6 cents per hour.....	
	1	6	8	48	28.1 cents per hour.....	
	5	6	1 9	1 50½	29 cents per hour.....	
	11	6	1 9	1 50½	25 cents per hour.....	
	1	7	11	2 77	\$16.80 per week ³.....	.233
	1	7	11½	2 80½	do.....	.223
	12	7	12	2 84	do.....	.213
Motormen.....	1	6	8½	49½	31½ cents per hour.....	
	1	6	8½	50½	do.....	
	1	6	8½	51½	do.....	
	1	6	8½	51½	do.....	
	1	6	8½	52½	do.....	
	2	6	8½	52½	do.....	
	1	6	8½	52½	do.....	
	1	6	8½	53	do.....	
	1	6	8½	53.50	do.....	
	13	6	9	54	do.....	
	6	6	9	54	29.3 cents per hour.....	
	3	6	9	54	28.8 cents per hour.....	
	2	6	9	54	27½ cents per hour.....	
	1	6	9	54	26½ cents per hour.....	
	1	6	9.50	54½	31½ cents per hour.....	
	2	6	9½	55½	do.....	
	1	6	9½	55½	do.....	
	1	6	9½	56½	do.....	
	1	6	9½	56½	do.....	
	1	6	10	60	26½ cents per hour.....	
	1	6	11	66	do.....	
Pavers.....	15	6	8	48	27½ cents per hour.....	
Rail grinders.....	1	6	8	48	41 cents per hour.....	
	2	6	8	48	36½ cents per hour.....	
	2	6	8	48	26½ cents per hour.....	
	2	6	9½	57	do.....	

¹ Worked 5½ hours on Saturday. ² Worked 4½ hours on Saturday. ³ Two days off per month with pay.

1022 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (SURFACE LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Switchmen.....	2	7	9	63	18½ cents per hour.....	
Trackmen.....	1	7	10	70	31¼ cents per hour.....	
	1	6	8	48	30.3 cents per hour.....	
	11	6	8	48	28.3 cents per hour.....	
	3	6	8	48	26.2 cents per hour.....	
	1	6	9½	57	30 cents per hour.....	
	1	6	9½	57	28½ cents per hour.....	
	128	6	9½	57	24½ cents per hour.....	
	1	6	9½	57	22½ cents per hour.....	
	1	7	9½	66½	30 cents per hour.....	
Welders.....	1	6	8	48	32 cents per hour.....	
	3	6	9½	57	27½ cents per hour.....	
Transportation:						
Starters.....	1	7	9	63	\$22.46 per week ¹	\$0.371
	2	7	9	63	\$22.19 per week ¹.....	.365
	2	7	9	63	\$22.05 per week ¹.....	.363
	4	7	9	63	\$22 per week ¹.....	.362
	1	7	9	63	\$21.98 per week ¹.....	.362
	18	7	9	63	\$21.50 per week ¹.....	.354
	1	7	9	63	\$21.39 per week ¹.....	.352
	1	7	9	63	\$21.08 per week ¹.....	.347
	26	7	9	63	\$21 per week ¹.....	.346
	3	7	9	63	\$20 per week ¹.....	.329
	1	7	9	63	\$19.75 per week ¹.....	.325
	1	7	9	63	\$19 per week ¹.....	.319
Barn and shop:						
Armature winders.....	5	6	2 9½	2 51	40 cents per hour.....	
	8	6	2 9½	2 51	32 cents per hour.....	
	2	6	2 9½	2 51	27½ cents per hour.....	
	5	6	2 9½	2 51	24½ cents per hour.....	
	1	6	2 9½	2 51	23½ cents per hour.....	
Car cleaners.....	237	7	3 9	3 62	21 cents per hour.....	
Carpenters.....	2	6	2 9½	2 51	36 cents per hour.....	
	15	6	2 9½	2 51	33 cents per hour.....	
	3	6	2 9½	2 51	27 cents per hour.....	
Car placers.....	8	7	3 9	3 62	24 cents per hour ²	
Car repairers.....	11	7	3 9	3 62	21 cents per hour.....	
	2	6	2 9½	2 51	30 cents per hour.....	
	4	6	2 9½	2 51	28½ cents per hour.....	
	4	6	2 9½	2 51	27½ cents per hour.....	
	1	6	2 9½	2 51	23 cents per hour.....	
	1	6	2 9½	2 51	20 cents per hour.....	
	118	7	4 9	4 62	29 cents per hour.....	
	48	7	4 9	4 62	27 cents per hour.....	
	26	7	4 9	4 62	23 cents per hour.....	
Electrical workers.....	1	6	5 9	5 50½	45.3 cents per hour.....	
	6	6	5 9	5 50½	41 cents per hour.....	
	4	6	5 9	5 50½	35 cents per hour.....	
	3	6	5 9	5 50½	34 cents per hour.....	
	4	6	5 9	5 50½	30 cents per hour.....	
	1	6	2 9½	2 51	35 cents per hour.....	
	10	6	2 9½	2 51	30 cents per hour.....	
Machinists.....	12	6	2 9½	2 51	40 cents per hour.....	
	2	6	2 9½	2 51	37½ cents per hour.....	
	12	6	2 9½	2 51	36 cents per hour.....	
	2	6	2 9½	2 51	34 cents per hour.....	
	63	6	2 9½	2 51	33 cents per hour.....	
	5	6	2 9½	2 51	32 cents per hour.....	
	30	6	2 9½	2 51	29 cents per hour.....	
	21	6	2 9½	2 51	28 cents per hour.....	
	10	6	2 9½	2 51	27½ cents per hour.....	
	20	6	2 9½	2 51	26 cents per hour.....	
	3	6	2 9½	2 51	24½ cents per hour.....	

¹ Two weeks off annually with pay.
² Worked 4½ hours on Saturday.
³ Two weeks off annually with pay. Worked 8 hours on Sunday.
⁴ Worked 8 hours on Sundays and holidays.
⁵ Worked 5½ hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Continued.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES).

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bridgemen and draw tenders.....	3	7	8	56	32 cents per hour.....	
	2	7	9	63	30 cents per hour.....	
Flagmen.....	2	7	9	63	31½ cents per hour.....	
Interlocking maintainers and interlocking repair men.	7	7	9½	66½	38 cents per hour.....	
	7	7	9½	66½	33 cents per hour.....	
Laborers.....	1	6	8	48	21½ cents per hour.....	
	20	6	1 9½	1 56	do.....	
Motormen.....	6	6	9	54	26½ cents per hour.....	
Rail grinders.....	1	6	8	48	34½ cents per hour.....	
Signal maintainers and signal repair men.	3	7	9	63	35 cents per hour.....	
	11	7	9	63	32 cents per hour.....	
Switchmen.....	14	7	9½	66½	17.9 cents per hour.....	
Towermen, elevated.....	17	7	8	2 56	39 cents per hour ²	\$0.402
	7	7	8	2 56	38 cents per hour ².....	.392
	6	7	8½	2 59½	34 cents per hour ².....	.351
	3	7	9½	2 66½	29 cents per hour ².....	.299
Trackmen.....	11	6	8	48	30 cents per hour.....	
	16	6	8	48	27 cents per hour.....	
Trackwalkers.....	12	6	1 9½	1 56	25 cents per hour.....	
Transportation:	23	7	9	63	26½ cents per hour.....	
Collectors and agents (females).....	44	6	3 9½	54	19 cents per hour.....	
	13	6	3 9½	54	18 cents per hour.....	
	9	6	3 9½	54	17 cents per hour.....	
	9	6	3 9½	54	16 cents per hour.....	
	52	6	3 9½	54	19 cents per hour.....	
	8	6	3 9½	54	do.....	
	2	6	3 10	54	do.....	
	4 10	6	(⁴)	5 54	do.....	
	4 11	6	(⁵)	5 54	18 cents per hour.....	
	4 11	6	(⁵)	5 54	17 cents per hour.....	
	4 17	6	(⁵)	5 54	16 cents per hour.....	
	4 15	6	(⁵)	5 54	15 cents per hour.....	
Platform men.....	1	7	9	63	19 cents per hour.....	
	4	7	9	63	18 cents per hour.....	
	1	7	9½	64½	19 cents per hour.....	
	1	7	9½	66½	do.....	
	3	7	9½	66½	18 cents per hour.....	
	2	7	9½	67½	do.....	
Porters.....	90	7	10	70	17 cents per hour.....	
Special officers.....	3	7	9½	66½	\$15 per week.....	.226
	2	7	9½	66½	31½ cents per hour.....	
	13	7	9½	66½	31 cents per hour.....	
	9	7	9½	66½	30 cents per hour.....	
	1	7	9½	66½	29 cents per hour.....	
	19	7	9½	67½	31 cents per hour.....	
	11	7	9½	67½	30 cents per hour.....	
	5	7	10	70	31 cents per hour.....	
	1	7	10	70	30 cents per hour.....	
Starters.....	2	7	9	63	\$19 per week.....	.302
	2	7	9	63	\$18.90 per week.....	.30
	1	7	9	63	\$17.50 per week.....	.278
	5	7	9½	66½	31½ cents per hour.....	
	5	7	9½	68½	\$24 per week ⁶.....	.366
	1	7	9½	68½	\$23 per week ⁶.....	.35
	2	7	9½	68½	\$21 per week ⁶.....	.32
Ticket choppers and gatemen... 1	1	7	9	63	18 cents per hour.....	
	4	7	9½	66½	\$12 per week.....	.18
	10	7	9½	66½	23.2 cents per hour.....	
	1	7	9½	66½	23.1 cents per hour.....	

¹ Worked 8½ hours on Saturday.

² One day off in 34 with pay.

³ Full day; limited to average of 9 hours per day or 54 per week.

⁴ Relief collectors.

⁵ Work as needed from ½ hour to 10 hours per day, not to exceed 54 per week.

⁶ Two weeks off each year with pay.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BOSTON, MASS.—Concluded.

BOSTON ELEVATED RAILWAY CO. (ELEVATED LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation—Concluded.						
Ticket choppers and gatemen (concluded).	1	7	9 $\frac{1}{2}$	66 $\frac{1}{2}$	22 $\frac{1}{2}$ cents per hour	
	1	7	9 $\frac{1}{2}$	66 $\frac{1}{2}$	22.4 cents per hour	
	5	7	9 $\frac{1}{2}$	66 $\frac{1}{2}$	21.8 cents per hour	
	5	7	9 $\frac{1}{2}$	66 $\frac{1}{2}$	19 cents per hour	
	1	7	9 $\frac{1}{2}$	66 $\frac{1}{2}$	18 cents per hour	
	5	7	9 $\frac{1}{2}$	67 $\frac{1}{2}$	19 cents per hour	
	4	7	9 $\frac{1}{2}$	67 $\frac{1}{2}$	18 cents per hour	
	1	7	9 $\frac{1}{2}$	68 $\frac{1}{2}$	19 $\frac{1}{2}$ cents per hour	
	1	7	9 $\frac{1}{2}$	68 $\frac{1}{2}$	19 cents per hour	
	1	7	10	70	\$12 per week	\$0.171
	1	7	10	70	18 cents per hour	
Yard conductors.....	1	7	9	63	27 cents per hour	
	3	7	9	63	26 cents per hour	
Yard guards.....	1	7	9	63	25 cents per hour	
	3	7	9	63	do.	
	3	7	9	63	24 $\frac{1}{2}$ cents per hour	
	3	7	9	63	23 cents per hour	
	7	7	9	63	22 $\frac{1}{2}$ cents per hour	
Yard motormen.....	14	7	9	63	33 cents per hour	
	2	7	9	63	32 $\frac{1}{2}$ cents per hour	
	1	7	9	63	31 $\frac{1}{2}$ cents per hour	
	11	7	9	63	30 $\frac{1}{2}$ cents per hour	
	4	7	9	63	30 cents per hour	
	2	7	9	63	29 $\frac{1}{2}$ cents per hour	
Barn and shop:						
Car cleaners.....	3	6	9	54	18 cents per hour	
	52	7	1 $\frac{1}{2}$	1 62	21 cents per hour	
Carpenters.....	14	6	8	48	34.2 cents per hour	
	3	6	8	48	31.1 cents per hour	
	2	6	8	48	27 cents per hour	
	6	6	2 $\frac{1}{2}$	2 51	34.2 cents per hour	
	2	6	2 $\frac{1}{2}$	2 51	25 cents per hour	
Car repairers.....	10	6	9	54	33 cents per hour	
	1	6	9	54	32 cents per hour	
	23	6	9	54	29 cents per hour	
Car repairers' helpers.....	11	6	9	54	26 cents per hour	
	19	6	9	54	23 cents per hour	
	2	6	9	54	20 cents per hour	
Electrical workers.....	1	6	3 $\frac{1}{2}$	3 51	36 cents per hour	
	18	6	3 $\frac{1}{2}$	3 51	30.2 cents per hour	
	5	6	3 $\frac{1}{2}$	3 51	27 $\frac{1}{2}$ cents per hour	
	3	7	8	56	35 cents per hour	
	2	7	9 $\frac{1}{2}$	68 $\frac{1}{2}$	32.3 cents per hour	
Laborers.....	9	6	3 $\frac{1}{2}$	3 51	23 cents per hour	
	59	6	3 $\frac{1}{2}$	3 51	22.8 cents per hour	
	3	6	3 $\frac{1}{2}$	3 51	20 cents per hour	
Lampmen.....	2	7	9	63	22 $\frac{1}{2}$ cents per hour	
Machinists.....	1	6	3 $\frac{1}{2}$	3 51	37 $\frac{1}{2}$ cents per hour	
	1	6	3 $\frac{1}{2}$	3 51	36 cents per hour	
	12	6	3 $\frac{1}{2}$	3 51	33 cents per hour	
	8	6	3 $\frac{1}{2}$	3 51	30.2 cents per hour	
	6	6	3 $\frac{1}{2}$	3 51	29 cents per hour	
	5	6	3 $\frac{1}{2}$	3 51	28 cents per hour	
	1	6	3 $\frac{1}{2}$	3 51	27 $\frac{1}{2}$ cents per hour	
	1	6	3 $\frac{1}{2}$	3 51	26 cents per hour	
	1	6	4 $\frac{1}{2}$	4 59	33 cents per hour	
	1	6	4 $\frac{1}{2}$	4 59	26 cents per hour	

¹ Worked 8 hours on Sunday.
² Worked 6 hours on Saturday.

³ Worked 4 $\frac{1}{2}$ hours on Saturday.
⁴ Worked 9 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BROCKTON, MASS.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Drivers.....	1	6	9	54	\$16.50 per week.....	\$0.306
Flagmen.....	1	7	10	70	\$9 per week.....	.129
	1	7	10	70	\$1.29 per day.....	.129
Greasers.....	5	7	9	63	\$14.18 per week.....	.225
	2	7	9	63	\$13.55 per week.....	.215
Laborers.....	2	6	9	54	19½ cents per hour.....	
Line inspectors.....	1	7	9	63	\$19.75 per week.....	.313
	1	7	9	63	\$19.25 per week.....	.306
	1	7	9	63	\$15.40 per week.....	.244
	1	7	9	63	\$14.25 per week.....	.226
Linemen.....	1	6	9	54	\$19.75 per week.....	.366
	2	6	9	54	\$19 per week.....	.352
	2	6	9	54	33¼ cents per hour.....	
	1	6	9	54	32½ cents per hour.....	
Linemen's helpers.....	1	6	9	54	\$18 per week.....	.333
	1	6	9	54	27½ cents per hour.....	
Pavers.....	1	6	9	54	33½ cents per hour.....	
Trackmen.....	1	6	9	54	23½ cents per hour.....	
	21	6	9	54	22½ cents per hour.....	
	1	6	10	60	24½ cents per hour.....	
Transportation:						
Armature winders.....	1	6	9	54	34½ cents per hour.....	
	1	6	9	54	29½ cents per hour.....	
Inspectors.....	1	7	10	70	\$18.50 per week.....	.264
Starters.....	2	7	10	70	\$18.50 per week.....	.264
	1	7	10	70	\$18 per week.....	.257
Barn and shop:						
Bearing men.....	1	6	9	54	24.8 cents per hour.....	
Car cleaners.....	1	6	9	54	23.4 cents per hour.....	
	5	6	9	54	22½ cents per hour.....	
Carpenters.....	1	6	9	54	33½ cents per hour.....	
	5	6	9	54	29½ cents per hour.....	
	9	6	9	54	27.8 cents per hour.....	
Car repairers.....	1	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	32.4 cents per hour.....	
	1	6	9	54	29.3 cents per hour.....	
	5	6	9	54	26 cents per hour.....	
	2	6	9	54	24.8 cents per hour.....	
	5	6	9	54	23.6 cents per hour.....	
Electrical workers.....	1	6	9	54	30.7 cents per hour.....	
	1	6	9	54	27.8 cents per hour.....	
Laborers.....	1	6	9	54	19 cents per hour.....	
	1	6	9	54	18.2 cents per hour.....	
	1	6	9	54	17.2 cents per hour.....	
	1	6	9	54	15.4 cents per hour.....	
Machinists.....	1	6	9	54	31½ cents per hour.....	
	1	6	9	54	30.4 cents per hour.....	
	3	6	9	54	29½ cents per hour.....	
	3	6	9	54	27.8 cents per hour.....	

BUFFALO, N. Y.

Line and track:						
Bonders.....	1	6	10	60	27½ cents per hour.....	
Drillers.....	1	6	10	60	22 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	2	6	10	60	17 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
Drivers.....	4	6	11	66	20 cents per hour.....	
	2	7	10	70	do.....	
	2	7	11	77	do.....	
	5	7	12	84	do.....	
Laborers.....	391	6	10	60	19 cents per hour.....	
	267	6	10	60	16½ cents per hour.....	
	12	7	10	70	21 cents per hour.....	

¹ Worked 4 hours on Saturday.

1026 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

BUFFALO, N. Y.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen.....	3	6	10	60	32½ cents per hour.....	
	3	7	10	70	32½ cents per hour.....	
	4	7	12	84	30 cents per hour.....	
Linemen's helpers.....	2	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
	2	6	10	60	20 cents per hour.....	
Welders.....	1	7	10	70	25 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	1 10	1 54	32 cents per hour.....	
	1	6	1 10	1 54	29 cents per hour.....	
	1	6	1 10	1 54	27 cents per hour.....	
	1	6	1 10	1 54	22 cents per hour.....	
Bearing men.....	2	6	1 10	1 54	22 cents per hour.....	
Car cleaners.....	2	6	9	54	19 cents per hour.....	
	3	6	1 10	1 54	20 cents per hour.....	
	1	6	1 10	1 54	18 cents per hour.....	
Car oilers.....	49	6	10	60	20 cents per hour.....	
Carpenters.....	11	6	10	60	21 cents per hour.....	
	3	6	1 10	1 54	32 cents per hour.....	
	3	6	1 10	1 54	29 cents per hour.....	
	15	6	1 10	1 54	27 cents per hour.....	
	8	6	1 10	1 54	26 cents per hour.....	
	27	6	1 10	1 54	25 cents per hour.....	
	1	6	1 10	1 54	24 cents per hour.....	
Car placers.....	1	6	10	60	32½ cents per hour.....	
	1	6	1 10	1 54	24 cents per hour.....	
	3	6	1 10	1 54	22 cents per hour.....	
Car repairers.....	5	6	10	60	21 cents per hour.....	
	1	6	1 10	1 54	29 cents per hour.....	
	1	6	1 10	1 54	28 cents per hour.....	
	1	6	1 10	1 54	26 cents per hour.....	
	9	6	1 10	1 54	24 cents per hour.....	
	1	6	1 10	1 54	22 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	32	6	10	60	24 cents per hour.....	
Electrical workers.....	5	6	10	60	21 cents per hour.....	
	1	6	1 10	1 54	32 cents per hour.....	
	1	6	1 10	1 54	27 cents per hour.....	
	2	6	1 10	1 54	22 cents per hour.....	
	1	6	1 10	1 54	20 cents per hour.....	
	6	6	10	60	26 cents per hour.....	
	6	6	10	60	25 cents per hour.....	
Laborers.....	42	6	10	60	19 cents per hour.....	
Machinists.....	2	6	2 10	2 54	32 cents per hour.....	
	1	6	2 10	2 54	30 cents per hour.....	
	4	6	2 10	2 54	29 cents per hour.....	
	8	6	2 10	2 54	28 cents per hour.....	
	2	6	2 10	2 54	27 cents per hour.....	
	2	6	2 10	2 54	26 cents per hour.....	
	2	6	2 10	2 54	24 cents per hour.....	
	1	6	2 10	2 54	22 cents per hour.....	

BUTTE, MONT.

Line and track:						
Greasers.....	4	7	8	56	\$3.50 per day.....	\$0.438
Laborers.....	14	7	8	56	do.....	.438
Motormen.....	1	7	9½	66½	45 cents per hour.....	
Barn and shop:						
Carpenters.....	1	6	8	48	\$6 per day.....	.751
Car repairers.....	10	7	8	56	\$3.50 per day.....	.438
Electrical workers.....	1	6	8	48	\$5.50 per day.....	.688
	2	6	8	48	\$5 per day.....	.625
Machinists.....	1	6	8	48	\$6 per day.....	.751
	1	6	8	48	\$4.50 per day.....	.563
	1	6	8	48	\$2.50 per day.....	.313

¹ Worked 4 hours on Saturday.

² Worked 4 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHARLESTON, S. C.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bonders	1	6	10	60	\$1.50 per day	\$0.15
Flagmen	1	6	10	60	\$8 per week .....	.133
Greasers	1	6	10	60	\$1.50 per day .....	.150
	4	6	10	60	\$1 per day .....	.10
	2	7	10	70	do .....	.10
Laborers	25	6	9½	57	\$1.25 per day .....	.132
Line inspectors	6	7	12	84	\$2.60 per day .....	.217
Pavers	1	6	9½	57	\$1.75 per day .....	.184
Transportation:						
Starters	1	7	12	84	\$2.85 per day .....	.238
	1	7	12	84	\$2.60 per day .....	.217
Barn and shop:						
Armature winders	1	7	10	70	\$2.25 per day .....	.225
Car cleaners	1	6	10	60	50 cents per day .....	.05
	2	7	10	70	\$8 per week .....	.123
	2	7	10	70	\$1 per day .....	.10
	2	7	10	70	50 cents per day .....	.05
Carpenters	2	6	10	60	\$2.50 per day .....	.25
	1	7	10	70	\$2.25 per day .....	.225
Car repairers	1	6	10	60	do .....	.225
	1	6	10	60	\$2 per day .....	.20
	1	6	10	60	\$1.50 per day .....	.15
	2	7	10	70	do .....	.15
	2	7	11	77	\$1.75 per day .....	.159
Electrical workers	1	7	10	70	\$2.25 per day .....	.225
Machinists	1	6	10	60	\$3.50 per day .....	.35
	1	6	10	60	\$2.50 per day .....	.25

CHARLOTTE, N. C.

Line and track:						
Greasers	3	7	10	70	12½ cents per hour	
Laborers	12	6	10	60	do	
	1	6	10	60	13½ cents per hour	
Linemen	1	6	10	60	15 cents per hour	
	2	7	10	70	20 cents per hour	
Barn and shop:						
Armature winders	1	6	10	60	22½ cents per hour	
Car cleaners	2	7	10	70	12½ cents per hour	
Car oilers	1	7	10	70	17½ cents per hour	
Carpenters	1	6	10	60	25 cents per hour	
Car repairers	2	6	10	60	20 cents per hour	
	3	6	10	60	17½ cents per hour	
	1	6	10	60	16 cents per hour	
Laborers	2	7	10	70	12½ cents per hour	
Machinists	1	6	10	60	27½ cents per hour	

CHATTANOOGA, TENN.

Line and track:						
Drivers	2	6	3 10	3 59	13½ cents per hour	
Flagmen	1	6	3 10	3 59	\$13.81 per week	\$0.234
Greasers	2	6	10	60	13½ cents per hour	
Laborers	29	6	10	60	do	
Linemen	1	6	3 10	3 59	\$16.10 per week .....	.273
	1	6	3 10	3 59	\$13.81 per week .....	.234
	1	6	3 10	3 59	30 cents per hour	
	7	6	3 10	3 59	25 cents per hour	
	3	6	3 10	3 59	22½ cents per hour	
	8	6	3 10	3 59	20 cents per hour	
Linemen's helpers	2	6	3 10	3 59	13½ cents per hour	
Motormen	1	6	3 10	3 59	23½ cents per hour	
Pavers	1	6	3 10	3 59	20 cents per hour	
Trackwalkers	1	6	3 10	3 59	15 cents per hour	

¹ Every other Sunday off.

² Worked 5 hours on Sunday.

³ Worked 9 hours on Saturday.

1028 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHATTANOOGA, TENN.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	1	6	10	60	20 cents per hour.....	
Car cleaners.....	2	6	10	60	15 cents per hour.....	
	2	6	10	60	10 cents per hour.....	
	1	1 7	10½	1 68½	15 cents per hour.....	
	2	1 7	12½	1 81½	do.....	
Car oilers.....	1	1 7	10	1 65	17½ cents per hour.....	
Carpenters.....	8	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
Car repairers.....	3	6	10	60	20 cents per hour.....	
	4	6	10	60	15 cents per hour.....	
	1	1 7	10	1 65	20 cents per hour.....	
	1	1 7	10	1 65	15 cents per hour.....	
	1	1 7	10½	1 68½	17½ cents per hour.....	
	2	1 7	12½	1 81½	20 cents per hour.....	
Lamp men.....	1	1 7	11	1 71½	do.....	
Machinists.....	1	6	10	60	30 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	

CHICAGO, ILL.

CHICAGO ELEVATED RAILWAYS.

Line and track:						
Bridgemen and draw tenders.....	2	7	12	84	\$100 per month.....	\$0.274
	2	7	12	84	\$95 per month.....	.26
	6	7	12	84	29 cents per hour.....	
Conductors.....	1	6	11	66	\$100 per month.....	.35
Flagmen.....	1	6	10½	63	24 cents per hour.....	
	1	7	10	70	\$70 per month.....	.214
	1	7	10	70	\$65 per month.....	.23
	8	7	10	70	\$50 per month.....	.164
	1	7	10	70	24 cents per hour.....	
	2	7	12	84	\$65 per month.....	.178
	2	7	12	84	\$52.50 per month.....	.144
	12	7	12	84	\$50 per month.....	.137
	63	7	12	84	\$48 per month.....	.132
	16	7	12	84	\$45 per month.....	.123
	84	7	12	84	\$40 per month.....	.11
	4	7	12	84	\$1.50 per day.....	.125
Interlocking maintainers and interlocking repairmen.	1	6	10	60	29 cents per hour.....	
	3	2 6	10	2 60	29 cents per hour.....	
	2	2 6	10	2 60	28 cents per hour.....	
	1	6	10	60	28 cents per hour.....	
	2	6	10	60	27 cents per hour.....	
	1	6	10	62½	27 cents per hour.....	
	1	2 6	11½	2 69	29 cents per hour.....	
	1	6	12	72	do.....	
	2	2 6	12	2 72	do.....	
	1	2 6	12	2 72	28 cents per hour.....	
	1	1 7	10	70	31 cents per hour.....	
	3	7	11	77	do.....	
	1	1 7	11½	1 74½	29 cents per hour.....	
	1	1 7	12	84	31 cents per hour.....	
Laborers.....	214	6	10	60	20 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
Linemen.....	25	6	10	60	18 cents per hour.....	
	3	6	10	60	35 cents per hour.....	
	2	6	10	60	34½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	2	6	10	60	29½ cents per hour.....	
	2	6	10	60	28½ cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	7	10	3 65	35 cents per hour.....	
	1	7	10	70	35 cents per hour.....	
	1	7	10	70	26 cents per hour.....	

¹ Every other Sunday off.

² Worked 1 Sunday in 4.

³ Worked 5 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linenmen's helpers.....	1	6	10	60	25 cents per hour.....	
Motormen.....	1	6	10½	63	34 cents per hour.....	
Switchmen.....	5	6	10	60	34 cents per hour.....	
	7	6	10	60	33 cents per hour.....	
	12	6	10	60	32½ cents per hour.....	
	16	6	10	60	31½ cents per hour.....	
	8	6	12	72	34 cents per hour.....	
	3	6	12	72	32½ cents per hour.....	
	7	7	110	168	33 cents per hour.....	
	15	7	10	70	32½ cents per hour.....	
	4	7	10	70	31½ cents per hour.....	
	2	7	10	70	30 cents per hour.....	
	4	7	12	84	34 cents per hour.....	
	2	7	12	84	32½ cents per hour.....	
	1	7	12	84	31½ cents per hour.....	
Thrd-rail men, contact men.....	4	6	10	60	31 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
Towermen, elevated.....	1	6	10	60	28½ cents per hour.....	
	7	6	10	60	30 cents per hour.....	
	9	7	8	56	\$4 per day.....	\$0.50
	1	7	8	56	38½ cents per hour.....	
	3	7	8	56	38 cents per hour.....	
	5	7	8	56	37 cents per hour.....	
	3	7	8	56	35 cents per hour.....	
	1	7	8	56	34 cents per hour.....	
	1	7	8	56	33½ cents per hour.....	
	2	7	8	56	33 cents per hour.....	
	2	7	9	63	37 cents per hour.....	
	14	7	10	70	34½ cents per hour.....	
	1	7	10	70	32 cents per hour.....	
	2	7	10	70	33½ cents per hour ³.....	.345
	12	7	10	68	33 cents per hour ³.....	.34
	2	7	12	80	33 cents per hour ³.....	.338
Trackmen.....	23	6	10	60	25½ cents per hour.....	
	1	6	10	60	24 cents per hour.....	
	24	6	10	60	23 cents per hour.....	
	8	46	10	460	25½ cents per hour.....	
	2	46	10	460	24 cents per hour.....	
	10	46	10	460	23 cents per hour.....	
	1	6	10½	63	25½ cents per hour.....	
	2	7	10½	70½	25½ cents per hour.....	
	1	7	10½	73½	do.....	
Trackwalkers.....	1	6	10	60	27½ cents per hour.....	
Transportation:						
Collectors and agents.....	639	7	79	760½	\$2.05 per day ⁷.....	.228
	67	7	79	760½	\$1.75 per day ⁷.....	.194
	61	7	10	70	\$65 per month.....	.214
	690	7	10	70	\$1.90 per day.....	.19
	616	7	10	70	\$1.75 per day.....	.175
	615	7	10	70	\$1.60 per day.....	.16
	617	7	10	70	\$1.50 per day.....	.15
	650	7	10	70	19 cents per hour.....	
	65	7	10	70	17.9 cents per hour.....	
	623	7	10	70	17½ cents per hour.....	
	61	7	10	70	17 cents per hour.....	
	611	7	10	70	16 cents per hour.....	
	613	7	10	70	15 cents per hour.....	
	617	7	10	70	14½ cents per hour.....	
	627	7	11	77	\$2.05 per day.....	.186
	61	7	12	84	\$60 per month.....	.164
	686	7	12	84	\$2.05 per day.....	.171

¹ Worked 8 hours on Sunday.

² Worked every third Sunday.

³ Worked 8 hours on Sunday; paid for 10 hours.

⁴ Worked 1 Sunday in 4.

⁵ Off 1 Sunday in 4.

⁶ Females.

⁷ Worked 6½ hours on Sunday; paid for 9 hours.

⁸ Males.

1030 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation—Concluded.						
Collectors and agents (concl'd.)	1 14	7	12	84	\$1.90 per day	\$0.158
	1 4	7	12	84	\$1.85 per day	.154
	1 36	7	12	84	\$1.75 per day	.146
	1 25	7	12	84	\$1.60 per day	.133
	1 44	7	12	84	17½ cents per hour	
	1 21	7	12	84	15.8 cents per hour	
	1 3	7	12	84	15.6 cents per hour	
	1 6	7	12	84	14.6 cents per hour	
	1 1	7	12	84	14.2 cents per hour	
	1 6	7	12	84	13.3 cents per hour	
	1 45	7	12	84	12½ cents per hour	
Inspectors	7	7	12	84	\$1.25 per month	.343
	1	7	12	84	\$1.00 per month	.274
	1	7	12	84	34 cents per hour	
Platform men	1	6	10	60	\$75 per month	.238
	1	6	10	60	24 cents per hour	
	20	7	12	238	\$2.60 per day ²	.219
	3	7	12	238	\$2.40 per day ²	.202
	13	7	12	238	\$2.05 per day ²	.173
Porters	25	7	11	274½	\$52 per month	.162
	18	7	11	274½	\$51 per month	.159
	1	7	11	274½	\$50 per month	.155
	8	7	11	274½	\$47.50 per month	.148
	1	7	11	274½	\$46 per month	.143
	33	7	11	274½	\$45 per month	.14
	6	7	11	274½	\$1.95 per day	.184
	4	7	11	274½	\$1.75 per day	.165
	5	7	11	274½	\$1.60 per day	.151
	6	7	11	274½	\$1.50 per day	.142
Starters	3	7	8	56	38½ cents per hour	
	5	7	12	84	\$130 per month	.356
	1	7	12	84	\$128 per month	.351
	6	7	12	84	\$100 per month	.274
	1	7	12	84	\$92.50 per month	.253
	1	7	12	84	31½ cents per hour	
Barn and shop:						
Armature winders	1	6	4 9	4 53½	33 cents per hour ⁴	.333
	2	6	4 9	4 53½	32.8 cents per hour ⁴	.331
	1	6	4 9	4 53½	31.9 cents per hour ⁴	.322
	2	6	4 9	4 53½	29.1 cents per hour ⁴	.294
	1	6	4 9	4 53½	27.8 cents per hour ⁴	.281
	1	6	4 9	4 53½	26.7 cents per hour ⁴	.269
	2	6	4 9	4 53½	26.3 cents per hour ⁴	.265
	4	6	4 9	4 53½	25.7 cents per hour ⁴	.259
Armature winders' helpers	1	6	4 9	4 53½	23.9 cents per hour ⁴	.241
	1	6	4 9	4 53½	23 cents per hour ⁴	.232
	1	6	4 9	4 53½	22.9 cents per hour ⁴	.231
	1	6	4 9	4 53½	20.7 cents per hour ⁴	.209
	1	6	4 9	4 53½	17.4 cents per hour ⁴	.176
	3	6	4 9	4 53½	17.3 cents per hour ⁴	.175
	1	6	4 9	4 53½	16.2 cents per hour ⁴	.164
Car cleaners	13	6	4 9	4 53½	20.1 cents per hour ⁴	.203
	22	6	10	60	20 cents per hour	
	7	6	10	60	19½ cents per hour	
	3	6	10	60	18½ cents per hour	
	23	6	10	60	17½ cents per hour	
	1	6	11	66	do	
	5	7	10	5 65	19½ cents per hour	
	28	7	10	70	do	
	8	7	10	70	18½ cents per hour	
	2	7	10	5 65	do	
	9	7	10	70	17½ cents per hour	
	9	7	10	5 65	do	
	1	7	10	70	20½ cents per hour	
	2	7	11	77	19½ cents per hour	
	1	7	11	77	17½ cents per hour	
	1	7	12	84	20 cents per hour	
	5	7	12	84	19½ cents per hour	

¹ Males.

² Worked 11 hours on Sunday; paid for 12 hours.

³ Worked 5½ hours every other Sunday.

⁴ Worked 8½ hours on Saturday; paid for 9 hours.

⁵ Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Carpenters.....	2	6	1 9	1 53½	35.8 cents per hour ¹ ..	\$0.361
	9	6	1 9	1 53½	34½ cents per hour ¹ ..	.348
	1	6	1 9	1 53½	34.2 cents per hour ¹ ..	.345
	7	6	1 9	1 53½	33.6 cents per hour ¹ ..	.339
	1	6	1 9	1 53½	33½ cents per hour ¹ ..	.338
	1	6	1 9	1 53½	33 cents per hour ¹ ..	.333
	3	6	1 9	1 53½	31.9 cents per hour ¹ ..	.322
	11	6	1 9	1 53½	30.8 cents per hour ¹ ..	.311
	1	6	1 9	1 53½	30.6 cents per hour ¹ ..	.309
	7	6	1 9	1 53½	30.2 cents per hour ¹ ..	.305
	2	6	1 9	1 53½	29.1 cents per hour ¹ ..	.294
	1	6	1 9	1 53½	28.8 cents per hour ¹ ..	.291
	1	6	1 9	1 53½	28½ cents per hour ¹ ..	.288
	2	6	1 9	1 53½	27.8 cents per hour ¹ ..	.281
	2	6	1 9	1 53½	26.9 cents per hour ¹ ..	.272
	13	6	10	60	29 cents per hour.....	.....
	9	6	10	60	28½ cents per hour.....	.....
	12	6	10	60	27½ cents per hour.....	.....
	3	7	1 9	1 62½	33.6 cents per hour ¹ ..	.339
	2	7	1 9	1 62½	32½ cents per hour ¹ ..	.328
	2	7	1 9	1 62½	27.8 cents per hour ¹ ..	.28
	1	2 7	2 9	2 58	31.9 cents per hour ² ..	.322
Car repairers.....	1	2 7	2 9	2 58	30.8 cents per hour ² ..	.311
	1	6	1 9	1 53½	33.6 cents per hour ¹ ..	.339
	2	6	1 9	1 53½	33.4 cents per hour ¹ ..	.337
	1	6	1 9	1 53½	33 cents per hour ¹ ..	.333
	2	6	1 9	1 53½	32½ cents per hour ¹ ..	.328
	1	6	1 9	1 53½	31.9 cents per hour ¹ ..	.322
	1	6	1 9	1 53½	31.3 cents per hour ¹ ..	.316
	2	6	1 9	1 53½	31 cents per hour ¹ ..	.313
	6	6	1 9	1 53½	30.6 cents per hour ¹ ..	.309
	2	6	1 9	1 53½	29.9 cents per hour ¹ ..	.302
	3	6	1 9	1 53½	29.7 cents per hour ¹ ..	.30
	1	6	1 9	1 53½	29.6 cents per hour ¹ ..	.299
	8	6	1 9	1 53½	29.1 cents per hour ¹ ..	.294
	1	6	1 9	1 53½	28½ cents per hour ¹ ..	.288
	1	6	1 9	1 53½	28 cents per hour ¹ ..	.283
	5	6	1 9	1 53½	27.8 cents per hour ¹ ..	.281
	3	6	1 9	1 53½	27.4 cents per hour ¹ ..	.277
	2	6	1 9	1 53½	27.3 cents per hour ¹ ..	.276
	1	6	1 9	1 53½	26.7 cents per hour ¹ ..	.269
	4	6	1 9	1 53½	26.3 cents per hour ¹ ..	.265
	8	6	1 9	1 53½	25.7 cents per hour ¹ ..	.259
	2	6	1 9	1 53½	25 cents per hour ¹ ..	.252
	1	6	1 9	1 53½	24.6 cents per hour ¹ ..	.248
	8	6	1 9	1 53½	24.1 cents per hour ¹ ..	.243
	3	6	1 9	1 53½	23.9 cents per hour ¹ ..	.241
	1	6	1 9	1 53½	22.9 cents per hour ¹ ..	.231
	1	6	1 9	1 53½	20.1 cents per hour ¹ ..	.203
	1	6	1 9	1 53½	19.2 cents per hour ¹ ..	.194
	3	2 7	2 9	2 58	31.8 cents per hour ² ..	.321
	1	2 7	2 9	2 58	31.1 cents per hour ² ..	.314
	1	2 7	2 9	2 58	30.8 cents per hour ² ..	.311
	1	2 7	2 9	2 58	29.7 cents per hour ² ..	.30
	4	2 7	2 9	2 58	29.1 cents per hour ² ..	.294
	1	2 7	2 9	2 58	28½ cents per hour ² ..	.287
	2	2 7	2 9	2 58	28 cents per hour ² ..	.282
	1	2 7	2 9	2 58	27.4 cents per hour ² ..	.276
	3	2 7	2 9	2 58	26.9 cents per hour ² ..	.271
	7	2 7	2 9	2 58	26.3 cents per hour ² ..	.265
	1	2 7	2 9	2 58	25.7 cents per hour ² ..	.259
	1	7	1 9	1 62½	34.7 cents per hour ¹ ..	.35
	2	7	1 9	1 62½	33.6 cents per hour ¹ ..	.339
	2	7	1 9	1 62½	31.8 cents per hour ¹ ..	.321
	6	7	1 9	1 62½	31.3 cents per hour ¹ ..	.316
	1	7	1 9	1 62½	30.6 cents per hour ¹ ..	.308
	1	7	1 9	1 62½	29.9 cents per hour ¹ ..	.301

¹ Worked 8½ hours on Saturday; paid for 9 hours.

² Every other Sunday off. Worked 8½ hours on Saturday; paid for 9 hours.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Car repairers (concluded).....	1	7	19	1 62½	25.7 cents per hour ¹	\$0.259
	1	7	19	1 62½	24.6 cents per hour ¹	.248
	3	7	19	1 62½	24.1 cents per hour ¹	.243
	1	7	19	1 62½	19.6 cents per hour ¹	.198
Car repairers' helpers.....	1	6	19	1 53½	30.8 cents per hour ¹	.311
	1	6	19	1 53½	30.2 cents per hour ¹	.305
	4	6	19	1 53½	26.3 cents per hour ¹	.265
	2	6	19	1 53½	25.7 cents per hour ¹	.259
	9	6	19	1 53½	25 cents per hour ¹	.252
	8	6	19	1 53½	23.9 cents per hour ¹	.241
	8	6	19	1 53½	23½ cents per hour ¹	.237
	1	6	19	1 53½	23.2 cents per hour ¹	.234
	3	6	19	1 53½	22.9 cents per hour ¹	.231
	1	6	19	1 53½	19.6 cents per hour ¹	.198
	1	6	19	1 53½	17.3 cents per hour ¹	.175
Electrical workers.....	1	7	29	2 58	23½ cents per hour ²	.237
	1	6	19	1 53½	37½ cents per hour ¹	.379
	2	6	19	1 53½	32.4 cents per hour ¹	.327
	2	6	19	1 53½	30.6 cents per hour ¹	.309
	1	6	19	1 53½	30.1 cents per hour ¹	.304
	1	6	19	1 53½	29.7 cents per hour ¹	.30
	3	6	19	1 53½	29.1 cents per hour ¹	.294
	1	6	19	1 53½	28½ cents per hour ¹	.288
	1	6	19	1 53½	28.1 cents per hour ¹	.284
	1	6	19	1 53½	27.8 cents per hour ¹	.281
	1	6	19	1 53½	26.7 cents per hour ¹	.269
	2	6	19	1 53½	26.3 cents per hour ¹	.265
	1	6	19	1 53½	25.8 cents per hour ¹	.26
	10	6	19	1 53½	25.7 cents per hour ¹	.259
	1	6	19	1 53½	25.2 cents per hour ¹	.254
	1	6	19	1 53½	23.9 cents per hour ¹	.241
	1	6	19	1 53½	23½ cents per hour ¹	.237
	3	6	19	1 53½	23.2 cents per hour ¹	.234
	1	6	19	1 53½	22.9 cents per hour ¹	.231
	1	6	19	1 53½	22.3 cents per hour ¹	.225
	1	6	10	60	\$75 per month.....	.288
	1	6	10	60	32½ cents per hour.....	.288
	2	6	10	60	32 cents per hour.....	.288
	2	6	10	60	30 cents per hour.....	.288
	3	6	10	60	25 cents per hour.....	.288
	1	6	10	60	28½ cents per hour.....	.288
	1	6	10	60	27½ cents per hour.....	.288
	2	6	10	60	31 cents per hour.....	.288
	2	6	10	60	30 cents per hour.....	.288
	1	6	10	60	27½ cents per hour.....	.288
	1	7	29	2 58	30.8 cents per hour ²	.311
	3	7	29	2 58	29.1 cents per hour ²	.294
	3	7	29	2 58	26.3 cents per hour ²	.265
	2	7	29	2 58	26.1 cents per hour ²	.263
	2	7	19	1 62½	28 cents per hour ¹	.282
	1	7	19	1 62½	25.7 cents per hour ¹	.259
	1	7	10	60	23 cents per hour.....	.282
	1	7	10	65	32½ cents per hour.....	.282
	2	7	10	65	32 cents per hour.....	.282
	1	7	10	65	30 cents per hour.....	.282
	1	7	10	66	78.50 per month.....	.275
	1	7	10	66	27½ cents per hour.....	.275
	1	7	10	66	23 cents per hour.....	.275
	2	7	19	1 53½	22½ cents per hour ¹	.203
Laborers.....	3	7	19	1 53½	20.1 cents per hour ¹	.203
	2	6	19	1 53½	19.6 cents per hour ¹	.198

¹ Worked 8½ hours on Saturday; paid for 9 hours.
² Every other Sunday off. Worked 8½ hours on Saturday; paid for 9 hours.
³ Worked every fourth Sunday.
⁴ Worked every third Sunday.
⁵ Every other Sunday off.
⁶ Every other Sunday off. Worked 12 hours every other Sunday

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO ELEVATED RAILWAYS—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded. Lamp men.....	1	7	10	70	\$53.50 per month.....	\$0.176
	1	7	10	70	\$51.50 per month.....	.17
	1	7	10	70	\$50 per month.....	.165
	1	7	10	70	23 cents per hour.....	
	1	7	10	70	.....do.....	
	5	7	10	70	21 cents per hour.....	
	1	7	10	70	17 cents per hour.....	
	1	7	11	77	16 cents per hour.....	
	1	7	12	84	.....do.....	
	1	7	12	84	.....do.....	
Machinists.....	3	6	2 9	2 53½	42.1 cents per hour 2	.425
	4	6	2 9	2 53½	40.3 cents per hour 2	.407
	1	6	2 9	2 53½	37 cents per hour 2	.373
	1	6	2 9	2 53½	34½ cents per hour 2	.348
	1	6	2 9	2 53½	33.1 cents per hour 2	.334
	1	6	2 9	2 53½	32½ cents per hour 2	.328
	1	6	2 9	2 53½	31.2 cents per hour 2	.315
	1	6	2 9	2 53½	30.6 cents per hour 2	.309
	1	6	2 9	2 53½	30.2 cents per hour 2	.305
	2	6	2 9	2 53½	30.2 cents per hour 2	.305

CHICAGO SURFACE LINES.

Line and track:						
Bonders.....	2	6	3 8	3 44	37½ cents per hour.....	
	2	6	3 8	3 44	31½ cents per hour.....	
Cablemen.....	7	6	3 8	3 44	62½ cents per hour.....	
	10	6	3 8	3 44	60 cents per hour.....	
Conductors.....	1	6	10 ½	61 ½	22 cents per hour.....	
	1	6	4 10 ½	4 59 ½	.....do.....	
	1	6	10 ½	62 ½	.....do.....	
	1	6	10 ½	63 ½	.....do.....	
	1	6	10 ½	65 ½	.....do.....	
	1	6	4 11 ½	4 67 ½	.....do.....	
	1	6	11 ½	69 ½	.....do.....	
	1	6	4 11 ½	4 68 ½	.....do.....	
	1	6	11 ½	71 ½	.....do.....	
	1	6	12 ½	72 ½	.....do.....	
	1	6	12 ½	72 ½	.....do.....	
	1	7	5 9 ½	5 58 ½	.....do.....	
	1	7	6 9 ½	6 62 ½	.....do.....	
	1	7	4 11 ½	4 75 ½	.....do.....	
	1	7	4 11 ½	4 76 ½	.....do.....	
	1	7	11 ½	81 ½	.....do.....	
	1	7	5 12 ½	5 86 ½	.....do.....	
Drillers.....	1	7	10	70	\$2 per day.....	\$0.20
Drivers.....	60	6	12	72	\$2.55 per day.....	.213
	32	7	12	84	\$2.75 per day.....	.229
	14	7	12	84	\$2.55 per day.....	.213
Flagmen.....	9	7	10	70	\$66 per month.....	.217
	2	7	10	70	\$60 per month.....	.197
	26	7	10	70	\$2 per day.....	.20
Greasers.....	23	7	10	70	\$2 per day.....	.20
	22	7	10	70	\$1.75 per day.....	.175
Laborers.....	1	6	3 8	2 44	31½ cents per hour.....	
	1	6	3 8	2 44	28½ cents per hour.....	
	39	6	3 8	2 44	25 cents per hour.....	
	1	6	6 9	6 50	.....do.....	
	1	6	6 10	6 55	\$75 per month.....	.314
	1	6	6 10	6 55	\$65 per month.....	.272
	1	6	6 10	6 55	\$2.75 per day.....	.275
	1	6	6 10	6 55	\$2.50 per day.....	.25
2	6	6 10	6 55	\$2.40 per day.....	.24	

¹ Off 1 Sunday each month.

² Worked 8½ hours on Saturday; paid for 9 hours.

³ Worked 4 hours on Saturday.

⁴ Short day on Saturday.

⁵ Short day on Sunday.

⁶ Worked 5 hours on Saturday.

1034 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO SURFACE LINES—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Continued.						
Laborers (concluded).....	1	6	1 10	1 55	\$2.25 per day.....	\$0.225
	22	6	1 10	1 55	\$2 per day.....	.20
	4	6	1 10	1 55	25 cents per hour.....	
	38	6	1 10	1 55	20 cents per hour.....	
	65	7	10	60	\$2 per day.....	.20
	1	7	2 9½	2 63½	25 cents per hour.....	
	1	7	2 9½	2 63½	21 cents per hour.....	
	2	7	2 9½	2 63½	20 cents per hour.....	
	3	7	2 9½	2 63½	19 cents per hour.....	
	17	7	2 9½	2 63½	18½ cents per hour.....	
	3	7	2 10	2 63½	17½ cents per hour.....	
	2	7	10	70	\$2.50 per day.....	.25
	3	7	10	70	\$2.25 per day.....	.225
	1	7	10	70	\$2.20 per day.....	.22
	2	7	10	70	\$2.10 per day.....	.21
	166	7	10	70	\$2 per day.....	.20
	12	7	10	70	\$1.92½ per day.....	.193
	200	7	10	70	\$1.85 per day.....	.185
	3	7	10	70	\$1.81½ per day.....	.182
	1,463	7	10	70	\$1.75 per day.....	.175
	1	7	10	70	\$1 per day.....	.10
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	2	7	10	70	25½ cents per hour.....	
	2	7	10	70	22½ cents per hour.....	
	9	7	10	70	22¼ cents per hour.....	
	1	7	10	70	21 cents per hour.....	
	21	7	10	70	20 cents per hour.....	
	2	7	10	70	19 cents per hour.....	
	8	7	10	70	18½ cents per hour.....	
	48	7	10	70	17½ cents per hour.....	
	1	7	11	77	25 cents per hour.....	
	4	7	11	77	21 cents per hour.....	
	15	7	11	77	20 cents per hour.....	
	10	7	11	77	18½ cents per hour.....	
	24	7	12	84	\$2.55 per day.....	.213
Line inspectors.....	2	6	3 10	3 55	\$2 per day.....	.20
	1	6	3 10	3 55	25 cents per hour.....	
	1	6	3 10	3 55	22½ cents per hour.....	
	1	6	3 10	3 55	20 cents per hour.....	
Linemen.....	38	6	4 8	4 44	50½ cents per hour.....	
Linemen's helpers.....	1	6	4 8	4 44	34½ cents per hour.....	
	27	6	4 8	4 44	25 cents per hour.....	
Motormen.....	4	6	2 9½	2 54	28 cents per hour.....	
	21	6	10	60	\$2.80 per day.....	.28
	1	6	10½	59½	27 cents per hour.....	
	1	6	10½	61½	32 cents per hour.....	
	1	6	10½	62½	do.....	
	1	6	10½	63½	28 cents per hour.....	
	1	6	10½	65½	32 cents per hour.....	
	1	6	11½	67½	do.....	
	1	6	11½	69½	do.....	
	1	6	11½	68½	do.....	
	1	6	11½	71½	do.....	
	1	6	12½	72½	do.....	
	1	6	12½	72½	do.....	
	1	7	9 4½	5 58½	do.....	
	1	7	9 9½	5 63½	28 cents per hour.....	
	1	7	9 4½	5 62½	32 cents per hour.....	
	40	7	10	70	\$2.80 per day.....	.28
	1	7	11	77	28 cents per hour.....	
	1	7	11½	77½	32 cents per hour.....	
	1	7	11½	79½	do.....	
	1	7	11½	81½	do.....	
	1	7	12½	86½	do.....	

1 Worked 5 hours on Saturday.
 2 Worked 6½ hours on Saturday.
 3 Short day on Saturday.

4 Worked 4 hours on Saturday.
 5 Short day on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Continued.

CHICAGO SURFACE LINES—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Pavers.....	8	7	10	70	\$3 per day.....	\$0.30
	2	7	10	70	\$2.75 per day.....	.25
	5	7	10	70	\$2.50 per day.....	.25
	20	7	10	70	\$2.25 per day.....	.225
	1	7	10	70	\$2.20 per day.....	.22
	128	7	10	70	\$2 per day.....	.20
	1	7	10	70	\$1.92½ per day.....	.193
	5	7	10	70	\$1.85 per day.....	.185
	3	7	10	70	\$1.75 per day.....	.175
Rail grinders.....	1	7	10	70	\$125 per month.....	.411
	1	7	10	70	\$2.75 per day.....	.275
Switchmen.....	1	6	1 9½	1 54	26 cents per hour.....	.25
	3	7	10	70	\$2.50 per day.....	.25
	1	7	10	70	\$2.20 per day.....	.22
	16	7	10	70	\$2 per day.....	.20
	7	7	10	70	\$1.75 per day.....	.175
	1	7	11	77	20 cents per hour.....	.225
Trackmen.....	2	7	10	70	\$2.25 per day.....	.225
Welders.....	1	6	1 9½	1 54	40 cents per hour.....	.25
	1	6	1 9½	1 54	38 cents per hour.....	.222
	2	7	9	63	\$2.25 per day.....	.25
	1	7	9	63	\$2 per day.....	.222
	1	7	10	70	\$2.75 per day.....	.275
	2	7	10	70	\$2.50 per day.....	.25
	2	7	10	70	\$2 per day.....	.20
	2	7	10	70	\$1.92½ per day.....	.193
Transportation:						
Inspectors.....	55	7	10	70	\$100 per month.....	.329
Starters.....	49	7	10	70	\$85 per month.....	.279
Barn and shop:						
Armature winders.....	2	6	2 9	2 50	39 cents per hour.....	.227
	4	6	2 9	2 50	37 cents per hour.....	.222
	10	6	2 9	2 50	32 cents per hour.....	.191
	2	6	2 9	2 50	24 cents per hour.....	.222
	1	6	2 9	2 50	22 cents per hour.....	.191
	1	6	1 9½	1 54	35 cents per hour.....	.227
	1	6	1 9½	1 54	33 cents per hour.....	.222
	8	6	1 9½	1 54	30 cents per hour.....	.222
	7	6	1 9½	1 54	27 cents per hour.....	.222
	3	6	1 9½	1 54	24 cents per hour.....	.222
	1	6	3 10	3 56	22 cents per hour.....	.222
Armature winders' helpers.....	8	6	1 9½	1 54	15 cents per hour.....	.191
Bearing men.....	1	6	1 9½	1 54	28 cents per hour.....	.222
Car cleaners.....	2	6	1 9½	1 54	21 cents per hour.....	.191
	6	6	1 9½	1 54	18½ cents per hour.....	.222
	3	7	4 10	4 89½	\$2.25 per day 4.....	.222
	193	7	4 10	4 89½	\$2.20 per day 4.....	.191
	48	7	4 10	4 89½	\$1.90 per day 4.....	.222
	80	7	4 10	4 89½	22 cents per hour 4.....	.191
	22	7	4 10	4 89½	19 cents per hour 4.....	.222
	1	6	5 8	5 44	65 cents per hour.....	.375
Carpenters.....	1	6	5 8	5 44	40½ cents per hour.....	.227
	2	6	8	48	\$3 per day.....	.375
	10	6	8	48	65 cents per hour.....	.227
	2	6	1 9½	1 54	33 cents per hour.....	.222
	4	6	1 9½	1 54	32 cents per hour.....	.222
	25	6	1 9½	1 54	31 cents per hour.....	.222
	24	6	1 9½	1 54	30 cents per hour.....	.222
	59	6	1 9½	1 54	28 cents per hour.....	.222
	46	6	1 9½	1 54	27 cents per hour.....	.222
	6	6	1 9½	1 54	24 cents per hour.....	.222
	1	7	4 10	4 89½	\$3 per day 4.....	.302
	11	7	4 10	4 89½	\$2.90 per day 4.....	.292
	1	7	4 10	4 89½	\$2.60 per day 4.....	.262

1 Worked 6½ hours on Saturday.
 2 Worked 5 hours on Saturday.
 3 Worked 6 hours on Saturday.

4 Worked 9½ hours on Sunday; paid for 10 hours.
 5 Worked 4½ hours on Saturday.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CHICAGO, ILL.—Concluded.

CHICAGO SURFACE LINES—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car placers.....	21	7	1 10	1 69½	\$2.50 per day ¹	\$0.252
	2	7	1 10	1 69½	\$2.20 per day ¹.....	.222
	15	7	1 10	1 69½	25 cents per hour ¹.....	.252
	1	7	1 10	1 69½	22 cents per hour ¹.....	.222
Car repairers.....	3	6	2 9	2 50	37 cents per hour.....	
	5	6	3 9½	3 54	32 cents per hour.....	
	3	6	3 9½	3 54	30 cents per hour.....	
	6	6	3 9½	3 54	29 cents per hour.....	
	1	6	3 9½	3 54	28 cents per hour.....	
	7	6	3 9½	3 54	27 cents per hour.....	
	8	6	3 9½	3 54	26 cents per hour.....	
	6	6	3 9½	3 54	25 cents per hour.....	
	3	6	3 9½	3 54	24 cents per hour.....	
	1	6	3 9½	3 54	23 cents per hour.....	
	1	6	3 9½	3 54	22 cents per hour.....	
	3	6	3 9½	3 54	21 cents per hour.....	
	1	6	10	60	do.....	
	222	7	1 10	1 69½	\$2.80 per day ¹.....	.282
	37	7	1 10	1 69½	\$2.60 per day ¹.....	.262
	30	7	1 10	1 69½	\$2.20 per day ¹.....	.222
	125	7	1 10	1 69½	28 cents per hour ¹.....	.283
	20	7	1 10	1 69½	26 cents per hour ¹.....	.262
	14	7	1 10	1 69½	22 cents per hour ¹.....	.222
Electric workers.....	6	6	4 8	4 44	81½ cents per hour.....	
	21	6	4 8	4 44	75 cents per hour.....	
	1	6	4 8	4 44	53½ cents per hour.....	
	7	6	4 8	4 44	43½ cents per hour.....	
	5	6	2 9	2 50	37 cents per hour.....	
	1	6	2 9	2 50	32 cents per hour.....	
	4	6	3 9½	3 54	27 cents per hour.....	
	2	6	3 9½	3 54	24 cents per hour.....	
Laborers.....	1	6	10	60	38 cents per hour.....	
	24	6	3 9½	3 54	21 cents per hour.....	
	5	6	3 9½	3 54	20 cents per hour.....	
	5	6	3 9½	3 54	19 cents per hour.....	
	13	6	3 9½	3 54	18½ cents per hour.....	
	5	6	3 9½	3 54	19 cents per hour.....	
	1	6	10	60	\$2.50 per day.....	.25
	1	6	10	60	\$2.25 per day.....	.225
	8	6	10	60	\$2 per day.....	.20
	1	6	10	60	28½ cents per hour.....	
Machinists.....	2	6	2 9	2 50	44½ cents per hour.....	
	1	6	2 9	2 50	41½ cents per hour.....	
	5	6	2 9	2 50	40 cents per hour.....	
	23	6	2 9	2 50	38 cents per hour.....	
	1	6	2 9	2 50	36½ cents per hour.....	
	2	6	2 9	2 50	33½ cents per hour.....	
	1	6	6 9	6 51	26 cents per hour.....	
	1	6	6 9	6 51	24 cents per hour.....	
	1	6	6 9	6 51	22 cents per hour.....	
	9	6	3 9½	3 54	35 cents per hour.....	
	2	6	3 9½	3 54	30 cents per hour.....	
	2	6	3 9½	3 54	27 cents per hour.....	
	9	6	3 9½	3 54	24 cents per hour.....	
	6	6	3 9½	3 54	22 cents per hour.....	
	1	7	3 10	3 66½	30 cents per hour.....	
	4	7	7 10	7 69½	\$82.50 per month.....	.274
	1	7	1 10	1 69½	37 cents per hour ¹.....	.373

¹ Worked 9½ hours on Sunday; paid for 10 hours.
² Worked 5 hours on Saturday.
³ Worked 6½ hours on Saturday.
⁴ Worked 4 hours on Saturday.

⁵ Worked 7 hours on Saturday.
⁶ Worked 6 hours on Saturday.
⁷ Worked 9½ hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CINCINNATI, OHIO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Conductors.....	1	6	3 ³ / ₈	23 ³ / ₈	24 cents per hour.....	
	1	6	10 ³ / ₈	63 ³ / ₈	do.....	
	1	6	13 ³ / ₈	82 ³ / ₈	do.....	
	1	7	10	70	22 ¹ / ₂ cents per hour.....	
	1	7	10	70	17 ¹ / ₂ cents per hour.....	
	2	7	13	91	22 cents per hour.....	
Drivers.....	1	6	10	60	19 cents per hour.....	
	1	6	10	60	17 ¹ / ₂ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	5	6	12	72	16 ¹ / ₂ cents per hour.....	
Flagmen.....	8	7	10	70	15 cents per hour.....	
Greasers.....	29	7	10	70	17 ¹ / ₂ cents per hour.....	
Laborers.....	9	7	10	70	do.....	
Motormen.....	1	6	3 ³ / ₈	23 ³ / ₈	24 cents per hour.....	
	1	6	10 ³ / ₈	63 ³ / ₈	do.....	
	1	6	13 ³ / ₈	82 ³ / ₈	do.....	
	2	7	10	70	22 ¹ / ₂ cents per hour.....	
	4	7	12	84	22 cents per hour.....	
	2	7	13	91	do.....	
Switchmen.....	2	7	10	70	15 cents per hour.....	
Welders.....	1	6	10	60	25 cents per hour.....	
Barn and shop:						
Armature winders.....	3	6	10	60	27 ¹ / ₂ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
Bearing men.....	1	6	10	60	27 ¹ / ₂ cents per hour.....	
Car cleaners.....	34	7	10	70	17 ¹ / ₂ cents per hour.....	
Car oilers.....	3	7	10	70	21 cents per hour.....	
	7	7	10	70	20 cents per hour.....	
Carpenters.....	5	6	10	60	30 cents per hour.....	
	16	6	10	60	27 ¹ / ₂ cents per hour.....	
	3	6	10	60	26 cents per hour.....	
	8	6	10	60	25 cents per hour.....	
	2	6	10	60	22 ¹ / ₂ cents per hour.....	
	2	6	10	60	19 cents per hour.....	
	1	7	10	70	27 ¹ / ₂ cents per hour.....	
	3	7	10	70	26 ¹ / ₂ cents per hour.....	
Car placers.....	1	7	10	70	22 ¹ / ₂ cents per hour.....	
	1	7	10	70	21 cents per hour.....	
	2	7	10	70	21 cents per hour.....	
	8	7	10	70	20 cents per hour.....	
	1	7	10 ¹ / ₂	73 ¹ / ₂	22 ¹ / ₂ cents per hour.....	
Car repairers.....	1	6	10	60	31 cents per hour.....	
	3	6	10	60	27 ¹ / ₂ cents per hour.....	
	2	6	10	60	26 cents per hour.....	
	4	6	10	60	25 cents per hour.....	
	4	6	10	60	22 cents per hour.....	
	6	6	10	60	20 cents per hour.....	
	1	7	10	70	27 ¹ / ₂ cents per hour.....	
	18	7	10	70	25 cents per hour.....	
	1	7	10	70	23 ¹ / ₂ cents per hour.....	
	27	7	10	70	22 ¹ / ₂ cents per hour.....	
	4	7	10	70	21 cents per hour.....	
	1	7	10	70	20 ¹ / ₂ cents per hour.....	
	42	7	10	70	20 cents per hour.....	
Electrical workers.....	2	6	10	60	30 cents per hour.....	
	1	6	10	60	27 ¹ / ₂ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
Laborers.....	2	6	10	60	22 ¹ / ₂ cents per hour.....	
	2	6	10	60	21 cents per hour.....	
	15	6	10	60	20 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
	1	6	10	60	17 ¹ / ₂ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	9	7	10	70	20 cents per hour.....	
	8	7	10	70	17 ¹ / ₂ cents per hour.....	
	1	7	10	70	15 cents per hour.....	

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CINCINNATI, OHIO—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Machinists.....	2	6	10	60	32½ cents per hour.....	
	1	6	10	60	31 cents per hour.....	
	4	6	10	60	30 cents per hour.....	
	1	6	10	60	28½ cents per hour.....	
	3	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	3	6	10	60	23 cents per hour.....	
	1	6	10	60	20 cents per hour.....	

CLEVELAND, OHIO.

Line and track:						
Bonders.....	1	7	10	70	35 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	3	7	10	70	24 cents per hour.....	
	7	7	10	70	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
Drivers.....	1	7	10	70	\$60 per month.....	\$0.197
	1	7	10	70	22 cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Flagmen.....	1	7	12	84	\$1.75 per day.....	.146
Laborers.....	145	6	10	60	20 cents per hour.....	
	610	6	10	60	19 cents per hour.....	
	4	7	10	70	20 cents per hour.....	
Linemen.....	2	7	10	70	\$110 per month.....	.362
	2	7	10	70	\$105 per month.....	.345
	1	7	10	70	\$90 per month.....	.296
	2	7	10	70	\$75 per month.....	.247
	1	7	10	70	\$65 per month.....	.214
	3	7	10	70	30 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	1	7	12	84	\$95 per month.....	.26
	3	7	12	84	\$90 per month.....	.247
	2	7	12	84	\$80 per month.....	.219
	2	7	12	84	\$75 per month.....	.205
	2	7	12	84	\$70 per month.....	.192
	3	7	12	84	\$65 per month.....	.178
	2	7	12	84	\$55 per month.....	.151
	1	7	12	84	25 cents per hour.....	
Linemen's helpers.....	1	7	10	70	21 cents per hour.....	
	14	7	10	70	20 cents per hour.....	
	1	7	10	70	18½ cents per hour.....	
	1	7	10	70	16½ cents per hour.....	
	1	7	10	70	15 cents per hour.....	
	1	7	12	84	17½ cents per hour.....	
Motormen.....	15	6	10	60	25 cents per hour.....	
	1	7	10	70	do.....	
	1	7	10	70	22½ cents per hour.....	
	2	7	10	70	20 cents per hour.....	
	1	7	10	70	32½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	23 cents per hour.....	
Pavers.....	15	6	8	48	56½ cents per hour.....	
	3	6	8	48	31½ cents per hour.....	
	44	6	10	60	30 cents per hour.....	
	4	6	10	60	27 cents per hour.....	
Trackmen.....	10	6	10	60	26 cents per hour.....	
	5	6	10	60	22½ cents per hour.....	
	13	6	10	60	22 cents per hour.....	
	8	6	10	60	21 cents per hour.....	
Welders.....	1	6	10	60	26 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	26 cents per hour.....	

¹ Worked 9 hours on Saturday and 5 on Sunday.

² Worked 9 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

CLEVELAND, OHIO—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Inspectors.....	25	7	12	84	\$90 per month.....	\$0.247
	1	7	12	84	\$70 per month.....	.192
Starters.....	5	7	11	77	22½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
	28	7	12	84	\$100 per month.....	.274
	1	7	12	84	\$85 per month.....	.233
	1	7	12	84	\$70 per month.....	.192
Barn and shop:						
Armature winders.....	1	6	1 10	1 59	22½ cents per hour.....	
	1	6	1 10	1 59	20 cents per hour.....	
Bearing men.....	2	6	1 10	1 59	24 cents per hour.....	
	2	6	1 10	1 59	22½ cents per hour.....	
Car cleaners.....	1	6	1 10	1 59	20 cents per hour.....	
	15	7	10	70	do.....	
	47	7	10	70	17½ cents per hour.....	
Carpenters.....	85	6	1 10	1 59	30 cents per hour.....	
	27	6	1 10	1 59	27½ cents per hour.....	
	1	6	1 10	1 59	27 cents per hour.....	
	4	6	1 10	1 59	25 cents per hour.....	
Car repairers.....	2	6	1 10	1 59	\$2.40 per day.....	.24
	2	6	1 10	1 59	\$2.25 per day.....	.225
	1	6	1 10	1 59	35 cents per hour.....	
	1	6	1 10	1 59	32 cents per hour.....	
	4	6	1 10	1 59	30 cents per hour.....	
	5	6	1 10	1 59	27½ cents per hour.....	
	6	6	1 10	1 59	26½ cents per hour.....	
	3	6	1 10	1 59	25 cents per hour.....	
	51	6	1 10	1 59	24 cents per hour.....	
	78	6	1 10	1 59	22½ cents per hour.....	
Electrical workers.....	7	6	1 10	1 59	20 cents per hour.....	
	2	6	1 10	1 59	30 cents per hour.....	
	3	6	1 10	1 59	27½ cents per hour.....	
	3	6	1 10	1 59	25 cents per hour.....	
	1	6	1 10	1 59	23 cents per hour.....	
	4	6	1 10	1 59	22½ cents per hour.....	
Laborers.....	11	6	1 10	1 59	21 cents per hour.....	
	86	6	1 10	1 59	20 cents per hour.....	
	15	6	1 10	1 59	19 cents per hour.....	
	2	6	1 10	1 59	18 cents per hour.....	
	1	6	1 10	1 59	17½ cents per hour.....	
Machinists.....	1	6	1 10	1 59	32½ cents per hour.....	
	1	6	1 10	1 59	32 cents per hour.....	
	6	6	1 10	1 59	30 cents per hour.....	
	8	6	1 10	1 59	27½ cents per hour.....	
	1	6	1 10	1 59	26½ cents per hour.....	
	1	6	1 10	1 59	26 cents per hour.....	
	12	6	1 10	1 59	25 cents per hour.....	
	2	6	1 10	1 59	24 cents per hour.....	
	1	6	1 10	1 59	23 cents per hour.....	
	3	6	1 10	1 59	22½ cents per hour.....	
	3	6	1 10	1 59	20 cents per hour.....	

DALLAS, TEX.

DALLAS ELECTRIC CORPORATION.

Line and track:						
Drivers.....	2	6	10	60	20 cents per hour.....	
Flagmen.....	9	6	10	60	17½ cents per hour.....	
Greasers.....	7	6	10	60	do.....	
Laborers.....	38	6	10	60	do.....	
Linemen.....	1	6	10	60	37½ cents per hour.....	
	1	6	10	60	35 cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	3	6	10	60	27½ cents per hour.....	

¹ Worked 9 hours on Saturday.

1040 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

DALLAS, TEX.—Concluded.

DALLAS ELECTRIC CORPORATION—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Car cleaners.....	1	7	10	70	17½ cents per hour.....	
	9	7	11	77	15 cents per hour.....	
Car oilers.....	1	7	11	77	20 cents per hour.....	
Carpenters.....	5	6	10	60	32½ cents per hour.....	
	5	6	10	60	30 cents per hour.....	
	3	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Car placers.....	1	7	10	70	23½ cents per hour.....	
Car repairers.....	5	6	10	60	22½ cents per hour.....	
	4	6	10	60	20 cents per hour.....	
	4	6	10	60	17½ cents per hour.....	
	5	6	10	60	15 cents per hour.....	
	1	7	11	77	22½ cents per hour.....	
	5	7	11	77	17½ cents per hour.....	
Electrical workers.....	1	6	10	60	32½ cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	1	6	10	60	24½ cents per hour.....	
	2	6	10	60	20 cents per hour.....	
Machinists.....	2	6	10	60	27½ cents per hour.....	
	3	6	10	60	20 cents per hour.....	

NORTHERN TEXAS TRACTION CO.—OAK CLIFF DIVISION OF FORT WORTH LINES.

Line and track:						
Laborers.....	6	6	10	60	15 cents per hour.....	
Barn and shop:						
Car cleaners.....	3	7	10	70	do.....	
	2	7	11	77	do.....	
Car oilers.....	1	7	11	77	20 cents per hour.....	
Carpenters.....	1	6	10	60	\$2.50 per day.....	\$0.25
Car repairers.....	2	6	10	60	25 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	2	6	10	60	17½ cents per hour.....	

DAVENPORT, IOWA.

Line and track:						
Drivers.....	3	6	9	54	25 cents per hour.....	
Greasers.....	4	7	10	70	22½ cents per hour.....	
Laborers.....	11	6	10	60	20 cents per hour.....	
Linemen.....	1	6	9	54	42½ cents per hour.....	
	4	6	9	54	38½ cents per hour.....	
Linemen's helpers.....	8	6	9	54	22½ cents per hour.....	
Towermen, elevated.....	2	6	10	60	22½ cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	8	48	42½ cents per hour.....	
	1	6	8	48	41½ cents per hour.....	
	1	6	8	48	37½ cents per hour.....	
Armature winders' helpers.....	1	6	8	48	30 cents per hour.....	
	1	6	8	48	27½ cents per hour.....	
	1	6	8	48	25 cents per hour.....	
	1	6	8	48	24 cents per hour.....	
Car cleaners.....	2	1 7	9	1 58½	26 cents per hour.....	
	2	1 7	9	1 58½	22 cents per hour.....	
	3	7	9	63	24 cents per hour.....	
Carpenters.....	1	6	9	54	35 cents per hour.....	
Car repairers.....	2	1 7	9	1 58½	28 cents per hour.....	
	1	7	9	63	22 cents per hour.....	
Electrical workers.....	1	6	9	54	28 cents per hour.....	
	1	6	9	54	26 cents per hour.....	
Machinists.....	3	6	9	54	24 cents per hour.....	

¹ Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

DENVER, COLO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bonders.....	1	6	10	60	30 cents per hour.....	
Conductors.....	2	6	9	54	28 cents per hour.....	
	2	6	10	60	do.....	
Drivers.....	1	7	10	70	\$100 per month.....	\$0.329
	1	7	12	84	25 cents per hour.....	
Flagmen.....	3	7	8	56	17½ cents per hour.....	
	1	7	10½	71½	do.....	
Greasers.....	23	7	10	70	20 cents per hour.....	
	7	7	10	70	17½ cents per hour.....	
Laborers.....	7	6	9	54	\$2.25 per day.....	.25
	3	6	9	54	20 cents per hour.....	
	95	6	10	60	do.....	
	1	6	11	66	do.....	
	1	17	10	170	do.....	
Linemen.....	3	7	9	63	\$3.50 per day.....	.380
	2	7	10	70	\$115 per month.....	.378
	1	7	12	84	\$3.75 per day.....	.313
	1	7	12	84	\$3.50 per day.....	.292
Linemen's helpers.....	1	6	9	54	\$2 per day.....	.222
	1	7	9	63	do.....	.222
Motormen.....	4	6	10	60	30 cents per hour.....	
	1	6	10	60	28 cents per hour.....	
	2	6	10	60	24 cents per hour.....	
Pavers.....	1	6	8	48	40 cents per hour.....	
Switchman.....	1	7	8	56	17½ cents per hour.....	
Trackmen.....	5	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	13	6	10	60	22½ cents per hour.....	
	1	6	11	66	do.....	
	2	17	10	170	do.....	
	1	7	10	70	30 cents per hour.....	
	2	7	10	70	27½ cents per hour.....	
	4	7	10	70	22½ cents per hour.....	
	1	7	11	77	27½ cents per hour.....	
	1	7	11	77	25 cents per hour.....	
	1	7	11	77	22½ cents per hour.....	
Transportation:						
Inspectors.....	1	7	10½	73½	\$100 per month.....	.313
	5	7	12	84	\$95 per month.....	.26
Starters.....	1	7	8	56	\$100 per month.....	.411
	8	7	8	56	\$90 per month.....	.37
	2	7	8	56	\$80 per month.....	.329
	1	7	8½	59½	\$100 per month.....	.387
	1	7	8½	59½	\$90 per month.....	.348
Barn and shop:						
Armature winders.....	1	6	8	48	27 cents per hour.....	
Armature winders' helpers.....	1	6	8	48	20 cents per hour.....	
	1	6	2 8	2 49	27 cents per hour.....	
Car cleaners.....	1	6	8	48	20 cents per hour.....	
	1	6	8 8	3 50	20 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	1	7	5	35	20 cents per hour.....	
	1	4 7	10	4 65	22 cents per hour.....	
	4	7	10	70	do.....	
	1	7	10	70	21 cents per hour.....	
	8	7	10	70	20 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Car oilers.....	1	6	10	60	25 cents per hour.....	
Carpenters.....	4	6	9	54	\$3 per day.....	.333
Car repairers.....	2	6	8	48	27 cents per hour.....	
	1	6	5 9	5 53	34 cents per hour.....	
	1	6	5 9	5 53	32 cents per hour.....	
	1	6	5 9	5 53	30 cents per hour.....	
	2	6	5 9	5 53	27 cents per hour.....	
	1	6	5 9	5 53	26 cents per hour.....	
	1	6	3 9	3 54	do.....	
	1	6	3 9	3 55	27 cents per hour.....	
	1	6	10	60	do.....	

¹ Every fifteenth day off.
² Worked 9 hours on Saturday.
³ Worked 10 hours on Saturday.

⁴ One-half day off each week.
⁵ Worked 8 hours on Saturday.

1042 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

DENVER, COLO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	3	6	10	60	24 cents per hour.....	
	1	6	10	60	23 cents per hour.....	
	1	7	10	61½	22½ cents per hour.....	
	5	7	10	70	29½ cents per hour.....	
	8	7	10	70	24½ cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	2	7	10	70	26½ cents per hour.....	
	3	7	10	70	25½ cents per hour.....	
	1	7	10	70	24½ cents per hour.....	
	2	7	10	70	23½ cents per hour.....	
	3	7	10	70	22½ cents per hour.....	
	1	7	11	77	28½ cents per hour.....	
	2	7	11	77	27½ cents per hour.....	
	1	7	11	77	24½ cents per hour.....	
	1	7	11	77	23½ cents per hour.....	
Car shifters.....	1	6	12	72	\$1.50 per day.....	\$0.125
	1	6	12	72	22 cents per hour.....	
	1	7	12	84	\$75 per month.....	.205
Electrical workers.....	1	6	29	253	34 cents per hour.....	
Laborers.....	2	6	8	48	20 cents per hour.....	
	1	6	29	253	do.....	
	1	6	10	60	do.....	
Machinists.....	5	6	8	48	36 cents per hour.....	
	1	6	8	48	35 cents per hour.....	
	2	6	8	48	32 cents per hour.....	
	1	6	8	48	31 cents per hour.....	
	4	6	8	48	30 cents per hour.....	
	1	6	8	48	28 cents per hour.....	
	1	6	8	48	27½ cents per hour.....	
	2	6	8	48	27 cents per hour.....	
	1	6	8	48	25 cents per hour.....	

DES MOINES, IOWA.

Line and track:						
Bonders.....	1	6	9	54	30 per cents hour.....	
	5	6	9	54	27½ cents per hour.....	
Cablemen.....	1	6	10	60	23 cents per hour.....	
Flagmen.....	2	6	10	60	29 cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	6	6	10	60	24 cents per hour.....	
Laborers.....	5	6	9	54	25 cents per hour.....	
	54	6	10	60	\$2 per day.....	\$0.20
Linemen.....	14	6	9	54	45 cents per hour.....	
Motormen.....	1	6	10	60	29 cents per hour.....	
Trackmen.....	1	6	10	60	\$2.75 per day.....	.275
	2	6	10	60	\$2.50 per day.....	.25
	4	6	10	60	\$2.25 per day.....	.225
Welders.....	1	6	9	54	35 cents per hour.....	
Barn and shop:						
Armature winders.....	2	6	9	54	34 cents per hour.....	
Armature winders' helpers.....	1	6	9	54	29 cents per hour.....	
	3	6	9	54	28 cents per hour.....	
Car cleaners.....	2	6	8	48	19½ cents per hour.....	
	1	6	9	54	21½ cents per hour.....	
	4	6	9	54	21 cents per hour.....	
	3	6	9	54	19½ cents per hour.....	
	5	7	10	70	21 cents per hour.....	
Car oilers.....	3	7	10	70	21 cents per hour.....	
Carpenters.....	1	6	9	54	36 cents per hour.....	
	1	6	9	54	35½ cents per hour.....	
	15	6	9	54	33½ cents per hour.....	
Car placers.....	1	7	10	70	22½ cents per hour.....	
	2	7	10	70	21 cents per hour.....	

¹ Every eighth day off.

² Worked 8 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

DES MOINES, IOWA—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers.....	1	6	9	54	31 cents per hour.....	
	1	6	9	54	29½ cents per hour.....	
	3	6	9	54	28 cents per hour.....	
	1	6	9	54	27 cents per hour.....	
	2	6	9	54	25 cents per hour.....	
	6	6	9	54	23½ cents per hour.....	
	1	6	10	60	28 cents per hour.....	
	2	7	10	70	23½ cents per hour.....	
	4	7	10	70	22½ cents per hour.....	
	4	7	10	70	21 cents per hour.....	
Electrical workers.....	1	6	9	54	28 cents per hour.....	
	1	6	9	54	25 cents per hour.....	
Laborers.....	1	6	9	54	21½ cents per hour.....	
	4	6	9	54	21 cents per hour.....	
Machinists.....	5	6	9	54	38½ cents per hour.....	
	1	6	9	54	33½ cents per hour.....	
	1	6	9	54	31 cents per hour.....	
	1	6	9	54	29½ cents per hour.....	

DETROIT, MICH.

Line and track:						
Conductors.....	6	6	10	60	27 cents per hour.....	
	2	6	10	60	25 cents per hour.....	
Drivers.....	3	6	9	54	22½ cents per hour.....	
Flagmen.....	2	6	10	60	do.....	
	8	6	10	60	20 cents per hour.....	
	6	7	10	70	20 cents per hour.....	
Laborers.....	3	6	9	54	22½ cents per hour.....	
	5	6	9	54	20 cents per hour.....	
	1	6	9	54	17½ cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	527	6	10	60	20 cents per hour.....	
	504	6	10	60	17½ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	1	7	10	70	\$60 per month.....	\$0.197
Linemen.....	8	6	9	54	35 cents per hour.....	
	1	6	9	54	32½ cents per hour.....	
	3	6	9	54	30 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	4	7	10	70	37½ cents per hour.....	
	1	7	10	70	35 cents per hour.....	
Motormen.....	33	6	10	60	27 cents per hour.....	
Pavers.....	1	6	10	60	22½ cents per hour.....	
Trackmen.....	7	6	10	60	27½ cents per hour.....	
	4	6	10	60	27 cents per hour.....	
	32	6	10	60	25 cents per hour.....	
	66	6	10	60	22½ cents per hour.....	
	4	7	10	70	\$75 per month.....	.247
	3	7	10	70	\$70 per month.....	.23
	1	7	10	70	\$65 per month.....	.214
Transportation:						
Starters.....	1	7	10	70	\$90 per month.....	.296
	1	7	10	70	\$2.75 per day.....	.275
	1	7	10	70	\$2.15 per day.....	.215
Barn and shop:						
Carpenters.....	7	6	10	60	40 cents per hour.....	
	1	6	10	60	37½ cents per hour.....	
	3	6	10	60	35 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Car repairers.....	1	6	10	60	\$90 per month.....	.345
	1	6	10	60	35 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	1	6	10	60	28 cents per hour.....	
	5	6	10	60	27½ cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	11	6	10	60	25 cents per hour.....	

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

DETROIT, MICH.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded)	19	6	10	60	22½ cents per hour	
	2	6	10	60	20 cents per hour	
	3	7	10	70	\$2.75 per day	\$0.275
	3	7	10	70	\$2.50 per day	.25
	1	7	10	70	\$2.40 per day	.24
	3	7	10	70	\$2.25 per day	.225
	3	7	10	70	\$2.15 per day	.215
	1	7	10	70	25 cents per hour	
Electrical workers	1	6	9	54	35 cents per hour	
	2	6	9	54	30 cents per hour	
	1	6	9	54	27½ cents per hour	
Laborers	84	7	10	70	\$2 per day	.20
Machinists	1	6	9	54	\$120 per month	.511
	1	6	9	54	\$75 per month	.319
	1	6	9	54	\$50 per month	.213
	2	6	9	54	25 cents per hour	
	1	6	10	60	37½ cents per hour	
	1	6	10	60	35 cents per hour	
	3	6	10	60	30 cents per hour	
	1	6	10	60	27½ cents per hour	

EVANSVILLE, IND.

Line and track:						
Drivers	1	6	9	54	\$70 per month	\$0.298
	1	6	10	60	30 cents per hour	
Greasers	2	7	10	70	15 cents per hour	
Laborers	1	6	9	54	17½ cents per hour	
	20	6	10	60	15 cents per hour	
Linemen	1	6	9	54	\$85 per month	.362
	3	6	9	54	36½ cents per hour	
Linemen's helpers	4	6	9	54	22½ cents per hour	
Barn and shop:						
Armature winders	1	6	10	60	25 cents per hour	
Carpenters	1	6	10	60	27½ cents per hour	
	2	6	10	60	25 cents per hour	
	1	6	10	60	24 cents per hour	
	1	6	10	60	22½ cents per hour	
Car repairers	3	7	10	70	do	
	5	7	10	70	20 cents per hour	
Machinists	1	6	10	60	27½ cents per hour	
	1	6	10	60	25 cents per hour	

GRAND RAPIDS, MICH.

Line and track:						
Drivers	1	7	9	63	\$60 per month	\$0.219
	2	7	9	63	\$55 per month	.201
Greasers	2	7	9	63	\$2 per day	.222
Laborers	1	6	9	54	\$1.12 per day	.124
	142	6	9	54	22 cents per hour	
	1	7	9	63	\$60 per month	.219
	1	7	9	63	\$55 per month	.201
Linemen	3	6	9	54	\$3 per day	.333
	1	7	9	63	\$80 per month	.292
	1	7	9	63	\$75 per month	.274
	1	7	9	63	\$65 per month	.237
Linemen's helpers	4	6	9	54	22 cents per hour	
Pavers	2	6	9	54	\$3 per day	.333
	1	6	9	54	\$2.25 per day	.25
Transportation:						
Inspectors	2	7	9	63	\$85 per month	.311
	1	7	9	63	\$80 per month	.292

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

GRAND RAPIDS, MICH.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	1	6	9	54	\$2.75 per day.....	\$0.306
	1	6	9	54	\$2.65 per day.....	.294
	1	6	9	54	\$2.25 per day.....	.250
Car cleaners.....	2	6	9	54	\$1.85 per day.....	.206
	12	7	9	63	\$1.75 per day.....	.194
Carpenters.....	1	6	9	54	\$2.75 per day.....	.306
	1	6	9	54	\$2.65 per day.....	.294
	7	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2.25 per day.....	.25
	1	6	9	54	\$2.15 per day.....	.239
Car repairers.....	1	6	9	54	\$2.10 per day.....	.233
	1	6	9	54	\$2.50 per day.....	.278
	4	6	9	54	\$2.10 per day.....	.233
	3	6	9	54	\$2 per day.....	.222
	3	7	9	63	\$65 per month.....	.237
	7	7	9	63	\$60 per month.....	.219
Electrical workers.....	2	6	9	54	\$2 per day.....	.222
	1	7	9	63	\$70 per month.....	.256
Machinists.....	1	6	9	54	\$2.75 per day.....	.306
	2	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2 per day.....	.222

HOUSTON, TEX.

Line and track:						
Drivers.....	1	6	10	60	15 cents per hour.....	
Flagmen.....	1	7	10	70	\$65 per month.....	\$0.230
Greasers.....	1	7	10	70	15 cents per hour.....	
	5	7	12	84	do.....	
Laborers.....	161	6	10	60	do.....	
Linemen.....	2	6	10	60	\$85 per month.....	.326
	4	6	10	60	30 cents per hour.....	
Linemen's helpers.....	11	6	10	60	17½ cents per hour.....	
Motormen.....	1	6	10	60	24 cents per hour.....	
	1	6	12	72	25 cents per hour.....	
	1	6	13	78	23 cents per hour.....	
Trackmen.....	6	6	10	60	20 cents per hour.....	
	10	6	10	60	17½ cents per hour.....	
	3	6	10	60	16½ cents per hour.....	
Transportation:						
Inspectors.....	2	7	10	140	\$105 per month.....	.372
	3	7	10	210	\$100 per month.....	.354
	2	7	10	140	\$95 per month.....	.336
	1	7	10	70	\$85 per month.....	.301
	1	7	10	70	23 cents per hour.....	
Starters.....	2	7	10	140	\$95 per month.....	.336
	1	7	10	70	\$90 per month.....	.319
	1	7	10	70	\$80 per month.....	.283
Barn and shop:						
Car cleaners.....	1	7	10	70	17½ cents per hour.....	
	15	7	10	105	15 cents per hour.....	
	1	7	11	77	17½ cents per hour.....	
	1	7	11	77	15 cents per hour.....	
	2	7	12	84	do.....	
Carpenters.....	1	6	10	60	37½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	3	6	10	60	30 cents per hour.....	
	1	7	11	77	25 cents per hour.....	
Car repairers.....	2	7	10	140	27½ cents per hour.....	
	2	7	10	140	25 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	7	7	10	490	20 cents per hour.....	
	2	7	10	140	17½ cents per hour.....	
	1	7	11	77	22½ cents per hour.....	

1 Every other Sunday off.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

HOUSTON, TEX.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	3	7	11	77	20 cents per hour.....	
	3	7	11	77	17½ cents per hour.....	
	1	7	12	84	25 cents per hour.....	
	2	7	12	84	22½ cents per hour.....	
Electrical workers.....	2	6	10	60	27 cents per hour.....	
	3	6	10	60	25 cents per hour.....	
Laborers.....	1	17	10	165	18 cents per hour.....	
	8	17	10	165	15 cents per hour.....	
Machinists.....	1	6	10	60	37½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	1	6	10	60	27½ cents per hour.....	

INDIANAPOLIS, IND.

Line and track:						
Bonders.....	1	6	10	60	31½ cents per hour.....	
Drivers.....	1	6	10	60	20 cents per hour.....	
	3	6	10	60	18½ cents per hour.....	
	2	6	10	60	17.5 cents per hour.....	
	3	7	10	70	17.5 cents per hour.....	
Flagmen.....	1	7	9	63	17 cents per hour.....	
	2	7	9	63	16½ cents per hour.....	
	1	7	9	63	15 cents per hour.....	
	5	7	9	63	13½ cents per hour.....	
Greasers.....	13	6	10	60	15½ cents per hour.....	
	1	6	10	60	21 cents per hour.....	
Laborers.....	8	6	10	60	\$2.06 per day.....	\$0.206
	25	6	10	60	21 cents per hour.....	
	8	6	10	60	20 cents per hour.....	
	113	6	10	60	18½ cents per hour.....	
	82	6	10	60	17½ cents per hour.....	
Linemen.....	3	6	10	60	32.5 cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	3	7	10	70	32.5 cents per hour.....	
Linemen's helpers.....	1	6	10	60	27.5 cents per hour.....	
Motormen.....	2	6	10	60	\$2.97 per day.....	.297
	1	6	10	60	\$2.86 per day.....	.286
	3	6	10	60	\$2.75 per day.....	.275
	1	6	10	60	\$2.54 per day.....	.254
	3	6	10	60	\$2.53 per day.....	.253
	1	6	10	60	\$2.31 per day.....	.231
	1	7	10	70	27 cents per hour.....	
Pavers.....	3	6	10	60	21 cents per hour.....	
	5	6	10	60	18½ cents per hour.....	
	8	6	10	60	17½ cents per hour.....	
Trackmen.....	2	6	10	60	31½ cents per hour.....	
	8	6	10	60	26½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Welders.....	1	6	10	60	\$2.89 per day.....	.289
	1	6	10	60	26½ cents per hour.....	
Transportation:						
Inspectors.....	1	7	12	84	\$24.25 per week.....	.289
	3	7	12	84	\$22.20 per week.....	.264
	5	7	12	84	\$21 per week.....	.25
Barn and shop:						
Armature winders.....	3	6	² 10	² 59	26.2 cents per hour.....	
	1	6	² 10	² 59	23.6 cents per hour.....	
	2	6	² 10	² 59	21 cents per hour.....	
Armature winders' helpers.....	3	6	² 10	² 59	18.4 cents per hour.....	
	3	6	² 10	² 59	15.7 cents per hour.....	
	2	6	² 10	² 59	15 cents per hour.....	
Bearing men.....	1	6	² 10	² 59	26.2 cents per hour.....	
Car cleaners.....	1	6	² 10	² 59	21 cents per hour.....	
	6	6	² 10	² 59	18.4 cents per hour.....	
	3	7	10	70	21 cents per hour.....	

¹ Every other Sunday off.

² Worked 9 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

INDIANAPOLIS, IND.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car cleaners (concluded).....	19	7	10	70	18.4 cents per hour.....	
	1	7	11	77	18½ cents per hour.....	
	6	7	11	77	15½ cents per hour.....	
	2	7	13	91	do.....	
Carpenters.....	1	6	1 10	1 59	31½ cents per hour.....	
	9	6	1 10	1 59	28.9 cents per hour.....	
	19	6	1 10	1 59	26.2 cents per hour.....	
Car placers.....	1	6	1 10	1 59	23.6 cents per hour.....	
	3	7	10	2 66½	23.6 cents per hour.....	
	1	7	12	84	\$2.44 per day.....	\$0.203
	1	7	12	84	\$2.28 per day.....	.19
	3	7	12	84	15½ cents per hour.....	
Car repairers.....	2	6	1 10	1 59	28.9 cents per hour.....	
	4	6	1 10	1 59	26.2 cents per hour.....	
	1	6	1 10	1 59	25.2 cents per hour.....	
	1	6	1 10	1 59	23.6 cents per hour.....	
	1	6	1 10	1 59	23.1 cents per hour.....	
	3	6	1 10	1 59	21 cents per hour.....	
	2	6	1 10	1 59	19.9 cents per hour.....	
	5	7	3 10	3 65½	26.2 cents per hour.....	
	1	7	3 10	3 65½	25.2 cents per hour.....	
	2	7	3 10	3 65½	21 cents per hour.....	
	7	7	3 10	3 65½	19.9 cents per hour.....	
	8	7	10	2 66½	26.2 cents per hour.....	
	5	7	10	2 66½	25.2 cents per hour.....	
	2	7	10	2 66½	24.1 cents per hour.....	
	1	7	10	2 66½	23.1 cents per hour.....	
	3	7	10	2 66½	22.6 cents per hour.....	
	5	7	10	2 66½	21 cents per hour.....	
	9	7	10	2 66½	19.9 cents per hour.....	
Electrical workers.....	3	6	1 10	1 59	21 cents per hour.....	
	1	6	1 10	1 59	19.9 cents per hour.....	
	1	6	1 10	1 59	18.4 cents per hour.....	
Laborers.....	6	6	1 10	1 59	do.....	
	1	6	1 10	1 59	15.7 cents per hour.....	
	1	7	10	2 66½	17½ cents per hour.....	
	1	7	12	84	18½ cents per hour.....	
	4	7	12	84	15½ cents per hour.....	
Machinists.....	1	6	1 10	1 59	30 cents per hour.....	
	2	6	1 10	1 59	28.9 cents per hour.....	
	2	6	1 10	1 59	26.2 cents per hour.....	
	1	6	1 10	1 59	25 cents per hour.....	
	1	6	1 10	1 59	23.6 cents per hour.....	
	5	6	1 10	1 59	21 cents per hour.....	
	2	6	1 10	1 59	20 cents per hour.....	

JACKSONVILLE, FLA.

Line and track:						
Drivers.....	1	7	9	63	15 cents per hour.....	
Laborers.....	22	6	9	54	16½ cents per hour.....	
	5	6	9	54	16½ cents per hour.....	
	16	6	9	54	15 cents per hour.....	
	10	6	9	54	13½ cents per hour.....	
Linemen.....	6	6	9	54	25 cents per hour.....	
	1	7	10	70	do.....	
	1	7	12	84	do.....	
Linemen's helpers.....	4	6	9	54	\$1.50 per day.....	\$0.16
Motormen.....	1	7	9	63	22½ cents per hour.....	
	1	7	9	63	27½ cents per hour.....	
Transportation:						
Inspectors.....	1	7	11	77	\$90 per month.....	.260
	1	7	11	77	\$85 per month.....	.254
	1	7	11	77	\$80 per month.....	.239
	4	7	11	77	\$75 per month.....	.224

¹ Worked 9 hours on Saturday.
² Every third Sunday off.

³ Every third Sunday off. Worked 9 hours on Saturday.

1048 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

JACKSONVILLE, FLA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation—Concluded.						
Starters.....	2	7	9	63	\$70 per month.....	\$.256
	2	7	10	70	24 cents per hour.....	
	1	7	10	70	21 cents per hour.....	
Barn and shop:						
Car cleaners.....	1	6	9	54	15½ cents per hour.....	
	4	6	9	54	11½ cents per hour.....	
	1	7	9	63	17½ cents per hour.....	
	2	7	9	63	17 cents per hour.....	
Car oilers.....	1	7	11	77	13½ cents per hour.....	
Carpenters.....	5	6	9	54	36½ cents per hour.....	
	6	6	9	54	33½ cents per hour.....	
Car repairers.....	1	6	9	54	27½ cents per hour.....	
	2	6	9	54	25 cents per hour.....	
	12	6	9	54	22½ cents per hour.....	
	1	6	9	54	17½ cents per hour.....	
	1	7	9	63	27½ cents per hour.....	
	1	7	9	63	25 cents per hour.....	
	2	7	9	63	22½ cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	2	7	11	77	15 cents per hour.....	
	1	7	11	77	13½ cents per hour.....	
Electrical workers.....	1	7	10	70	36½ cents per hour.....	
Machinists.....	1	6	9	54	\$95 per month.....	.405
	1	6	9	54	41½ cents per hour.....	

KANSAS CITY, MO.

Line and track:						
Bonders.....	1	6	10	60	34½ cents per hour.....	
	1	6	10	60	32 cents per hour.....	
Cable men.....	2	6	9	54	35½ cents per hour.....	
	1	6	9	54	32½ cents per hour.....	
	2	6	9	54	28½ cents per hour.....	
	1	6	9	54	28½ cents per hour.....	
	1	6	9	54	27 cents per hour.....	
Conductors.....	1	6	10½	61½	22½ cents per hour.....	
	1	6	10½	64½	23 cents per hour.....	
	1	7	11½	77½	23½ cents per hour.....	
	1	7	11½	73½	25 cents per hour.....	
	1	7	11½	83½	27 cents per hour.....	
	1	7	12½	83½	25 cents per hour.....	
	1	7	12½	84	28 cents per hour.....	
	1	7	12½	83	23½ cents per hour.....	
Drivers.....	23	6	10	60	19.8 cents per hour.....	
	2	7	12	84	do.....	
Flagmen.....	1	7	9	63	\$40 per month.....	\$.146
	8	7	10	70	\$45 per month.....	.148
	3	7	12	84	\$60 per month.....	.164
	3	7	12	84	\$50 per month.....	.137
	1	7	12	84	\$45 per month.....	.123
Greasers.....	1	6	10	60	27 cents per hour.....	
	14	6	10	60	19½ cents per hour.....	
Laborers.....	2	6	9	54	\$45 per month.....	.192
	15	6	10	60	20½ cents per hour.....	
	61	6	10	60	24½ cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	28	6	10	60	20½ cents per hour.....	
	140	6	10	60	19½ cents per hour.....	
	550	6	10	60	17 cents per hour.....	
Line inspectors.....	14	7	12	84	\$70 per month.....	.192

1 Worked 10½ hours on Sunday.
 2 Worked 5½ hours on Sunday.
 3 Worked 13 hours on Sunday.
 4 Worked 8½ hours on Sunday.

5 Worked 9 hours on Sunday.
 6 Worked 6½ hours on Sunday.
 7 Worked 6 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

KANSAS CITY, MO.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen.....	11	6	9	54	38½ cents per hour.....	
	4	7	12	84	29½ cents per hour.....	
	1	7	12	84	27 cents per hour.....	
	4	7	12	84	26 cents per hour.....	
	6	7	12	84	24½ cents per hour.....	
Linemen's helpers.....	4	6	9	54	25½ cents per hour.....	
Motormen.....	1	6	10	60	\$14.50 per week.....	\$0.259
	11	6	10	60	32 cents per hour.....	
	1	6	10 ¹¹	61 ¹¹	22½ cents per hour.....	
	1	6	10 ¹¹	64 ¹¹	23 cents per hour.....	
	3	6	12	72	25½ cents per hour.....	
	1	7	21 ¹¹	277 ¹¹	23 cents per hour.....	
	1	7	31 ¹¹	373 ¹¹	27 cents per hour.....	
	1	7	41 ¹¹	483 ¹¹	25 cents per hour.....	
	1	7	51 ¹¹	583 ¹¹	27 cents per hour.....	
	1	7	61 ¹¹	684	28 cents per hour.....	
	1	7	71 ¹¹	783	23 cents per hour.....	
Motormen, truck.....	1	6	10	60	\$65 per month.....	.267
	6	6	12	72	22 cents per hour.....	
Pavers.....	6	6	10	60	32 cents per hour.....	
	2	6	10	60	27 cents per hour.....	
	3	6	10	60	24½ cents per hour.....	
	25	6	10	60	22 cents per hour.....	
Rail grinders.....	1	6	10	60	22 cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	3	6	10	60	19½ cents per hour.....	
	4	6	10	60	17 cents per hour.....	
Track walkers.....	2	6	10	60	19½ cents per hour.....	
Welders.....	1	6	8 ¹⁰	8 ¹⁰	38 cents per hour ⁸.....	.394
Transportation:						
Inspectors.....	7	7	12	84	\$80 per month.....	.219
Barn and shop:						
Armature winders.....	2	6	8 ¹⁰	8 ¹⁰	32 cents per hour ⁸.....	.331
Carcleaners.....	1	9 ⁷	10	9 ⁷	19½ cents per hour.....	
	40	9 ⁷	10	9 ⁷	17 cents per hour.....	
Car oilers.....	3	6	10	60	22 cents per hour.....	
	3	6	10	60	21 cents per hour.....	
	1	6	10	60	19½ cents per hour.....	
	4	9 ⁷	10	9 ⁷	22 cents per hour.....	
Carpenters.....	1	6	10 ¹⁰	10 ¹⁰	37 cents per hour ¹⁰.....	.378
	12	6	10 ¹⁰	10 ¹⁰	34½ cents per hour ¹⁰.....	.352
	9	6	10 ¹⁰	10 ¹⁰	32 cents per hour ¹⁰.....	.327
	1	6	10 ¹⁰	10 ¹⁰	31 cents per hour ¹⁰.....	.317
	11	6	10 ¹⁰	10 ¹⁰	29½ cents per hour ¹⁰.....	.301
	4	6	10 ¹⁰	10 ¹⁰	29 cents per hour ¹⁰.....	.296
	9	6	10	60	37 cents per hour.....	
	1	6	10	60	32 cents per hour.....	
	4	11 ⁷	10	11 ⁶⁵	27 cents per hour.....	
	1	11 ⁷	10	11 ⁶⁵	26 cents per hour.....	
	2	11 ⁷	10	11 ⁶⁵	24½ cents per hour.....	
Car repairers.....	6	6	8 ¹⁰	8 ¹⁰	27 cents per hour ⁸.....	.28
	1	6	8 ¹⁰	8 ¹⁰	24 cents per hour ⁸.....	.249
	1	6	10 ¹⁰	10 ¹⁰	31 cents per hour ¹⁰.....	.317
	1	6	10 ¹⁰	10 ¹⁰	29 cents per hour ¹⁰.....	.296
	1	6	10 ¹⁰	10 ¹⁰	22 cents per hour ¹⁰.....	.225
	1	6	10	60	20 cents per hour.....	
	1	6	10	60	19½ cents per hour.....	

¹ Worked 6 hours on Saturday.
² Worked 10½ hours on Sunday.
³ Worked 5½ hours on Sunday.
⁴ Worked 13 hours on Sunday.
⁵ Worked 8½ hours on Sunday.
⁶ Worked 9 hours on Sunday.
⁷ Worked 6½ hours on Sunday.
⁸ Worked 6 hours on Saturday; paid for 8 hours.
⁹ Every other Sunday off.
¹⁰ Worked 6 hours on Saturday, May to October; paid for 8 hours. Worked 9½ hours on Saturday, November to April; paid for 10 hours.
¹¹ One day off in 15.

1050 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

KANSAS CITY, MO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	12	1 7	10	1 65	22 cents per hour.....	
	2	1 7	10	1 65	21 cents per hour.....	
	1	1 7	10	1 65	20 cents per hour.....	
	1	1 7	10	1 65	19½ cents per hour.....	
	1	2 7	10	2 65½	\$65 per month ²	\$0.229
	10	1 7	10	70	24 cents per hour.....	
	33	1 7	10	70	22 cents per hour.....	
	4	1 7	10	70	21 cents per hour.....	
	2	1 7	10	70	20 cents per hour.....	
	1	1 7	10	70	19½ cents per hour.....	
Car repairers' helpers.....	3	6	3 10	3 56	24 cents per hour ³.....	.249
	6	6	3 10	3 56	22 cents per hour ³.....	.228
Electrical workers.....	1	6	9	54	35½ cents per hour.....	
	4	6	9	54	32 cents per hour.....	
	6	6	9	54	28½ cents per hour.....	
	2	6	3 10	3 56	32 cents per hour ³.....	.331
	5	6	3 10	3 56	29½ cents per hour ³.....	.306
	3	6	3 10	3 56	27 cents per hour ³.....	.28
	1	6	3 10	3 56	24½ cents per hour ³.....	.254
	1	6	10	60	24½ cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	8	1 7	10	1 65	22 cents per hour.....	
	1	1 7	10	1 65	20 cents per hour.....	
	14	2 7	10	2 65½	24 cents per hour.....	
	19	2 7	10	2 65½	22 cents per hour.....	
Laborers.....	1	2 7	10	2 65½	20 cents per hour.....	
	10	6	3 10	3 56	22 cents per hour ³.....	.228
	11	6	3 10	3 56	19½ cents per hour ³.....	.202
	1	6	3 10	3 56	18 cents per hour ³.....	.186
	1	6	3 10	3 56	16½ cents per hour ³.....	.171
	1	6	3 10	3 56	16 cents per hour ³.....	.166
	2	6	4 10	4 57½	19½ cents per hour ⁴.....	.199
	1	6	4 10	4 57½	18 cents per hour ⁴.....	.184
	1	6	4 10	4 57½	16½ cents per hour ⁴.....	.169
Lamp men.....	1	1 7	10	1 65	19½ cents per hour.....	
Machinists.....	1	6	3 10	3 56	42 cents per hour ³.....	.435
	5	6	3 10	3 56	37 cents per hour ³.....	.383
	2	6	3 10	3 56	35 cents per hour ³.....	.363
	4	6	3 10	3 56	34½ cents per hour ³.....	.357
	2	6	3 10	3 56	32 cents per hour ³.....	.331
	2	6	3 10	3 56	30 cents per hour ³.....	.311
	3	6	3 10	3 56	29½ cents per hour ³.....	.306
	1	6	3 10	3 56	28½ cents per hour ³.....	.295
	11	6	3 10	3 56	27 cents per hour ³.....	.28
	1	6	10	60	38½ cents per hour.....	

LINCOLN, NEBR.

Line and track:						
Drivers.....	1	6	10	60	\$65 per month.....	\$0.249
Laborers.....	20	6	10	60	17½ cents per hour.....	
Linemen.....	1	6	10	60	\$70 per month.....	.268
	1	6	10	60	\$60 per month.....	.23
	5	6	10	60	30 cents per hour.....	
Linemen's helpers.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	\$60 per month.....	.23
Transportation:						
Starters.....	1	7	12	84	\$85 per month.....	.233

¹ Every other Sunday off.

² One day off in 15.

³ Worked 6 hours on Saturday; paid for 8 hours.

⁴ Worked 6 hours on Saturday, May to October; paid for 8 hours. Worked 9½ hours on Saturday, November to April; paid for 10 hours.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LINCOLN, NEBR.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Car cleaners.....	1	6	10	60	\$55 per month.....	\$0.211
	2	6	10	60	\$50 per month.....	.192
	3	7	12	84	do.....	.137
Car oilers.....	1	7	12	84	\$60 per month.....	.164
Carpenters.....	1	6	10	60	32½ cents per hour.....	
	1	6	10	60	30 cents per hour.....	
Car repairers.....	1	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	5	6	10	60	20 cents per hour.....	
	1	7	12	84	do.....	
Electric workers.....	1	6	10	60	30 cents per hour.....	
Machinists.....	1	6	10	60	do.....	
	1	6	10	60	27½ cents per hour.....	

LITTLE ROCK, ARK.

Line and track:						
Drivers.....	2	6	10	60	20 cents per hour.....	
Greasers.....	2	7	10	70	17½ cents per hour.....	
Laborers.....	66	6	10	60	\$1.50 per day.....	\$0.15
Linemen.....	6	6	10	60	27½ cents per hour.....	
	3	6	10	60	25 cents per hour.....	
	1	7	10	70	\$70 per month.....	.23
	2	7	10	70	30 cents per hour.....	
Linemen's helpers.....	4	6	10	60	20 cents per hour.....	
Switchmen.....	1	7	11	77	do.....	
Transportation:						
Inspectors.....	2	7	11	77	\$75 per month.....	.224
Starters.....	1	7	11	77	\$80 per month.....	.239
Barn and shop:						
Armature winders.....	1	6	10	60	30 cents per hour.....	
Armature winder's helpers.....	1	6	10	60	15 cents per hour.....	
Car cleaners.....	2	6	10	60	do.....	
	1	7	10	1 65	7½ cents per hour.....	
	1	7	11	1 71½	20 cents per hour.....	
	1	7	11	77	15 cents per hour.....	
Car oilers.....	1	7	11	77	20 cents per hour.....	
Carpenters.....	1	6	10	60	35 cents per hour.....	
	3	6	10	60	30 cents per hour.....	
Car repairers.....	1	6	10	60	27½ cents per hour.....	
	2	7	10	1 65	25 cents per hour.....	
	2	7	10	1 65	22½ cents per hour.....	
	1	7	10	1 65	20 cents per hour.....	
	1	7	11	77	do.....	
Electrical workers.....	1	6	10	60	30 cents per hour.....	
Laborers.....	1	6	10	60	20 cents per hour.....	
	7	6	10	60	15 cents per hour.....	
Machinists.....	1	6	10	60	35 cents per hour.....	

LOS ANGELES, CAL.

Line and track:						
Bonders.....	2	6	8	48	\$70 per month.....	\$0.335
	1	6	8	48	\$65 per month.....	.312
	2	6	8	48	\$45 per month.....	.216
Cablemen.....	3	6	9½	57	30 cents per hour.....	
Drivers.....	1	7	9	63	30½ cents per hour.....	
	6	7	10	70	27½ cents per hour.....	
	1	7	10½	73½	do.....	
	1	7	12	84	do.....	
	4	7	12	84	21 cents per hour.....	

¹ Every other Sunday off.

1052 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LOS ANGELES, CAL.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Flagmen.....	6	1	7	10	\$85 per month ¹	\$.299
	9	1	7	10	\$80 per month ¹.....	.282
Laborers.....	1	6	9	54	20 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	18	6	10	60	20 cents per hour.....	
	326	6	10	60	17½ cents per hour.....	
	414	6	10	60	15 cents per hour.....	
	32	6	12	72	17½ cents per hour.....	
	5	7	9	63	25 cents per hour.....	
	4	7	10	70	\$45 per month.....	.148
	1	7	10	70	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	75	7	10	70	17½ cents per hour.....	
	13	7	10	70	15 cents per hour.....	
Linemen.....	1	7	9	63	42½ cents per hour.....	
	11	7	9	63	41½ cents per hour.....	
	4	7	9	63	38½ cents per hour.....	
	1	7	9	63	30 cents per hour.....	
	1	7	9	63	27½ cents per hour.....	
Linemen's helpers.....	1	7	9½	66½	41½ cents per hour.....	
	5	7	9	63	27½ cents per hour.....	
	2	7	11	77	do.....	
Motormen.....	2	6	10	60	35 cents per hour.....	
	29	6	12	72	30 cents per hour.....	
	1	6	12	72	29 cents per hour.....	
	6	6	12	72	28 cents per hour.....	
	5	6	12	72	27 cents per hour.....	
Switchmen.....	6	1	7	9	¹ \$80 per month ¹.....	.313
	4	1	7	9½	¹ \$85 per month ¹.....	.315
	16	1	7	11	¹ \$95 per month ¹.....	.304
Trackmen.....	5	6	9	54	27 cents per hour.....	
	8	6	9	54	25 cents per hour.....	
	4	6	10	60	27½ cents per hour.....	
	19	6	10	60	25 cents per hour.....	
	9	6	10	60	23½ cents per hour.....	
	2	7	10	70	30 cents per hour.....	
Transportation:						
Inspectors.....	2	6	10	60	do.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	2	7	10	70	20 cents per hour.....	
Barn and shop:						
Armature winders.....	3	6	9	54	37 cents per hour.....	
	2	6	9	54	35 cents per hour.....	
	2	6	9	54	32 cents per hour.....	
	1	6	9	54	30 cents per hour.....	
Car cleaners.....	2	7	² 19	² 67	18 cents per hour.....	
	15	7	10	70	16 cents per hour.....	
	41	7	11	77	do.....	
	1	7	12	84	18 cents per hour.....	
	1	7	12	84	16 cents per hour.....	
Car oilers.....	39	7	10	70	\$60 per month.....	.197
Carpenters.....	1	6	9	54	37 cents per hour.....	
	17	6	9	54	35 cents per hour.....	
	26	6	9	54	32 cents per hour.....	
	31	6	9	54	30 cents per hour.....	
	1	6	9	54	27 cents per hour.....	
	2	6	10	60	32 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	1	6	11	66	do.....	
	1	6	12	72	30 cents per hour.....	
	1	7	10	70	32 cents per hour.....	
Car repairers.....	1	6	9	54	35 cents per hour.....	
	2	6	9	54	33½ cents per hour.....	
	1	6	9	54	32 cents per hour.....	
	3	6	9	54	27 cents per hour.....	

¹ Two days off each month with pay.

² Worked 7 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LOS ANGELES, CAL.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	30	6	9	54	25 cents per hour.....	
	1	6	9½	57	27 cents per hour.....	
	4	6	9½	57	25 cents per hour.....	
	15	6	10	60	do.....	
	7	6	10	60	22 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	1	6	11	66	27 cents per hour.....	
	4	6	11	66	25 cents per hour.....	
	1	6	11	66	22 cents per hour.....	
	1	6	11	66	18 cents per hour.....	
	1	6	12	72	30 cents per hour.....	
	1	6	12	72	25 cents per hour.....	
	1	7	10	70	27 cents per hour.....	
	8	7	10	70	25 cents per hour.....	
	4	7	10	70	22 cents per hour.....	
	1	7	11	77	27 cents per hour.....	
	9	7	11	77	22 cents per hour.....	
	6	7	11	77	18 cents per hour.....	
	81	7	11	77	25 cents per hour.....	
	1	7	12	84	30 cents per hour.....	
	5	7	12	84	27 cents per hour.....	
	3	7	12	84	25 cents per hour.....	
	1	7	13½	94½	do.....	
Electrical workers.....	3	6	9	54	37 cents per hour.....	
	3	6	9	54	32 cents per hour.....	
	8	6	9	54	30 cents per hour.....	
	9	6	9	54	28 cents per hour.....	
	4	6	9	54	25 cents per hour.....	
	1	6	9½	57	30 cents per hour.....	
	2	6	9½	57	25 cents per hour.....	
	1	6	10	60	35 cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	1	7	9	63	do.....	
	1	7	9	63	30 cents per hour.....	
	1	7	9½	66½	do.....	
Machinists.....	18	6	9	54	37 cents per hour.....	
	7	6	9	54	35 cents per hour.....	
	2	6	9	54	33 cents per hour.....	
	7	6	9	54	30 cents per hour.....	
	2	6	9	54	27 cents per hour.....	
	1	6	10	60	35 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	1	7	10	70	33 cents per hour.....	

LOUISVILLE, KY.

Line and track:						
Drivers.....	2	6	10	60	21 cents per hour.....	
	7	6	10	60	18 cents per hour.....	
	7	6	10	60	17 cents per hour.....	
	1	6	10	60	do.....	
Flagmen.....	11	6	10	60	do.....	
	2	6	10	60	15 cents per hour.....	
	1	6	10	60	12½ cents per hour.....	
Greasers.....	1	6	10	60	20 cents per hour.....	
	8	6	10	60	18 cents per hour.....	
Laborers.....	2	6	10	60	21½ cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	75	6	10	60	18 cents per hour.....	
Linemen.....	157	6	10	60	17 cents per hour.....	
	2	6	10	60	34 cents per hour.....	
	3	6	10	60	31 cents per hour.....	
	5	6	10	60	28 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	

¹ Worked 8 hours on Saturday.

1054 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LOUISVILLE, KY.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen's helpers.....	1	6	10	60	18½ cents per hour.....	
	6	6	10	60	17 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Motormen.....	9	6	10	60	21 cents per hour.....	
	3	6	10	60	20 cents per hour.....	
	3	7	10	70	23 cents per hour.....	
	5	7	10	70	22 cents per hour.....	
Pavers.....	1	6	10	60	53½ cents per hour.....	
	1	6	10	60	45½ cents per hour.....	
	1	6	10	60	40 cents per hour.....	
	1	6	10	60	39 cents per hour.....	
	1	6	10	60	36 cents per hour.....	
	1	6	10	60	35 cents per hour.....	
	1	6	10	60	27 cents per hour.....	
Rail grinders.....	1	6	10	60	22½ cents per hour.....	
Switchmen.....	1	7	10	70	20½ cents per hour.....	
Trackmen.....	1	10	6	60	24 cents per hour.....	
	3	6	10	60	23½ cents per hour.....	
Welders.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
Transportation:						
Inspectors.....	30	7	12	84	\$2.85 per day.....	\$0.238
	1	7	12	84	\$2.75 per day.....	.229
	1	7	12	84	\$2.65 per day.....	.221
	11	7	12	84	\$2.50 per day.....	.208
Barn and shop:						
Armature winders.....	1	6	19	1 53	31 cents per hour.....	
	3	6	19	1 53	26 cents per hour.....	
	1	6	19	1 53	25 cents per hour.....	
Car cleaners.....	1	6	19	1 53	18 cents per hour.....	
	9	6	19	1 53	17 cents per hour.....	
	2	7	10	70	18½ cents per hour.....	
	2	7	10	70	17 cents per hour.....	
	64	7	10	70	15½ cents per hour.....	
Carpenters.....	1	6	19	1 53	30 cents per hour.....	
	1	6	19	1 53	29 cents per hour.....	
	11	6	19	1 53	28 cents per hour.....	
	4	6	19	1 53	27 cents per hour.....	
	6	6	19	1 53	25 cents per hour.....	
	2	6	19	1 53	23½ cents per hour.....	
	1	6	19	1 53	22½ cents per hour.....	
	1	6	19	1 53	21 cents per hour.....	
	1	6	19	1 53	20 cents per hour.....	
	2	6	19	1 53	19½ cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
Car repairers.....	1	6	19	1 53	30 cents per hour.....	
	10	6	19	1 53	24½ cents per hour.....	
	2	6	19	1 53	21 cents per hour.....	
	2	6	19	1 53	20 cents per hour.....	
	2	6	19	1 53	19½ cents per hour.....	
	2	6	19	1 53	18½ cents per hour.....	
	1	6	19	1 53	17 cents per hour.....	
	1	7	19	1 62	37 cents per hour.....	
	1	7	19	1 62	27½ cents per hour.....	
	14	7	19	1 62	26 cents per hour.....	
	2	7	19	1 62	24½ cents per hour.....	
	1	7	19	1 62	23½ cents per hour.....	
	2	7	19	1 62	22½ cents per hour.....	
	1	7	19	1 62	22 cents per hour.....	
	4	7	19	1 62	19½ cents per hour.....	
Car repairers' helpers.....	2	6	19	1 53	23 cents per hour.....	
	2	6	19	1 53	22 cents per hour.....	
	2	6	19	1 53	20½ cents per hour.....	
	2	6	19	1 53	20 cents per hour.....	
	3	6	19	1 53	17½ cents per hour.....	
	1	6	19	1 53	17 cents per hour.....	

¹ Worked 8 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LOUISVILLE, KY.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Electrical workers.....	1	6	19	1 53	30 cents per hour.....	
	1	6	19	1 53	25 cents per hour.....	
	2	6	19	1 53	22½ cents per hour.....	
Laborers.....	2	6	19	1 53	18 cents per hour.....	
	1	6	19	1 53	16 cents per hour.....	
Machinists.....	1	7	10	70	15½ cents per hour.....	
	2	6	19	1 53	27½ cents per hour.....	
	1	6	19	1 53	26 cents per hour.....	
	2	6	19	1 53	25 cents per hour.....	
	1	6	19	1 53	24½ cents per hour.....	
	2	6	19	1 53	23½ cents per hour.....	
	1	6	19	1 53	23 cents per hour.....	
	2	6	19	1 53	19½ cents per hour.....	
	1	6	19	1 53	18½ cents per hour.....	
	1	6	19	1 53	17½ cents per hour.....	

LOWELL, MASS.

Line and track:						
Drivers.....	1	6	9	54	\$14.85 per week.....	\$0.275
	1	6	10	60	20 cents per hour.....	
Greasers.....	2	6	10	60	19.9 cents per hour.....	
Laborers.....	39	6	10	60	17½ cents per hour.....	
Linemen.....	1	6	9	54	\$19.75 per week.....	.366
	1	6	9	54	\$19 per week.....	.352
	1	6	9	54	\$16.92 per week.....	.313
	1	6	9	54	32½ cents per hour.....	
	1	6	9	54	30½ cents per hour.....	
Linemen's helpers.....	1	6	9	54	27½ cents per hour.....	
Motormen.....	1	6	9	54	28 cents per hour.....	
Pavers.....	3	6	10	60	23 cents per hour.....	
Trackmen.....	19	6	10	60	20 cents per hour.....	
Transportation:						
Inspectors.....	1	6	9	54	\$16.50 per week.....	.396
	1	6	9	54	\$12 per week.....	.222
	1	6	10	60	\$3 per day.....	.30
Starters.....	1	7	10	70	\$19.25 per week.....	.275
Barn and shop:						
Armature winders.....	1	6	10	60	26.7 cents per hour.....	
	1	6	10	60	24.6 cents per hour.....	
Armature winders' helpers.....	1	6	10	60	23.6 cents per hour.....	
	1	6	10	60	20.9 cents per hour.....	
	1	6	10	60	18.9 cents per hour.....	
	1	6	10	60	18.3 cents per hour.....	
	3	6	10	60	16.5 cents per hour.....	
Car cleaners.....	1	6	10	60	21½ cents per hour.....	
	2	6	10	60	19.1 cents per hour.....	
	1	6	10	60	18½ cents per hour.....	
	1	6	10	60	18.1 cents per hour.....	
Carpenters.....	4	6	10	60	24.6 cents per hour.....	
	2	6	10	60	23 cents per hour.....	
	1	6	10	60	21½ cents per hour.....	
Car repairers.....	2	6	10	60	23.6 cents per hour.....	
	3	6	10	60	22½ cents per hour.....	
	2	6	10	60	21½ cents per hour.....	
Car repairers' helpers.....	1	6	10	60	19.9 cents per hour.....	
	1	6	10	60	21½ cents per hour.....	
	1	6	10	60	20.8 cents per hour.....	
	1	6	10	60	20.4 cents per hour.....	
	2	6	10	60	19.9 cents per hour.....	
	1	6	10	60	19.4 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
	11	6	10	60	18.3 cents per hour.....	
	1	6	10	60	17.3 cents per hour.....	
	1	6	10	60	12 cents per hour.....	
Electrical workers.....	1	6	10	60	26½ cents per hour.....	
	1	6	10	60	24 cents per hour.....	

¹ Worked 8 hours on Saturday.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

LOWELL, MASS.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Laborers.....	1	7	10	70	\$1.80 per day.....	\$0.18
	2	7	10	70	\$1.75 per day.....	.175
Machinists.....	1	6	10	60	27.8 cents per hour.....	
	1	6	10	60	26½ cents per hour.....	
	1	6	10	60	25.1 cents per hour.....	
	1	6	10	60	23.6 cents per hour.....	

MANCHESTER, N. H.

Line and track:						
Laborers.....	4	6	10	60	\$2 per day.....	\$0.20
	6	6	10	60	\$1.85 per day.....	.185
	26	6	10	60	\$1.75 per day.....	.175
	1	6	10	60	\$1.50 per day.....	.15
Linemen.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	7	11	77	do.....	
Motormen.....	1	6	10	60	26½ cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	2	7	10	70	\$2.25 per day.....	.225
Barn and shop:						
Armature winders.....	1	7	10	70	30 cents per hour.....	
Car cleaners.....	1	6	10	60	20 cents per hour.....	
	2	7	8	56	17½ cents per hour.....	
	1	7	9	63	20 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Car oilers.....	1	7	10	70	25 cents per hour.....	
Carpenters.....	1	6	10	60	27½ cents per hour.....	
Car repairers.....	2	6	10	60	20 cents per hour.....	
	1	7	9	63	\$2.15 per day.....	.230
	1	7	9	63	21 cents per hour.....	
	1	7	10	70	28½ cents per hour.....	
	1	7	10	70	21 cents per hour.....	

MEMPHIS, TENN.

Line and track:						
Bonders.....	2	6	10	60	15 cents per hour.....	
Drivers.....	3	6	11	66	do.....	
	1	7	10	70	\$12 per week.....	\$0.171
	1	7	10	70	\$1.66½ per day.....	.167
Greasers.....	1	7	10	70	\$1.75 per day.....	.175
	4	7	10	70	\$1.35 per day.....	.135
	10	7	10	70	\$1.25 per day.....	.125
Laborers.....	47	6	10	60	\$1.50 per day.....	.15
	8	6	10	60	\$1.35 per day.....	.135
	141	6	10	60	\$1.25 per day.....	.125
	5	6	10	60	15 cents per hour.....	
	1	7	10	70	13½ cents per hour.....	
	1	7	10	70	12½ cents per hour.....	
	2	7	11	77	do.....	
Linemen.....	11	6	10	60	22½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	1	7	11½	80½	30 cents per hour.....	
Linemen's helpers.....	1	7	10	70	22½ cents per hour.....	
Motormen.....	1	6	10	60	\$2 per day.....	.25
Pavers.....	1	6	10	60	\$2.50 per day.....	.20
	1	6	10	60	\$1.35 per day.....	.135
	1	6	10	60	\$1.25 per day.....	.125
Rail grinders.....	1	6	10	60	\$2.50 per day.....	.25
	1	6	10	60	\$2 per day.....	.20

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

MEMPHIS, TENN.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Switchmen.....	1	7	12	84	22½ cents per hour.....	
	1	7	12	84	17½ cents per hour.....	
Trackwalkers.....	2	6	10	60	\$1.25 per day.....	\$0.125
Welders.....	1	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$1.50 per day.....	.15
Transportation: Inspectors.....	1	7	12	84	22½ cents per hour.....	
Barn and shop:						
Armature winders.....	1	7	11½	174¾	40 cents per hour.....	
Armature winders' helpers.....	1	7	10	165	20 cents per hour.....	
Bearing men.....	1	7	11	77	.....do.....	
	1	7	12	84	15 cents per hour.....	
Car cleaners.....	2	6	10	60	10 cents per hour.....	
	1	7	10	70	15 cents per hour.....	
	2	7	10	70	13½ cents per hour.....	
	18	7	10	70	12½ cents per hour.....	
	1	7	11	77	15 cents per hour.....	
Car oilers.....	1	7	10	70	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
Carpenters.....	1	6	10	60	\$2.50 per day.....	.25
	1	6	10	60	40 cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	4	6	10	60	27½ cents per hour.....	
	21	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
Car placers.....	1	7	12	84	22½ cents per hour.....	
Car repairers.....	1	6	10	60	40 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	2	7	10	70	22½ cents per hour.....	
	2	7	10	70	20 cents per hour.....	
	4	7	10½	71¾	.....do.....	
	2	7	11	77	25 cents per hour.....	
	2	7	11½	78¾	22½ cents per hour.....	
Laborers.....	2	6	10	60	17½ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	1	6	10	60	12½ cents per hour.....	
	1	7	10½	73½	.....do.....	
Machinists.....	1	6	10	60	37½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	

MILWAUKEE, WIS.

Line and track:						
Drivers.....	9	6	10	60	\$52.50 per month.....	\$0.201
Greasers.....	10	6	10	60	\$52.50 per month.....	.201
Laborers.....	2	6	9	54	22½ cents per hour.....	
	11	6	9	54	21½ cents per hour.....	
	5	6	9	54	21 cents per hour.....	
	1	6	9	54	20½ cents per hour.....	
	13	6	9	54	20 cents per hour.....	
	67	6	9	54	17½ cents per hour.....	
Linemen.....	1	7	10	70	\$85 per month.....	.279
	3	7	12	84	\$85 per month.....	.233
	1	7	12	84	\$80 per month.....	.219
	1	7	12	84	27½ cents per hour.....	
	1	7	12	84	26 cents per hour.....	

¹ Every other Sunday off.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

MILWAUKEE, WIS.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen's helpers.....	1	7	10	70	22½ cents per hour...	
	1	7	11	77	.....do.....	
	1	7	12	84	.....do.....	
	1	7	12	84	20 cents per hour.....	
Rail grinders.....	1	6	10	60	35 cents per hour.....	
	2	6	10	60	25 cents per hour.....	
Switchmen.....	1	7	19	158½	23½ cents per hour.....	
	1	7	9	63	20 cents per hour.....	
Trackmen.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Welders.....	1	6	9	54	\$75 per month.....	\$0.24
Barn and shop:						
Car cleaners.....	14	6	9	54	12½ cents per hour...	
	1	7	19	158½	22 cents per hour.....	
	9	7	19	158½	17½ cents per hour.....	
	1	7	9	63	18½ cents per hour.....	
	13	7	9	63	17½ cents per hour.....	
	1	7	210	265	22½ cents per hour.....	
	2	7	210	265	17½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Car repairers.....	1	6	9	54	26 cents per hour.....	
	1	6	9	54	14½ cents per hour.....	
	1	7	19	158½	29 cents per hour.....	
	3	7	19	158½	27 cents per hour.....	
	3	7	19	158½	26 cents per hour.....	
	6	7	19	158½	25 cents per hour.....	
	5	7	19	158½	24½ cents per hour.....	
	8	7	19	158½	24 cents per hour.....	
	2	7	19	158½	23½ cents per hour.....	
	5	7	19	158½	23 cents per hour.....	
	1	7	19	158½	22½ cents per hour.....	
	7	7	19	158½	22 cents per hour.....	
	3	7	19	158½	21 cents per hour.....	
	1	7	19	158½	20 cents per hour.....	
	1	7	19	158½	17½ cents per hour.....	
	1	7	19	158½	15 cents per hour.....	
	1	7	9	63	27½ cents per hour.....	
	3	7	9	63	25 cents per hour.....	
	2	7	9	63	24½ cents per hour.....	
	3	7	9	63	24 cents per hour.....	
	3	7	9	63	23 cents per hour.....	
	3	7	9	63	22½ cents per hour.....	
	1	7	9	63	22 cents per hour.....	
	2	7	9	63	21 cents per hour.....	
	2	7	9	63	20 cents per hour.....	
	1	7	9	63	17½ cents per hour.....	
	2	7	210	265	\$90 per month.....	.320
	5	7	210	265	\$95 per month.....	.330
	1	7	210	265	25 cents per hour.....	
	1	7	210	265	24 cents per hour.....	
	1	7	210	265	23 cents per hour.....	
	2	7	10	70	28½ cents per hour.....	
	2	7	10	70	27 cents per hour.....	
	1	7	10	70	26 cents per hour.....	
	2	7	10	70	25 cents per hour.....	
	1	7	10	70	23 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	1	7	10	70	21 cents per hour.....	
Electrical workers.....	1	7	10	70	25 cents per hour.....	

¹ Worked 4½ hours on Sunday.

² Worked 5 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914.—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cablemen.....	2	6	10	60	\$75 per month.....	\$0.288
Drivers.....	2	6	10	60	\$70 per month.....	.268
	1	7	10	¹ 65	do.....	.224
Greasers.....	24	7	² 11	² 77	\$60 per month ².....	.192
Laborers.....	381	6	10	60	\$2 per day.....	.200
	735	6	10	60	\$1.85 per day.....	.185
	36	6	10	60	\$1.50 per day.....	.15
Linemen.....	4	7	10	¹ 65	\$92.50 per month.....	.326
	6	7	10	¹ 65	\$87.50 per month.....	.308
	1	7	10	¹ 65	\$3 per day.....	.30
	2	7	10	¹ 65	\$2.50 per day.....	.250
Linemen's helpers.....	1	7	10	¹ 65	\$2.50 per day.....	.25
	16	7	10	¹ 65	\$2.25 per day.....	.225
Motormen.....	1	6	10	60	\$80 per month.....	.307
	20	6	10	60	\$3 per day.....	.30
	1	6	10	60	\$2.90 per day.....	.29
	1	6	10	60	\$2.80 per day.....	.28
	2	6	10	60	\$2.60 per day.....	.26
	1	6	10	60	\$2.40 per day.....	.24
	1	6	10	60	\$2.30 per day.....	.23
	3	6	³ 10 ¹ / ₂	³ 60	\$80 per month.....	.307
	6	7	10	¹ 65	\$92.50 per month.....	.326
	1	7	10	¹ 65	\$2.40 per day.....	.24
Motormen, truck.....	1	6	³ 10 ¹ / ₂	³ 60	\$75 per month.....	.288
Pavers.....	1	6	10	60	\$3 per day.....	.30
	34	6	10	60	\$2.75 per day.....	.275
	19	6	10	60	\$2.50 per day.....	.25
Switchmen.....	17	6	10	60	\$2.25 per day.....	.225
	1	6	10	60	\$1.75 per day.....	.175
	1	7	10	¹ 65	22 cents per hour.....	
	1	7	10	¹ 65	20 cents per hour.....	
Welders.....	35	7	10	70	19 cents per hour.....	
	1	6	10	60	\$75 per month.....	.288
	1	6	10	60	\$3.25 per day.....	.325
	1	6	10	60	\$3 per day.....	.30
	1	6	10	60	\$2.25 per day.....	.225
Barn and shop:						
Armature winders.....	1	6	³ 10 ¹ / ₂	³ 60	35 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	32 ¹ / ₂ cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	30 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	28 ¹ / ₂ cents per hour.....	
Car cleaners.....	19	6	10	60	20 cents per hour.....	
	1	6	10	65	19.6 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	23 ¹ / ₂ cents per hour.....	
	2	6	³ 10 ¹ / ₂	³ 60	23.2 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	22.9 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	22.8 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	22.6 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	21.9 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	21.8 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	21.7 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	21.3 cents per hour.....	
	1	6	³ 10 ¹ / ₂	³ 60	21 cents per hour.....	
	1	7	10	¹ 65	25.7 cents per hour.....	
	1	7	10	¹ 65	25.1 cents per hour.....	
	1	7	10	¹ 65	24.9 cents per hour.....	
	1	7	10	¹ 65	24.8 cents per hour.....	
	1	7	10	¹ 65	24.6 cents per hour.....	
	1	7	10	¹ 65	24.1 cents per hour.....	
	6	7	10	¹ 65	24 cents per hour.....	
	1	7	10	¹ 65	23.9 cents per hour.....	
	2	7	10	¹ 65	23.8 cents per hour.....	
	3	7	10	¹ 65	23.7 cents per hour.....	
	2	7	10	¹ 65	23 ¹ / ₂ cents per hour.....	
	1	7	10	¹ 65	23.4 cents per hour.....	
	1	7	10	¹ 65	23.3 cents per hour.....	
	2	7	10	¹ 65	23.2 cents per hour.....	

¹ Every other Sunday off.

² Average 11 hours per day; 2 days off per month with pay.

³ Worked 8¹/₂ hours on Saturday.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Car cleaners (concluded).....	1	17	10	1 65	23.1 cents per hour ..	
	1	17	10	1 65	22.9 cents per hour ..	
	1	17	10	1 65	22.8 cents per hour ..	
	1	17	10	1 65	22.7 cents per hour ..	
	3	17	10	1 65	22.6 cents per hour ..	
	1	17	10	1 65	22½ cents per hour ..	
	1	17	10	1 65	22.4 cents per hour ..	
	6	17	10	1 65	22.3 cents per hour ..	
	2	17	10	1 65	22.1 cents per hour ..	
	13	17	10	1 65	22 cents per hour ..	
	1	17	10	1 65	21.9 cents per hour ..	
	1	17	10	1 65	21.8 cents per hour ..	
	4	17	10	1 65	21.7 cents per hour ..	
	2	17	10	1 65	21.6 cents per hour ..	
	2	17	10	1 65	21½ cents per hour ..	
	2	17	10	1 65	21.3 cents per hour ..	
	1	17	10	1 65	21.2 cents per hour ..	
	1	17	10	1 65	21 cents per hour ..	
	2	17	10	1 65	20.9 cents per hour ..	
	1	17	10	1 65	20.8 cents per hour ..	
	1	17	10	1 65	20.6 cents per hour ..	
	1	17	10	1 65	20.3 cents per hour ..	
	1	17	10	1 65	20.2 cents per hour ..	
	2	17	10	1 65	19.4 cents per hour ..	
	1	17	10	1 65	19 cents per hour ..	
	2	17	10	1 65	18.8 cents per hour ..	
	1	17	10	1 65	18 cents per hour ..	
	2	17	10	1 65	17½ cents per hour ..	
	1	17	10	1 65	17.1 cents per hour ..	
	2	17	10	1 65	16.7 cents per hour ..	
	1	17	10	1 65	16.6 cents per hour ..	
	1	17	10	1 65	16½ cents per hour ..	
	3	17	10	1 65	16 cents per hour ..	
	1	17	10	1 65	15.6 cents per hour ..	
	1	17	10	1 65	14.3 cents per hour ..	
	1	17	10	1 65	14 cents per hour ..	
	1	17	10	1 65	13.7 cents per hour ..	
	1	17	10	1 65	13.2 cents per hour ..	
	1	17	10	1 65	13 cents per hour ..	
	2	7	10	70	22 cents per hour ..	
Car oiler.....	1	17	10	1 65	25 cents per hour ..	
Carpenters.....	1	6	10	60	\$3.20 per day ..	\$0.32
	2	6	10	60	\$2.75 per day ..	.275
	1	6	10	60	\$2.50 per day ..	.25
	1	6	2 10½	2 60	45.7 cents per hour ..	
	1	6	2 10½	2 60	45.6 cents per hour ..	
	1	6	2 10½	2 60	45½ cents per hour ..	
	1	6	2 10½	2 60	45.4 cents per hour ..	
	5	6	2 10½	2 60	45.1 cents per hour ..	
	3	6	2 10½	2 60	43.6 cents per hour ..	
	1	6	2 10½	2 60	42.9 cents per hour ..	
	1	6	2 10½	2 60	42.3 cents per hour ..	
	3	6	2 10½	2 60	42.2 cents per hour ..	
	1	6	2 10½	2 60	41.8 cents per hour ..	
	1	6	2 10½	2 60	41½ cents per hour ..	
	3	6	2 10½	2 60	39.4 cents per hour ..	
	1	6	2 10½	2 60	39.3 cents per hour ..	
	1	6	2 10½	2 60	38 cents per hour ..	
	3	6	2 10½	2 60	36.7 cents per hour ..	
	1	6	2 10½	2 60	36.2 cents per hour ..	
	5	6	2 10½	2 60	35 cents per hour ..	
	4	6	2 10½	2 60	33½ cents per hour ..	
	1	6	2 10½	2 60	33 cents per hour ..	
	5	6	2 10½	2 60	32.5 cents per hour ..	
	1	6	2 10½	2 60	31.1 cents per hour ..	
	4	6	2 10½	2 60	30 cents per hour ..	
	4	6	2 10½	2 60	29.4 cents per hour ..	
	1	6	2 10½	2 60	29 cents per hour ..	

¹Every other Sunday off.

²Worked 8½ hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

MINNEAPOLIS AND ST. PAUL, MINN.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded. Carpenters (concluded)	3	6	1 10 ¹ / ₄	1 60	27½ cents per hour	
	1	6	1 10 ¹ / ₄	1 60	26 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	25 cents per hour	
	1	7	10	2 65	28 cents per hour	
	4	7	10	2 65	27 cents per hour	
	1	7	10	2 65	25 cents per hour	
	1	7	10	2 65	24 cents per hour	
	1	7	10	2 65	22½ cents per hour	
	1	6	1 10 ¹ / ₄	1 60	33 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	27½ cents per hour	
Car repairers	12	6	1 10 ¹ / ₄	1 60	27 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	26 cents per hour	
	4	6	1 10 ¹ / ₄	1 60	25 cents per hour	
	2	6	1 10 ¹ / ₄	1 60	24½ cents per hour	
	2	6	1 10 ¹ / ₄	1 60	24 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	23 cents per hour	
	2	6	1 10 ¹ / ₄	1 60	20 cents per hour	
	2	7	10	2 65	27 cents per hour	
	26	7	10	2 65	26 cents per hour	
	1	7	10	2 65	25 cents per hour	
	36	7	10	2 65	24 cents per hour	
	1	7	10	2 65	22.3 cents per hour	
	48	7	10	2 65	22 cents per hour	
	1	7	10	2 65	20.8 cents per hour	
	20	7	10	2 65	20 cents per hour	
	Electrical workers	2	7	10	70	27 cents per hour
1		6	10	60	35 cents per hour	
2		6	10	60	32½ cents per hour	
2		6	10	60	30 cents per hour	
1		6	10	60	27½ cents per hour	
2		6	1 10 ¹ / ₄	1 60	38½ cents per hour	
2		6	1 10 ¹ / ₄	1 60	35 cents per hour	
1		6	1 10 ¹ / ₄	1 60	33 cents per hour	
4		6	1 10 ¹ / ₄	1 60	32½ cents per hour	
5		6	1 10 ¹ / ₄	1 60	30 cents per hour	
2		6	1 10 ¹ / ₄	1 60	27½ cents per hour	
1		6	1 10 ¹ / ₄	1 60	27 cents per hour	
6		6	1 10 ¹ / ₄	1 60	25 cents per hour	
Laborers		1	6	1 10 ¹ / ₄	1 60	24 cents per hour
	1	6	1 10 ¹ / ₄	1 60	22½ cents per hour	
Machinists	50	6	1 10 ¹ / ₄	1 60	23½ cents per hour	
	1	6	10	60	\$2.75 per day	\$0.275
	1	6	1 10 ¹ / ₄	1 60	40 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	38.7 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	37½ cents per hour	
	5	6	1 10 ¹ / ₄	1 60	35 cents per hour	
	3	6	1 10 ¹ / ₄	1 60	33 cents per hour	
	5	6	1 10 ¹ / ₄	1 60	32½ cents per hour	
	3	6	1 10 ¹ / ₄	1 60	32 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	31.2 cents per hour	
	15	6	1 10 ¹ / ₄	1 60	30 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	29½ cents per hour	
	1	6	1 10 ¹ / ₄	1 60	29 cents per hour	
	1	6	1 10 ¹ / ₄	1 60	28.4 cents per hour	
	13	6	1 10 ¹ / ₄	1 60	27½ cents per hour	
	9	6	1 10 ¹ / ₄	1 60	27 cents per hour	
	11	6	1 10 ¹ / ₄	1 60	25 cents per hour	
	2	6	1 10 ¹ / ₄	1 60	24 cents per hour	

MOBILE, ALA.

Line and track:					
Greasers	3	7	³ 10	² 65	15 cents per hour
	1	7	⁴ 11	⁴ 72	.....do.....
Laborers	1	6	9	54	16½ cents per hour
	5	6	9	54	15 cents per hour

¹ Worked 8½ hours on Saturday.
² Every other Sunday off.

³ Worked 5 hours on Sunday.
⁴ Worked 6 hours on Sunday.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

MOBILE, ALA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Laborers (concluded).....	1	6	10	60	16 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
	30	6	10	60	12½ cents per hour.....	
	1	6	12	72	15 cents per hour.....	
Linemen.....	2	6	9	54	\$80 per month.....	\$0.341
	2	6	9	54	\$3 per day.....	.333
Transportation:						
Armature winders.....	1	6	9½	57	33 cents per hour.....	
Car cleaners.....	1	6	9½	57	15 cents per hour.....	
	2	6	9½	57	14 cents per hour.....	
	1	7	12	84	16 cents per hour.....	
	1	7	12	84	14 cents per hour.....	
	2	7	12	84	13 cents per hour.....	
Carpenters.....	3	6	9½	57	32½ cents per hour.....	
	1	6	9½	57	31½ cents per hour.....	
	1	6	9½	57	31 cents per hour.....	
	3	6	9½	57	30 cents per hour.....	
Car repairers.....	1	6	9½	57	27½ cents per hour.....	
	1	6	9½	57	24 cents per hour.....	
	3	6	9½	57	20 cents per hour.....	
Electrical workers.....	2	6	9½	57	26 cents per hour.....	
	1	6	9½	57	22 cents per hour.....	
Inspectors.....	1	7	10	70	\$86 per month.....	.283
	5	7	10	70	\$84 per month.....	.276
Laborers.....	4	6	9½	57	13 cents per hour.....	
Machinists.....	1	6	9½	57	32½ cents per hour.....	
	1	6	9½	57	30 cents per hour.....	
	1	6	9½	57	28 cents per hour.....	

NASHVILLE, TENN.

Line and track:						
Drivers.....	1	6	¹ 10	¹ 59½	12½ cents per hour.....	
Greasers.....	9	7	10	70	12½ cents per hour.....	
Laborers.....	104	6	10	60	15 cents per hour.....	
Linemen.....	2	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	4	7	10	70	\$2.64 per day.....	\$0.264
Linemen's helpers.....	2	6	10	60	22½ cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	1	6	10	60	17 cents per hour.....	
Motormen.....	3	6	10	60	22 cents per hour.....	
Switchmen.....	1	6	10	60	20 cents per hour.....	
Trackmen.....	6	7	10	70	18 cents per hour.....	
Barn and shop:	4	6	10	60	17½ cents per hour.....	
Armature winders.....	1	6	¹ 10	¹ 59½	32½ cents per hour.....	
	1	6	¹ 10	¹ 59½	25 cents per hour.....	
Armature winders, helpers.....	1	6	¹ 10	¹ 59½	17½ cents per hour.....	
Car cleaners.....	3	² 7	10	² 65	10 cents per hour.....	
	3	² 7	11	² 71½	15½ cents per hour.....	
	7	² 7	11	² 71½	13½ cents per hour.....	
Carpenters.....	6	6	¹ 10	¹ 59½	25 cents per hour.....	
Car placers.....	1	² 7	11	² 71½	13½ cents per hour.....	
	1	² 7	11	² 71½	18½ cents per hour.....	
Car repairers.....	1	² 7	11	² 71½	28½ cents per hour.....	
	5	² 7	11	² 71½	22½ cents per hour.....	
	1	² 7	11	² 71½	22½ cents per hour.....	
	2	² 7	11	² 71½	20½ cents per hour.....	
	5	² 7	11	² 71½	18½ cents per hour.....	
Electrical workers.....	1	² 7	11	² 71½	do.....	
	1	² 7	11	² 71½	15½ cents per hour.....	
Laborers.....	4	² 7	11	² 71½	do.....	
	11	² 7	11	² 71½	13½ cents per hour.....	
Machinists.....	1	6	¹ 10	¹ 69½	27½ cents per hour.....	
	2	6	¹ 10	¹ 59½	25 cents per hour.....	

¹ Worked 9½ hours on Saturday.

² Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEWARK, N. J.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cablemen.....	1	6	8	48	50 cents per hour.....	
Drivers.....	1	6	9	54	\$15.75 per week.....	\$0.292
	4	6	9	54	\$14 per week.....	.259
	1	6	10	60	\$15.55 per week.....	.259
Greasers.....	14	7	10	70	16½ cents per hour.....	
Laborers.....	7	6	10	60	20 cents per hour.....	
	24	7	10	70	do.....	
	1	7	11	77	do.....	
Linemen.....	1	6	9	54	\$19.25 per week.....	.356
	18	6	9	54	30½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	24 cents per hour.....	
Linemen's helpers.....	1	7	9	63	30½ cents per hour.....	
	15	6	9	54	22½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
Trackmen.....	2	7	10	70	22½ cents per hour.....	
Barn and shop:						
Car cleaners.....	1	6	10	60	17½ cents per hour.....	
	1	6	10	60	16 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
	2	7	10	70	18½ cents per hour.....	
	2	7	10	70	17½ cents per hour.....	
	3	7	10	70	17 cents per hour.....	
	8	7	10	70	16 cents per hour.....	
	34	7	10	70	15 cents per hour.....	
Car oilers.....	1	7	12	84	do.....	
	1	6	11	66	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	1	7	11	77	24 cents per hour.....	
	2	7	11	77	22½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
Car repairers.....	1	7	11½	80½	22½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	15	6	10	60	24 cents per hour.....	
	17	6	10	60	22½ cents per hour.....	
	20	6	10	60	20 cents per hour.....	
	1	6	11	66	22½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	5	7	10	70	24 cents per hour.....	
	7	7	10	70	22½ cents per hour.....	
	4	7	10	70	20 cents per hour.....	
	1	7	11	77	24 cents per hour.....	
	2	7	11	77	20 cents per hour.....	
	1	7	12	84	22½ cents per hour.....	
Machinists.....	4	6	10	60	25 cents per hour.....	

NEW BEDFORD, MASS.

Line and track:						
Drivers.....	2	7	9	63	19½ cents per hour.....	
	2	7	10	70	20 cents per hour.....	
Greasers.....	1	7	9	63	\$2.14 per day.....	\$0.233
	1	7	9	63	\$2 per day.....	.222
	8	7	9	63	\$1.75 per day.....	.194
Laborers.....	18	6	9	54	\$2 per day.....	.222
	58	6	9	54	\$1.75 per day.....	.194
	1	7	9	63	\$2 per day.....	.222
Linemen.....	1	7	9	63	36 cents per hour.....	
	1	7	9	63	32 cents per hour.....	
	1	7	9	63	27 cents per hour.....	
	3	7	9	63	26 cents per hour.....	
	2	7	9	63	22½ cents per hour.....	
	1	7	9	63	22 cents per hour.....	
Switchmen.....	2	7	9	63	\$1.50 per day.....	.167
Trackmen.....	2	6	9	54	\$2 per day.....	.222
	2	7	9	63	\$2.50 per day.....	.278

1064 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW BEDFORD, MASS.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Inspectors.....	7	7	9	63	\$21.50 per week.....	\$0.341
Starters.....	2	7	9	63	\$21.50 per week.....	.341
Barn and shop:						
Armature winders.....	1	6	9	54	33 cents per hour.....	
	1	6	9	54	24 cents per hour.....	
	1	6	9	54	20 cents per hour.....	
Car cleaners.....	1	7	9	63	24 cents per hour.....	
	1	7	11	77	\$1.75 per day.....	.159
	2	7	11	77	18 cents per hour.....	
Car oilers.....	1	7	9	63	22½ cents per hour.....	
	1	7	11	77	20½ cents per hour.....	
Carpenters.....	1	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	33½ cents per hour.....	
	2	6	9	54	30 cents per hour.....	
	2	6	9	54	29 cents per hour.....	
	1	6	9	54	28 cents per hour.....	
Car repairers.....	1	7	9	63	27 cents per hour.....	
	1	7	9	63	26 cents per hour.....	
	3	7	9	63	25 cents per hour.....	
	6	7	9	63	22½ cents per hour.....	
	2	7	9	63	19½ cents per hour.....	
	2	7	9	63	18½ cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	1	7	11	77	21½ cents per hour.....	
	1	7	11	77	20½ cents per hour.....	
Machinists.....	1	6	9	54	33 cents per hour.....	
	1	6	9	54	26 cents per hour.....	

NEW ORLEANS, LA.

Line and track:						
Bonders.....	1	6	9	54	\$2 per day.....	\$0.222
Conductors.....	1	6	9	54	\$70 per month.....	.298
Drivers.....	2	6	10	60	\$1.75 per day.....	.175
	2	6	10	60	\$1.50 per day.....	.150
Greasers.....	1	6	10	60	do.....	.15
	13	17	9	158½	\$53 per month.....	.208
Laborers.....	3	6	9	54	\$60 per month.....	.256
	3	6	9	54	\$1.50 per day.....	.167
	140	6	10	60	do.....	.15
	1	7	11	77	\$50 per month.....	.149
	1	7	11	77	\$45 per month.....	.134
	1	7	11	77	\$40 per month.....	.12
	3	7	11	77	\$1.50 per day.....	.136
	1	7	11	77	15 cents per hour.....	
Line inspectors.....	9	6	10	60	\$1.75 per day.....	.175
Linemen.....	4	6	9	54	\$3.15 per day.....	.35
	4	7	10½	73½	do.....	.30
Linemen's helpers.....	16	6	9	54	\$1.50 per day.....	.167
	1	6	9	54	\$1 per day.....	.111
Motormen.....	1	6	9	54	\$70 per month.....	.298
	7	6	10	60	\$2 per day.....	.20
	23	17	10	158½	\$70 per month.....	.275
	2	7	10	70	24 cents per hour.....	
Pavers.....	8	6	10	60	2.50 per day.....	.25
	1	6	10	60	\$2.40 per day.....	.24
	1	6	10	60	\$2.25 per day.....	.225
	3	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$1.75 per day.....	.175
Rail grinders.....	1	6	10	60	\$2.60 per day.....	.26
	1	6	10	60	\$1.85 per day.....	.18
	1	6	10	60	\$1.60 per day.....	.16
Switchmen.....	7	6	10	60	\$1.50 per day.....	.15
	1	7	11	77	\$40 per month.....	.12

¹ Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW ORLEANS, LA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Starters.....	1	7	9	63	\$83.75 per month.....	\$0.306
	18	7	10½	73½	.....do.....	.262
	1	7	11	77	\$65 per month.....	.194
Barn and shop:						
Armature winders.....	1	6	9	54	\$3.50 per day.....	.389
	1	6	9	54	\$3.25 per day.....	.361
	2	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2 per day.....	.222
Bearing men.....	1	6	9	54	\$1.75 per day.....	.194
Car cleaners.....	97	17	9	158½	\$53 per month.....	.208
Car oilers.....	25	17	9	158½	\$56.75 per month.....	.223
Carpenters.....	1	6	9	54	\$3 per day.....	.333
	22	6	9	54	\$2.75 per day.....	.306
	24	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2.25 per day.....	.25
	1	6	9	54	\$2 per day.....	.222
	1	6	9	54	\$1.75 per day.....	.194
Car repairers.....	2	6	9	54	\$2.82 per day.....	.313
	2	6	9	54	\$2.75 per day.....	.306
	1	6	9	54	\$2.25 per day.....	.25
	1	17	9	158½	\$73.65 per month.....	.29
Car repairers' helpers.....	50	17	9	158½	\$70 per month.....	.275
	2	6	9	54	\$61.25 per month.....	.261
	1	6	9	54	\$1.50 per day.....	.167
	66	17	9	158½	\$61.25 per month.....	.241
Electrical workers.....	1	6	9	54	\$3.25 per day.....	.361
	2	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.50 per day.....	.278
	1	7	11	77	\$75 per month.....	.224
	1	7	11	77	\$65 per month.....	.194
Lamp men.....	1	17	9	158½	\$55 per month.....	.216
Machinists.....	1	6	9	54	\$3.50 per day.....	.389
	1	6	9	54	\$3.25 per day.....	.361
	2	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.75 per day.....	.306
	2	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2.25 per day.....	.25
	2	6	9	54	\$2 per day.....	.222

NEW YORK (BROOKLYN), N. Y.

BROOKLYN RAPID TRANSIT CO.

Line and track:						
Bonders.....	7	6	10	60	25 cents per hour.....	
	7	6	10	60	20 cents per hour.....	
	4	6	10	60	17½ cents per hour.....	
Cablemen.....	2	6	2 10½	2 60	\$24 per week.....	\$0.40
	1	6	2 10½	2 60	\$21 per week.....	.35
Drivers.....	16	6	2 12	2 67½	\$14.40 per week.....	.213
	3	7	10	70	\$15 per week.....	.214
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
Greasers.....	13	7	11	77	\$1.60 per day.....	.145
Laborers.....	13	6	3 10	3 59	\$12 per week.....	.203
	14	6	3 10	3 59	\$10.50 per week.....	.178
	2	6	3 10	3 59	\$9 per week.....	.153
	109	6	10	60	20 cents per hour.....	
	130	6	10	60	18 cents per hour.....	
	164	6	10	60	17 cents per hour.....	
	3	6	4 10½	4 60	20 cents per hour ⁴.....	.21
	2	7	10	70	\$1.50 per day.....	.15
	2	7	11	77	.....do.....	.136

¹ Every other Sunday off.

² Worked 7½ hours on Saturday.

³ Worked 9 hours on Saturday.

⁴ Worked 7½ hours on Saturday; paid for 10½ hours.

1066 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK (BROOKLYN), N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Line inspectors.....	1	6	10	60	\$30 per month.....	\$0.50
	1	6	10	60	\$26 per month.....	.433
	1	6	10	60	\$20 per month.....	.333
	1	6	10	60	\$18 per month.....	.30
	1	7	10	70	\$21 per week.....	.30
	1	7	10	70	\$14 per week.....	.233
	58	7	10	70	\$2.75 per day.....	.275
	55	7	11	77	\$3.15 per day.....	.286
	13	7	11	77	\$3 per day.....	.273
Linemen.....	7	6	¹ 10½	¹ 60	\$17.33 per week.....	.289
	23	6	¹ 10½	¹ 60	\$16.70 per week.....	.278
	6	7	10	70	\$3 per day.....	.30
	6	7	10	70	\$2.50 per day.....	.25
Linemen's helpers.....	6	7	10	70	\$2.25 per day.....	.225
	6	7	10	70	\$2 per day.....	.20
Motormen.....	3	6	¹ 10½	¹ 60	\$12.60 per week.....	.21
Rail grinders.....	6	6	10	60	25 cents per hour.....	
	4	6	10	60	20 cents per hour.....	
	8	6	10	60	17½ cents per hour.....	
Switchmen.....	3	6	10	60	25 cents per hour.....	
	26	7	9½	66½	\$1.25 per day.....	.132
	1	7	10	70	\$1.62 per day.....	.162
	5	7	10	70	\$1.25 per day.....	.125
	5	7	11	77	\$1.80 per day.....	.164
	26	7	11	77	\$1.50 per day.....	.136
Tower men, elevated.....	1	7	11	77	\$1.75 per day.....	.159
Trackmen.....	13	6	10	60	22½ cents per hour.....	
	1	7	10	70	\$1.80 per day.....	.18
Transportation:						
Starters.....	1	7	10½	73½	\$2.85 per day.....	.271
	10	7	11	77	\$3.10 per day.....	.282
	3	7	11	77	\$2.95 per day.....	.268
	47	7	11	77	\$2.85 per day.....	.259
	16	7	11	77	\$2.75 per day.....	.25
	1	7	11	77	\$2.50 per day.....	.227
Barn and shop:						
Armature winders.....	1	6	² 10	² 55	\$18.20 per week.....	.331
	4	6	² 10	² 55	\$16.80 per week.....	.305
	3	6	² 10	² 55	\$15.40 per week.....	.28
	11	6	² 10	² 55	\$14 per week.....	.255
	7	6	² 10	² 55	\$12 per week.....	.229
Armature winder's helpers.....	8	6	² 10	² 55	\$12.60 per week.....	.229
	5	6	² 10	² 55	\$11.20 per week.....	.204
	14	6	² 10	² 55	\$9.80 per week.....	.178
Bearing men.....	1	6	² 10	² 55	\$14 per week.....	.255
Car cleaners.....	6	7	11	77	\$2 per day.....	.182
	3	7	11	77	\$1.85 per day.....	.168
	7	7	11	77	\$1.75 per day.....	.159
	53	7	11	77	\$1.70 per day.....	.155
	89	7	11	77	\$1.60 per day.....	.145
Car oilers.....	16	6	³ 10	³ 59	\$12 per week.....	.203
	5	7	³ 10	³ 69	\$14 per week.....	.203
Carpenters.....	1	6	³ 10	³ 59	\$19.50 per week.....	.331
	8	6	³ 10	³ 59	\$18 per week.....	.305
	22	6	³ 10	³ 59	\$16.50 per week.....	.28
	14	6	³ 10	³ 59	\$15 per week.....	.254
	1	6	10	60	25 cents per hour.....	
Car placers.....	3	7	11	77	\$1.75 per day.....	.159
Car repairers.....	1	6	² 10	² 55	\$18.20 per day.....	.331
	2	6	² 10	² 55	\$16.80 per week.....	.305
	1	6	² 10	² 55	\$15.40 per week.....	.28
	4	6	² 10	² 55	\$14 per week.....	.255
	21	6	² 10	² 55	\$12.60 per week.....	.229
	7	6	² 10	² 55	\$11.20 per week.....	.204
	16	6	² 10	² 55	\$9.80 per week.....	.178
	25	6	³ 10	³ 59	\$15 per week.....	.254

¹ Worked 7½ hours on Saturday.

² Worked 5 hours on Saturday.

³ Worked 9 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK (BROOKLYN), N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	20	6	1 10	1 59	\$13.50 per week.....	\$0.229
	60	6	1 10	1 59	\$12 per week.....	.203
	64	6	1 10	1 59	\$10.50 per week.....	.178
	9	7	1 10	1 69	\$17.50 per week.....	.254
Electrical workers.....	1	6	2 10	2 55	\$18.20 per week.....	.331
	2	6	2 10	2 55	\$15.40 per week.....	.28
	16	6	2 10	2 55	\$14 per week.....	.255
	8	6	1 10	1 59	\$13.50 per week.....	.229
	8	6	1 10	1 59	\$10.50 per week.....	.178
	1	6	2 10½	2 57½	\$19.01 per week.....	.331
	9	6	3 10½	3 60	\$16.38 per week.....	.273
	2	6	3 10½	3 60	\$14.18 per week.....	.236
	19	6	3 10½	3 60	\$12.60 per week.....	.21
Laborers.....	2	7	3 10½	3 70½	\$18.38 per week.....	.261
	1	6	2 10	2 55	\$12.60 per week.....	.229
Machinists.....	12	6	2 10	2 55	\$9.80 per week.....	.178
	7	6	2 10	2 55	\$16.80 per week.....	.305
	9	6	2 10	2 55	\$15.40 per week.....	.28
	19	6	2 10	2 55	\$14 per week.....	.255
	8	6	2 10	2 55	\$12.60 per week.....	.229
	7	6	2 10	2 55	\$11.20 per week.....	.204
	9	6	2 10	2 55	\$9.80 per week.....	.178
	6	6	1 10	1 59	\$15 per week.....	.254
	2	6	10	60	25 cents per hour.....	
	1	6	3 10½	3 60	\$18.90 per week.....	.315
	1	6	3 10½	3 60	\$14.18 per week.....	.236

NEW YORK & QUEENS COUNTY RAILWAY CO.

Line and track:						
Bonders.....	1	7	10	70	27½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
Drivers.....	6	6	10	60	22½ cents per hour.....	
Greasers.....	1	6	10	60	17½ cents per hour.....	
	1	7	10	70	16½ cents per hour.....	
	1	7	11	77	17½ cents per hour.....	
	3	7	11	77	16½ cents per hour.....	
Laborers.....	10	6	10	60	25 cents per hour.....	
	6	6	10	60	22½ cents per hour.....	
	14	6	10	60	18½ cents per hour.....	
	144	6	10	60	17½ cents per hour.....	
	8	6	10	60	15 cents per hour.....	
	11	6	1 10½	4 60	17½ cents per hour.....	
Linemen.....	9	6	10	60	27½ cents per hour.....	
Linemen's helpers.....	7	6	10	60	20 cents per hour.....	
Rail grinders.....	1	6	10	60	do.....	
Welders.....	4	6	10	60	22½ cents per hour.....	
	1	6	1 10½	4 60	do.....	
Transportation:						
Inspectors.....	1	5 7	10	5 70	\$2.75 per day ⁵	\$0.284
	4	5 7	10	5 70	\$2.50 per day ⁵.....	.258
	22	5 7	10½	5 73½	\$2.75 per day ⁵.....	.271
	8	5 7	10	5 70	do.....	.284
Starters.....						
Barn and shop:						
Armature winders.....	1	6	4 10½	4 60	27½ cents per hour.....	
	2	6	4 10½	4 60	25 cents per hour.....	
Bearing men.....	1	6	4 10½	4 60	22½ cents per hour.....	
Car cleaners.....	18	7	10½	71½	\$11.14 per week.....	.155
Car oilers.....	1	7	10½	71½	\$14.85 per week.....	.207
	1	7	11	77	17½ cents per hour.....	
Carpenters.....	2	6	4 10½	4 60	27 cents per hour.....	
	15	6	4 10½	4 60	26½ cents per hour.....	
	2	6	4 10½	4 60	25 cents per hour.....	
	1	6	4 10½	4 60	22 cents per hour.....	

¹ Worked 9 hours on Saturday.
² Worked 5 hours on Saturday.
³ Worked 7½ hours on Saturday.

⁴ Worked 8¾ hours on Saturday.
⁵ One day off each month with pay.

1068 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK (BROOKLYN), N. Y.—Concluded.

NEW YORK & QUEENS COUNTY RAILWAY CO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers.....	1	6	1 10 ¹ / ₂	1 60	27 cents per hour.....	
	1	6	1 10 ¹ / ₂	1 60	24 cents per hour.....	
	7	6	1 10 ¹ / ₂	1 60	22½ cents per hour.....	
	2	6	1 10 ¹ / ₂	1 60	20 cents per hour.....	
	1	6	1 10 ¹ / ₂	1 60	17½ cents per hour.....	
	1	7	1 10 ¹ / ₂	1 70½	25 cents per hour.....	
	1	7	2 10 ¹ / ₂	2 71½	\$14.50 per week.....	\$0.203
Car repairers' helpers.....	8	6	1 10 ¹ / ₂	1 60	17½ cents per hour.....	
	5	7	1 10 ¹ / ₂	1 70½	22½ cents per hour.....	
	3	7	1 10 ¹ / ₂	1 70½	20 cents per hour.....	
	1	7	1 10 ¹ / ₂	1 70½	17½ cents per hour.....	
Electrical workers.....	2	6	1 10 ¹ / ₂	1 60	25 cents per hour.....	
Laborers.....	1	6	1 10 ¹ / ₂	1 60	17½ cents per hour.....	
	1	7	10	70	do.....	
	1	7	12	84	do.....	
Lamp men.....	1	7	10½	71½	do.....	
	1	7	10½	71½	15 cents per hour.....	
Machinists.....	1	6	1 10 ¹ / ₂	1 60	32½ cents per hour.....	

NEW YORK, N. Y.

NEW YORK RAILWAYS CO. (ALL LINES).

Line and track:						
Bonders.....	11	6	10	60	\$2.50 per day.....	\$0.25
Drivers.....	12	6	10	60	\$2.25 per day.....	.225
	1	6	10	60	\$2 per day.....	.20
	3	6	10	60	\$1.85 per day.....	.185
	15	6	10	60	\$1.75 per day.....	.175
Laborers.....	36	6	10	60	\$1.85 per day.....	.185
	97	6	10	60	\$1.75 per day.....	.175
	2	7	10	70	\$1.75 per day.....	.175
Linemen.....	23	7	12	84	\$2.75 per day.....	.229
	3	7	12	84	\$2.60 per day.....	.217
	1	7	12	84	\$2.50 per day.....	.208
Motormen.....	1	6	10	60	\$2.85 per day.....	.285
Pavers.....	8	6	10	60	\$5 per day.....	.50
	4	6	10	60	\$4 per day.....	.40
Switchmen.....	2	6	10	60	\$2.85 per day.....	.285
	9	6	10	60	\$2.30 per day.....	.23
	13	6	10	60	\$2.05 per day.....	.205
	9	6	10	60	\$1.80 per day.....	.18
	1	6	10	60	\$1.75 per day.....	.175
	6	7	10	70	\$2.30 per day.....	.23
	15	7	10	70	\$2.05 per day.....	.205
	1	7	10	70	\$2 per day.....	.20
	22	7	10	70	\$1.80 per day.....	.18
	1	7	10	70	\$1.75 per day.....	.175
	3	7	10	70	\$1.50 per day.....	.15
Trackmen.....	167	6	10	60	\$2.10 per day.....	.21
	52	6	10	60	\$1.85 per day.....	.185
Transportation:						
Inspectors.....	4	6	10	60	\$3.30 per day.....	.33
	1	3 7	10	3 70	\$20.35 per week ¹.....	.301
	3	3 7	10	3 70	\$19.75 per week ².....	.293
	43	3 7	10	3 70	\$3.30 per day ³.....	.342
	5	3 7	10	3 70	\$3.25 per day ³.....	.337
Starters.....	18	7	10	70	\$3.30 per day.....	.33
	25	7	10	70	\$2.95 per day.....	.295
	1	7	10	70	\$2.89 per day.....	.289
	1	7	10	70	\$2.82 per day.....	.282
	39	7	10	70	\$2.73 per day.....	.273
	3	7	10	70	\$2.70 per day.....	.27
	1	7	10	70	\$2.55 per day.....	.255
	4	7	10	70	\$2.50 per day.....	.25

¹ Worked 3¾ hours on Saturday.

² Worked 10 hours on Sunday.

³ Every fourth Sunday off with pay.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	2	6	1 10	1 59	\$3.25 per day ¹	\$0.331
	2	6	1 10	1 59	\$2.75 per day ¹.....	.28
	3	6	1 10	1 59	\$2.50 per day ¹.....	.254
	1	6	1 10	1 59	\$2.25 per day ¹.....	.229
	1	6	1 10	1 59	\$1.75 per day ¹.....	.178
Armature winders helpers.....	3	6	1 10	1 59	\$2 per day ¹.....	.203
	3	6	1 10	1 59	\$1.75 per day ¹.....	.178
	1	6	1 10	1 59	\$2.10 per day ¹.....	.153
Bearing men.....	3	6	2 10	2 67	\$1.70 per day ².....	.21
Car cleaners.....	98	7	2 10	2 67	\$1.60 per day ².....	.178
	1	7	2 10	2 67	\$1.50 per day ².....	.167
	1	7	2 10	2 67	\$3 per day ¹.....	.157
Carpenters.....	33	6	1 10	1 59	\$2.75 per day ¹.....	.305
	5	6	1 10	1 59	\$2.60 per day ¹.....	.28
	2	6	1 10	1 59	\$2.50 per day ¹.....	.264
	2	6	1 10	1 59	\$2.50 per day ¹.....	.254
	3	6	1 10	1 59	\$2.25 per day ¹.....	.229
	1	6	1 10	1 59	\$2.10 per day ¹.....	.214
	1	6	1 10	1 59	\$2.85 per day.....	.285
	13	6	1 10	1 59	\$2.75 per day ¹.....	.275
	1	7	2 10	2 67	\$3 per day ².....	.313
	9	7	2 10	2 67	\$2.75 per day ².....	.287
	3	7	2 10	2 67	\$2.60 per day ².....	.272
	5	7	2 10	2 67	\$2.50 per day ².....	.261
	1	7	2 10	2 67	\$2.35 per day ².....	.246
	8	7	2 10	2 67	\$2.25 per day ².....	.235
Car placers.....	1	7	2 10	2 67	\$2.10 per day ².....	.219
	1	6	1 10	1 59	\$2.85 per day.....	.285
	4	7	2 10	2 67	\$2.35 per day ².....	.246
	13	7	2 10	2 67	\$2.10 per day ².....	.219
	1	7	2 10	2 67	\$1.85 per day ².....	.193
Car repairers.....	1	7	1 10	1 59	\$3.35 per day.....	.335
	1	6	1 10	1 59	\$3 per day ¹.....	.305
	1	6	1 10	1 59	\$2.75 per day ¹.....	.28
	1	6	1 10	1 59	\$2.50 per day ¹.....	.254
	2	6	1 10	1 59	\$2.25 per day ¹.....	.229
	5	6	1 10	1 59	\$2 per day ¹.....	.203
	1	6	1 10	1 59	\$2.65 per day.....	.265
	1	6	1 10	1 59	\$2.30 per day.....	.23
	8	7	2 10	2 67	\$2.75 per day ².....	.287
	17	7	2 10	2 67	\$2.60 per day ².....	.272
	9	7	2 10	2 67	\$2.50 per day ².....	.261
	16	7	2 10	2 67	\$2.35 per day ².....	.246
	2	7	2 10	2 67	\$2.25 per day ².....	.235
	1	7	1 10	1 59	\$2.30 per day.....	.23
Car repairers' helpers.....	1	6	1 10	1 59	\$2.10 per day ¹.....	.214
	15	6	1 10	1 59	\$1.85 per day ¹.....	.188
	4	6	1 10	1 59	\$1.75 per day ¹.....	.178
	2	6	1 10	1 59	\$1.70 per day ¹.....	.173
	1	6	1 10	1 59	\$1.67 per day ¹.....	.17
	82	7	2 10	2 67	\$2.10 per day ².....	.219
	1	7	2 10	2 67	\$2.06 per day ².....	.215
	167	7	2 10	2 67	\$1.85 per day ².....	.193
	1	7	2 10	2 67	\$1.67 per day ².....	.174
	5	7	2 10	2 67	\$1.60 per day ².....	.167
	1	7	2 10	2 67	\$1.40 per day ².....	.146
Electrical workers.....	3	6	1 10	1 59	\$2.75 per day ¹.....	.275
	6	6	1 10	1 59	\$2.50 per day ¹.....	.254
	1	6	1 10	1 59	\$2.25 per day ¹.....	.229
	3	6	1 10	1 59	\$2.85 per day.....	.285
	5	6	1 10	1 59	\$2.60 per day.....	.26
	8	6	1 10	1 59	\$2.50 per day.....	.25
	2	6	1 10	1 59	\$2.40 per day.....	.24
	11	6	1 10	1 59	\$2.25 per day.....	.225
	3	7	2 10	2 67	\$2.60 per day ².....	.272
	23	7	2 10	2 67	\$2.35 per day ².....	.246
	4	7	2 10	2 67	\$2.10 per day ².....	.219

¹ Worked 9 hours on Saturday; paid for 10 hours.

² Worked 9 hours on Saturday and 8 hours on Sunday; paid for 10 hours.

1070 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

NEW YORK RAILWAYS CO. (ALL LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Laborers.....	2	6	1 10	1 59	\$2 per day ¹	\$0. 203
	3	6	1 10	1 59	\$1.75 per day ¹.....	. 178
	2	7	2 10	2 67	\$1.85 per day ².....	. 193
Lamp men.....	1	7	12	84	\$2.25 per day.....	. 188
	6	6	1 10	1 59	\$3 per day ¹.....	. 305
Machinists.....	8	6	1 10	1 59	\$2.75 per day ¹.....	. 28
	3	6	1 10	1 59	\$2.65 per day ¹.....	. 269
	24	6	1 10	1 59	\$2.50 per day ¹.....	. 254
	1	6	1 10	1 59	\$2.35 per day ¹.....	. 239
	16	6	1 10	1 59	\$2.25 per day ¹.....	. 229
Plow repair men.....	4	6	1 10	1 59	\$2 per day ¹.....	. 203
	7	6	1 10	1 59	\$1.75 per day ¹.....	. 178
	1	6	1 10	1 59	\$1.50 per day ¹.....	. 153

THIRD AVENUE RAILWAY CO. (BRONX).

Line and track:						
Cableman.....	1	6	10	60	\$3 per day.....	\$0. 30
Drivers.....	4	7	10	3 65	\$2 per day.....	. 20
	5	7	10	4 66½	\$2.50 per day.....	. 25
Flagmen.....	2	7	10	60	\$1.75 per day.....	. 175
	2	7	9½	66½	do.....	. 184
Greasers.....	7	7	10	70	do.....	. 175
Laborers.....	2	6	10	60	\$2 per day.....	. 20
	44	6	10	60	\$1.75 per day.....	. 175
	3	7	10	4 66½	do.....	. 175
	8	7	10	70	do.....	. 175
	4	7	11	77	\$1.50 per day.....	. 136
Linemen.....	2	7	10	4 66½	\$3 per day.....	. 30
	1	7	10	4 66½	\$2.75 per day.....	. 275
Linemen's helpers.....	3	7	10	4 66½	\$2.50 per day.....	. 25
	8	7	10	4 66½	\$2 per day.....	. 20
Switchmen.....	2	7	10	70	\$1.75 per day.....	. 175
Transportation:						
Inspectors.....	24	7	11	77	\$3 per day.....	. 273
Starters.....	2	7	10	70	\$3.14 per day.....	. 314
	2	7	10	70	\$2.92 per day.....	. 293
	8	7	10	70	\$2.85 per day.....	. 286
	1	7	10	70	\$2.27 per day.....	. 227
	1	7	10½	73½	\$3.14 per day.....	. 299
	1	7	10½	73½	\$2.92 per day.....	. 279
	1	7	11	77	\$2.92 per day.....	. 266
	5	7	11	77	\$2.85 per day.....	. 26
	1	7	12	84	\$3.14 per day.....	. 262
	2	7	12	84	\$2.92 per day.....	. 244
	3	7	12	84	\$2.85 per day.....	. 238
Barn and shop:						
Car cleaners.....	18	7	10	4 66½	\$1.60 per day.....	. 160
	1	7	10	70	\$1.85 per day.....	. 185
	15	7	10	70	\$1.60 per day.....	. 160
	1	7	12	84	do.....	. 133
Carpenter.....	1	6	10	60	\$2.75 per day.....	. 275
Car repairers.....	1	7	10	3 65	\$2.10 per day.....	. 21
	1	7	10	3 65	\$1.85 per day.....	. 185
	1	7	10	4 66½	\$2.60 per day.....	. 26
	2	7	10	4 66½	\$2.35 per day.....	. 235
	2	7	10	4 66½	\$2.10 per day.....	. 21
	2	7	10	4 66½	\$1.85 per day.....	. 185
	1	7	10	70	\$2.35 per day.....	. 235
	15	7	10	70	\$2.10 per day.....	. 21
	12	7	10	70	\$1.85 per day.....	. 185

¹ Worked 9 hours on Saturday; paid for 10 hours.

² Worked 9 hours on Saturday and 8 hours on Sunday; paid for 10 hours.

³ Every other Sunday off.

⁴ Every third Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO. (BRONX)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	1	7	11	1 73½	\$2.35 per day.....	\$0.214
	2	7	11	77	do.....	.214
	1	7	11	77	\$2.10 per day.....	.191
	1	7	12	1 80	\$2.10 per day.....	.175
	1	7	12	84	\$2.10 per day.....	.175
Electrical workers.....	2	6	10	60	\$2.25 per day.....	.225
Machinists.....	1	6	10	60	\$2.60 per day.....	.26
	1	7	10	60	do.....	.26

THIRD AVENUE RAILWAY CO. (MANHATTAN).

Line and track:						
Drivers.....	1	6	10	60	\$2.25 per day.....	\$0.225
	5	6	10	60	\$2 per day.....	.20
	9	6	10	60	\$1.75 per day.....	.175
Laborers.....	1	6	10	60	\$2.10 per day.....	.21
	30	6	10	60	\$1.85 per day.....	.185
	110	6	10	60	\$1.75 per day.....	.175
	2	7	11	77	\$1.55 per day.....	.141
Linemen.....	3	6	10	60	\$2.50 per day.....	.25
	3	6	10	60	\$2.25 per day.....	.225
	1	6	10	60	\$2.15 per day.....	.215
Linemen's helpers.....	1	6	10	60	\$1.65 per day.....	.165
Pavers.....	6	6	10	60	\$6.25 per day.....	.625
	1	6	10	60	\$5 per day.....	.50
Switchmen.....	2	7	10	70	\$2.30 per day.....	.23
	1	7	10	70	\$2 per day.....	.20
	4	7	10	70	\$1.80 per day.....	.18
	3	7	11	77	\$2.30 per day.....	.209
	2	7	11	77	\$2.05 per day.....	.186
Trackmen.....	2	7	10	2 65	\$2.50 per day.....	.25
	12	7	10	2 65	\$2.10 per day.....	.21
Welders.....	1	6	10	60	\$3.10 per day.....	.31
	1	6	10	60	\$2.85 per day.....	.285
	1	6	10	60	\$2.60 per day.....	.26
Transportation:						
Inspectors.....	1	7	10	70	\$25 per week.....	.357
	2	7	10	70	\$24 per week.....	.343
	1	7	10	70	\$23.10 per week.....	.33
	2	7	10	70	\$20.35 per week.....	.291
	9	7	10	70	\$3.30 per day.....	.33
	11	7	10½	73½	\$3.30 per day.....	.314
	7	7	10½	73½	\$2.90 per day.....	.296
Starters.....	1	7	9	63	\$2.87½ per day.....	.319
	4	7	9	63	\$2.55 per day.....	.283
	4	7	10	70	\$20.60 per week.....	.294
	4	7	10	70	\$20.10 per week.....	.287
	5	7	10	70	\$3.30 per day.....	.33
	1	7	10	70	\$2.87½ per day.....	.288
	2	7	10½	73½	\$19 per week.....	.259
	7	7	10½	73½	\$3.05 per day.....	.29
	5	7	10½	73½	\$2.87½ per day.....	.274
	1	7	10½	73½	\$2.50 per day.....	.238
	3	7	10½	73½	\$2.35 per day.....	.224
	1	7	10½	73½	\$2.25 per day.....	.214
Barn and shop:						
Armature winders.....	1	6	10	60	\$3.10 per day.....	.31
	1	6	10	60	\$2.85 per day.....	.285
	2	6	10	60	\$2.35 per day.....	.235
Car cleaners.....	4	6	10	60	\$1.35 per day.....	.135
	2	7	10	70	\$1.85 per day.....	.185
	62	7	10	70	\$1.60 per day.....	.16
Car oiler.....	1	7	10	70	\$2.10 per day.....	.21
Carpenters.....	3	6	10	60	\$2.75 per day.....	.275

¹ Every third Sunday off.

² Every other Sunday off.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

THIRD AVENUE RAILWAY CO. (MANHATTAN)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers.....	2	6	10	60	\$2.85 per day.....	\$0.285
	2	6	10	60	\$2.60 per day.....	.26
	7	6	10	60	\$2.35 per day.....	.235
	38	6	10	60	\$2.10 per day.....	.21
	1	6	10	60	\$1.85 per day.....	.185
	5	7	10	70	\$2.60 per day.....	.26
	9	7	10	70	\$2.35 per day.....	.235
	28	7	10	70	\$2.10 per day.....	.21
	36	7	10	70	\$1.85 per day.....	.185
	1	7	10	70	\$1.60 per day.....	.16
Electrical workers.....	1	6	10	60	\$2.85 per day.....	.285
	14	6	10	60	\$2.60 per day.....	.26
	1	6	10	60	\$2.50 per day.....	.25
	11	6	10	60	\$2.35 per day.....	.235
	2	17	12	180	\$2.85 per day.....	.238
	7	17	12	180	\$2.60 per day.....	.217
	5	17	12	180	\$2.35 per day.....	.196
Laborers.....	1	6	10	60	\$1.85 per day.....	.185
	10	6	10	60	\$1.70 per day.....	.17
Machinists.....	2	6	10	60	\$3.10 per day.....	.31
	4	6	10	60	\$2.85 per day.....	.285
	8	6	10	60	\$2.60 per day.....	.26
	5	6	10	60	\$2.35 per day.....	.235
Plow repairers.....	1	6	10	60	\$2.35 per day.....	.235
	1	6	10	60	\$2.25 per day.....	.225
	3	6	10	60	\$2.10 per day.....	.21
	1	6	10	60	\$1.85 per day.....	.185
	1	6	10	60	\$1.60 per day.....	.16

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES).

Line and track:						
Interlocking maintainers and interlocking repairmen.	10	6	10	60	\$2.35 per day.....	\$0.235
	4	6	10	60	\$2.25 per day.....	.225
	20	7	12	84	\$2.45 per day.....	.204
	2	7	12	84	\$2.35 per day.....	.196
Laborers.....	28	6	10	60	\$2.10 per day.....	.21
	94	6	10	60	\$2 per day.....	.20
	14	6	10	60	\$1.85 per day.....	.185
	17	6	10	60	\$1.75 per day.....	.175
Motormen.....	2	7	10	70	\$3.75 per day.....	.375
Signal maintainers and signal repair men.	3	6	10	60	\$2.75 per day.....	.275
Switchmen.....	2	7	8	56	\$2.80 per day.....	.35
	1	7	8½	59½	\$2.60 per day.....	.306
	1	7	8¾	61¼	\$2.80 per day.....	.32
	1	7	8½	61½	\$2.70 per day.....	.309
	1	7	9	63	\$2.80 per day.....	.311
	3	7	9	63	\$2.70 per day.....	.30
	1	7	9½	64½	\$2.80 per day.....	.303
	1	7	9½	64½	\$2.70 per day.....	.292
	1	7	9½	64½	\$2.60 per day.....	.281
	1	7	9¾	68¼	\$2.80 per day.....	.287
	1	7	9¾	68¼	\$2.70 per day.....	.277
	17	7	10	70	\$2.80 per day.....	.28
	27	7	10	70	\$2.70 per day.....	.27
	47	7	10	70	\$2.60 per day.....	.26
	1	7	10½	73½	do.....	.248
	1	7	12	84	do.....	.217
Towermen, elevated.....	3	27	7	249	do.².....	.384
	55	27	8	256	do.².....	.336
	8	27	8	256	\$2.50 per day.².....	.323
	1	27	9½	266½	\$2.60 per day.².....	.283

¹ Every third Sunday off.

² Off 1 day each month with pay.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Towermen, elevated (concl.)..	2	1 7	9 $\frac{1}{2}$	1 68 $\frac{1}{2}$	\$2.60 per day ¹	\$0.276
	4	1 7	10	1 70	.....do. ¹.....	.269
	1	1 7	10	1 70	\$2.50 per day ¹.....	.258
	2	1 7	12	1 84	\$2.60 per day ¹.....	.224
Trackmen.....	109	6	10	60	\$2.35 per day.....	.235
	140	6	10	60	\$2.25 per day.....	.225
Trackwalkers.....	12	7	12	84	\$2.45 per day.....	.204
	23	7	12	84	\$2.35 per day.....	.196
Transportation:						
Collectors and agents.....	4	6	11 $\frac{1}{2}$	69	\$2.40 per day.....	.209
	1	6	11 $\frac{1}{2}$	69	\$2.30 per day.....	.20
	1	2 7	8 $\frac{1}{2}$	2 57 $\frac{1}{2}$	\$2.40 per day ².....	.301
	3	2 7	8 $\frac{1}{2}$	2 59 $\frac{1}{2}$	.....do. ².....	.292
	2	2 7	9	2 63	.....do. ².....	.276
	1	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$3.50 per day ².....	.315
	1	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.50 per day ².....	.225
	248	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.40 per day ².....	.216
	43	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.30 per day ².....	.207
	30	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.25 per day ².....	.202
	43	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.10 per day ².....	.189
	89	7	11 $\frac{1}{2}$	80 $\frac{1}{2}$	\$2 per day.....	.18
Platform men.....	1	6	11 $\frac{1}{2}$	69	\$2.20 per day.....	.191
	1	6	11 $\frac{1}{2}$	69	\$2.10 per day.....	.183
	1	2 7	9	2 63	.....do. ².....	.241
	2	2 7	9 $\frac{1}{2}$	2 66 $\frac{1}{2}$	\$2.20 per day ².....	.24
	2	2 7	10	2 70	.....do. ².....	.227
	12	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	.....do. ².....	.198
	16	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$2.10 per day ².....	.189
Porters.....	161	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$1.60 per day ².....	.139
Special officers.....	10	6	11 $\frac{1}{2}$	69	.....do. ².....	.204
	30	1 7	11 $\frac{1}{2}$	1 80 $\frac{1}{2}$	.....do. ¹.....	.211
Starters.....	1	2 7	8	2 56	\$2.60 per day ³.....	.348
	1	2 7	8 $\frac{1}{2}$	2 57 $\frac{1}{2}$	.....do. ³.....	.341
	5	2 7	9	2 63	.....do. ³.....	.309
	23	4 7	10	4 65	\$3.62 per day ⁴.....	.405
	7	4 7	10	4 65	\$3.12 per day ⁴.....	.349
	4	2 7	10	2 70	\$2.60 per day ³.....	.278
	2	2 7	10	2 70	\$2.35 per day ³.....	.252
Ticket choppers and gatemen...	2	6	11 $\frac{1}{2}$	69	\$1.90 per day.....	.165
	1	6	11 $\frac{1}{2}$	69	\$1.80 per day.....	.157
	3	7	8 $\frac{1}{2}$	59 $\frac{1}{2}$	\$1.90 per day.....	.231
	7	7	9	63	.....do. ³.....	.218
	4	7	9	63	\$1.80 per day.....	.207
	4	1 7	9 $\frac{1}{2}$	1 66 $\frac{1}{2}$	\$1.90 per day ¹.....	.207
	11	2 7	9 $\frac{1}{2}$	2 66 $\frac{1}{2}$	.....do. ².....	.196
	1	1 7	9 $\frac{1}{2}$	1 66 $\frac{1}{2}$	\$1.80 per day ¹.....	.196
	4	2 7	9 $\frac{1}{2}$	2 66 $\frac{1}{2}$	.....do. ².....	.202
	2	2 7	9 $\frac{1}{2}$	2 66 $\frac{1}{2}$	\$1.90 per day ².....	.196
	3	2 7	10	2 70	.....do. ².....	.186
	11	2 7	10	2 70	\$1.80 per day ².....	.171
	139	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$1.90 per day ².....	.171
	184	2 7	11 $\frac{1}{2}$	2 80 $\frac{1}{2}$	\$1.80 per day ².....	.162
Barn and shop:						
Armature winders.....	10	6	5 10	5 50	\$2.90 per day ⁵.....	.295
	1	6	5 10	5 50	\$2.65 per day ⁵.....	.266
	1	6	5 10	5 50	\$2.60 per day ⁵.....	.264
	1	6	5 10	5 50	\$2.40 per day ⁵.....	.244

¹ Off 1 day each month with pay.
² Paid for $\frac{1}{2}$ hour per day more than worked, and 1 day off each month with pay.
³ Two days off each month with pay.
⁴ Every other Sunday off, and two weeks annual leave with pay.
⁵ Worked 9 hours on Saturday; paid for 10 hours.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car cleaners.....	83	7	1 10	1 67	\$1.70 per day ¹	\$0.178
Carpenters.....	2	6	2 10	2 59	\$2.75 per day ².....	.28
	106	6	2 10	2 59	\$2.65 per day ².....	.269
	2	6	2 10	2 59	\$2.40 per day ².....	.244
	3	6	2 10	2 59	\$2.15 per day ².....	.219
	4	6	10	60	\$3 per day.....	.30
	24	6	10	60	\$2.85 per day.....	.285
	8	6	10	60	\$2.75 per day.....	.275
	2	6	10	60	\$2.50 per day.....	.25
Car repairers.....	2	6	2 10	2 59	\$2.40 per day ².....	.244
	1	6	2 10	2 59	\$2 per day ².....	.203
	2	7	1 10	1 67	\$2.60 per day ¹.....	.272
	3	7	1 10	1 67	\$2.51 per day ¹.....	.251
	14	7	1 10	1 67	\$2.25 per day ¹.....	.235
	5	7	1 10	1 67	\$2.15 per day ¹.....	.225
	11	7	1 10	1 67	\$1.75 per day ¹.....	.183
Car repairers' helpers.....	89	7	1 10	1 67	\$2 per day ¹.....	.209
Electrical workers.....	2	6	3 10	2 59	\$2.65 per day ².....	.269
	14	6	2 10	2 59	\$2.60 per day ².....	.264
	6	6	3 10	2 59	\$2.40 per day ².....	.244
	13	6	3 10	2 59	\$2.15 per day ².....	.219
	11	6	10	60	\$2.85 per day.....	.285
	3	6	10	60	\$2.75 per day.....	.275
	7	6	10	60	\$2.60 per day.....	.26
	2	6	10	60	\$2.50 per day.....	.25
	3	6	10	60	\$2.47 per day ³.....	.248
	16	6	10	60	\$2.35 per day.....	.235
	5	6	10	60	\$2.25 per day.....	.225
Laborers.....	69	6	2 10	2 59	\$1.85 per day ².....	.188
	37	6	2 10	2 59	\$1.75 per day ².....	.178
	8	6	2 10	2 59	\$1.60 per day ².....	.163
Lamp men.....	5	7	1 10	1 67	\$1.90 per day ¹.....	.199
Machinists.....	7	6	2 10	2 59	\$2.90 per day ².....	.295
	13	6	2 10	2 59	\$2.75 per day ².....	.28
	30	6	2 10	2 59	\$2.65 per day ².....	.269
	2	6	2 10	2 59	\$2.55 per day ².....	.259
	15	6	2 10	2 59	\$2.50 per day ².....	.254
	7	6	2 10	2 59	\$2.40 per day ².....	.244
	2	6	2 10	2 59	\$2.25 per day ².....	.229
	10	6	2 10	2 59	\$2.15 per day ².....	.219
	2	6	2 10	2 59	\$2 per day ².....	.203
	1	6	10	60	\$2.90 per day.....	.29
	3	6	10	60	\$2.50 per day.....	.25
	1	7	1 10	1 67	\$2.40 per day ¹.....	.251

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES).

Line and track:						
Laborers.....	9	6	10	60	\$2.10 per day.....	\$0.21
	15	6	10	60	\$2 per day.....	.20
	14	6	10	60	\$1.85 per day.....	.185
	15	6	10	60	\$1.75 per day.....	.175
Signal maintainers and signal repair men.	29	6	10	60	\$3.15 per day.....	.315
	31	6	10	60	\$3 per day.....	.30
	12	6	10	60	\$2.90 per day.....	.29
	10	6	10	60	\$2.75 per day.....	.275
	2	6	10	60	\$2.50 per day.....	.25
Switchmen.....	64	7	10	70	\$2.80 per day.....	.28
	12	7	10	70	\$2.70 per day.....	.27
	19	7	10	70	\$2.60 per day.....	.26

¹ Worked 9 hours on Saturday and 8 hours on Sunday; paid for 10 hours.

² Worked 9 hours on Saturday; paid for 10 hours.

³ Paid for 7 days each week.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Towermen, elevated.....	24	1 7	8	56	\$2.60 per day ¹	\$0.336
	1	1 7	9	63	do. ¹.....	.299
	1	1 7	9½	66½	do. ¹.....	.283
	8	1 7	10	70	do. ¹.....	.269
	2	1 7	12	84	do. ¹.....	.224
Trackmen.....	86	6	10	60	\$2.35 per day.....	.235
	107	6	10	60	\$2.25 per day.....	.225
Trackwalkers.....	2	7	12	84	\$2.45 per day.....	.204
	28	7	12	84	\$2.35 per day.....	.196
Transportation:						
Collectors and agents.....	1	1 7	11½	1 80½	\$3.75 per day ¹.....	.337
	2	1 7	11½	1 80½	\$2.60 per day ¹.....	.234
	96	1 7	11½	1 80½	\$2.40 per day ¹.....	.216
	54	1 7	11½	1 80½	\$2.30 per day ¹.....	.207
	23	1 7	11½	1 80½	\$2.25 per day ¹.....	.202
	31	1 7	11½	1 80½	\$2.10 per day ¹.....	.189
	55	1 7	11½	1 80½	\$2 per day ¹.....	.180
Platform men.....	4	1 7	11½	1 80½	\$3.10 per day ¹.....	.189
Porters.....	128	7	11½	80½	\$1.60 per day.....	.139
Special officers.....	32	1 7	11½	1 80½	\$2.35 per day ¹.....	.211
	1	2 7	2 11½	2 78½	do. ².....	.217
Starters.....	1	3 7	9	3 63	\$2.60 per day ³.....	.309
	3	3 7	9½	3 66½	do. ³.....	.293
	9	4 7	10	4 65	\$3.62 per day ⁴.....	.405
	2	4 7	10	4 65	\$3.29 per day ⁴.....	.368
	4	7	11½	80½	\$2.60 per day ¹.....	.242
Ticket choppers and gatemen.....	103	1 7	11½	1 80½	\$1.90 per day ¹.....	.171
	164	1 7	11½	1 80½	\$1.89 per day ¹.....	.162
Barn and shop:						
Armature winders.....	1	6	5 10	5 59	\$2.90 per day ⁵.....	.295
Car cleaners.....	109	7	5 10	6 67	\$1.70 per day ⁶.....	.178
Carpenters.....	36	6	5 10	5 59	\$2.65 per day ⁵.....	.269
	4	6	5 10	5 59	\$2.25 per day ⁵.....	.229
	24	6	10	60	\$2.85 per day.....	.285
Car repairers.....	1	6	10	60	\$2.50 per day.....	.25
	4	7	10	7 67	\$2.75 per day ⁷.....	.287
	1	7	10	7 67	\$2.65 per day ⁷.....	.277
	3	7	10	7 67	\$2.60 per day ⁷.....	.272
	6	7	10	7 67	\$2.40 per day ⁷.....	.251
	34	7	10	7 67	\$2.25 per day ⁷.....	.235
	2	7	10	7 67	\$2.15 per day ⁷.....	.225
	5	7	10	7 67	\$2.10 per day ⁷.....	.219
	5	7	10	7 67	\$2 per day ⁷.....	.209
Car repairers' helpers.....	86	7	10	7 67	\$2 per day ⁷.....	.209
Electrical workers.....	1	8 6	10	8 59	\$2.90 per day ⁸.....	.295
	24	8 6	10	8 59	\$2.60 per day ⁸.....	.275
	8	8 6	10	8 59	\$2.40 per day ⁸.....	.244
	8	8 6	10	8 59	\$2.15 per day ⁸.....	.219
	4	6	10	60	\$3 per day.....	.30
	15	6	10	60	\$2.85 per day.....	.285
	7	6	10	60	\$2.75 per day.....	.275
	14	6	10	60	\$2.60 per day.....	.260
	5	6	10	60	\$2.50 per day.....	.25
	16	6	10	60	\$2.35 per day.....	.235
	7	6	10	60	\$2.25 per day.....	.225
Laborers.....	1	8 6	10	8 59	\$1.75 per day ⁸.....	.178
	22	8 6	10	8 59	\$1.85 per day ⁸.....	.188
Lamp men.....	13	7 7	10	7 67	\$1.90 per day ⁷.....	.199

¹ Off 1 day each month with pay.
² Off 1 day each month with pay. Worked 9½ hours on Sunday.
³ Off 2 days each month with pay.
⁴ Every other Sunday off, and 2 weeks off annually with pay.
⁵ Work 9 hours on Saturday; paid for 10 hours.
⁶ Worked 9 hours on Saturday and 8 hours on Sunday; paid for 10 hours.
⁷ Saturday 9 hours, Sunday 8 hours; paid for 10 hours each day.
⁸ Saturday 9 hours; paid for 10 hours.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

INTERBOROUGH METROPOLITAN CO.—INTERBOROUGH RAPID TRANSIT CO. (SUBWAY LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Machinists.....	13	16	10	1 59	\$2.90 per day ¹	\$0.295
	5	16	10	1 59	\$2.75 per day ¹.....	.28
	12	16	10	1 59	\$2.65 per day ¹.....	.269
	3	16	10	1 59	\$2.50 per day ¹.....	.254
	4	16	10	1 59	\$2.40 per day ¹.....	.244
	7	16	10	1 59	\$2.25 per day ¹.....	.229
	4	16	10	1 59	\$2.15 per day ¹.....	.219
	8	16	10	1 59	\$2 per day ¹.....	.203
	5	6	10	60	\$3 per day.....	.30
	1	6	10	60	\$2.85 per day.....	.285

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES).

Line and track:						
Bonders.....	3	6	10	60	25 cents per hour.....	
Flagmen.....	2	6	8	48	17½ cents per hour.....	
	1	6	10	60	13½ cents per hour.....	
	34	7	12	84	13½ cents per hour.....	
Signal maintainers and signal repair men.	1	7	2 10	2 69	\$2.75 per day.....	\$0.275
	2	7	2 10	2 69	32½ cents per hour.....	
	1	7	2 10	2 69	27½ cents per hour.....	
	2	7	2 11	2 76	\$3 per day.....	.273
	2	7	2 11	2 76	27½ cents per hour.....	
	10	7	4 12	4 83	\$3 per day.....	.25
	10	7	4 12	4 83	\$2.75 per day.....	
Switchmen.....	2	7	7½	52½	23 cents per hour ⁵.....	.245
	1	7	7½	52½	21 cents per hour ⁵.....	.221
	4	7	9½	66½	24 cents per hour ⁵.....	.253
	4	7	9½	66½	23 cents per hour ⁵.....	.242
	4	7	9½	66½	21 cents per hour ⁵.....	.221
	2	7	10	70	22½ cents per hour.....	
	2	7	11½	80½	25 cents per hour ⁵.....	.261
	1	7	11½	80½	24 cents per hour ⁵.....	.25
	24	7	11½	80½	23 cents per hour ⁵.....	.24
	1	7	11½	80½	22 cents per hour ⁵.....	.23
	8	7	11½	80½	21 cents per hour ⁵.....	.217
	2	7	12	84	22½ cents per hour.....	
	11	7	12	84	17½ cents per hour.....	
Towermen, elevated.....	1	7	7½	52½	25 cents per hour ⁵.....	.267
	20	7	9½	66½	do. ⁵.....	.263
	15	7	9½	66½	24 cents per hour ⁵.....	.253
	8	7	10	70	25 cents per hour.....	
	1	7	10	70	24 cents per hour.....	
	2	7	10	70	23 cents per hour.....	
	12	7	11½	80½	26 cents per hour ⁵.....	.271
	2	7	11½	80½	25 cents per hour ⁵.....	.261
	3	7	11½	80½	24 cents per hour ⁵.....	.25
	3	7	12½	87½	26 cents per hour ⁵.....	.27
Trackmen.....	9	6	10	60	25 cents per hour.....	
	30	6	10	60	23½ cents per hour.....	
	9	7	6 10	6 68	25 cents per hour ⁶.....	.257
	16	7	6 10	6 68	23½ cents per hour ⁶.....	.242
Trackwalkers.....	3	6	10	60	18½ cents per hour ⁶	
	13	7	6 10	6 68	18½ cents per hour ⁶.....	.189
Welders.....	1	6	7 10	7 55	25 cents per hour ⁷.....	.255
	1	6	7 10	7 55	20 cents per hour ⁷.....	.204

¹ Saturday 9 hours; paid for 10 hours.

² Worked 9 hours on Saturday.

³ Worked 10 hours on Saturday.

⁴ Worked 11 hours on Saturday.

⁵ Paid for meal period (time off duty) of one-half hour each day.

⁶ Worked 8 hours on Sunday; paid for 10 hours.

⁷ Worked 5 hours on Saturday; paid for 6 hours.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Continued.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Collectors and agents.....	31	7	8	56	17½ cents per hour.....	
	140	7	8	56	15 cents per hour.....	
	21	7	8	56	12½ cents per hour.....	
	10	7	10	70	17½ cents per hour.....	
	1	7	11	77	15 cents per hour.....	
	2	7	11	77	12½ cents per hour.....	
	1	7	11	77	12 cents per hour.....	
	5	7	12	84	17½ cents per hour.....	
	2	7	12	84	16½ cents per hour.....	
	10	7	12	84	15 cents per hour.....	
	71	7	12	84	12½ cents per hour.....	
	130	7	12	84	12 cents per hour.....	
Platform men.....	14	6	7½	45	20 cents per hour ¹	\$0.213
	1	6	8½	51	do. ¹.....	.212
	7	6	9½	57	do. ¹.....	.211
	1	7	5½	38½	do. ¹.....	.218
	1	7	8½	59½	do. ¹.....	.212
	6	7	9½	66½	do. ¹.....	.211
	6	7	11½	80½	do. ¹.....	.209
Porters.....	1	7	10	70	13½ cents per hour.....	
	60	7	12	84	do.....	
	8	7	² 13	² 90	do.....	
Starters.....	1	6	12	72	\$19.64 per week.....	.273
	1	6	12	72	\$19.20 per week.....	.267
	6	7	12	84	\$25.38 per week.....	.302
	2	7	12	84	\$23.31 per week.....	.278
	5	7	12	84	\$22.40 per week.....	.267
	2	7	12	84	\$19.18 per week.....	.228
Yard motormen.....	2	6	10	60	37½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
Barn and shop:						
Bearing men.....	2	6	³ 10	³ 55	22½ cents per hour ³.....	.229
	2	6	³ 10	³ 55	20 cents per hour ³.....	.204
Car cleaners.....	45	7	10	70	15 cents per hour.....	
	5	7	10	70	12 cents per hour.....	
	2	7	11	77	24 cents per hour.....	
	16	7	12	84	15 cents per hour.....	
Car oilers.....	2	6	⁴ 10	⁴ 59	22½ cents per hour ⁴.....	.229
	1	6	⁴ 10	⁴ 59	20 cents per hour ⁴.....	.203
Carpenters.....	4	6	³ 10	³ 55	30 cents per hour ³.....	.305
	22	6	³ 10	³ 55	27½ cents per hour ³.....	.28
	10	6	³ 10	³ 55	26½ cents per hour ³.....	.27
	96	6	³ 10	³ 55	25 cents per hour ³.....	.255
	19	6	³ 10	³ 55	20 cents per hour ³.....	.204
	1	6	³ 10	³ 55	22½ cents per hour ³.....	.229
	2	6	³ 10	³ 55	17½ cents per hour ³.....	.178
	1	6	⁴ 10	⁴ 59	30 cents per hour ⁴.....	.254
	4	6	⁴ 10	⁴ 59	25 cents per hour ⁴.....	.205
Car repairers.....	3	6	³ 10	³ 55	32½ cents per hour ³.....	.331
	1	6	³ 10	³ 55	30 cents per hour ³.....	.305
	5	6	³ 10	³ 55	27½ cents per hour ³.....	.28
	4	6	³ 10	³ 55	25 cents per hour ³.....	.255
	1	6	³ 10	³ 55	22½ cents per hour ³.....	.229
	18	6	³ 10	³ 55	20 cents per hour ³.....	.20
	3	6	³ 10	³ 55	17½ cents per hour ³.....	.178
	2	6	⁴ 10	⁴ 59	30 cents per hour ⁴.....	.305
	8	6	⁴ 10	⁴ 59	27½ cents per hour ⁴.....	.28
	15	6	⁴ 10	⁴ 59	25 cents per hour ⁴.....	.254
	13	6	⁴ 10	⁴ 59	22½ cents per hour ⁴.....	.229
	7	6	⁴ 10	⁴ 59	20 cents per hour ⁴.....	.203
	9	6	⁴ 12	⁴ 69	do.....	.203
	2	7	³ 10	³ 65	30 cents per hour ³.....	.305
	5	7	³ 10	³ 65	27½ cents per hour ³.....	.279
	5	7	³ 10	³ 65	25 cents per hour ³.....	.254
	3	7	³ 10	³ 65	22½ cents per hour ³.....	.228
	4	7	³ 10	³ 65	20 cents per hour ³.....	.203

¹ Paid for meal period (time off duty) of one-half hour each day.

² Worked 12 hours on Sunday.

³ Worked 5 hours on Saturday; paid for 6 hours.

⁴ Worked 9 hours on Saturday; paid for 10 hours.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NEW YORK, N. Y.—Concluded.

BROOKLYN RAPID TRANSIT CO. (ELEVATED LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers (concluded).....	3	7	1 10	1 69	32½ cents per hour ¹	\$0.33
	1	7	1 10	1 69	30 cents per hour ¹.....	.304
	2	7	1 10	1 69	27½ cents per hour ¹.....	.279
	1	7	1 10	1 69	22½ cents per hour ¹.....	.228
	17	7	1 12	1 81	25 cents per hour ¹.....	.253
Electrical workers.....	6	6	2 10	2 55	30 cents per hour ².....	.305
	6	6	2 10	2 55	27½ cents per hour ².....	.28
	16	6	2 10	2 55	25 cents per hour ².....	.255
	1	6	2 10	2 55	22½ cents per hour ².....	.229
	1	6	1 10	1 59	30 cents per hour ¹.....	.305
	1	6	1 10	1 59	27½ cents per hour ¹.....	.28
	3	6	1 10	1 59	25 cents per hour ¹.....	.254
	1	6	1 10	1 59	22½ cents per hour ¹.....	.229
	3	6	1 10	1 59	20 cents per hour ¹.....	.203
	1	6	1 10	1 59	17½ cents per hour ¹.....	.178
Laborers.....	13	6	1 10	1 59	17½ cents per hour ¹.....	.178
	7	6	1 10	1 59	15 cents per hour ¹.....	.153
	8	6	1 12	1 69	17½ cents per hour ¹.....	.178
Lampmen.....	1	7	9	63	.....do. ³.....	.194
	8	7	1 10	1 69	.....do. ¹.....	.178
	1	7	10	70	.....do. ³.....	.193
	5	7	11	77	.....do. ³.....	.191
Machinists.....	1	6	2 10	2 55	30 cents per hour ².....	.305
	25	6	2 10	2 55	27½ cents per hour ².....	.28
	16	6	2 10	2 55	25 cents per hour ².....	.255
	16	6	2 10	2 55	22½ cents per hour ².....	.229
	22	6	2 10	2 55	20 cents per hour ².....	.204
	1	6	1 10	1 59	30 cents per hour ¹.....	.305
	24	6	1 10	1 59	25 cents per hour ¹.....	.254
	3	6	1 10	1 59	22½ cents per hour ¹.....	.229
	3	6	4 11	4 65	27½ cents per hour ⁴.....	.279
	11	6	4 11	4 65	25 cents per hour ⁴.....	.254
	1	6	4 11	4 65	22½ cents per hour ⁴.....	.228
	1	7	5 10	5 68	30 cents per hour ⁵.....	.309

NORFOLK, VA.

Line and track:						
Bonders.....	1	6	10	60	\$65 per month.....	\$0.249
	2	6	10	60	15 cents per hour.....	
Conductors.....	1	6	12	72	18 cents per hour.....	
Drivers.....	8	6	12	72	12½ cents per hour.....	
	2	7	12	84	.....do.....	
Greasers.....	1	7	10	70	.....do.....	
	6	7	12	84	\$45 per month.....	.123
Laborers.....	80	6	10	60	15 cents per hour.....	
	6	6	12	72	.....do.....	
	2	7	12	84	\$50 per month.....	.137
	1	7	12	84	\$40 per month.....	.11
Linemen.....	3	6	10	60	22½ cents per hour.....	
	9	6	10	60	20 cents per hour.....	
Linemen's helpers.....	1	6	10	60	17½ cents per hour.....	
	9	6	10	60	15 cents per hour.....	
Motormen.....	1	6	10	60	20 cents per hour.....	
	2	6	12	72	18 cents per hour.....	
Pavers.....	2	6	10	60	35 cents per hour.....	
Welders.....	1	6	10	60	22½ cents per hour.....	
Transportation:						
Starters.....	1	7	11	77	\$90 per month.....	.269
	3	7	11	77	\$83.33½ per month.....	.249
	4	7	11	77	\$80 per month.....	.239
	1	7	11	77	\$75 per month.....	.224

¹ Worked 9 hours on Saturday; paid for 10 hours.

² Worked 5 hours on Saturday; paid for 6 hours.

³ Paid for meal period (time off duty) 1 hour of each day.

⁴ Worked 10 hours on Friday night; paid for 11 hours.

⁵ Worked 8 hours on Sunday; paid for 10 hours.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

NORFOLK, VA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	1	6	10	60	\$90 per month.....	\$0.345
	1	6	10	60	25 cents per hour.....	
Car cleaners.....	2	6	10	60	15 cents per hour.....	
	9	7	10	65	do.....	
	1	7	11	77	do.....	
	7	7	12	84	do.....	
	1	7	13	91	do.....	
Car oilers.....	1	6	10	60	17½ cents per hour.....	
	1	7	12	84	15 cents per hour.....	
Carpenters.....	3	6	10	60	30 cents per hour.....	
	8	6	10	60	26½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
	5	6	10	60	20 cents per hour.....	
Car repairers.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	6	6	10	60	17½ cents per hour.....	
	3	6	10½	63	20 cents per hour.....	
	1	7	10	70	do.....	
	1	7	10	70	17½ cents per hour.....	
	1	7	10¾	75¼	22½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
	2	7	12	84	17½ cents per hour.....	
Electrical workers.....	1	6	10	60	do.....	
Machinists.....	2	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	

OAKLAND, CAL.

Line and track:						
Bonders.....	4	6	9	54	\$2.75 per day.....	\$0.306
	3	6	9	54	\$2.50 per day.....	.278
Cablemen.....	2	6	9	54	\$3 per day.....	.333
Drivers.....	7	6	9	54	37½ cents per hour.....	
Flagmen.....	2	6	9	54	\$65 per month.....	.277
	2	6	9	54	\$3 per day.....	.333
	4	6	9	54	\$2.75 per day.....	.306
	4	6	9	54	\$2.50 per day.....	.278
	26	6	9	54	\$1.48 per day.....	.174
Greasers.....	9	6	9	54	\$2.25 per day.....	.25
Laborers.....	7	6	9	54	\$2.50 per day.....	.278
	567	6	9	54	\$2.25 per day.....	.25
	4	6	9	54	25 cents per hour.....	
Linemen.....	13	6	9	54	53½ cents per hour.....	
Linemen's helpers.....	3	6	9	54	34½ cents per hour.....	
Pavers.....	1	6	9	54	\$3.50 per day.....	.389
	2	6	9	54	\$3 per day.....	.333
	2	6	9	54	\$2.75 per day.....	.306
	12	6	9	54	\$2.50 per day.....	.278
Trackmen.....	12	6	9	54	do.....	.278
Trackwalkers.....	8	6	9	54	do.....	.278
Barn and shop:						
Armature winders.....	1	6	9	54	50 cents per hour.....	
	5	6	9	54	39 cents per hour.....	
Car cleaners.....	78	6	9	54	22½ cents per hour.....	
Car oilers.....	5	6	9	54	30½ cents per hour.....	
	9	6	9	54	27½ cents per hour.....	
Carpenters.....	3	6	9	54	\$3.50 per day.....	.389
	2	6	9	54	\$3 per day.....	.332
	18	6	9	54	39 cents per hour.....	
	7	6	9	54	37½ cents per hour.....	
	11	6	9	54	33½ cents per hour.....	

¹ Worked 5 hours on Sunday.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

OAKLAND, CAL.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers.....	2	6	9	54	39 cents per hour.....	
	21	6	9	54	37½ cents per hour.....	
	9	6	9	54	30 cents per hour.....	
	15	6	9	54	27½ cents per hour.....	
Electrical workers.....	1	6	9	54	\$3.50 per day.....	\$0.389
	17	6	9	54	39 cents per hour.....	
	12	6	9	54	33½ cents per hour.....	
Laborers.....	25	6	9	54	22½ cents per hour.....	
Machinists.....	1	6	9	54	44½ cents per hour.....	
	2	6	9	54	41½ cents per hour.....	
	12	6	9	54	37½ cents per hour.....	
	3	6	9	54	33½ cents per hour.....	

OKLAHOMA CITY, OKLA.

Line and track:						
Greasers.....	1	7	10	70	17½ cents per hour.....	
Laborers.....	13	6	10	60	16½ cents per hour.....	
Linemen.....	3	6	9	54	42 cents per hour.....	
Linemen's helpers.....	1	6	9	54	22 cents per hour.....	
	1	7	9	63	25 cents per hour.....	
	2	7	10	70	22 cents per hour.....	
Trackwalkers.....	2	7	10	70	17½ cents per hour.....	
	1	7	10	70	16½ cents per hour.....	
Transportation:						
Starters.....	2	7	9	63	\$85 per month.....	\$0.311
	1	7	10	70	do.....	.279
Barn and shop:						
Armature winders.....	1	6	10	60	27½ cents per hour.....	
Car cleaners.....	2	7	10	70	15 cents per hour.....	
	2	7	11	77	17½ cents per hour.....	
Car oilers.....	2	7	11	77	20 cents per hour.....	
Carpenters.....	2	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
Car repairers.....	1	7	10	70	16½ cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	2	7	10	70	20 cents per hour.....	
	2	7	10	70	17½ cents per hour.....	
	1	7	12	84	22½ cents per hour.....	
Electrical workers.....	1	7	10	70	30 cents per hour.....	
Lamp men.....	1	7	10	70	17½ cents per hour.....	
Machinists.....	1	6	10	60	35 cents per hour.....	
	1	6	10	60	32½ cents per hour.....	

OMAHA, NEBR.

Line and track:						
Bonders.....	1	6	10	60	22½ cents per hour.....	
Drivers.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
Flagmen.....	1	7	10	70	28 cents per hour.....	
Laborers.....	13	6	10	60	\$1.75 per day.....	\$0.175
	3	7	10	70	do.....	.175
Linemen.....	1	6	10	60	37½ cents per hour.....	
	5	6	10	60	35 cents per hour.....	
Linemen's helpers.....	2	6	10	60	20 cents per hour.....	
Motormen.....	1	6	11 ²⁵ / ₃₀	66 ²⁵ / ₃₀	27 cents per hour.....	
	1	7	2 ⁹ / ₁₀	2 ⁶⁰ / ₁₀	28 cents per hour.....	
	1	7	2 ⁹ / ₁₀	2 ⁶⁰ / ₁₀	26 cents per hour.....	
	2	7	10	70	29 cents per hour.....	

¹ Every other Sunday off.

² Worked 4½ hours on Sunday.

³ Worked 2½ hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

OMAHA, NEBR.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Motormen (concluded).....	1	7	10	70	28 cents per hour.....	
	1	7	¹ 10 ⁶ / ₆₀	¹ 66 ³ / ₅	27 cents per hour.....	
	1	7	10 ¹ / ₂	71 ¹ / ₂	29 cents per hour.....	
	1	7	² 10 ³ / ₂	² 65 ³ / ₂	25 cents per hour.....	
	1	7	10 ³ / ₂	74 ³ / ₂	27 cents per hour.....	
Barn and shop:						
Armature winders.....	2	6	³ 10	³ 55	32½ cents per hour.....	
	1	6	³ 10	³ 55	27½ cents per hour.....	
Car cleaners.....	3	6	³ 10	³ 55	20 cents per hour.....	
	3	7	10	70	\$50 per month.....	\$0.167
	38	7	10	70	\$45 per month.....	.148
Carpenters.....	5	6	³ 10	³ 55	35 cents per hour.....	
	7	6	³ 10	³ 55	32 cents per hour.....	
	10	6	³ 10	³ 55	30 cents per hour.....	
	1	6	³ 10	³ 55	27½ cents per hour.....	
	3	7	10	70	do.....	
Car placers.....	2	6	³ 10	³ 55	do.....	
	8	7	10	70	\$60 per month.....	.197
Car repairers.....	1	6	³ 10	³ 55	27½ cents per hour.....	
	5	6	³ 10	³ 55	25 cents per hour.....	
	2	6	³ 10	³ 55	22½ cents per hour.....	
	4	7	10	70	27½ cents per hour.....	
	8	7	10	70	25 cents per hour.....	
	8	7	10	70	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
Electrical workers.....	1	6	³ 10	³ 55	35 cents per hour.....	
	2	6	³ 10	³ 55	30 cents per hour.....	
	1	6	³ 10	³ 55	27½ cents per hour.....	
	1	6	10	60	\$80 per month.....	.307
	1	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
Machinists.....	1	6	³ 10	³ 55	40 cents per hour.....	
	4	6	³ 10	³ 55	27½ cents per hour.....	
	4	6	³ 10	³ 55	25 cents per hour.....	
	1	6	³ 10	³ 55	22½ cents per hour.....	

PEORIA, ILL.

Line and track:						
Drivers.....	1	7	8	56	\$55 per month.....	\$0.226
Flagmen.....	1	7	⁴ 9	⁴ 66	29 cents per hour.....	
Laborers.....	1	6	10	60	\$1.75 per day.....	.175
	38	6	10	60	17½ cents per hour.....	
Linemen.....	1	6	8	48	\$3.20 per day.....	.40
	1	7	8	56	\$80 per month.....	.329
Motormen.....	1	6	10	60	28 cents per hour.....	
	3	6	10	60	25 cents per hour.....	
Switchmen.....	1	7	10	70	\$2 per day.....	.20
	6	7	10	70	\$1.57 per day.....	.157
Welders.....	1	7	10	70	\$75 per month.....	.247
Barn and shop:						
Armature winders.....	1	6	10	60	32½ cents per hour.....	
Armature winders' helpers.....	1	6	10	60	22½ cents per hour.....	
Carpenters.....	1	6	10	60	40 cents per hour.....	
	1	6	10	60	35 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
Car repairers.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	1	6	10	60	18½ cents per hour.....	
	1	7	11	77	\$2.43 per day.....	.221
	1	7	11	77	\$2.28 per day.....	.207
	1	7	11	77	\$2.25 per day.....	.205
	5	7	11	77	\$2 per day.....	.182
Electrical workers.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	

¹ Worked 5½ hours on Sunday.

² Worked 1½ hours on Sunday.

³ Worked 5 hours on Saturday.

⁴ Worked 12 hours one day each week.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PEORIA, ILL.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Laborers.....	1	6	10	60	18½ cents per hour.....	
	1	7	11	77	\$1.86 per day.....	\$0.189
	2	7	11	77	\$1.75 per day.....	.159
Machinists.....						
	1	6	10	60	35 cents per hour.....	
	1	6	10	60	39 cents per hour.....	
	2	6	10	60	25 cents per hour.....	

PHILADELPHIA, PA.

PHILADELPHIA RAPID TRANSIT CO. (ELEVATED LINES).

Line and track:						
Signal maintainers.....	5	7	10	70	30 cents per hour.....	
Signal repair men.....	1	7	10	70	27½ cents per hour.....	
	2	7	10	70	25 cents per hour.....	
Switchmen.....	1	7	10	70	19½ cents per hour.....	
	2	7	12	84	do.....	
Towermen, elevator.....	6	7	8	56	34½ cents per hour.....	
Transportation:						
Collectors and agents.....	73	7	10	70	16 cents per hour.....	
	2	7	10	70	15 cents per hour.....	
Platform men.....	1	7	8	56	21 cents per hour.....	
	19	7	10	70	22½ cents per hour.....	
	2	7	10	70	21½ cents per hour.....	
	6	7	10	70	21 cents per hour.....	
	3	7	10	70	20½ cents per hour.....	
	4	7	10	70	20 cents per hour.....	
	4	7	10	70	19½ cents per hour.....	
	4	7	12	84	22½ cents per hour.....	
Porters.....	28	7	10	70	16 cents per hour.....	
	1	7	12	84	20 cents per hour.....	
	2	7	12	84	16 cents per hour.....	
Barn and shop:						
Car cleaners.....	1	6	1 9¾	1 54	22 cents per hour.....	
	16	6	10	60	17 cents per hour.....	
	1	7	10	70	19½ cents per hour.....	
	11	7	10	70	17 cents per hour.....	
Car oilers.....	1	6	10	60	24½ cents per hour.....	
	1	7	10	70	18½ cents per hour.....	
Carpenters.....	1	6	1 9¾	1 54	31 cents per hour.....	
	2	6	1 9¾	1 54	29.8 cents per hour.....	
	1	6	10	60	do.....	
	1	6	10	60	27 cents per hour.....	
	1	7	11	77	30 cents per hour.....	
Car repairers.....	2	6	1 9¾	1 54	27 cents per hour.....	
	3	6	1 9¾	1 54	24½ cents per hour.....	
	4	6	1 9¾	1 54	22 cents per hour.....	
	6	6	1 9¾	1 54	19½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	5	6	10	60	24½ cents per hour.....	
	3	6	10	60	19½ cents per hour.....	
	1	6	10	60	17 cents per hour.....	
	1	6	12	72	2½ cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	2	7	10	70	27 cents per hour.....	
	1	7	10	70	24½ cents per hour.....	
	4	7	10	70	22 cents per hour.....	
	7	7	10	70	19½ cents per hour.....	
	1	7	12	84	24½ cents per hour.....	
	1	7	12	84	22 cents per hour.....	
	1	7	12	84	21 cents per hour.....	
Laborers.....	1	6	1 9¾	1 54	17 cents per hour.....	
	2	7	10	70	do.....	
	1	7	12	84	do.....	
Lamp men.....	1	7	10	70	do.....	
Machinists.....	1	6	1 9¾	1 54	33½ cents per hour.....	

1 Worked 5½ hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES).

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cablemen.....	4	6	9	54	39 cents per hour.....	
	1	6	9	54	36 cents per hour.....	
	1	6	9	54	25 cents per hour.....	
Conductors.....	1	6	1 9	1 50½	22½ cents per hour.....	
	4	6	1 9½	1 54	21½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	1	6	10½	63	do.....	
	1	6	12	72	do.....	
	1	6	12½	75	do.....	
	1	7	2 9½	65	30 cents per hour.....	
	1	7	2 10½	75	20 cents per hour.....	
	1	7	2 10½	75½	do.....	
	1	7	2 10½	75¾	do.....	
	1	7	2 11	79	do.....	
	1	7	2 11¾	79¾	do.....	
	1	7	2 11¾	79¾	do.....	
	1	7	2 11¾	82½	do.....	
Drivers.....	1	6	10	60	25 cents per hour.....	
	2	6	10	60	17½ cents per hour.....	
	1	6	11	66	22 cents per hour.....	
	5	6	11	66	20 cents per hour.....	
	3	6	11	66	19 cents per hour.....	
	8	6	12	72	20 cents per hour.....	
	10	6	12	72	18½ cents per hour.....	
	48	6	12	72	17½ cents per hour.....	
Greasers.....	6	6	12	72	16½ cents per hour.....	
	28	7	11	77	17½ cents per hour.....	
	4	7	11	77	17 cents per hour.....	
Laborers.....	1	7	11	77	15 cents per hour.....	
	19	6	9	54	20 cents per hour.....	
	1	6	9	54	17½ cents per hour.....	
	4	6	9½	57	20 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	48	6	10	60	20 cents per hour.....	
	1	6	10	60	19½ cents per hour.....	
	41	6	10	60	19 cents per hour.....	
	89	6	10	60	18 cents per hour.....	
	67	6	10	60	17½ cents per hour.....	
	264	6	10	60	17 cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	13	6	12	72	17 cents per hour.....	
	7	7	13	91	do.....	
Line inspectors.....	3	7	8	56	25 cents per hour.....	
	14	7	11	77	20 cents per hour.....	
Linemen.....	2	6	10	60	30 cents per hour.....	
	3	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	23 cents per hour.....	
	9	6	12	72	27½ cents per hour.....	
	4	6	12	72	25 cents per hour.....	
Linemen's helpers.....	1	6	10	60	do.....	
	1	6	12	72	do.....	
Motormen.....	1	4	10½	41½	30 cents per hour.....	
	1	6	1 9	1 50½	do.....	
	1	6	1 9½	1 54	\$17.50 per month.....	\$0.075
	3	6	1 9½	1 54	24.3 cents per hour.....	
	1	6	1 9½	1 54	21½ cents per hour.....	
	5	6	10	60	30 cents per hour.....	
	1	6	10½	60½	do.....	
	1	6	10¾	63½	do.....	
	1	6	11	66	do.....	
	1	6	11¾	66¾	do.....	
	1	6	11¾	67¾	do.....	

¹ Worked 5½ hours on Saturday.

² Average per day for pay period.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Motormen (concluded).....	2	6	12	72	33 cents per hour.....	
	5	6	12	72	30 cents per hour.....	
	2	6	12	72	29 cents per hour.....	
	1	6	12	72	28 cents per hour.....	
	1	6	$12\frac{2}{3}$	$72\frac{2}{3}$	30 cents per hour.....	
	1	6	$12\frac{3}{4}$	$74\frac{3}{4}$	do.....	
	1	6	$12\frac{3}{8}$	$77\frac{3}{8}$	do.....	
	1	6	13	78	do.....	
	1	6	$13\frac{1}{2}$	$79\frac{1}{2}$	do.....	
	1	6	$13\frac{3}{4}$	$81\frac{3}{4}$	do.....	
	1	7	8	56	do.....	
	2	7	$8\frac{1}{2}$	59	do.....	
	1	7	$9\frac{1}{2}$	$67\frac{1}{2}$	do.....	
	1	7	$9\frac{3}{4}$	$68\frac{3}{4}$	29 cents per hour.....	
	1	7	$10\frac{1}{2}$	$73\frac{1}{2}$	30 cents per hour.....	
	1	7	$10\frac{3}{4}$	75	do.....	
	1	7	$10\frac{3}{8}$	$75\frac{3}{8}$	do.....	
	1	7	$10\frac{3}{4}$	75	do.....	
	1	7	$11\frac{1}{2}$	78	do.....	
	1	7	$11\frac{3}{4}$	79	do.....	
	1	7	$11\frac{3}{8}$	82	do.....	
	1	7	$12\frac{1}{2}$	$84\frac{1}{2}$	do.....	
Pavers.....	23	6	10	60	do.....	
	10	6	10	60	25 cents per hour.....	
	2	6	10	60	$22\frac{1}{2}$ cents per hour.....	
Switchmen.....	6	7	11	77	$17\frac{1}{2}$ cents per hour.....	
Towermen, elevated.....	1	6	10	60	$27\frac{1}{2}$ cents per hour.....	
	7	6	10	60	25 cents per hour.....	
	8	6	10	60	$22\frac{1}{2}$ cents per hour.....	
	2	6	10	60	20 cents per hour.....	
Welders.....	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	32.6 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	27 cents per hour.....	
Barn and shop:						
Armature winders.....	2	6	$2\frac{9}{16}$	$2\frac{5}{4}$	34.4 cents per day.....	
	14	6	$2\frac{9}{16}$	$2\frac{5}{4}$	29.8 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	27 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	24.3 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	$21\frac{1}{2}$ cents per hour.....	
	2	6	$2\frac{9}{16}$	$2\frac{5}{4}$	18.7 cents per hour.....	
	3	6	$2\frac{9}{16}$	$2\frac{5}{4}$	12 cents per hour.....	
Armature winders' helpers.....	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	29.8 cents per hour.....	
	2	6	$2\frac{9}{16}$	$2\frac{5}{4}$	24.3 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	21	cents per hour.....
Bearing men.....	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	27 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	19	cents per hour.....
	3	6	$2\frac{9}{16}$	$2\frac{5}{4}$	18.7 cents per hour.....	
Car cleaners.....	3	6	9	54	16 cents per hour.....	
	16	6	9	54	15 cents per hour.....	
	1	6	$2\frac{9}{16}$	$2\frac{5}{4}$	24.3 cents per hour.....	
	2	6	$2\frac{9}{16}$	$2\frac{5}{4}$	18.7 cents per hour.....	
	15	6	$2\frac{9}{16}$	$2\frac{5}{4}$	17.6 cents per hour.....	
	26	6	10	60	17 cents per hour.....	
	1	6	10	60	16 cents per hour.....	
	1	6	11	66	17 cents per hour.....	
	1	6	12	72	do.....	
	6	7	10	70	$23\frac{1}{2}$ cents per hour.....	
	7	7	10	70	20 cents per hour.....	
	108	7	10	70	17 cents per hour.....	
	22	7	10	70	16 cents per hour.....	
	22	7	11	77	17 cents per hour.....	
	14	7	12	84	do.....	
Car oilers.....	6	6	10	60	$19\frac{1}{2}$ cents per hour.....	
	40	7	10	70	do.....	
	1	7	12	84	do.....	
	1	7	13	91	do.....	

¹ Average per day for pay period.² Worked $5\frac{1}{4}$ hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Continued.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Carpenters.....	62	6	1 9½	1 54	29.8 cents per hour.....	
	5	6	1 9½	1 54	27 cents per hour.....	
	3	6	1 9½	1 54	24.3 cents per hour.....	
	1	6	1 9½	1 54	18.7 cents per hour.....	
	2	6	10	60	37½ cents per hour.....	
	8	6	10	60	32½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	2	6	10	60	22 cents per hour.....	
	1	7	10	70	27 cents per hour.....	
	1	7	10	70	26 cents per hour.....	
	1	7	10	70	24½ cents per hour.....	
	3	7	10	70	22 cents per hour.....	
	1	7	11	77	do.....	
Car placers.....	1	6	10	60	22 cents per hour.....	
	3	7	10	70	19½ cents per hour.....	
	6	7	10	70	17 cents per hour.....	
	4	7	11	77	19½ cents per hour.....	
	5	7	11	77	17 cents per hour.....	
	4	7	12	84	do.....	
Car repairers.....	1	6	1 9½	1 54	\$20 per week.....	\$0.37
	1	6	1 9½	1 54	\$12.50 per week.....	.231
	1	6	1 9½	1 54	31.6 cents per hour.....	
	5	6	1 9½	1 54	29.8 cents per hour.....	
	1	6	1 9½	1 54	28.8 cents per hour.....	
	1	6	1 9½	1 54	28.1 cents per hour.....	
	6	6	1 9½	1 54	27 cents per hour.....	
	1	6	1 9½	1 54	26 cents per hour.....	
	15	6	1 9½	1 54	24.3 cents per hour.....	
	1	6	1 9½	1 54	23.3 cents per hour.....	
	1	6	1 9½	1 54	22 cents per hour.....	
	8	6	1 9½	1 54	21½ cents per hour.....	
	1	6	1 9½	1 54	20½ cents per hour.....	
	4	6	1 9½	1 54	18.7 cents per hour.....	
	16	6	10	60	22 cents per hour.....	
	7	6	10	60	19½ cents per hour.....	
	119	7	10	70	22 cents per hour.....	
	1	7	10	70	21 cents per hour.....	
	60	7	10	70	19½ cents per hour.....	
	2	7	10	70	17 cents per hour.....	
	8	7	11	77	22 cents per hour.....	
	7	7	11	77	19½ cents per hour.....	
	1	7	12	84	22½ cents per hour.....	
	9	7	12	84	22 cents per hour.....	
	2	7	12	84	19½ cents per hour.....	
	1	7	12	84	17 cents per hour.....	
Car repairers' helpers.....	3	6	1 9½	1 54	21½ cents per hour.....	
	9	6	1 9½	1 54	18.7 cents per hour.....	
Electrical workers.....	1	6	1 9	1 50½	33½ cents per hour.....	
	1	6	1 9	1 50½	27½ cents per hour.....	
	1	6	1 9½	1 54	39.9 cents per hour.....	
	2	6	1 9½	1 54	32.6 cents per hour.....	
	9	6	1 9½	1 54	29.8 cents per hour.....	
	2	6	1 9½	1 54	18.7 cents per hour.....	
	1	6	10	60	41 cents per hour.....	
	1	6	10	60	39½ cents per hour.....	
	1	6	10	60	38½ cents per hour.....	
	1	6	10	60	38 cents per hour.....	
	2	6	10	60	36 cents per hour.....	
	1	6	10	60	35½ cents per hour.....	
	4	6	10	60	35 cents per hour.....	
	2	6	10	60	32½ cents per hour.....	
	1	6	10	60	30½ cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	2	6	11	66	19½ cents per hour.....	

1 Worked 5½ hours on Saturday.

1086 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PHILADELPHIA, PA.—Concluded.

PHILADELPHIA RAPID TRANSIT CO. (SURFACE LINES)—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Electrical workers (concluded).....	1	7	8	56	37½ cents per hour.....	
	2	7	10	70	22 cents per hour.....	
	1	7	10	70	19½ cents per hour.....	
	2	7	11	77	do.....	
Laborers.....	6	6	19	150½	22½ cents per hour.....	
	5	6	19	150½	22 cents per hour.....	
	2	6	19½	154	24.3 cents per hour.....	
	2	6	19½	154	21½ cents per hour.....	
	19	6	19½	154	18.9 cents per hour.....	
	1	6	19½	154	17.6 cents per hour.....	
	1	7	10	70	22 cents per hour.....	
	1	7	10	70	18½ cents per hour.....	
	4	7	10	70	17 cents per hour.....	
Lamp men.....	1	6	10	60	do.....	
	1	7	8	56	30 cents per hour.....	
	1	7	8	56	25 cents per hour.....	
	4	7	8	56	22½ cents per hour.....	
	3	7	10	70	17 cents per hour.....	
	4	7	11	77	do.....	
	1	7	12	84	do.....	
Machinists.....	1	6	19	150½	25 cents per hour.....	
	3	6	19½	154	33½ cents per hour.....	
	2	6	19½	154	32.6 cents per hour.....	
	6	6	19½	154	30½ cents per hour.....	
	29	6	19½	154	29.8 cents per hour.....	
	1	6	19½	154	28.8 cents per hour.....	
	2	6	19½	154	28½ cents per hour.....	
	4	6	19½	154	27 cents per hour.....	
	5	6	19½	154	24.3 cents per hour.....	
	1	6	19½	154	21½ cents per hour.....	
	1	6	19	154	18.7 cents per hour.....	
	1	6	10	60	41 cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	1	7	10	70	22 cents per hour.....	

PITTSBURGH, PA.

Line and track:						
Bonders.....	1	6	9	54	20 cents per hour.....	
	2	6	10	60	32 cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	5	6	10	60	20 cents per hour.....	
	1	7	10	70	23½ cents per hour.....	
Conductors.....	4	7	12	84	\$85 per month.....	\$0.233
	1	7	12	84	\$83 per month.....	.227
	2	7	12	84	\$80 per month.....	.219
Drillers.....	1	6	9	54	22 cents per hour.....	
	1	6	9	54	18½ cents per hour.....	
Drivers.....	1	6	10	60	19 cents per hour.....	
	2	6	10	60	17½ cents per hour.....	
	1	6	11	66	do.....	
	1	6	12	72	19½ cents per hour.....	
	2	6	12	72	17½ cents per hour.....	
	1	7	10	70	do.....	
	5	7	10	70	do.....	
	1	7	11	77	21 cents per hour.....	
	3	7	11	77	19½ cents per hour.....	
	6	7	11	77	do.....	
	3	7	11	77	17½ cents per hour.....	
	1	7	12	84	19½ cents per hour.....	
	2	7	12	84	17½ cents per hour.....	
	1	7	12	84	27 cents per hour.....	
	2	7	12	84	19½ cents per hour.....	

¹ Worked 5½ hours on Saturday.

² Worked 5 hours on Sunday.

³ Worked 10 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Continued.						
Flagmen.....	1	7	9	63	17 cents per hour.....	
	1	7	¹ 10	¹ 69	17½ cents per hour.....	
	2	7	10	70	17 cents per hour.....	
Greasers.....	1	7	9	63	17½ cents per hour.....	
	3	7	9	63	17 cents per hour.....	
	1	7	10	70	18½ cents per hour.....	
	15	7	10	70	17 cents per hour.....	
	1	7	10	70	16½ cents per hour.....	
	2	7	10	70	16 cents per hour.....	
	1	7	11	77	18½ cents per hour.....	
	9	7	11	77	17½ cents per hour.....	
	1	7	11	77	17 cents per hour.....	
	1	7	11	77	16 cents per hour.....	
	6	7	12	84	17 cents per hour.....	
	2	7	12	84	16½ cents per hour.....	
	8	7	12	84	16 cents per hour.....	
Laborers.....	2	6	9	54	25 cents per hour.....	
	1	6	9	54	22½ cents per hour.....	
	8	6	9	54	22 cents per hour.....	
	3	6	9	54	21½ cents per hour.....	
	26	6	9	54	20 cents per hour.....	
	4	6	9	54	19 cents per hour.....	
	408	6	9	54	17½ cents per hour.....	
	1	6	² 10	² 59	19½ cents per hour.....	
	3	6	10	60	20 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
	1	6	10	60	18½ cents per hour.....	
	38	6	10	60	17½ cents per hour.....	
	1	6	10	60	17 cents per hour.....	
	4	6	11	66	17½ cents per hour.....	
	1	6	12	72	20 cents per hour.....	
	1	7	9	63	.....do.....	
	1	7	10	69	17½ cents per hour.....	
	2	7	10	70	20 cents per hour.....	
	2	7	10	70	19 cents per hour.....	
	1	7	10	70	18½ cents per hour.....	
	3	7	10	70	18 cents per hour.....	
	14	7	10	70	17½ cents per hour.....	
	7	7	10	70	17 cents per hour.....	
	5	7	12	84	17½ cents per hour.....	
	1	7	14	98	.....do.....	
	3	7	14	98	14½ cents per hour.....	
Linemen.....	3	6	10	60	\$92 per month.....	\$0.353
	8	6	10	60	32½ cents per hour.....	
	2	6	10	60	31½ cents per hour.....	
	1	6	10	60	31 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	1	7	10	70	\$93 per month.....	.306
	1	7	10	70	\$92 per month.....	.305
	9	7	10	70	32½ cents per hour.....	
	1	7	10	70	31 cents per hour.....	
	5	7	10	70	30 cents per hour.....	
	1	7	10	70	28 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	1	7	10	70	26½ cents per hour.....	
	1	7	10	70	26 cents per hour.....	
	1	7	10	70	25½ cents per hour.....	
	1	7	11	77	26 cents per hour.....	
	1	7	³ 11	³ 76	29½ cents per hour.....	
	5	7	12	84	26 cents per hour.....	
Linemen's helpers.....	1	6	10	60	20½ cents per hour.....	
	7	6	10	60	20 cents per hour.....	
	7	6	12	72	17 cents per hour.....	
	3	7	10	70	23½ cents per hour.....	
	3	7	10	70	20 cents per hour.....	
	1	7	12	84	20½ cents per hour.....	

¹ Worked 9 hours on Sunday.

² Worked 9 hours on Saturday.

³ Worked 10 hours on Sunday.

1088 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Motormen.....	3	6	9	54	30 cents per hour.....	
	6	6	10	60	do.....	
	2	6	11	66	do.....	
	1	7	10	70	do.....	
	1	7	11	77	do.....	
Pavers.....	16	6	9	54	do.....	
	16	6	9	54	27½ cents per hour.....	
	1	6	9	54	26½ cents per hour.....	
	6	6	9	54	25 cents per hour.....	
	3	6	9	54	22 cents per hour.....	
	3	6	10	60	30 cents per hour.....	
Rail grinders.....	3	7	10	70	22½ cents per hour.....	
Switchmen.....	1	6	10	60	22 cents per hour.....	
	1	7	9	63	17½ cents per hour.....	
	8	7	9	63	17 cents per hour.....	
	3	7	9	63	16½ cents per hour.....	
	2	7	12	84	19½ cents per hour.....	
	1	7	12	84	16½ cents per hour.....	
Trackmen.....	4	6	9	54	21½ cents per hour.....	
	1	6	9	54	17½ cents per hour.....	
Welders.....	2	6	9	54	27½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	1	6	10	60	do.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
Transportation:						
Inspectors.....	4	7	10	70	\$93 per month.....	\$0.306
	5	7	10	70	\$90 per month.....	.296
	5	7	12	84	\$93 per month.....	.255
	2	7	12	84	\$92 per month.....	.252
	4	7	12	84	\$91 per month.....	.249
	1	7	12	84	\$90 per month.....	.247
	1	7	12	84	\$88 per month.....	.241
	2	7	12	84	\$86.50 per month.....	.237
Starters.....	3	7	12	84	\$93 per month.....	.255
	6	7	12	84	\$92.50 per month.....	.253
	2	7	12	84	\$92 per month.....	.252
	2	7	12	84	\$91.50 per month.....	.251
	6	7	12	84	\$90 per month.....	.247
	10	7	12	84	\$89 per month.....	.244
	1	7	12	84	\$88 per month.....	.241
	1	7	12	84	\$86.50 per month.....	.237
	1	7	12	84	\$84 per month.....	.23
	4	7	12	84	\$79 per month.....	.216
	4	7	12	84	30 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	10	2 55	35 cents per hour.....	
	1	6	10	2 55	33½ cents per hour.....	
	1	6	10	2 55	31½ cents per hour.....	
	6	6	10	2 55	31 cents per hour.....	
	1	6	10	2 55	30 cents per hour.....	
	4	6	10	2 55	25 cents per hour.....	
	1	6	10	2 55	23½ cents per hour.....	
	3	6	10	1 59	22 cents per hour.....	
	1	6	10	60	23½ cents per hour.....	
	1	6	10	60	32 cents per hour.....	
	1	6	10	2 55	20 cents per hour.....	
Armature winders' helpers.....	1	6	10	2 55	19½ cents per hour.....	
	1	6	10	2 55	19 cents per hour.....	
	3	6	10	2 55	17½ cents per hour.....	
	5	6	10	2 55	12½ cents per hour.....	
Bearing men.....	1	6	10	1 59	21½ cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	1	7	10	70	19 cents per hour.....	
Car cleaners.....	1	6	10	1 59	18 cents per hour.....	
	13	6	10	1 59	17½ cents per hour.....	
	2	6	10	60	18½ cents per hour.....	
	22	6	10	60	17½ cents per hour.....	

¹ Worked 9 hours on Saturday.

² Worked 5 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Car cleaners (concluded).....	1	7	¹ 10	1 69	19 cents per hour.....	
	2	7	¹ 10	1 69	18 cents per hour.....	
	7	7	¹ 10	1 69	17½ cents per hour.....	
	1	7	10	70	19 cents per hour.....	
	5	7	10	70	18½ cents per hour.....	
	8	7	10	70	18 cents per hour.....	
	81	7	10	70	17½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
	6	7	11	77	17½ cents per hour.....	
Car oilers.....	1	6	10	60	do.....	
	1	7	¹ 10	1 69	18½ cents per hour.....	
	1	7	10	70	21 cents per hour.....	
	2	7	10	70	20 cents per hour.....	
	4	7	10	70	19 cents per hour.....	
	5	7	10	70	18½ cents per hour.....	
	2	7	10	70	18 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
	1	7	11	77	18½ cents per hour.....	
	1	7	11	77	18 cents per hour.....	
	1	7	12	84	18½ cents per hour.....	
Carpenters.....	4	6	¹ 10	1 59	34 cents per hour.....	
	1	6	¹ 10	1 59	31½ cents per hour.....	
	1	6	¹ 10	1 59	30½ cents per hour.....	
	27	6	¹ 10	1 59	30 cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	3	6	10	60	31½ cents per hour.....	
	4	6	10	60	30½ cents per hour.....	
	19	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	25	6	10	60	25 cents per hour.....	
	8	6	10	60	22½ cents per hour.....	
	1	7	10	70	31 cents per hour.....	
Car placers.....	1	7	10	70	30 cents per hour.....	
	1	6	9	54	do.....	
	1	6	12	72	21 cents per hour.....	
	1	7	10	70	do.....	
	1	7	10	70	20 cents per hour.....	
	1	7	10	70	19½ cents per hour.....	
	2	7	10	70	19 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
	1	7	11	77	22½ cents per hour.....	
	1	7	11	77	20 cents per hour.....	
	1	7	11	77	19 cents per hour.....	
	1	7	11	77	18½ cents per hour.....	
	1	7	11	77	18 cents per hour.....	
	1	7	12	84	21½ cents per hour.....	
	3	7	12	84	21 cents per hour.....	
	1	7	12	84	19½ cents per hour.....	
	2	7	12	84	19 cents per hour.....	
	2	7	12	84	17½ cents per hour.....	
	2	7	13	91	19 cents per hour.....	
Car repairers.....	1	6	² 10	2 55	18 cents per hour.....	
	1	6	¹ 10	1 59	34 cents per hour.....	
	2	6	¹ 10	1 59	30 cents per hour.....	
	1	6	¹ 10	1 59	28 cents per hour.....	
	1	6	¹ 10	1 59	25 cents per hour.....	
	1	6	¹ 10	1 59	24½ cents per hour.....	
	1	6	¹ 10	1 59	24 cents per hour.....	
	1	6	¹ 10	1 59	22 cents per hour.....	
	1	6	¹ 10	1 59	21½ cents per hour.....	
	3	6	¹ 10	1 59	19 cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	1	6	10	60	26½ cents per hour.....	
	4	6	10	60	25 cents per hour.....	
	2	6	10	60	24 cents per hour.....	
	3	6	10	60	23½ cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
	1	6	10	60	22 cents per hour.....	

¹ Worked 9 hours on Saturday.

² Worked 5 hours on Saturday.

1090 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Continued.						
Car repairers—(concluded)	1	6	10	60	21½ cents per hour	
	3	6	10	60	21 cents per hour	
	7	6	10	60	20 cents per hour	
	7	6	10	60	19 cents per hour	
	1	6	10	60	18½ cents per hour	
	1	6	10	60	17½ cents per hour	
	1	7	10	1 69	25 cents per hour	
	1	7	10	1 69	24 cents per hour	
	1	7	10	1 69	23 cents per hour	
	3	7	10	1 69	22½ cents per hour	
	1	7	10	1 69	20½ cents per hour	
	2	7	10	1 69	19 cents per hour	
	2	7	10	70	28 cents per hour	
	1	7	10	70	25 cents per hour	
	6	7	10	70	24 cents per hour	
	2	7	10	70	23½ cents per hour	
	3	7	10	70	23 cents per hour	
	9	7	10	70	22½ cents per hour	
	2	7	10	70	22 cents per hour	
	1	7	10	70	21½ cents per hour	
	5	7	10	70	21 cents per hour	
	7	7	10	70	20 cents per hour	
	2	7	10	70	19½ cents per hour	
	19	7	10	70	19 cents per hour	
	6	7	10	70	18½ cents per hour	
	3	7	10	70	17½ cents per hour	
	1	7	11	77	20 cents per hour	
	1	7	11	77	19 cents per hour	
Car repairers' helpers	1	7	12	84	21 cents per hour	
	2	6	10	60	20 cents per hour	
	1	6	10	60	19½ cents per hour	
	12	6	10	60	19 cents per hour	
	13	7	10	1 69	do.	
	2	7	10	1 69	18½ cents per hour	
	1	7	10	70	20 cents per hour	
	4	7	10	70	19 cents per hour	
	1	7	11	77	19½ cents per hour	
	1	7	11	77	19 cents per hour	
Electrical workers	1	6	2 10	2 59	30 cents per hour	
	1	6	2 10	2 59	29½ cents per hour	
	1	6	2 10	2 59	27 cents per hour	
	2	6	2 10	2 59	25 cents per hour	
	1	6	2 10	2 59	22½ cents per hour	
	1	6	2 10	2 59	22 cents per hour	
	1	6	2 10	2 59	21 cents per hour	
	1	6	2 10	2 59	20 cents per hour	
	1	6	10	60	\$94 per month	\$0.36
	1	6	10	60	\$86 per month	.33
	1	6	10	60	\$83.50 per month	.32
	1	6	10	60	36 cents per hour	
	1	6	10	60	28 cents per hour	
	1	6	10	60	26½ cents per hour	
	1	6	10	60	19 cents per hour	
	5	7	10	70	\$91 per month	.299
Laborers	4	6	2 10	2 59	21 cents per hour	
	2	6	2 10	2 59	20 cents per hour	
	3	6	2 10	2 59	19 cents per hour	
	30	6	2 10	2 59	18 cents per hour	
	4	6	2 10	2 59	17½ cents per hour	
	1	6	10	60	20 cents per hour	
	1	6	10	60	19 cents per hour	
	1	6	10	60	18½ cents per hour	
	12	6	10	60	17½ cents per hour	
	1	7	10	70	20 cents per hour	
	1	7	10	70	18½ cents per hour	
	4	7	10	70	17½ cents per hour	
Lamp men	1	7	10	70	24 cents per hour	
	1	7	10	70	23 cents per hour	
	2	7	10	70	17½ cents per hour	

1 Worked 9 hours on Sunday.

2 Worked 9 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PITTSBURGH, PA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Machinists.....	1	6	10	59	37½ cents per hour.....	
	1	6	10	59	36½ cents per hour.....	
	6	6	10	59	36 cents per hour.....	
	2	6	10	59	33 cents per hour.....	
	1	6	10	59	30½ cents per hour.....	
	1	6	10	59	21½ cents per hour.....	
	2	6	10	59	19 cents per hour.....	
	1	6	10	60	36 cents per hour.....	
	2	6	10	60	33½ cents per hour.....	
	1	6	10	60	32 cents per hour.....	
	1	6	10	60	31½ cents per hour.....	
	4	6	10	60	27½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	1	6	10	60	26½ cents per hour.....	
	6	6	10	60	25 cents per hour.....	
	1	6	10	60	24 cents per hour.....	
	5	6	10	60	22½ cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	1	6	10	60	18½ cents per hour.....	
	1	6	10	60	17½ cents per hour.....	
	2	6	10	60	19 cents per hour.....	

PORTLAND, ME.

Line and track:						
Drivers.....	1	7	9	63	\$15 per week.....	\$0.238
	1	7	9	63	\$1.75 per day.....	.194
Greasers.....	12	7	9	63	do.....	.194
Laborers.....	1	6	9	54	\$2.25 per day.....	.25
	2	6	9	54	\$2.10 per day.....	.233
	7	6	9	54	\$2 per day.....	.222
	16	6	9	54	\$1.85 per day.....	.206
	56	6	9	54	\$1.75 per day.....	.195
	1	7	9	63	\$2.25 per day.....	.25
Linemen.....	2	6	9	54	\$3 per day.....	.333
	2	6	9	54	\$2.75 per day.....	.306
	2	6	9	54	\$2.65 per day.....	.294
	7	6	9	54	\$2.50 per day.....	.278
	3	6	9	54	\$2.25 per day.....	.25
	8	6	9	54	\$2 per day.....	.222
Linemen's helpers.....	2	6	9	54	do.....	.222
	4	6	9	54	\$1.85 per day.....	.206
Motormen.....	6	7	10	70	\$2.30 per day.....	.23
Pavers.....	1	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2.25 per day.....	.25
Barn and shop:						
Armature winders.....	1	6	9½	57	\$3.23 per day.....	.351
	2	6	9½	57	\$2.50 per day.....	.263
Car cleaners.....	1	7	10	70	\$2.30 per day.....	.23
	2	7	10	70	\$2.05 per day.....	.205
	1	7	10	70	\$2 per day.....	.20
	2	7	11	77	\$1.75 per day.....	.159
Car oilers.....	1	7	10	70	\$2.25 per day.....	.225
	1	7	10	70	\$2 per day.....	.20
Carpenters.....	2	6	9½	57	\$3 per day.....	.316
	2	6	9½	57	\$2.75 per day.....	.289
	1	6	9½	57	\$2.50 per day.....	.263
	1	6	9½	57	\$2.25 per day.....	.237
Car repairers.....	1	6	9	54	\$2 per day.....	.222
	1	6	9½	57	\$3 per day.....	.316
	1	6	9½	57	\$2 per day.....	.211
	2	6	9½	57	\$1.75 per day.....	.184
	2	7	9	63	\$2 per day.....	.222
Electrical workers.....	1	6	9	54	\$2.75 per day.....	.306

¹ Worked 9 hours on Saturday.

1092 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, ME.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Electrical workers (concluded)	1	6	9½	57	\$3 per day.....	\$0.316
	1	6	9½	57	\$2.75 per day.....	.289
	2	6	9½	57	\$2.50 per day.....	.263
	2	6	9½	57	\$2.25 per day.....	.237
	1	7	9½	66½	\$2.75 per day.....	.289
	6	7	9½	66½	\$2.50 per day.....	.263
	1	7	9½	66½	\$2.25 per day.....	.237
	7	7	9½	66½	\$2 per day.....	.211
Machinists.....	1	6	9	54	\$2.65 per day.....	.272
	2	6	9½	57	\$2.75 per day.....	.289
	1	6	9½	57	\$2.25 per day.....	.237

PORTLAND, OREG.

Line and track:						
Bonders.....	3	6	9	54	\$2.50 per day.....	\$0.278
Conductors.....	5	6	11	66	31 cents per hour.....	.563
Flagmen.....	2	7	10	70	\$2 per day.....	.200
Greasers.....	2	7	10	70	\$65 per month.....	.214
	12	7	10	70	\$60 per month.....	.197
Laborers.....	31	6	8	48	22½ cents per hour.....	.425
	90	6	8	48	29 cents per hour.....	.540
	11	6	10	60	22½ cents per hour.....	.425
	19	6	10	60	20 cents per hour.....	.370
	1	7	5	35	do.....	.190
Linemen.....	1	6	8	48	\$4.50 per day.....	.563
	3	7	8	56	do.....	.563
	2	7	8	56	\$4.25 per day.....	.531
Linemen's helpers.....	1	6	8	48	\$3 per day.....	.375
	3	7	8	56	do.....	.375
Motormen.....	4	6	11	66	31 cents per hour.....	.563
	2	7	10	70	28 cents per hour.....	.514
Pavers.....	3	6	8	48	\$3 per day.....	.375
Trackmen.....	2	7	10	70	25 cents per hour.....	.464
Transportation:						
Inspectors.....	1	6	9	54	\$90 per month.....	.383
	1	6	10	60	\$100 per month.....	.383
	1	7	10	70	33½ cents per hour.....	.625
Barn and shop:						
Armature winders.....	2	6	9	54	39 cents per hour.....	.720
Car cleaners.....	1	6	9	54	23 cents per hour.....	.437
	1	6	9	54	22½ cents per hour.....	.425
	1	7	9	63	do.....	.437
Carpenters.....	5	6	9	54	39 cents per hour.....	.720
	1	6	9	54	38 cents per hour.....	.712
	7	6	9	54	37 cents per hour.....	.704
	8	6	9	54	34 cents per hour.....	.648
	1	6	9	54	32½ cents per hour.....	.619
	3	6	9	54	31 cents per hour.....	.602
	1	7	9	63	37½ cents per hour.....	.712
Car placers.....	1	6	9	54	28 cents per hour.....	.528
Car repairers.....	8	6	9	54	31 cents per hour.....	.593
	3	6	9	54	28 cents per hour.....	.528
	1	6	9	54	25 cents per hour.....	.476
	1	6	9	54	23 cents per hour.....	.437
	1	7	9	63	34 cents per hour.....	.648
	1	7	9	63	33 cents per hour.....	.630
	18	7	9	63	31 cents per hour.....	.602
	1	7	9	63	29 cents per hour.....	.563
	40	7	9	63	28 cents per hour.....	.545
	3	7	9	63	25 cents per hour.....	.476
	1	7	9	63	22½ cents per hour.....	.425
Electrical workers.....	4	6	9	54	31 cents per hour.....	.593
	2	6	9	54	28 cents per hour.....	.528
	1	6	9	54	25 cents per hour.....	.476
Laborers.....	1	6	9	54	23 cents per hour.....	.437
Lamp men.....	1	7	11	77	31 cents per hour.....	.593

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PORTLAND, OREG.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Machinists.....	1	6	9	54	44 cents per hour.....	
	3	6	9	54	42 cents per hour.....	
	1	6	9	54	39 cents per hour.....	
	2	6	9	54	34 cents per hour.....	

PROVIDENCE, R. I.

Line and track:						
Drivers.....	8	6	9	54	\$2.25 per day.....	\$0.25
	3	6	10	60	22½ cents per hour.....	
	1	7	10	70	\$2.30 per day.....	.23
Flagmen.....	2	7	10	70	15 cents per hour.....	
Greasers.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	22	7	10	70	\$1.75 per day.....	.175
Laborers.....	2	6	10	60	25 cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	46	6	10	60	20 cents per hour.....	
	8	6	10	60	19 cents per hour.....	
	7	6	10	60	18 cents per hour.....	
	86	6	10	60	17½ cents per hour.....	
	16	6	10	60	17 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
	2	7	10	70	20 cents per hour.....	
Linemen.....	6	6	10	60	32½ cents per hour.....	
	2	6	10	60	30 cents per hour.....	
	2	6	10	60	29 cents per hour.....	
	2	6	10	60	28½ cents per hour.....	
	1	7	11	77	30 cents per hour.....	
	1	7	12	84	do.....	
Motormen.....	24	6	10	60	28½ cents per hour.....	
	1	6	10	60	27 cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	1	6	10	60	24½ cents per hour.....	
	5	6	10	60	23 cents per hour.....	
	3	6	11	66	28½ cents per hour.....	
	1	6	11	66	24½ cents per hour.....	
	12	6	12	72	28½ cents per hour.....	
	1	6	12	72	27 cents per hour.....	
	3	6	12	72	26 cents per hour.....	
	1	7	11	77	28½ cents per hour.....	
	1	7	12	84	do.....	
Pavers.....	78	6	10	60	22½ cents per hour.....	
Switchmen.....	4	7	10	70	15 cents per hour.....	
Welders.....	1	6	¹ 10	¹ 55	26 cents per hour.....	
Transportation:						
Inspectors.....	2	7	10	70	\$3.10 per day.....	.31
	8	7	10	70	\$2.95 per day.....	.295
	1	7	10	70	32½ cents per hour.....	
Starters.....	3	7	10	70	\$2.95 per day.....	.295
	2	7	10	70	\$2.80 per day.....	.28
	1	7	10	70	25 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	¹ 10	¹ 55	\$17.95 per week.....	.326
	3	6	¹ 10	¹ 55	30½ cents per hour.....	
	3	6	¹ 10	¹ 55	29 cents per hour.....	
	3	6	¹ 10	¹ 55	28 cents per hour.....	
	2	6	¹ 10	¹ 55	27 cents per hour.....	
	2	6	¹ 10	¹ 55	23 cents per hour.....	
	1	6	¹ 10	¹ 55	18 cents per hour.....	
Armature winders' helpers.....	1	6	¹ 10	¹ 55	25½ cents per hour.....	
Bearing men.....	1	6	¹ 10	¹ 55	29 cents per hour.....	
	1	6	¹ 10	¹ 55	24 cents per hour.....	
Car cleaners.....	1	7	² 10	² 68	19 cents per hour.....	
	2	7	10	70	21½ cents per hour.....	
	32	7	10	70	19 cents per hour.....	

¹ Worked 5 hours on Saturday.

² Worked 8 hours on Sunday.

1094 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PROVIDENCE, R. I.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car oilers.....	3	7	¹ 10	1 68	25½ cents per hour.....	
	1	7	¹ 10	1 68	24 cents per hour.....	
	5	7	10	70	.....do.....	
	1	7	10	70	23 cents per hour.....	
	1	7	10	70	20½ cents per hour.....	
Carpenters.....	6	6	9	54	\$2.75 per day.....	\$0.306
	2	6	² 10	2 55	32 cents per hour.....	
	1	6	² 10	2 55	30 cents per hour.....	
	1	6	² 10	2 55	29½ cents per hour.....	
	1	6	² 10	2 55	29 cents per hour.....	
	4	6	² 10	2 55	28 cents per hour.....	
	2	6	² 10	2 55	27 cents per hour.....	
	1	6	² 10	2 55	26 cents per hour.....	
	1	6	² 10	2 55	25½ cents per hour.....	
Car placers.....	1	7	10	70	22½ cents per hour.....	
Car repairers.....	1	6	10	70	19 cents per hour.....	
	1	6	² 10	2 55	35 cents per hour.....	
	1	6	² 10	2 55	32 cents per hour.....	
	1	6	² 10	2 55	28 cents per hour.....	
	1	6	² 10	2 55	25½ cents per hour.....	
	2	6	² 10	2 55	24 cents per hour.....	
	10	6	² 10	2 55	23 cents per hour.....	
	3	6	² 10	2 55	22 cents per hour.....	
	2	7	¹ 10	1 68	26½ cents per hour.....	
	2	7	¹ 10	1 68	25½ cents per hour.....	
	7	7	¹ 10	1 68	23 cents per hour.....	
	4	7	¹ 10	1 68	21½ cents per hour.....	
	8	7	¹ 10	1 68	20½ cents per hour.....	
	7	7	10	70	26½ cents per hour.....	
	1	7	10	70	26 cents per hour.....	
	6	7	10	70	25½ cents per hour.....	
	15	7	10	70	24 cents per hour.....	
	7	7	10	70	23 cents per hour.....	
	2	7	10	70	21½ cents per hour.....	
	5	7	10	70	20½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
Electrical workers.....	5	7	10	70	19 cents per hour.....	
	1	6	² 10	2 55	29 cents per hour.....	
	1	6	² 10	2 55	28 cents per hour.....	
	1	6	² 10	2 55	27 cents per hour.....	
	1	6	² 10	2 55	26½ cents per hour.....	
	2	6	² 10	2 55	25½ cents per hour.....	
	1	6	² 10	2 55	23 cents per hour.....	
	1	6	² 10	2 55	20½ cents per hour.....	
Laborers.....	1	6	10	60	20 cents per hour.....	
	1	6	10	60	17½ cents per hour.....	
	1	6	10	60	15 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Machinists.....	1	6	² 10	2 55	32 cents per hour.....	
	1	6	² 10	2 55	31 cents per hour.....	
	2	6	² 10	2 55	30½ cents per hour.....	
	1	6	² 10	2 55	30 cents per hour.....	
	1	6	² 10	2 55	29½ cents per hour.....	
	2	6	² 10	2 55	29 cents per hour.....	
	2	6	² 10	2 55	28 cents per hour.....	
	2	6	² 10	2 55	27 cents per hour.....	
	1	6	² 10	2 55	26½ cents per hour.....	
	1	6	² 10	2 55	25½ cents per hour.....	
	3	6	² 10	2 55	24 cents per hour.....	
	1	6	² 10	2 55	23 cents per hour.....	
	3	6	² 10	2 55	22 cents per hour.....	
	1	6	² 10	2 55	20½ cents per hour.....	

¹ Worked 8 hours on Sunday.

² Worked 5 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

PUEBLO, COLO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Greasers.....	3	7	10	70	16 cents per hour.....	
Laborers.....	15	6	10	60	20 cents per hour.....	
Linemen.....	2	1 ¹ 7	9	1 58½	\$3.50 per day.....	\$0.389
Linemen's helpers.....	1	6	9	54	\$2.50 per day.....	.278
Barn and shop:						
Armature winders.....	2	6	8	48	40 cents per hour.....	
Car cleaners.....	1	6	8	48	22½ cents per hour.....	
	1	7	8	56	27 cents per hour.....	
Carpenters.....	2	6	8	48	40 cents per hour.....	
Car repairers.....	1	5 ⁶ 7	8	56	29 cents per hour.....	
	1	7	8	56	28 cents per hour.....	
	1	7	8	56	27 cents per hour.....	
	1	7	8	56	25 cents per hour.....	
	1	7	10	70	28 cents per hour.....	
Electrical workers.....	1	6	8	48	40 cents per hour.....	
	1	6	8	48	30 cents per hour.....	
Machinists.....	2	6	8	48	43 cents per hour.....	

READING, PA.

Line and track:						
Drivers.....	1	6	10	60	\$40 per month.....	\$0.153
	1	6	10	60	14 cents per hour.....	
	1	7	12	84	15 cents per hour.....	
Greasers.....	2	6	10	60	14 cents per hour.....	
Laborers.....	5	6	10	60	18 cents per hour.....	
	100	6	10	60	14 cents per hour.....	
Linemen.....	3	6	10	60	22 cents per hour.....	
Pavers.....	4	6	10	60	20 cents per hour.....	
Transportation:						
Starters.....	2	6	12½	76	17½ cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	2 10½	2 60	32½ cents per hour.....	
Armature winders' helpers.....	2	6	2 10½	2 60	19 cents per hour.....	
Carpenters.....	6	6	2 10½	2 60	25 cents per hour.....	
	1	6	2 10½	2 60	20 cents per hour.....	
	1	6	2 10½	2 60	17½ cents per hour.....	
Car repairers.....	1	6	2 10½	2 60	25 cents per hour.....	
	5	6	2 10½	2 60	20 cents per hour.....	
	1	6	2 10½	2 60	19 cents per hour.....	
	2	6	2 10½	2 60	17½ cents per hour.....	
	5	6	2 10½	2 60	15 cents per hour.....	
	1	6	11½	69	16 cents per hour.....	
	1	6	11½	69	15 cents per hour.....	
Machinists.....	2	6	2 10½	2 60	25 cents per hour.....	

RICHMOND, VA.

Line and track:						
Greasers.....	7	7	12	84	13½ cents per hour.....	
Laborers.....	2	6	10	60	\$1.40 per day.....	\$0.14
	17	6	10	60	15 cents per hour.....	
	96	6	10	60	13 cents per hour.....	
	2	6	10½	63	15 cents per hour.....	
	7	7	10	70	do.....	
	5	7	10	70	13 cents per hour.....	
	1	7	12	84	do.....	
Line inspectors.....	1	6	10½	63	27 cents per hour.....	
Linemen.....	5	6	10½	63	24 cents per hour.....	
	5	6	10½	63	22 cents per hour.....	
	2	6	10½	63	19 cents per hour.....	
	2	6	10½	63	17 cents per hour.....	

¹ Every other Sunday off.

² Worked 8½ hours on Saturday.

1096 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

RICHMOND, VA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Pavers.....	2	6	10	60	\$2.50 per day.....	\$0.25
	1	6	10	60	\$2.25 per day.....	.225
	3	6	10	60	\$2 per day.....	.20
Welders.....	1	6	1 10 ¹	1 57 ¹	27 ¹ cents per hour.....	
Transportation:						
Inspectors.....	1	2 7	12	2 78	\$85 per month.....	.251
	4	2 7	12	2 78	\$80 per month.....	.236
Starters.....	3	7	11	77	do.....	.239
Barn and shop:						
Armature winders.....	1	6	1 10 ¹	1 57 ¹	27 ¹ cents per hour.....	
	1	6	1 10 ¹	1 57 ¹	26 ¹ cents per hour.....	
Car cleaners.....	2	6	1 10 ¹	1 57 ¹	15 cents per hour.....	
	22	2 7	12	2 78	11 ¹ cents per hour.....	
Car oilers.....	2	2 7	4 10 ¹	3 65 ¹	15 cents per hour.....	
	1	2 7	12	2 78	do.....	
Carpenters.....	1	6	1 10	1 56	25 cents per hour.....	
	5	6	1 10 ¹	1 57 ¹	do.....	
	3	6	1 10 ¹	1 57 ¹	22 ¹ cents per hour.....	
	2	6	1 10 ¹	1 57 ¹	20 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	3	6	10	60	22 ¹ cents per hour.....	
	2	6	10	60	20 cents per hour.....	
Car repairers.....	2	2 7	4 10 ¹	3 65 ¹	do.....	
	1	2 7	4 10 ¹	3 65 ¹	22 ¹ cents per hour.....	
	2	2 7	4 10 ¹	3 65 ¹	20 cents per hour.....	
	1	2 7	4 10 ¹	3 65 ¹	17 ¹ cents per hour.....	
	6	2 7	4 10 ¹	3 65 ¹	15 cents per hour.....	
	1	2 7	11	2 71 ¹	22 ¹ cents per hour.....	
	3	2 7	11	2 71 ¹	20 cents per hour.....	
	1	2 7	12	2 78	\$80 per month.....	.236
Electrical workers.....	4	2 7	5 12	6 79	20 cents per hour.....	
	1	6	1 10	1 56	22 ¹ cents per hour.....	
	1	2 7	6 10	5 68	do.....	
	1	2 7	4 10 ¹	3 65 ¹	20 cents per hour.....	
Laborers.....	2	6	1 10 ¹	1 57 ¹	12 ¹ cents per hour.....	
Machinists.....	3	6	1 10 ¹	1 57 ¹	30 cents per hour.....	
	1	6	1 10 ¹	1 57 ¹	27 ¹ cents per hour.....	
	2	6	1 10 ¹	1 57 ¹	25 cents per hour.....	
	1	6	1 10 ¹	1 57 ¹	22 ¹ cents per hour.....	

ROCHESTER, N. Y.

Line and track:						
Bonders.....	1	6	11	66	29 ¹ cents per hour.....	
Cablemen.....	1	6	9	54	33 cents per hour.....	
Conductors.....	1	6	8	48	28 cents per hour.....	
Drivers.....	2	6	8	48	21 ¹ cents per hour.....	
	2	6	8	48	20 cents per hour.....	
	2	6	10	60	23 cents per hour.....	
Greasers.....	7	6	8	48	20 ¹ cents per hour.....	
Laborers.....	1	6	8	48	22 ¹ cents per hour.....	
	3	6	8	48	22 cents per hour.....	
	6	6	8	48	21 cents per hour.....	
	1	6	8	48	20 ¹ cents per hour.....	
	26	6	8	48	20 cents per hour.....	
	85	6	8	48	19 cents per hour.....	
Line inspectors.....	1	6	9	54	22 ¹ cents per hour.....	
	2	6	8	48	\$3 per day.....	\$0.375
	1	6	9	54	27 ¹ cents per hour.....	

1 Worked 6 hours on Saturday.
 2 Every other Sunday off.
 3 Worked 6 hours on Saturday. Every other Sunday off.
 4 Average.
 5 Worked 13 hours on Saturday. Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

ROCHESTER, N. Y.—Continued.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen.....	1	6	9	54	36½ cents per hour.....	
	2	6	9	54	35 cents per hour.....	
	3	7	12	1 78	27½ cents per hour.....	
Linemen's helpers.....	1	6	9	54	26½ cents per hour.....	
	4	7	12	1 78	24½ cents per hour.....	
Motormen.....	2	6	8	48	28 cents per hour.....	
Pavers.....	8	6	8	48	40 cents per hour.....	
	1	6	8	48	35 cents per hour.....	
Rail grinders.....	1	6	8	48	29 cents per hour.....	
Switchmen.....	8	7	10	70	16½ cents per hour.....	
Trackmen.....	7	6	8	48	25 cents per hour.....	
Transportation:						
Inspectors.....	1	7	10	70	\$2.90 per day.....	\$0.29
	6	7	11	77	\$3.20 per day.....	.291
Starters.....	4	7	8	56	\$3.15 per day.....	.394
	1	7	8	56	\$2.50 per day.....	.313
	2	7	10	70	28 cents per hour.....	
	1	7	10	70	25½ cents per hour.....	
Barn and shop:						
Armature winders.....	2	6	9	54	31½ cents per hour.....	
	1	6	9	54	28½ cents per hour.....	
	2	6	9	54	25½ cents per hour.....	
Armature winders' helpers.....	1	6	9	54	25½ cents per hour.....	
	1	6	9	54	20½ cents per hour.....	
Bearing men.....	1	6	9	54	26½ cents per hour.....	
Car cleaners.....	1	6	9	54	20½ cents per hour.....	
	1	6	9	54	20 cents per hour.....	
	1	7	9	63	24 cents per hour.....	
	2	7	9	63	23½ cents per hour.....	
	1	7	9	63	23 cents per hour.....	
	5	7	9	63	21½ cents per hour.....	
	1	7	9	63	20½ cents per hour.....	
	17	7	9	63	20 cents per hour.....	
Car oilers.....	1	7	9	63	19½ cents per hour.....	
	1	6	9	54	25½ cents per hour.....	
	1	6	9	54	24½ cents per hour.....	
	4	6	9	54	23½ cents per hour.....	
	1	6	9	54	22 cents per hour.....	
Carpenters.....	3	6	9	54	21½ cents per hour.....	
	1	6	8	48	25 cents per hour.....	
	1	6	9	54	36½ cents per hour.....	
	1	6	9	54	35 cents per hour.....	
	4	6	9	54	33½ cents per hour.....	
	5	6	9	54	32½ cents per hour.....	
	1	6	9	54	31½ cents per hour.....	
	3	6	9	54	31 cents per hour.....	
	2	6	9	54	30½ cents per hour.....	
	5	6	9	54	29½ cents per hour.....	
	2	6	9	54	25 cents per hour.....	
Car placers.....	2	6	10	70	28 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	2	7	10	70	23½ cents per hour.....	
Car repairers.....	1	7	10	70	21½ cents per hour.....	
	4	6	9	54	\$3.65 per day.....	.456
	1	6	9	54	31½ cents per hour.....	
	3	6	9	54	29½ cents per hour.....	
	1	6	9	54	28 cents per hour.....	
	12	6	9	54	27½ cents per hour.....	
	1	6	9	54	27 cents per hour.....	
	9	6	9	54	26½ cents per hour.....	
	11	6	9	54	25½ cents per hour.....	
	4	6	9	54	24½ cents per hour.....	
	10	6	9	54	23½ cents per hour.....	
	10	6	9	54	21½ cents per hour.....	
Laborers.....	1	6	9	54	19½ cents per hour.....	
	1	6	9	54	21½ cents per hour.....	
	1	6	9	54	21 cents per hour.....	
	1	6	9	54	20 cents per hour.....	
	1	7	9	63	22 cents per hour.....	
	11	7	9	63	21½ cents per hour.....	
	1	7	9	63	20 cents per hour.....	

¹One day off every two weeks.

1098 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

ROCHESTER, N. Y.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Lamp men.....	1	7	9	63	21½ cents per hour.....	
Machinists.....	1	6	9	54	36 cents per hour.....	
	1	6	9	54	35½ cents per hour.....	
	1	6	9	54	31½ cents per hour.....	
	1	6	9	54	31 cents per hour.....	
	1	6	9	54	30½ cents per hour.....	
	3	6	9	54	28½ cents per hour.....	

SACRAMENTO, CAL.

Line and track:						
Drivers.....	1	6	10	60	37½ cents per hour.....	
Greasers.....	3	7	10	70	\$60 per month.....	\$0.197
Laborers.....	76	6	9	54	25 cents per hour.....	
Linemen.....	1	6	8	48	56½ cents per hour.....	
Motormen.....	1	6	9	54	33½ cents per hour.....	
Trackmen.....	1	6	9	54	30½ cents per hour.....	
	8	6	9	54	27½ cents per hour.....	
Transportation:						
Inspectors.....	1	17	8	1 52	\$3.01 per day.....	.376
	1	17	8	1 52	\$3 per day.....	.375
Barn and shop:						
Armature winders.....	1	6	9	54	38½ cents per hour.....	
Car cleaners.....	4	6	11	66	\$65 per month.....	.227
Carpenters.....	1	6	9	54	50 cents per hour.....	
	1	6	9	54	44½ cents per hour.....	
	1	6	9	54	38½ cents per hour.....	
Car repairers.....	2	6	9	54	\$85 per month.....	.362
	8	6	9	54	33½ cents per hour.....	
	1	6	9	54	24.9 cents per hour.....	
Laborers.....	1	6	9	54	25 cents per hour.....	
Machinists.....	1	6	9	54	44½ cents per hour.....	
	1	6	9	54	43 cents per hour.....	
	1	6	9	54	38½ cents per hour.....	

SAGINAW, MICH.

Line and track:						
Drivers.....	1	6	10	60	20 cents per hour.....	
Greasers.....	1	7	10	70	\$45 per month.....	\$0.148
Laborers.....	17	6	10	60	17½ cents per hour.....	
Linemen's helpers.....	5	6	10	60	20 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	10	60	\$2.25 per day.....	.225
Armature winders' helpers.....	1	7	12	84	\$50 per month.....	.137
Car cleaners.....	2	7	10	70	\$1.75 per day.....	.175
	2	7	10	70	\$1.50 per day.....	.15
	2	7	12	84	\$1.75 per day.....	.175
Carpenters.....	1	6	10	60	\$2.75 per day.....	.275
	5	6	10	60	\$2.50 per day.....	.25
	10	6	10	60	\$2.25 per day.....	.225
Car repairers.....	5	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$2.60 per day.....	.26
	1	6	10	60	\$2.50 per day.....	.25
	1	6	10	60	\$2.25 per day.....	.225
	20	6	10	60	\$2 per day.....	.20
	1	17	10	1 65	\$2.30 per day.....	.23
	1	17	10	1 65	\$2.20 per day.....	.22
	3	17	10	1 65	\$2 per day.....	.20
	1	17	10	1 65	\$1.75 per day.....	.175
	1	7	12	84	\$65 per month.....	.178
	1	7	12	84	\$60 per month.....	.164
	1	7	12	84	\$2 per day.....	.167
	1	7	12	84	\$1.90 per day.....	.158
	5	7	12	84	\$1.75 per day.....	.146

1 Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SAGINAW, MICH.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Electrical workers.....	1	6	10	60	\$2.75 per day.....	\$0.275
	4	6	10	60	\$2.50 per day.....	.25
	2	6	10	60	\$2.25 per day.....	.225
	2	6	10	60	\$2 per day.....	.20
Laborers.....	3	6	10	60	\$1.75 per day.....	.175
	1	6	10	60	\$1.55 per day.....	.155
	2	6	10	60	\$1.25 per day.....	.125
Machinists.....	3	6	10	60	\$2.50 per day.....	.25

ST. LOUIS, MO.

Line and track:						
Bonders.....	1	6	10	60	\$80 per month.....	\$0.307
	1	6	10	60	25 cents per hour.....	
	22	6	10	60	20 cents per hour.....	
Cablemen.....	1	6	10	60	\$90 per month.....	.345
Drivers.....	1	6	10	60	\$60 per month.....	.23
	1	6	10	60	\$2.50 per day.....	.25
	2	6	10	60	\$2.25 per day.....	.225
	8	6	10	60	\$2 per day.....	.20
	12	6	10	60	20 cents per hour.....	
	5	7	10	70	do.....	
Flagmen.....	29	6	10	60	15 cents per hour.....	
Greasers.....	1	7	10	70	\$2 per day.....	.20
	16	7	10	70	\$1.75 per day.....	.175
	1	7	10	70	\$1.50 per day.....	.15
Laborers.....	1	6	10	60	\$2.75 per day.....	.275
	7	6	10	60	\$1.75 per day.....	.175
	3	6	10	60	\$25 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	996	6	10	60	20 cents per hour.....	
	11	6	10	60	17½ cents per hour.....	
	3	7	10	70	20 cents per hour.....	
Line inspectors.....	2	6	10	60	\$80 per month.....	.307
	2	6	10	60	\$50 per month.....	.192
Linemen.....	1	6	10	60	\$2.75 per day.....	.275
	13	6	10	60	30 cents per hour.....	
	2	17	12	172	\$85 per month.....	.272
	2	17	12	172	\$80 per month.....	.256
	3	17	12	172	\$70 per month.....	.224
	8	17	12	172	\$60 per month.....	.192
	1	17	12	172	\$19.25 per week.....	.267
	2	17	12	172	\$15.75 per week.....	.219
	3	17	12	172	\$14 per week.....	.194
	1	17	12	172	\$12.25 per week.....	.17
Linemen's helpers.....	1	6	10	60	25 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
	22	6	10	60	20 cents per hour.....	
Motormen.....	1	6	10	60	\$2.75 per day.....	.275
	1	6	10	60	30 cents per hour.....	
	42	6	10	60	25 cents per hour.....	
	7	6	10	60	23 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
Pavers.....	13	7	10	70	32½ cents per hour ².....	.348
	23	7	10	70	30 cents per hour ².....	.321
	8	7	10	70	27½ cents per hour ².....	.295
	11	7	10	70	25 cents per hour ².....	.268
	49	7	10	70	22½ cents per hour ².....	.241
Switchmen.....	2	6	10	60	\$2.50 per day.....	.25
Trackmen.....	33	6	10	60	25 cents per hour.....	
	1	6	10	60	23 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
Trackwalkers.....	9	6	10	60	do.....	
Barn and shop:						
Armature winders.....	4	6	9½	54	33 cents per hour.....	
	13	6	9½	54	30 cents per hour.....	
	5	6	9½	54	28 cents per hour.....	

¹ Off 1 day per week unless needed. ² Paid rate and a half for Sunday. ³ Worked 7½ hours on Saturday.

1100 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

ST. LOUIS, MO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Armature winders' helpers.....	5	6	1 9 ¹ / ₂	1 54	25 cents per hour.....	
	7	6	1 9 ¹ / ₂	1 54	22 ¹ / ₂ cents per hour.....	
	4	6	1 9 ¹ / ₂	1 54	19 ¹ / ₂ cents per hour.....	
	12	6	1 9 ¹ / ₂	1 54	17 cents per hour.....	
	5	6	1 9 ¹ / ₂	1 54	14 cents per hour.....	
Car cleaners.....	7	7	10	70	\$2 per day.....	\$0.20
	1	7	10	70	\$1.75 per day.....	.175
	2	7	10	70	\$1.60 per day.....	.16
	5	7	10	70	20 cents per hour.....	
	99	7	10	70	16 cents per hour.....	
Car oilers.....	9	2 7	10	2 65	22 ¹ / ₂ cents per hour.....	
	13	2 7	10	2 65	20 cents per hour.....	
	2	2 7	10	2 65	19 ¹ / ₂ cents per hour.....	
Carpenters.....	66	6	1 9 ¹ / ₂	1 54	30 cents per hour.....	
	75	6	1 9 ¹ / ₂	1 54	28 cents per hour.....	
	13	6	1 9 ¹ / ₂	1 54	25 cents per hour.....	
	15	6	10	60	40 cents per hour.....	
	1	2 7	10	2 65	28 cents per hour.....	
	9	2 7	10	2 65	25 cents per hour.....	
Car placers.....	8	6	1 9 ¹ / ₂	1 54	do.....	
	3	6	1 9 ¹ / ₂	1 54	22 ¹ / ₂ cents per hour.....	
	1	7	12	84	\$67.50 per month.....	.185
	1	7	12	84	\$2.40 per day.....	.20
	1	7	12	84	\$2.35 per day.....	.196
	2	7	12	84	\$2.25 per day.....	.188
	7	7	12	84	\$2.10 per day.....	.175
	7	7	12	84	\$2 per day.....	.167
	3	7	12	84	\$1.75 per day.....	.146
	2	7	12	84	20 cents per hour.....	
	1	7	12	84	17 ¹ / ₂ cents per hour.....	
Car repairers.....	5	6	1 9 ¹ / ₂	1 54	30 cents per hour.....	
	21	6	1 9 ¹ / ₂	1 54	28 cents per hour.....	
	11	6	1 9 ¹ / ₂	1 54	25 cents per hour.....	
	45	2 7	10	2 65	do.....	
	63	2 7	10	2 65	22 ¹ / ₂ cents per hour.....	
	55	2 7	10	2 65	20 cents per hour.....	
	1	2 7	10	2 65	19 ¹ / ₂ cents per hour.....	
Electrical workers.....	2	6	1 9 ¹ / ₂	1 54	30 cents per hour.....	
	1	6	1 9 ¹ / ₂	1 54	28 cents per hour.....	
	1	6	1 9 ¹ / ₂	1 54	25 cents per hour.....	
	1	6	10	60	\$100 per month.....	.383
	1	6	10	60	\$2.75 per day.....	.275
	2	6	10	60	27 ¹ / ₂ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	4	6	10	60	22 ¹ / ₂ cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	3	6	10	60	17 ¹ / ₂ cents per hour.....	
Laborers.....	13	6	1 9 ¹ / ₂	1 54	22 ¹ / ₂ cents per hour.....	
	1	6	1 9 ¹ / ₂	1 54	20 cents per hour.....	
	20	6	1 9 ¹ / ₂	1 54	19 ¹ / ₂ cents per hour.....	
	2	2 7	10	2 65	22 ¹ / ₂ cents per hour.....	
	1	2 7	10	2 65	20 cents per hour.....	
	2	7	10	70	\$1.60 per day.....	.16
	7	7	10	70	16 cents per hour.....	
Machinists.....	2	6	1 9 ¹ / ₂	1 54	35 cents per hour.....	
	6	6	1 9 ¹ / ₂	1 54	33 cents per hour.....	
	1	6	1 9 ¹ / ₂	1 54	32 cents per hour.....	
	1	6	1 9 ¹ / ₂	1 54	31 cents per hour.....	
	13	6	1 9 ¹ / ₂	1 54	30 cents per hour.....	
	10	6	1 9 ¹ / ₂	1 54	28 cents per hour.....	
	3	6	1 9 ¹ / ₂	1 54	25 cents per hour.....	
	1	2 7	10	2 65	27 ¹ / ₂ cents per hour.....	
	2	2 7	10	2 65	25 cents per hour.....	

¹ Worked 7¹/₂ hours on Saturday.

² Every other Sunday off.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SALT LAKE CITY, UTAH.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bonders.....	3	6	10	60	\$2 per day.....	\$0.20
Drivers.....	1	6	19	150	30 cents per hour.....	
	1	6	19	150	28 cents per hour.....	
	1	6	10	60	\$2.25 per day.....	.225
Greasers.....	8	7	9	63	\$2.35 per day.....	.261
Laborers.....	162	6	10	60	\$1.75 per day.....	.175
	1	7	10	70	do.....	.175
	15	2 ⁷	10	265	do.....	.175
Linemen.....	2	6	8 ⁸	44	54 cents per hour.....	
	1	6	8 ³	51	do.....	
Linemen's helpers.....	10	6	8 ⁸	44	28 cents per hour.....	
	1	6	4 ⁸	47	do.....	
Trackmen.....	2	6	10	60	\$3 per day.....	.30
	4	6	10	60	\$2.75 per day.....	.275
	2	6	10	60	\$2.50 per day.....	.25
	1	2 ⁷	10	65	\$2.50 per day.....	.25
	2	7	10	70	\$2.75 per day.....	.275
Barn and shop:						
Armature winders.....	1	6	5 ¹⁰	59	364 cents per hour.....	
Car cleaners.....	1	6	5 ¹⁰	59	20 cents per hour.....	
	1	2 ⁷	10	65	24 cents per hour.....	
	9	7	6 ¹⁰	68	22½ cents per hour ⁶.....	.238
Car oilers.....	1	7	10	70	30 cents per hour ⁷.....	.321
Carpenters.....	4	6	5 ¹⁰	59	34 cents per hour.....	
	21	6	5 ¹⁰	59	32½ cents per hour.....	
	1	6	5 ¹⁰	59	25 cents per hour.....	
	1	6	10	60	\$2.75 per day.....	.275
	1	7	10	70	25 cents per hour ⁷.....	.268
Car repairers.....	2	6	5 ¹⁰	59	30 cents per hour.....	
	1	6	5 ¹⁰	59	27½ cents per hour.....	
	2	6	5 ¹⁰	59	25 cents per hour.....	
	2	6	5 ¹⁰	59	24 cents per hour.....	
	2	6	5 ¹⁰	59	22½ cents per hour.....	
	7	8 ⁷	8 ¹⁰	64	30 cents per hour ⁷.....	.323
	4	7	8 ¹⁰	69	27½ cents per hour ⁷.....	.295
	3	7	10	70	27½ cents per hour ⁷.....	.295
	2	7	10	70	25 cents per hour ⁷.....	.268
	1	7	10	70	22½ cents per hour ⁷.....	.241
Machinists.....	2	6	5 ¹⁰	59	35 cents per hour.....	
	1	6	5 ¹⁰	59	31½ cents per hour.....	

SAN ANTONIO, TEX.

Line and track:						
Drivers.....	2	6	9	54	\$1.75 per day.....	\$0.193
	1	6	9	54	\$1.50 per day.....	.167
Flagmen.....	1	7	9	63	\$2.34 per day.....	.26
	1	7	9	63	\$2.07 per day.....	.23
	1	7	9	63	\$1.98 per day.....	.22
	1	7	9	63	\$1.89 per day.....	.21
Laborers.....	2	6	9	54	\$1.50 per day.....	.167
	167	6	10	60	do.....	.15
Linemen.....	5	6	8	48	\$3.50 per day.....	.438
Linemen's helpers.....	7	6	8	48	\$1.50 per day.....	.188
Motormen.....	2	6	9	54	\$2.34 per day.....	.26
	2	6	9	54	\$2.25 per day.....	.25
	1	6	9	54	\$2.16 per day.....	.24
Welders.....	1	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.50 per day.....	.278

¹ Worked 5 hours on Saturday.
² Every other Sunday off.
³ Worked 4 hours on Saturday.
⁴ Worked 4½ hours on Saturday.
⁵ Worked 9 hours on Saturday.
⁶ Worked 8 hours on Sunday; paid for 12 hours.
⁷ Paid for 1½ time Sunday.
⁸ Worked 9 hours on Saturday. Every other Sunday off; paid for 1½ time Sunday.

1102 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SAN ANTONIO, TEX.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders	1	6	8	48	\$3.50 per day	\$0.438
	2	6	8	48	\$2.50 per day .....	.313
Armature winders' helpers	1	6	8	48	\$2 per day .....	.25
	1	6	8	48	\$1.50 per day .....	.188
Car cleaners	1	17	8	152	\$1.75 per day .....	.219
	26	17	8	152	\$1.50 per day .....	.188
Carpenters	1	6	8	48	\$3.25 per day .....	.406
	15	6	8	48	\$3 per day .....	.375
	2	6	8	48	\$2.75 per day .....	.344
	1	6	8	48	\$2.50 per day .....	.313
Car repairers	1	7	8	56	\$3 per day .....	.375
	1	6	8	48	do .....	.375
	6	6	8	48	\$2.50 per day .....	.313
	1	7	8	56	\$5.75 per day .....	.344
	6	7	8	56	\$2.50 per day .....	.313
	1	7	8	56	\$2.25 per day .....	.281
	2	7	8	56	\$2 per day .....	.25
Machinists	1	6	8	48	\$3 per day .....	.375
	1	6	8	48	\$2.25 per day .....	.281

SAN FRANCISCO, CAL.

CALIFORNIA STREET CABLE RAILROAD CO.

Line and track:						
Cable men	1	6	9	54	\$125 per month	\$0.532
	1	6	9	54	\$100 per month .....	.426
Drivers	1	7	8½	59½	\$2.25 per day .....	.265
Flagmen	1	7	8½	59½	\$2.50 per day .....	.294
	2	7	8½	59½	\$2.25 per day .....	.265
Laborers	2	6	8½	51	\$2.75 per day .....	.324
	5	6	8½	51	\$2.50 per day .....	.294
	1	7	9½	66½	\$90 per month ² .....	.333
	1	7	9½	66½	\$80 per month ² .....	.296
	2	7	9½	66½	\$75 per month ² .....	.282
Transportation:						
Starters	3	6	8	48	\$100 per month .....	.479
Barn and shop:						
Car cleaners	2	6	8	48	\$50 per month .....	.24
	1	6	8½	51	\$2.50 per day .....	.294
Carpenters	1	6	8½	51	\$3.75 per day .....	.441
	1	6	8½	51	\$3.50 per day .....	.412
	1	6	8½	51	\$3 per day .....	.353
	1	6	8½	51	\$2.75 per day .....	.324
	1	6	8½	51	\$2.50 per day .....	.294
Car repairers	2	6	8½	51	do .....	.294
	2	7	8	56	\$90 per month ² .....	.396
Lamp men	1	6	8½	51	\$70 per month .....	.316
Machinists	1	6	8½	51	\$3.50 per day .....	.412
	1	6	8½	51	\$3.25 per day .....	.382
	1	6	3½	51	\$3 per day .....	.353

MUNICIPAL RAILWAY CO. OF SAN FRANCISCO.

Line and track:						
Laborers	20	7	8	56	37½ cents per hour	
Linemen	1	7	8	56	59½ cents per hour ²	\$0.636
Pavers	1	6	8	48	50 cents per hour	
	1	6	8	48	43½ cents per hour	
Transportation:						
Inspectors	9	7	8	56	\$100 per month .....	.411
Barn and shop:						
Carpenters	6	6	8	48	62½ cents per hour	
Car repairers	2	7	8	56	50 cents per hour	
	14	7	8	56	43½ cents per hour	
	6	7	8	56	37½ cents per hour	

¹ Every other Sunday off.

² Two days off per month with pay.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Continued.

UNITED RAILROADS OF SAN FRANCISCO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bonders.....	1	6	9	54	30½ cents per hour.....	
Conductors.....	1	6	9	54	27 cents per hour.....	
Drivers.....	1	6	1 10¼	1 62½	\$90 per month.....	\$0.329
	2	6	1 10¼	1 62½	\$70 per month.....	.256
	1	6	1 10¼	1 62½	\$3.50 per day.....	.333
Flagmen.....	19	6	10½	63	\$3 per day.....	.286
	1	7	9	63	\$65 per month.....	.237
	1	7	9	63	\$50 per month.....	.183
	1	7	10	70	\$65 per month ².....	.228
	2	7	10	70	\$90 per month.....	.296
	1	7	10	70	\$80 per month.....	.283
Greasers.....	1	7	10	70	\$75 per month.....	.247
	1	7	9	63	do.....	.274
	1	7	9	63	\$70 per month.....	.256
	20	7	9	63	\$65 per month.....	.237
Laborers.....	2	6	3 9	3 53	25 cents per hour ³.....	.255
	4	6	4 10	4 59	do. 4.....	.254
	3	6	4 10	4 59	22½ cents per hour ⁴.....	.229
	1	7	9	63	\$65 per month.....	.237
	1	7	9	63	\$60 per month.....	.219
	200	7	9	63	\$2 per day.....	.222
	245	7	9	63	\$1.80 per day.....	.20
Linemen.....	8	6	9	54	44½ cents per hour.....	
	3	6	9	54	41½ cents per hour.....	
Linemen's helpers.....	1	6	9	54	36½ cents per hour.....	
	2	6	9	54	33½ cents per hour.....	
	2	6	9	54	30½ cents per hour.....	
Motormen.....	11	6	9	54	25 cents per hour.....	
	1	6	3 9	3 53	33 cents per hour ³.....	.3 6
	1	6	9	54	35 cents per hour.....	
	8	7	10	70	\$3.50 per day.....	.35
	1	7	10	70	\$3.40 per day.....	.34
	4	7	10	70	\$3.30 per day.....	.33
	1	7	10	70	\$3.10 per day.....	.31
	3	7	10	70	\$3 per day.....	.30
	2	7	10	70	\$2.90 per day.....	.29
	2	7	10	70	\$2.80 per day.....	.28
	2	7	10	70	\$2.60 per day.....	.26
	2	7	10	70	\$2.50 per day.....	.25
Pavers.....	12	7	9	63	\$3 per day.....	.333
	8	7	9	63	\$2.75 per day.....	.306
	1	7	10	70	\$3 per day.....	.30
Switchmen.....	2	7	10	70	\$40 per month.....	.132
	2	7	10	70	\$2.50 per day.....	.25
Trackmen.....	112	7	9	63	\$2.25 per day.....	.25
Transportation:						
Inspectors.....	26	7	9	63	\$105 per month.....	.384
Starters.....	20	7	9	2 63	do. ².....	.411
	3	7	9	2 63	\$95 per month ².....	.371
	1	7	9	2 63	\$80 per month ².....	.313
	1	7	9	63	\$100 per month.....	.365
	1	7	10	70	do.....	.329
	2	7	10	70	\$90 per month.....	.296
Barn and shop:						
Armature winders.....	3	6	3 9	3 53	39 cents per hour ³.....	.397
Armature winder's helpers.....	1	6	3 9	3 53	30 cents per hour ³.....	.306
Bearing men.....	1	6	3 9	3 53	36 cents per hour ³.....	.367
Car cleaners.....	10	7	9	63	\$65 per month.....	.237
	4	7	9	63	\$62.10 per month.....	.227
	34	7	9	63	\$60 per month.....	.219
	2	7	9	63	\$2.40 per day.....	.267
	9	7	9	63	22½ cents per hour.....	
	5	7	9	63	20 cents per hour.....	

¹ Worked 10 hours on Saturday.
² Two days off per month with pay.

³ Worked 8 hours on Saturday; paid for 9 hours.
⁴ Worked 9 hours on Saturday; paid for 10 hours.

1104 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SAN FRANCISCO, CAL.—Concluded.

UNITED RAILROADS OF SAN FRANCISCO—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car oilers.....	1	7	9	83	\$65 per month.....	\$0.237
	7	17	10	1 65½	32½ cents per hour.....	
	2	17	10	1 65½	30 cents per hour.....	
Carpenters.....	1	6	29	2 53	\$65 per month ¹.....	.277
	1	6	29	2 53	55 cents per hour ².....	.56
	1	6	29	2 53	44 cents per hour ².....	.448
	1	6	29	2 53	42 cents per hour ².....	.428
	15	6	29	2 53	40 cents per hour ².....	.408
	8	6	29	2 53	39 cents per hour ².....	.397
	3	6	29	2 53	36 cents per hour ².....	.367
	1	6	29	2 53	33 cents per hour ².....	.336
	9	37	9	3 60	35 cents per hour ³.....	.367
	1	17	10	1 65½	35 cents per hour.....	
	1	17	10	1 65½	32½ cents per hour.....	
Car repairers.....	1	6	29	2 53	41½ cents per hour ².....	.423
	2	6	29	2 53	39 cents per hour ².....	.397
	1	6	29	2 53	38 cents per hour ².....	.387
	19	6	29	2 53	33 cents per hour ².....	.336
	5	6	29	2 53	30 cents per hour ².....	.306
	1	6	9	54	\$3 per day.....	.333
	2	37	9	3 60	31 cents per hour ³.....	.325
	1	37	9	3 60	29 cents per hour ³.....	.304
	1	37	9	3 60	27 cents per hour ³.....	.283
	1	7	9	63	\$80 per month.....	.262
	1	7	9	63	\$70 per month.....	.256
	5	17	10	1 65½	35 cents per hour.....	
	48	17	10	1 65½	32½ cents per hour.....	
	24	17	10	1 65½	30 cents per hour.....	
	3	17	10	1 65½	27½ cents per hour.....	
	1	17	10	1 65½	26 cents per hour.....	
	1	17	10	1 65½	25 cents per hour.....	
Car repairers' helpers.....	5	6	29	2 53	30 cents per hour ².....	.306
	4	17	10	1 65½	27½ cents per hour.....	
	1	17	10	1 65½	22½ cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	5	7	10	70	25 cents per hour.....	
Electrical workers.....	9	6	29	2 53	39 cents per hour ².....	.397
	2	6	29	2 53	36 cents per hour ².....	.367
	3	6	29	2 53	35 cents per hour ².....	.357
	3	6	29	2 53	33 cents per hour ².....	.336
	1	6	9	54	\$100 per month.....	.426
Laborers.....	1	47	10	4 70	\$60 per month ⁴.....	.211
	1	6	29	2 53	28 cents per hour ².....	.285
	2	6	29	2 53	25 cents per hour ².....	.255
	1	6	29	2 53	20 cents per hour ².....	.204
	1	7	9	63	\$45 per month.....	.164
Machinists.....	5	17	10	1 65½	\$60 per month.....	.211
	1	6	29	2 53	44 cents per hour ².....	.448
	13	6	29	2 53	41½ cents per hour ².....	.423
	8	6	29	2 53	39 cents per hour ².....	.397
	1	6	29	2 53	38 cents per hour ².....	.387
	2	6	29	2 53	36 cents per hour ².....	.367
	1	6	29	2 53	35 cents per hour ².....	.357
	1	6	29	2 53	34 cents per hour ².....	.346
	9	6	29	2 53	33 cents per hour ².....	.336
	3	6	29	2 53	31 cents per hour ².....	.316
	1	6	9	54	44½ cents per hour.....	
	1	7	9	63	\$100 per month.....	.365
	1	7	9	63	\$3.75 per day.....	.417

¹ One day off in 15.

² Worked 8 hours on Saturday; paid for 9 hours.

³ One day off in 3 weeks with pay.

⁴ Two days off per month with pay.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SAVANNAH, GA.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cablemen.....	2	6	9	54	22½ cents per hour.....	
Conductors.....	1	6	10	60	\$2.30 per day.....	\$0.230
Drillers.....	12	6	10	60	14 cents per hour.....	
Drivers.....	2	6	10	60	do.....	
Greasers.....	1	6	10	60	\$55 per month.....	.211
	4	1	7	10	12½ cents per hour.....	
Laborers.....	39	6	10	60	15 cents per hour.....	
	24	6	10	60	13 cents per hour.....	
Linemen.....	5	6	9	54	33½ cents per hour.....	
	1	6	9	54	30 cents per hour.....	
	1	6	9	54	28 cents per hour.....	
	1	1	7	9	158½ cents per hour.....	
	2	1	7	9	158½ cents per hour.....	
	1	1	7	9	158½ cents per hour.....	
Linemen's helpers.....	9	6	9	54	15 cents per hour.....	
	1	6	10	60	14 cents per hour.....	
Motormen.....	1	6	10	60	\$2.40 per day.....	.240
	1	6	10	60	21 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	10	60	32½ cents per hour.....	
Car cleaners.....	3	7	10	70	14 cents per hour.....	
	4	7	10	70	12½ cents per hour.....	
Car oilers.....	2	7	10	70	17½ cents per hour.....	
Carpenters.....	4	6	10	60	27½ cents per hour.....	
	1	6	10	60	20 cents per hour.....	
Car repairers.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	1	7	10	165 cents per hour.....	
	1	1	7	10	165 cents per hour.....	
	3	7	10	70	\$85 per month.....	.279
	1	7	10	70	\$70 per month.....	.23
	1	7	10	70	18½ cents per hour.....	
	3	7	10	70	17½ cents per hour.....	
Electrical workers.....	1	7	12	84	15 cents per hour.....	
Machinists.....	1	7	11	77	25 cents per hour.....	
	1	6	10	60	30 cents per hour.....	

SCRANTON, PA.

Line and track:						
Laborers.....	1	6	9	54	23.7 cents per hour.....	
	5	6	9	54	19.3 cents per hour.....	
	12	6	10	60	19½ cents per hour.....	
	1	6	10	60	18½ cents per hour.....	
	8	6	10	60	18 cents per hour.....	
	1	6	10	60	17½ cents per hour.....	
	30	6	10	60	17 cents per hour.....	
	2	6	10	60	15 cents per hour.....	
	2	6	10	60	12½ cents per hour.....	
	1	6	11	66	19½ cents per hour.....	
	2	6	11	66	17 cents per hour.....	
Linemen.....	1	1	7	9	158½ cents per hour.....	
	7	1	7	9	158½ cents per hour.....	
	2	1	7	9	158½ cents per hour.....	
	2	1	7	9	158½ cents per hour.....	
	1	1	7	10	165 cents per hour.....	
	1	1	7	10	165 cents per hour.....	
Linemen's helpers.....	5	1	7	9	158½ cents per hour.....	
	1	1	7	10	165 cents per hour.....	
	1	1	7	10	165 cents per hour.....	
	1	1	7	10	165 cents per hour.....	
Trackmen.....	1	6	10	60	23 cents per hour.....	
	5	6	10	60	22 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	1	6	11	66	26½ cents per hour.....	
	2	6	11	66	24 cents per hour.....	

¹ Every other Sunday off.

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SCRANTON, PA.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	1	6	9	54	30 cents per hour.....	
Bearing men.....	1	6	9	54	27½ cents per hour.....	
	1	6	10	60	28.6 cents per hour.....	
Car cleaners.....	1	6	9	54	23.7 cents per hour.....	
	1	6	9	54	20.9 cents per hour.....	
	1	6	9	54	20.4 cents per hour.....	
	3	6	9	54	19.3 cents per hour.....	
Car oilers.....	2	6	9	54	23.7 cents per hour.....	
Carpenters.....	14	6	9	54	28.6 cents per hour.....	
	1	6	9	54	25.3 cents per hour.....	
	1	6	9	54	23.1 cents per hour.....	
	1	6	9	54	19.3 cents per hour.....	
Car placers.....	1	6	9	54	19.3 cents per hour.....	
Car repairers.....	1	6	9	54	27 cents per hour.....	
	7	6	9	54	25.9 cents per hour.....	
	2	6	9	54	24 cents per hour.....	
	1	6	9	54	22 cents per hour.....	
	1	6	10	60	31.9 cents per hour.....	
	2	6	10	60	23.7 cents per hour.....	
Machinists.....	6	6	9	54	28.6 cents per hour.....	
	1	6	9	54	27½ cents per hour.....	
	1	6	10	60	28.6 cents per hour.....	

SEATTLE, WASH.

PUGET SOUND TRACTION, LIGHT & POWER CO.

Line and track:						
Bonders.....	2	6	10	60	30 cents per hour.....	
	3	6	10	60	27½ cents per hour.....	
Cablemen.....	2	7	10	70	\$100 per month.....	\$0.329
Greasers.....	1	1 ⁷	10	1 ⁷ 70	\$75 per month.....	.264
	16	7	10	1 ⁷ 70	\$70 per month.....	.246
Laborers.....	1	6	8	48	\$2.75 per day.....	.344
	30	6	9	54	25 cents per hour.....	
	25	6	10	60	do.....	
	1	6	11	66	27 cents per hour.....	
	7	7	10	70	27½ cents per hour.....	
Linemen.....	6	6	8	48	\$110 per month.....	.527
	2	1 ⁷	10	1 ⁷ 70	\$75 per month.....	.264
Motormen.....	5	6	8	48	\$80 per month.....	.353
	1	6	11	66	32 cents per hour.....	
Trackmen.....	5	6	10	60	35 cents per hour.....	
	2	6	10	60	30 cents per hour.....	
Welders.....	1	6	10	60	do.....	
	3	6	10	60	25 cents per hour.....	
Barn and shop:						
Armature winders.....	2	6	9	54	\$4 per day.....	.444
	4	6	9	54	\$3.25 per day.....	.361
	2	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.75 per day.....	.306
Armature winders' helpers.....	2	6	9	54	\$2.50 per day.....	.278
	4	6	9	54	\$2.25 per day.....	.25
	1	6	9	54	\$1.75 per day.....	.194
Car cleaners.....	33	7	9	63	\$2.25 per day.....	.25
Carpenters.....	2	6	9	54	\$3.50 per day.....	.389
	7	6	9	54	\$3.25 per day.....	.361
	1	6	9	54	\$3 per day.....	.333
	5	6	10	60	30 cents per hour.....	
	3	7	9	63	\$3.25 per day.....	.361
	1	7	9	63	\$3 per day.....	.333
Car repairers.....	3	6	9	54	do.....	.361
	1	6	9	54	\$3 per day.....	.333
	3	6	9	54	\$2.75 per day.....	.306
	4	6	9	54	\$2.50 per day.....	.278
	4	6	9	54	\$2.25 per day.....	.25
	1	7	9	63	\$3 per day.....	.333
	3	7	9	63	\$2.75 per day.....	.306
	34	7	9	63	\$2.50 per day.....	.278

¹ Off 2 days each month.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEE OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SEATTLE, WASH.—Concluded.

PUGET SOUND TRACTION, LIGHT & POWER CO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Car repairers' helpers.....	28	7	9	63	\$2.25 per day.....	\$0.25
Laborers.....	16	6	9	54	do.....	.25
Lamp men.....	1	7	10	70	\$70 per month.....	.23
Machinists.....	4	6	9	54	\$3.50 per day.....	.389
	5	6	9	54	\$3.25 per day.....	.361
	3	6	9	54	\$3 per day.....	.333

SEATTLE MUNICIPAL STREET RAILWAY.

Line and track:						
Laborers.....	6	6	8	48	\$3 per day.....	\$0.375
Barn and shop:						
Car repairers.....	4	7	8	56	do.....	.375

SEATTLE, RENTON & SOUTHERN RAILWAY CO.

Line and track:						
Laborers.....	16	6	10	60	25 cents per hour.....	
Linemen.....	1	6	9	54	\$100 per month.....	\$0.426
	1	6	9	54	\$90 per month.....	.383
	1	6	9	54	\$80 per month.....	.341
Trackmen.....	2	6	10	60	27½ cents per hour.....	
Barn and shop:						
Car cleaners.....	2	6	10	60	25 cents per hour.....	
	1	7	10	70	22½ cents per hour.....	
	1	7	12	84	do.....	
Carpenters.....	1	6	9	54	45 cents per hour.....	
	1	6	9	54	40 cents per hour.....	
Car repairers.....	3	6	10	60	27½ cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	1	7	12	84	27½ cents per hour.....	
Electrical workers.....	1	6	9	54	45 cents per hour.....	
	1	7	10	70	35 cents per hour.....	
Machinists.....	1	6	10	60	32½ cents per hour.....	

SIOUX CITY, IOWA.

Line and track:						
Conductors.....	1	6	11	66	\$80 per month.....	\$0.279
Laborers.....	28	6	10	60	\$2 per day.....	.20
	4	6	10	60	22½ cents per hour.....	
Linemen.....	5	6	10	60	30 cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Motormen.....	1	6	10	60	24½ cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	6	11	66	\$70 per month.....	.244
Trackmen.....	1	6	10	60	do.....	.268
	3	6	10	60	\$60 per month.....	.230
Barn and shop:						
Armature winders.....	1	6	10	60	\$100 per month.....	.383
Armature winders' helpers.....	1	6	10	60	\$75 per month.....	.288
Car cleaners.....	2	7	10	70	22½ cents per hour.....	
Car oilers.....	2	7	10	70	do.....	
Carpenters.....	1	6	10	60	35 cents per hour.....	
	2	6	10	60	32½ cents per hour.....	
	4	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
Car repairers.....	1	6	10	60	24 cents per hour.....	
	4	7	10	70	22½ cents per hour.....	
	3	7	10	70	20 cents per hour.....	

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TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SIoux CITY, IOWA—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop—Concluded.						
Electrical workers.....	1	6	10	60	30 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	26½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Machinists.....						
	1	6	10	60	27 cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	1	6	10	60	25 cents per hour.....	

SOUTH BEND, IND.

Line and track:						
Drillers.....	1	6	10	60	20 cents per hour.....	
Greasers.....	3	6	10	60	\$45 per month.....	\$0.173
Laborers.....	17	6	10	60	17½ cents per hour.....	
Linemen.....	3	6	10	60	\$75 per month.....	.288
	2	6	10	60	\$70 per month.....	.268
Linemen's helpers.....	3	6	10	60	22½ cents per hour.....	
Trackmen.....	1	6	10	60	\$70 per month.....	.268
	2	6	10	60	\$60 per month.....	.23
Transportation:						
Inspectors.....	3	7	12	84	\$75 per month.....	.206
Barn and shop:						
Armature winders.....	1	6	10	60	35 cents per hour.....	
Car cleaners.....	3	7	10	70	17½ cents per hour.....	
	1	7	11	77	do.....	
Carpenters.....	1	6	10	60	30 cents per hour.....	
	2	6	10	60	25 cents per hour.....	
	1	7	10	65	do.....	
Car placers.....	1	7	13	91	18 cents per hour.....	
	1	7	13	91	17½ cents per hour.....	
Car repairers.....	1	7	10	65	27½ cents per hour.....	
	2	7	10	70	22½ cents per hour.....	
	1	7	10	70	20 cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
Electric workers.....	1	7	10	65	27½ cents per hour.....	
Laborers.....	1	7	11	77	17½ cents per hour.....	
	1	7	12	84	do.....	
Machinist.....	1	6	10	60	30 cents per hour.....	

SPOKANE, WASH.

SPOKANE INLAND EMPIRE RAILROAD CO.

Line and track:						
Bonders.....	1	6	9	54	32½ cents per hour.....	
Laborers.....	33	6	9	54	25 cents per hour.....	
	2	6	10	60	do.....	
	3	6	11	66	do.....	
	1	7	9	59	do.....	
	1	7	9	59	do.....	
	2	7	9	63	do.....	
	2	7	9	63	do.....	
Linemen.....	2	7	9	58½	44½ cents per hour.....	
Linemen's helpers.....	3	7	9	58½	33½ cents per hour.....	
Truckmen.....	1	6	9	54	30 cents per hour.....	
Transportation:						
Inspectors.....	1	7	10	70	\$125 per month.....	\$0.411
	4	7	10	70	\$100 per month.....	.329
Starters.....	1	7	10½	73½	27½ cents per hour.....	

1 Worked 5 hours on Saturday.
 2 Every other Sunday off.
 3 Worked 5 hours on Sunday.

4 Worked 9 hours on Sunday.
 5 Worked 7 hours on Sunday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SPOKANE, WASH.—Concluded.

SPOKANE INLAND EMPIRE RAILROAD CO.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Barn and shop:						
Armature winders.....	2	6	10	60	\$95 per month.....	\$0.364
	1	6	10	60	\$85 per month.....	.326
Armature winders' helpers.....	2	6	9	54	15 cents per hour.....	
Car cleaners.....	2	7	10	70	22½ cents per hour.....	
	6	7	10	70	20 cents per hour.....	
Car oilers.....	1	7	11	77	30 cents per hour.....	
Carpenters.....	2	6	9	54	32½ cents per hour.....	
	3	6	9	54	30 cents per hour.....	
	1	7	10	70	do.....	
Car repairers.....	1	6	9	54	30 cents per hour.....	
	1	7	10	70	do.....	
	2	7	10	70	27½ cents per hour.....	
	4	7	10	70	25 cents per hour.....	
Electrical workers.....	1	7	10	70	27½ cents per hour.....	
	2	7	10	70	do.....	
	1	7	11	77	do.....	
Machinists.....	6	6	8	48	44½ cents per hour.....	
	1	6	10	60	do.....	

WASHINGTON WATER POWER CO.

Line and track:						
Bonders.....	1	7	10	70	33½ cents per hour.....	
	1	7	10	70	30 cents per hour.....	
Drivers.....	1	6	10	60	do.....	
	6	6	10	60	27½ cents per hour.....	
Greasers.....	5	7	9	45	\$67 per month.....	\$0.27
Laborers.....	1	6	9	54	\$70 per month.....	.298
	130	6	9	54	25 cents per hour.....	
Linemen.....	4	6	9	54	45 cents per hour.....	
Linemen's helpers.....	2	6	9	54	37½ cents per hour.....	
	2	6	9	54	33½ cents per hour.....	
Trackmen.....	1	6	9	54	\$75 per month.....	.319
Barn and shop:						
Armature winders.....	1	6	9	54	\$100 per month.....	.426
Armature winders' helpers.....	1	6	9	54	27½ cents per hour.....	
	3	6	9	54	25 cents per hour.....	
Car cleaners.....	1	7	10	70	do.....	
	1	7	10	70	22½ cents per hour.....	
	6	7	10	70	20 cents per hour.....	
Carpenters.....	2	6	10	60	35 cents per hour.....	
	1	6	10	60	32½ cents per hour.....	
	5	6	10	60	30 cents per hour.....	
	5	6	10	60	27½ cents per hour.....	
Car repairers.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	\$100 per month.....	.383
	3	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	3	7	10	70	25 cents per hour.....	
Electrical workers.....	1	6	9	54	\$4 per day.....	.444
Machinists.....	1	6	9	54	44 cents per hour.....	
	5	6	9	54	40 cents per hour.....	

SPRINGFIELD, ILL.

Line and track:					
Conductors.....	1	6	10	60	20 cents per hour.....
	1	6	10	60	17½ cents per hour.....
	1	7	14½	99½	24 cents per hour.....

¹ Worked 8 hours on Saturday.

² Worked 3 hours on Sunday.

1110 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, ILL.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Drivers.....	1	6	10	60	25 cents per hour.....	
	1	6	10	60	24 cents per hour.....	
	1	6	10	60	21 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
Greasers.....	1	7	10	70	do.....	
Laborers.....	1	6	10	60	do.....	
	50	6	10	60	17½ cents per hour.....	
Linemen.....	1	6	9	54	39 cents per hour.....	
Motormen.....	2	6	10	60	24 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
	1	7	12	84	24 cents per hour.....	
	1	7	12	84	23 cents per hour.....	
	3	7	12	84	22 cents per hour.....	
	1	7	14½	99½	24 cents per hour.....	
Transportation:						
Inspectors.....	2	7	10	70	\$83.33 per month.....	\$0.274
	1	7	10	70	\$2.78 per day.....	.278
Barn and shop:						
Armature winders.....	1	6	10	60	42 cents per hour.....	
Car cleaners.....	3	6	12	72	\$2 per day.....	.166
Carpenters.....	1	6	10	60	40 cents per hour.....	
	1	6	10	60	35 cents per hour.....	
Car repairers.....	2	6	10	60	24 cents per hour.....	
	1	6	10	60	23 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	4	6	10	60	21 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
Laborers.....	2	6	10	60	19 cents per hour.....	
	1	6	10	60	15 cents per hour.....	

SPRINGFIELD, MASS.

Line and track:						
Drivers.....	2	6	10	60	22 cents per hour.....	
	1	7	10	70	do.....	
Greasers.....	1	7	10	70	do.....	
	7	7	10	70	19½ cents per hour.....	
Laborers.....	5	6	10	60	22 cents per hour.....	
	28	6	10	60	19½ cents per hour.....	
Linemen.....	5	6	10	60	26.6 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
Motormen.....	3	6	9	54	28½ cents per hour.....	
	2	7	11	77	\$2.85 per day.....	\$0.259
Trackmen.....	2	6	10	60	22 cents per hour.....	
Barn and shop:						
Armature winders.....	1	7	10	70	33 cents per hour.....	
	1	7	10	70	30½ cents per hour.....	
	3	7	10	70	27½ cents per hour.....	
Bearing men.....	1	7	10	70	22 cents per hour.....	
Car cleaners.....	4	7	10	70	19½ cents per hour.....	
	13	7	10	70	16½ cents per hour.....	
Car oilers.....	1	7	10	70	24½ cents per hour.....	
	1	7	10	70	20½ cents per hour.....	
Carpenters.....	3	7	10	70	19½ cents per hour.....	
	1	7	10	70	30½ cents per hour.....	
	1	7	10	70	27½ cents per hour.....	
	1	7	10	70	26½ cents per hour.....	
Car repairers.....	1	7	10	70	24½ cents per hour.....	
	1	7	10	68	do.....	
	2	7	10	68	23 cents per hour.....	
	9	7	10	68	22 cents per hour.....	
	1	7	10	70	25 cents per hour.....	
	1	7	10	70	24½ cents per hour.....	
	1	7	10	70	23½ cents per hour.....	
	3	7	10	70	23.1 cents per hour.....	
	1	7	10	70	22 cents per hour.....	
Machinists.....	1	7	10	70	30½ cents per hour.....	

¹ Worked 8 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SPRINGFIELD, OHIO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Laborers.....	5	6	10	60	22½ cents per hour.....	
	5	6	10	60	20 cents per hour.....	
	50	6	10	60	17½ cents per hour.....	
Line inspectors.....	3	6	10	60	\$75 per month.....	\$0.288
Linemen.....	1	7	10	70	do.....	.247
Linemen's helpers.....	1	7	10	70	\$65 per month.....	.214
	1	7	10	70	\$55 per month.....	.181
Barn and shop:						
Armature winders.....	1	7	10	70	\$70 per month.....	.23
Car cleaners.....	2	6	10	60	16 cents per hour.....	
Car oilers.....	1	7	10	1 65	22½ cents per hour.....	
	1	7	10	1 65	21 cents per hour.....	
	1	7	10	1 65	20 cents per hour.....	
Carpenters.....	1	6	10	60	\$75 per month.....	.288
	1	6	10	60	45 cents per hour.....	
Car repairers.....	2	6	10	60	28 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	3	6	10	60	21 cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	2	6	11	65	22 cents per hour.....	
	1	7	10	1 65	\$80 per month.....	.283

SUPERIOR, WIS.

Transportation:						
Starters.....	2	7	10	70	\$90 per month.....	\$0.296
Barn and shop:						
Car cleaners.....	1	7	10	70	\$2.70 per day.....	.27
	2	7	10	70	\$2.15 per day.....	.215
	1	7	10	70	\$1.85 per day.....	.185
Car repairers.....	1	6	10	60	\$2.85 per day.....	.285
	1	6	10	60	\$2.50 per day.....	.25
	1	7	10	70	\$2.20 per day.....	.22

SYRACUSE, N. Y.

Line and track:						
Bonders.....	1	6	9	54	\$85 per month.....	\$0.362
	1	6	9	54	25 cents per hour.....	
Conductors.....	1	6	10	60	28 cents per hour.....	
Drivers.....	2	6	9	54	26½ cents per hour.....	
	2	6	9	54	25 cents per hour.....	
	1	6	10	60	20½ cents per hour.....	
Flagmen.....	3	7	9	63	\$1.90 per day.....	.211
	1	7	9	63	24 cents per hour.....	
	1	7	9	63	19 cents per hour.....	
Greasers.....	11	7	10	70	\$2.18 per day.....	.218
	1	7	10	70	\$1.93 per day.....	.193
Laborers.....	3	6	8	48	18 cents per hour.....	
	18	6	8	48	17 cents per hour.....	
	42	6	8	48	16 cents per hour.....	
	1	6	9	54	25 cents per hour.....	
	2	6	9	54	20 cents per hour.....	
	1	6	9	54	19½ cents per hour.....	
	2	6	9	54	17 cents per hour.....	
	1	6	10	60	17½ cents per hour.....	
	2	6	10	60	17 cents per hour.....	
	8	7	8	56	16 cents per hour.....	
	1	7	8	56	15 cents per hour.....	
	1	7	9	63	\$60 per month.....	.219
	1	7	9	63	20 cents per hour.....	

¹ Every other Sunday off.

1112 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

SYRACUSE, N. Y.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen.....	3	6	9	54	38½ cents per hour.....	
	6	6	9	54	36½ cents per hour.....	
Linemen's helpers.....	3	6	9	54	25 cents per hour.....	
Motormen.....	1	6	10	60	28 cents per hour.....	
Pavers.....	1	6	8	48	27½ cents per hour.....	
	4	6	8	48	22½ cents per hour.....	
Rail grinders.....	1	6	9	54	20 cents per hour.....	
	1	6	10	60	do.....	
Trackwalkers.....	1	7	9	63	do.....	
Transportation:						
Inspectors.....	3	7	10½	73½	\$100 per month.....	\$3.313
Barn and shop:						
Armature winders.....	1	6	9	54	31½ cents per hour.....	
	1	6	9	54	29½ cents per hour.....	
	1	6	9	54	23½ cents per hour.....	
Car cleaners.....	1	6	8	48	18½ cents per hour.....	
	15	6	9	54	do.....	
	4	6	9	54	17½ cents per hour.....	
	1	6	9	54	17 cents per hour.....	
	1	6	9	54	16½ cents per hour.....	
	1	6	9	54	16 cents per hour.....	
Car oilers.....	1	6	10	60	17½ cents per hour.....	
	1	6	9	54	23½ cents per hour.....	
Carpenters.....	4	6	9	54	31½ cents per hour.....	
	2	6	9	54	30 cents per hour.....	
	5	6	9	54	29 cents per hour.....	
	1	6	9	54	28 cents per hour.....	
Car placers.....	1	6	9	54	25½ cents per hour.....	
	1	6	9	54	18½ cents per hour.....	
Car repairers.....	2	7	10	70	28 cents per hour.....	
	3	6	9	54	30 cents per hour.....	
	3	6	9	54	26½ cents per hour.....	
	5	6	9	54	25½ cents per hour.....	
	3	6	9	54	24 cents per hour.....	
	11	6	9	54	23½ cents per hour.....	
	2	6	9	54	23 cents per hour.....	
	3	6	9	54	22 cents per hour.....	
	9	6	9	54	21½ cents per hour.....	
	1	6	9	54	20½ cents per hour.....	
	1	6	9	54	19½ cents per hour.....	
	1	8	9	54	18½ cents per hour.....	
	1	6	9½	57	27½ cents per hour.....	
	1	7	11	77	22 cents per hour.....	
Car repairers' helpers.....	2	6	9	54	21½ cents per hour.....	
	1	6	9	54	19½ cents per hour.....	
Electrical workers.....	1	6	9	54	31½ cents per hour.....	
	1	6	9	54	26½ cents per hour.....	
Laborers.....	1	6	9	54	17½ cents per hour.....	
Lamp men.....	1	6	9	54	21½ cents per hour.....	
	1	7	9	54	18½ cents per hour.....	
	1	7	12	84	15 cents per hour.....	
Machinists.....	1	6	9	54	31½ cents per hour.....	
	1	6	9	54	27½ cents per hour.....	

TACOMA, WASH.

Line and track:						
Cablemen.....	1	6	10	60	25 cents per hour.....	
Drivers.....	1	6	9	54	27½ cents per hour.....	
Flagmen.....	1	7	10	70	21 cents per hour.....	
Laborers.....	18	6	10	60	22½ cents per hour.....	
	35	6	10	60	20 cents per hour.....	
Linemen.....	1	6	9	54	\$90 per month.....	\$0.383
	1	6	9	54	\$75 per month.....	.319
	4	6	9	54	44½ cents per hour.....	
	3	6	9	54	38½ cents per hour.....	
	1	6	11½	69	\$100 per month.....	.333
	1	6	11½	69	\$75 per month.....	.25

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

TACOMA, WASH.—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track—Concluded.						
Linemen's helpers.....	7	6	9	54	27½ cents per hour.....	
Trackmen.....	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	9	54	38½ cents per hour.....	
	1	6	9	54	33½ cents per hour.....	
	1	6	9	54	30 cents per hour.....	
Armature winders' helpers.....	1	6	9	54	22½ cents per hour.....	
	1	6	9	54	20 cents per hour.....	
Car cleaners.....	4	6	10	60	\$55 per month.....	\$0.211
	4	6	9	54	22 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	1	6	10	60	20 cents per hour.....	
	2	7	10	70	22½ cents per hour.....	
	1	7	11	77	do.....	
	1	7	11	77	20 cents per hour.....	
	2	7	12	84	22½ cents per hour.....	
	1	7	12	84	20 cents per hour.....	
Car oilers.....	1	6	9	54	25 cents per hour.....	
	1	7	10	70	do.....	
	1	7	10	70	22½ cents per hour.....	
Carpenters.....	1	6	9	54	36½ cents per hour.....	
	4	6	9	54	33½ cents per hour.....	
	9	6	9	54	30 cents per hour.....	
	3	6	9	54	27½ cents per hour.....	
	1	6	9	54	25 cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	1	7	10	70	26 cents per hour.....	
Car repairers.....	1	6	9	54	33½ cents per hour.....	
	1	6	9	54	27½ cents per hour.....	
	1	6	9½	57	39⅞ cents per hour.....	
	1	6	9½	57	27½ cents per hour.....	
	1	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	3	6	10	60	25 cents per hour.....	
	1	7	10	70	30 cents per hour.....	
	2	7	10	70	25 cents per hour.....	
Electrical workers.....	1	6	10	60	33 cents per hour.....	
Machinists.....	2	6	9	54	40 cents per hour.....	
	2	6	9	54	38½ cents per hour.....	
	2	6	9	54	36½ cents per hour.....	
	2	6	9	54	33½ cents per hour.....	
	2	6	9	54	27½ cents per hour.....	
	1	6	9	54	27½ cents per hour.....	
	1	6	9	54	25 cents per hour.....	

TOLEDO, OHIO.

Line and track:						
Bonders.....	2	6	10	60	\$2.25 per day.....	\$0.225
	1	6	10	60	27½ cents per hour.....	
	1	6	10	60	24½ cents per hour.....	
Flagmen.....	3	7	10	70	27 cents per hour.....	
Laborers.....	3	6	10	60	18½ cents per hour.....	
	17	6	10	60	18 cents per hour.....	
	49	6	10	60	17½ cents per hour.....	
	1	6	10	60	17 cents per hour.....	
Motormen.....	2	7	10	70	25 cents per hour.....	
	1	7	10	70	24 cents per hour.....	
	2	7	10	70	23 cents per hour.....	
Rail grinders.....	1	6	10	60	24 cents per hour.....	
Switchmen.....	1	7	10	70	22 cents per hour.....	
	1	7	10	70	17 cents per hour.....	
Trackmen.....	2	6	10	60	25 cents per hour.....	
	2	6	10	60	24 cents per hour.....	
	1	6	10	60	22½ cents per hour.....	
	2	6	10	60	21 cents per hour.....	
	5	6	10	60	20 cents per hour.....	

¹ Every other Sunday off.

1114 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

TOLEDO, OHIO—Concluded.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Transportation:						
Inspectors.....	4	7	12	84	\$85 per month.....	\$0.233
	8	7	12	84	27 cents per hour.....	
	1	7	12	84	26 cents per hour.....	
	1	7	12	84	25 cents per hour.....	
Starters.....	6	7	12	84	\$85 per month.....	.233
	2	7	12	84	\$80 per month.....	.219
	2	7	12	84	\$70 per month.....	.192
	2	7	12	84	27 cents per hour.....	
Barn and shop:						
Armature winders.....	3	6	10	60	do.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	24½ cents per hour.....	
Armature winders' helpers.....	1	6	10	60	20½ cents per hour.....	
Bearing men.....	1	6	10	60	21½ cents per hour.....	
Car cleaners.....	2	6	10	60	23 cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
	1	6	10	60	19 cents per hour.....	
	41	6	10	60	17 cents per hour.....	
	1	7	10	70	do.....	
Car oilers.....	9	6	10	60	20½ cents per hour.....	
Carpenters.....	2	6	10	60	\$80 per month.....	.307
	16	6	10	60	30 cents per hour.....	
	2	6	10	60	28½ cents per hour.....	
	1	6	10	60	28 cents per hour.....	
	3	6	10	60	27½ cents per hour.....	
Car repairers.....	2	6	10	60	25 cents per hour.....	
	1	6	10	60	29 cents per hour.....	
	4	6	10	60	27 cents per hour.....	
	1	6	10	60	26 cents per hour.....	
	7	6	10	60	24½ cents per hour.....	
	6	6	10	60	23½ cents per hour.....	
	1	6	10	60	23 cents per hour.....	
	2	6	10	60	22½ cents per hour.....	
	8	6	10	60	22 cents per hour.....	
	8	6	10	60	20½ cents per hour.....	
Car shifters.....	1	6	10	60	20 cents per hour.....	
Electrical workers.....	1	6	10	60	20½ cents per hour.....	
	3	6	10	60	24½ cents per hour.....	
Laborers.....	1	6	10	60	17 cents per hour.....	
Machinists.....	1	6	10	60	30 cents per hour.....	
	1	6	10	60	29 cents per hour.....	
	1	6	10	60	27½ cents per hour.....	
	3	6	10	60	25½ cents per hour.....	
	1	6	10	60	25 cents per hour.....	
	1	6	10	60	22 cents per hour.....	

TOPEKA, KANS.

Line and track:						
Laborers.....	2	6	10	60	17½ cents per hour.....	
	5	6	10	60	16½ cents per hour.....	
	19	6	10	60	15 cents per hour.....	
Linemen.....	2	6	10	60	20 cents per hour.....	
Linemen's helpers.....	2	6	10	60	15 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	10	60	22½ cents per hour.....	
Car cleaners.....	1	6	10	60	16½ cents per hour.....	
	2	7	11	77	do.....	
Car oilers.....	1	7	11	77	17½ cents per hour.....	
Carpenters.....	1	6	10	60	30 cents per hour.....	
	2	6	10	60	27½ cents per hour.....	
	2	6	10	60	27 cents per hour.....	
Car repairers.....	1	7	10	70	22½ cents per hour.....	
	1	7	10	70	17½ cents per hour.....	
	1	7	11	77	27½ cents per hour.....	
Laborers.....	2	6	10	60	20 cents per hour.....	
	2	6	10	60	17½ cents per hour.....	

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.
CAPITAL TRACTION CO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Drivers.....	1	6	10	60	\$1.70 per day.....	\$0.17
	2	7	¹ 10	¹ 65	\$2 per day.....	.20
Greasers.....	2	7	10	70	\$1.70 per day.....	.17
Laborers.....	4	6	9	54	do.....	.189
	8	6	9	54	\$1.50 per day.....	.167
	1	6	10	60	\$2 per day.....	.20
	7	6	10	60	\$1.85 per day.....	.185
	18	6	10	60	\$1.75 per day.....	.175
	1	6	10	60	\$1.70 per day.....	.170
	1	7	¹ 10	¹ 65	\$1.75 per day.....	.17
	10	7	10	70	\$1.70 per day.....	.17
Line inspectors.....	8	7	12	84	\$3 per day.....	.25
Switchmen.....	15	7	10	70	\$1.70 per day.....	.17
	2	7	10	70	\$1.50 per day.....	.15
Trackmen.....	1	7	10	70	\$1.85 per day.....	.185
Transportation:						
Starters.....	1	7	11	77	\$2.25 per day.....	.20
Barn and shop:						
Armature winders.....	1	6	9	54	\$3.50 per day.....	.388
	1	6	9	54	\$3 per day.....	.33
	1	6	9	54	\$2.70 per day.....	.30
Car cleaners.....	3	² 7	9	² 60	\$1.70 per day.....	.189
	8	³ 7	11	³ 68½	do.....	.155
	7	⁴ 7	11	⁴ 73½	do.....	.155
	9	7	11	77	do.....	.155
	8	7	11	77	\$1.30 per day.....	.118
Car oilers.....	2	7	9	63	\$2 per day.....	.222
	1	7	9	63	\$1.70 per day.....	.189
Carpenters.....	1	6	9	54	\$3.50 per day.....	.389
Car repairers.....	1	6	9	54	\$3.25 per day.....	.365
	1	6	9	54	\$2.70 per day.....	.30
	1	6	9	54	\$2.50 per day.....	.278
	1	6	9	54	\$2.20 per day.....	.244
	2	6	9	54	\$2 per day.....	.222
	1	6	9	54	\$1.87 per day.....	.208
	1	6	9	54	\$1.70 per day.....	.189
	1	7	9	63	\$3 per day.....	.333
	1	7	9	63	\$2.70 per day.....	.30
	1	⁵ 7	9	⁵ 58½	\$2.25 per day.....	.225
	1	⁵ 7	9	⁵ 58½	\$2 per day.....	.222
	1	⁵ 7	9	⁵ 58½	\$1.87 per day.....	.208
	1	⁴ 7	9	⁴ 60	\$3 per day.....	.333
	1	⁴ 7	9	⁴ 60	\$2.70 per day.....	.30
	2	7	9	63	\$3 per day.....	.333
	1	7	9	63	\$2.30 per day.....	.255
	5	7	10	70	\$2 per day.....	.20
	2	7	10	70	\$1.70 per day.....	.17
Electrical workers.....	1	6	9	54	\$1.30 per day.....	.13
	1	6	9	54	75 per month.....	.319
	1	6	9	54	\$3 per day.....	.333
	1	7	¹ 10	¹ 65	\$2.50 per day.....	.25
Laborers.....	2	6	9	54	\$1.70 per day.....	.189
	2	7	9	63	\$1.60 per day.....	.178
Lamp men.....	1	⁴ 7	⁹ ½	⁴ 63½	\$1.70 per day.....	.179
Machinists.....	2	6	9	54	\$3.25 per day.....	.361
	1	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.70 per day.....	.30
	2	6	9	54	\$2.45 per day.....	.272
Plow repairers.....	1	6	9	54	do.....	.272

¹ Worked 5 hours on Sunday.
² Every third Sunday off.
³ One day off in 9.

⁴ One day off in 3 weeks.
⁵ Off every other Sunday.

1116 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

WASHINGTON, D. C.—Concluded.

WASHINGTON RAILWAY & ELECTRIC CO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Bonders.....	1	6	10	60	\$1.75 per day.....	\$0.175
Cable men.....	1	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$1.85 per day.....	.185
	1	6	10	60	\$1.75 per day.....	.175
Greasers.....	8	7	10	70	\$1.50 per day.....	.15
Laborers.....	4	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$1.90 per day.....	.19
	6	6	10	60	\$1.80 per day.....	.18
	31	6	10	60	\$1.70 per day.....	.17
	78	6	10	60	\$1.60 per day.....	.16
	137	6	10	60	\$1.50 per day.....	.15
	4	6	10	60	\$1.25 per day.....	.125
Linemen.....	6	6	10	60	\$2.50 per day.....	.25
	1	6	10	60	\$2 per day.....	.20
	1	6	10	60	\$1.75 per day.....	.175
Linemen's helpers.....	21	6	10	60	\$1.50 per day.....	.15
Switchmen.....	4	7	10 ¹ / ₂	73 ¹ / ₂	\$2 per day.....	.19
	2	7	10 ¹ / ₂	73 ¹ / ₂	\$1.88 per day.....	.179
	4	7	10 ¹ / ₂	73 ¹ / ₂	\$1.84 per day.....	.175
	12	7	10 ¹ / ₂	73 ¹ / ₂	\$1.75 per day.....	.167
	17	7	10 ¹ / ₂	73 ¹ / ₂	\$1.50 per day.....	.143
Trackmen.....	1	6	10	60	\$2.25 per day.....	.225
	5	6	10	60	\$2 per day.....	.20
Barn and shop:						
Armature winders.....	2	6	19	153	\$18 per week.....	.34
	1	6	19	153	\$16.50 per week.....	.311
	2	6	19	153	\$13.50 per week.....	.255
Armature winders' helpers.....	1	6	19	153	\$12 per week.....	.226
	2	6	19	153	\$9 per week.....	.17
Car cleaners.....	1	7	10	70	\$1.90 per day.....	.19
	10	7	10	70	\$1.75 per day.....	.175
	7	7	10	70	\$1.65 per day.....	.165
	36	7	10	70	\$1.50 per day.....	.15
Carpenters.....	8	6	19	153	\$18 per week.....	.34
	6	6	19	153	\$16.50 per week.....	.311
	19	6	19	153	\$15 per week.....	.283
Car repairers.....	1	6	19	153	\$18 per week.....	.34
	1	6	19	153	\$16.50 per week.....	.311
	1	6	19	153	\$15 per week.....	.283
	6	6	19	153	\$13.50 per week.....	.255
	3	6	19	153	\$12 per week.....	.226
	1	6	10	60	\$2.75 per day.....	.275
	1	6	10	60	\$2.50 per day.....	.25
	19	6	10	60	\$2.25 per day.....	.225
	17	6	10	60	\$2 per day.....	.20
	5	6	10	60	\$1.90 per day.....	.19
Car repairers' helpers.....	8	6	19	153	\$10.50 per week.....	.198
	4	6	19	153	\$9 per week.....	.17
	1	6	10	60	\$2 per day.....	.20
	9	6	10	60	\$1.75 per day.....	.175
	2	6	10	60	\$1.65 per day.....	.165
	1	6	10	60	\$1.50 per day.....	.15
Machinists.....	3	6	19	153	\$18 per week.....	.34
	3	6	19	153	\$16.50 per week.....	.311
	9	6	19	153	\$15 per week.....	.283
	2	6	19	153	\$13.50 per week.....	.255
	1	6	19	153	\$12 per week.....	.226

¹ Worked 8 hours on Saturday.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Continued.

WHEELING, W. VA.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Drivers.....	1	6	9	54	\$75 per month.....	\$0.319
Greasers.....	2	6	9	54	21 cents per hour.....	
	1	7	9	63	do.....	
Laborers.....	10	6	9	54	22 cents per hour.....	
	42	6	9	54	21 cents per hour.....	
Linemen.....	5	6	9	54	\$85 per month.....	.362
Linemen's helpers.....	3	6	9	54	\$2.50 per day.....	.278
Motormen.....	1	6	9	54	\$75 per month.....	.319
	1	6	12	72	29 cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	9	54	\$3.25 per day.....	.361
	1	6	9 ³ / ₄	58 ¹ / ₂	\$2.50 per day.....	.256
Car cleaners.....	1	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$2 per day.....	.205
	5	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$1.65 per day.....	.169
	1	7	11	77	\$1.90 per day.....	.173
	3	7	11	77	\$1.75 per day.....	.159
	6	7	11	77	\$1.65 per day.....	.150
	1	7	12	84	do.....	.138
Carpenters.....	1	6	9	54	\$3.40 per day.....	.378
	2	6	9	54	\$3.25 per day.....	.361
	1	6	9	54	\$3 per day.....	.333
	1	6	9	54	\$2.75 per day.....	.306
	1	6	9	54	\$2.25 per day.....	.25
Car placers.....	1	1 ⁷ / ₇	10 ¹ / ₂	1 68 ¹ / ₂	\$2.25 per day.....	.214
Car repairers.....	2	6	9	54	\$2.75 per day.....	.30
	1	6	9	54	\$2 per day.....	.222
	2	6	9	54	\$1.75 per day.....	.194
	1	6	9	54	\$1.65 per day.....	.183
	1	6	9 ³ / ₄	58 ¹ / ₂	\$2.50 per day.....	.256
	2	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$2 per day.....	.205
	3	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$1.75 per day.....	.179
	1	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$1.65 per day.....	.169
	1	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$1.25 per day.....	.125
	2	7	11	77	\$2.25 per day.....	.205
	1	7	11	77	\$2 per day.....	.182
	1	7	11	77	\$1.65 per day.....	.15
	1	7	12	84	\$2.40 per day.....	.20
Electrical workers.....	1	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$3 per day.....	.308
	4	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$2.50 per day.....	.256
	1	7	11	77 ¹ / ₂	\$3 per day.....	.273
	1	7	11	77	\$2.25 per day.....	.205
Machinists.....	1	1 ⁷ / ₇	9	1 58 ¹ / ₂	\$3.40 per day.....	.378
	1	1 ⁷ / ₇	9 ³ / ₄	1 63 ³ / ₈	\$70 per month.....	.236

WICHITA, KANS.

Line and track:						
Drivers.....	1	6	9	54	\$65 per month.....	\$0.277
Greasers.....	1	7	10	70	\$55 per month.....	.181
	1	7	10	70	\$50 per month.....	.164
Laborers.....	2	6	9	54	17 ¹ / ₂ cents per hour.....	
	1	6	10	60	22 cents per hour.....	
	2	6	10	60	20 cents per hour.....	
Linemen.....	1	6	9	54	\$90 per month.....	.383
Linemen's helpers.....	1	6	9	54	27 ¹ / ₂ cents per hour.....	
Barn and shop:						
Armature winders.....	1	6	10	60	27 ¹ / ₂ cents per hour.....	
Car cleaners.....	1	7	10	70	18 ¹ / ₂ cents per hour.....	
	1	7	11	77	17 ¹ / ₂ cents per hour.....	
Car oilers.....	1	7	11	77	\$55 per month.....	.164
Carpenters.....	1	6	10	60	32 ¹ / ₂ cents per hour.....	
Car repairers.....	1	6	10	60	\$56 per month.....	.184
	1	6	10	60	22 ¹ / ₂ cents per hour.....	
Machinists.....	2	6	10	60	24 cents per hour.....	

¹ Every other Sunday off.

1118 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

TABLE E.—RATES OF WAGES AND DAYS AND HOURS OF LABOR OF CERTAIN EMPLOYEES OTHER THAN THE CAR CREW, IN SPECIFIED CITIES, 1914—Concluded.

WILMINGTON, DEL.
PEOPLES RAILWAY CO.

Occupation.	Number of employees.	Regular full time.			Rate of wages.	Equivalent rate per hour.
		Days per week.	Hours per day.	Hours per week.		
Line and track:						
Cablemen.....	1	6	11½	69	20 cents per hour.....	.....
Laborers.....	32	6	10	60	16 cents per hour.....	.....
Linemen.....	1	7	10	70	\$70 per month.....	\$0.23
.....	1	7	10	70	\$65 per month.....	.214
Motormen.....	1	6	11½	69	20 cents per hour.....	.....
Transportation:						
Starters.....	2	17	10	170	\$75 per month.....	.264
.....	1	17	10	170	\$70 per month.....	.246
Barn and shop:						
Car cleaners.....	1	7	10	70	\$1.72 per day.....	.175
.....	2	7	10	70	\$1.50 per day.....	.15
Car repairers.....	1	6	10	60	\$2.85 per day.....	.285
.....	1	6	10	60	\$2.31½ per day.....	.231
.....	1	6	10	60	\$2.25 per day.....	.225
.....	1	17	10	70	\$1.90 per day ¹.....	.19
.....	3	17	10	70	\$1.75 per day ¹.....	.175
.....	1	17	10	70	\$1.60 per day ¹.....	.16

WILMINGTON & PHILADELPHIA TRACTION CO.

Line and track:						
Laborers.....	1	6	10	60	\$50 per month.....	\$0.192
.....	1	6	10	60	18½ cents per hour.....	.....
.....	3	6	10	60	17½ cents per hour.....	.....
.....	15	6	10	60	16 cents per hour.....	.....
Linemen.....	1	6	10	60	30 cents per hour.....	.....
.....	1	6	10	60	25 cents per hour.....	.....
Motormen.....	2	6	10	60	24 cents per hour.....	.....
Trackmen.....	1	6	10	60	27½ cents per hour.....	.....
.....	1	6	10	60	20 cents per hour.....	.....
Barn and shop:						
Armature winders.....	1	6	² 10½	² 57½	28 cents per hour.....	.....
Car cleaners.....	3	7	12	84	15 cents per hour.....	.....
Carpenters.....	1	6	10	60	22½ cents per hour.....	.....
.....	3	6	³ 10½	³ 58½	30 cents per hour.....	.....
Car repairers.....	1	7	10	70	22 cents per hour.....	.....
.....	2	7	10½	73½	20 cents per hour.....	.....
Electrical workers.....	1	6	⁴ 10	⁴ 57½	25 cents per hour.....	.....
.....	1	6	10	60	26½ cents per hour.....	.....
Laborers.....	1	6	⁴ 10½	⁴ 60	15 cents per hour.....	.....
Machinists.....	1	6	² 10½	² 57½	29 cents per hour.....	.....
.....	1	6	⁵ 10½	⁵ 59	29 cents per hour.....	.....

¹ One day off in 15.

² Worked 5 hours on Saturday.

³ Worked 6 hours on Saturday.

⁴ Worked 7½ hours on Saturday.

⁵ Worked 6½ hours on Saturday.

APPENDIX A.—BLANK FORMS FOR USE OF APPLICANTS FOR EMPLOYMENT.

APPLICATION FOR EMPLOYMENT.

BOSTON, 191....

Superintendent employment and discharge:

DEAR SIR: I hereby make application for a position as in the service of the company, with the full understanding that in the event of my securing employment I am to abide by such rules and regulations governing its employees as the management may from time to time establish.

If employed, I promise to loyally and faithfully serve the company, and to do all in my power to further its interests. To conduct myself honestly, soberly, and with proper obedience and respect to its officials, and courtesy to passengers and the public.

Age, Married or single, Where born, General condition of health,

Employed as follows:

Name of employer.	From—		To—		Reasons for leaving.
	Month.	Year.	Month.	Year.	
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....
.....	1.....	.....	1.....	.....

Give name and address of nearest relative, Have you ever been employed by a railroad or railway company other than you have stated above? Have you ever been employed under any other name? Have you or any one in whom you are interested a suit or claim pending against this company? Do you owe for any purchase on installments? Have you ever made any assignment of wages which has not been discharged? Have you ever been arrested or convicted of a misdemeanor or felony? Do you or have you ever used intoxicating liquors?

Section of road preferred,

(Full name applicant)
 (Residence)
 (P. O. address)

COMMONWEALTH OF MASSACHUSETTS.

COUNTY OF SUFFOLK.

BOSTON,191....

Then personally appeared the above-named and made oath that the foregoing statement, made and signed by him, is true to the best of his knowledge and belief.

Justice of the Peace.

1120 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

APPLICATION FOR EMPLOYMENT.

[Applicant should read carefully the following agreement, fill out blanks, and sign name and address at bottom.]

I hereby make application for employment as and if my services are accepted by the company I agree to comply strictly with all rules and regulations applicable to my position; to keep sober and temperate, and not to visit gambling houses, and abstain from use of intoxicating liquor; to at all times conduct myself in an orderly and gentlemanly manner, and work for the best interest of my employers.

It is further understood that in case my services are not satisfactory and I do not conform to your rules, the company may terminate my employment at any time; and should I desire to leave their employment, I may do so after three days' notice of such intention.

Write your full name Give date and place of birth
 Age, Weight, Height, Nationality, Married or single, Residence now at Give former residence, Trade or occupation, By whom and where were you last employed? How long were you in their employ, and why did you leave their service? Were you ever employed by any steam railroad? Or any street railway? If so, state when, where, and in what capacity you were employed, Why did you leave? Fill in the following blanks, giving date of your employment and names of employers during past three years:

From what date.	To what date.	Employed as—	At address—	In service of—
.....
.....
.....

Have you a good watch? Do you understand the dangers to life and limb which accompany the position you desire to obtain? Are you willing to join the benevolent association in connection with this company if you are accepted? Were you ever injured on or by any railroad or street railway cars? Have you any suit now pending in any court; if so, for what and where? Have you fully recovered, and are you now in good health? Did you ever have any suit against a street railway or railroad company; if so, where and when? Have you ever engaged in any strike or riot? Are you a member of any secret society or labor organization? Have you ever been arrested in a civil or criminal court; if so, when, for what, and were you convicted? Have you any defect in hearing or eyesight? Have you ever been ruptured or suffered from piles?

In event I meet with an accident resulting from my own carelessness, which is so decided either by a committee of three employees selected by the general superintendent of the company, or by the decision of the general superintendent, I agree to pay damages arising from such accident to a sum not exceeding \$25.

I hereby agree to purchase, at my own expense, twice a year, the uniform and cap designated by the company.

I hereby agree, immediately upon the happening thereof, to make, sign, and turn in to the proper officer of the company a full and truthful statement of all accidents occurring on the lines of the company of which I may have knowledge.

I hereby agree to work under instruction on trial, without pay, for such time as the company may deem necessary.

I hereby certify that the answers to the above questions are true, and I will abide by all agreements entered into.

(Signed)

..... 19.....
 References:

....., being duly sworn, says that he has answered all the questions on this application blank, and that the answers made to each and every question are made in my own handwriting, and are true, and I agree to comply with all the rules herein set forth in this application blank, so help me God.

Sworn to and subscribed before me this day of 19.....

.....
 Notary Public.

APPLICATION BLANK.

[To be filled out in handwriting of applicant, using ink. Do not fold.]

Date,, 19....

I herewith make application for position as or, and, if accepted, I promise to perform my work in an honest, courteous, willing, loyal and faithful manner; and I furthermore promise to totally abstain from all intoxicating drinks, at all times, while in the employ of this company; and I do hereby assert that all statements made and answers given hereon by me are absolutely true and correct without any reservation whatsoever.

Signature,

Present address, Age, Height, Weight, Married, single, or widower, Housekeeping or boarding, Birth-place, How long have you been in this country? How long have you been in Chicago? Previous address, Have you the necessary \$52 required for security, uniform, etc.? Are you subject to any sickness or infirmity? (Applicant will be required to pass a satisfactory physical examination before entering the company's employ.) Have you any defect whatever in sight, hearing, or speech? Are your arms, legs, hands, or feet in any way crippled? Do you use intoxicating liquors? If so, when and to what extent? Do you use tobacco? If so, how? Have you any relatives in the employ of this company? If so, give their names and positions and where employed, Have you any financial interest in any business? If so, what? State what family you have, or what persons are dependent on you for support, and where they live, Have you ever been interested in any suit or claim for personal injury? If so, when and under what circumstances? Have you ever been required to give a surety bond? If so, in what surety company? Have you ever been discharged or suspended from a position? If so, state by whom and for what cause? Have you ever been employed in any capacity by any street railway company? elevated railway company? or steam railway company? If so, give names of companies, under what foreman, and in what department,

STATE WHERE EMPLOYED THE PAST FIVE YEARS, GIVING DEPARTMENT AND FOREMAN.

My last place of employment was with, address, business, where I was employed as, from (month and year) to (month and year) Before that I was employed by, address, business, as, from to Before that by, address, business, as, from to

GIVE NAMES, ADDRESS, AND BUSINESS OF, AT LEAST, THREE OTHER REFERENCES.

Name.	Address.	Business.
Name.	Address.	Business.
Name.	Address.	Business.

Name in full,

1122 STREET RAILWAY EMPLOYMENT IN THE UNITED STATES.

APPLICATION FOR EMPLOYMENT.

New Orleans,, 191....

What is your full name? What is your age? Where were you born? In what year and month were you born? Give street and number where you live Where was your last previous residence? What is your height? Your weight? Married or single? If unmarried, who is dependent on you for support? Do you use intoxicating liquors? Have you ever been employed as a bartender, saloon keeper, or in a drug or cigar store? Have you a trade or profession? If so, state what Where were you last employed, and in what capacity? When and why did you leave your last employment? Were you ever employed by a street railway or steam road? If so, state when, where, and in what capacity? Why did you leave the service of the railroad? What is your complexion? The color of your hair? The color of your eyes? Will you pay doctor's examination fee (\$2) if you fail to pass or leave the service of the company before the expiration of three months from date of examination? Have you ever appeared at court in any case for or against this company? Have you ever made or held a claim against this company? With what results?

Fill out the following blanks, giving dates of your employment and names of employers during the past three years:

Employed by—	Address.	Employed as—	From what date.	To what date.
.....
.....
.....
.....

Is it your intention to make street-railway work your business?

REFERENCES.

Give names, occupation, and address of not less than three good, responsible persons, who are not related to you, and not former employers, whom you can refer to as to your character, etc.

Name.	Occupation.	Post-office address.
.....
.....
.....
.....

READ THIS.

In making this application and request to be appointed as a I agree, in the event of my being so employed by reason of the confidence reposed in the statements I have made above, and my personal promise that I will faithfully and honestly discharge the duties of my position, cheerfully comply with the rules and regulations laid down for my guidance; carefully use and protect from all injury any and all of the property of the railway company which may be placed in my charge and to continue in the service of the said company during the pleasure of my employers, and not to leave said service without due notice to the company, and I do also affirm that the foregoing declarations and answers I have given to the questions asked in this application are absolutely true, without any reservation whatever.

In witness whereof, I have hereunto signed this application at New Orleans, La., this day of, 191....

(Signed)

APPLICATION FOR EMPLOYMENT.

[To be answered in applicant's own handwriting. Use ink.]

Applicant's name in full (no initials), For what position,
 Where born, city (or town) of (State or Kingdom) of Date of
 birth, Trade or occupation, Married, single, or wid-
 ower, Number in family, General appearance, Color of
 eyes, Color of hair, Weight, pounds. Height, feet
 inches. Complexion, Special remarks:

Present address, No., city of Are any persons depending on you for
 support? If so, who? With whom are you living? How
 long have you resided at your present address? Where did you move from to
 that place? No., city of How long did you reside there?
 How long have you resided in San Francisco? By whom were you
 last employed? Employer's address, No., city of Em-
 ployer's business, How long in their employ? From to At
 what wages? By whom were you previously employed? Em-
 ployer's address, No., city of Employer's business, How long
 in their employ? From to At what wages? How long have
 you been out of employment? Where does your parent or nearest relative
 now reside? Name, No. Street or Avenue, city of How
 is this person related to you? To what extent do you use liquors (either wines,
 spirits, or malt) as a beverage? Were you ever injured? If so, state when,
 where, and nature of injury. Have you ever been employed on any steam
 railroad or any electric, cable, or horse railroad in any capacity? If so, state where,
 on what roads, and in what position, length of service, and cause of leaving service,
 in each case.

The persons whose names and addresses are given below are offered as references as
 to character, etc., by the applicant. Applicants will please bear in mind that the
 willing indorsements of persons well known in the community are the best possible
 references, but the indorsement of persons acquainted with applicant are more valu-
 able in this connection than the unwilling indorsement of some one more prominent,
 who is acquainted with him.

- (1) Name,
 Business,
 Street No.,
 City, State,
- (2) Name,
 Business,
 Street No.,
 City, State,
- (3) Name,
 Business,
 Street No.,
 City, State,
- (4) Name,
 Business,
 Street No.,
 City, State,

N. B.—The applicant is cautioned that inasmuch as the references on this paper will
 be called upon for such detailed (written) information as to ability, industry, charac-
 ter, habits, etc., as they can give, he should be careful to secure those who know him
 well, especially in his occupation, and who will be willing to furnish such information
 in greater detail when asked. A failure to so furnish it promptly will be deemed a
 refusal, and will be necessarily a disadvantage to the applicant, and no statement in
 lieu of it will be accepted under any circumstances.

In consideration of my receiving employment from the _____ of San Fran-
 cisco, I hereby agree that I will faithfully perform all of the duties, and fully comply
 with all of the rules and regulations now existing, or which may hereafter from time
 to time be prescribed by the _____ of San Francisco for the government of its
 employees.

I further agree that my employment with the said company may be terminated by
 it on any day or at any hour, by either written or verbal notice from the company, its
 general manager, general superintendent, or other officer of said company under whom
 I may be working.

I decline to accept the benefit of the provisions of the act of February 27, 1893,
 California Statutes, of 1893, page 54, providing for a day of rest from labor, and I

request permission to work my full time each month; being satisfied with such relief from work as said company may allow. And I expressly understand and agree that the amount paid me for each month's or week's service shall be in full for all my services during such month or week, as the case may be.

IMPORTANT.—I hereby guarantee the truth of the above answers made by me to the foregoing questions, which constitute the basis of my employment. And it is expressly understood that the _____ of San Francisco may summarily dismiss me from its service if at any time it be ascertained that I have concealed the truth or made false statements in any of the above answers.

I hereby declare that I have carefully read all of the foregoing application.

Witness my hand this day of, 191..

Signature of applicant,

[Letters of recommendation must be handed in with this application, to remain on file with the company. Applicants with such recommendation are given preference.]

CONDUCTOR'S AGREEMENT.

This agreement, Witnesseth, that, the party of the first part, having made application to _____, party of the second part, to be employed as conductor upon its cars, and, in consideration of such employment, having this day deposited with the party of the second part the sum of twenty-five (25) dollars (the same being deposited as additional guaranty of the covenants and conditions herein on part of said first party), the receipt of which is hereby acknowledged, said party of the second part has agreed to employ him as such conductor, and to continue him in its employment during its pleasure and no longer, and to pay him on its regular pay day for his services as such conductor the compensation which it shall agree upon, the same to be fixed from time to time by notices posted in the offices of its different lines; but the party of the first part, whether paid by the day or hour, or the trip, shall not be entitled to pay except for the time he shall be actually engaged in running a car.

The party of the first part promises and agrees well, honestly, and faithfully to perform the duties of a conductor for the said _____, so long as he shall be continued in that employment, and to obey and fully comply with all rules and regulations now existing, as well as those which may from time to time be prescribed by the company for the conductors on its said cars, and that he will well and truly collect, turn over, and pay to said company the fare of each and every passenger who shall ride on any car on which he shall for the time be conductor, except those only who may by the rules of said company be allowed to ride free.

The party of the first part further agrees that in the event of his losing, while in the employ of said second party, any badge, he will notify the superintendent of said company in writing immediately upon his discovering the loss of said badge, and he will pay said second party therefor such sum or amount as said superintendent may demand and determine.

The party of the first part further agrees that if, for any reason, he shall be suspended from the employment of said company, he shall not be entitled to any compensation during such suspension; and he further agrees that when his employment with said company ceases, either by resignation, suspension, or discharge, he will at once return to said company any badge, punches, or other property of said company in his possession, and that he will pay to said company, during the time he shall retain possession of any such badge, punches, or other property of said company after he has been discharged or suspended from its employ, or his employment in any way shall cease, the sum of twenty-five (25) cents for each day that the same, or any of them, are so retained by him, not as a penalty, but as liquidated damages, and such damages so computed and liquidated to be retained and deducted from any wages then due and unpaid; and he further agrees that any wages due him from the party of the second part, when his employment under this contract shall terminate, shall be retained by the said party of the second part until all of said property is by him delivered to said company.

And the said party of the first part further agrees to pay to said company any damage, either to person or property, which the said company shall sustain, directly or indirectly, by reason of his carelessness, neglect, or misconduct during the time he shall remain in the employ of the said company, and any wages which may be due to the party of the first part, at the time of such act or neglect, so causing such damage, shall be applied by the party of the second part, so far as shall be necessary, in payment thereof, and said wages and said deposit may be retained by said company until any claims for damages shall be determined by the company, and to the payment thereof said wages and said deposit may be applied.

The party of the first part further agrees to pay and turn over to said party of the second part each and every fare by him collected, and further agrees that on his failing so to do according to the rules of said second party the said first party shall forfeit all right of whatsoever name, nature, and description to the sum of money heretofore mentioned, to wit, twenty-five (25) dollars, and the same shall thereupon become the absolute property of said second party, as liquidated damages on account and by reason of such dishonesty and unlawful conversion of the property of the second party by said first party.

And upon the termination of said employment, either by the resignation by said party of the first part of his said employment, or upon his discharge by the party of the second part, if, in the judgment of the superintendent of said company, said party of the first part during his employment as said conductor has not been guilty of any neglect, carelessness, dishonesty, misconduct, unfaithfulness, incompetency, or dereliction of duty of any kind on his part in his said employment or duty of conductor, and there has been no default on his part to collect or return to the company the full amount of fares accruing and of right payable to it as aforesaid, and the company shall have suffered no loss or damage by reason of any act or neglect of said conductor, and he shall have paid to said company in full the fares of all passengers riding in the car or cars, of which he shall have been conductor, and shall have returned to the party of the second part all badges, punches, or other property entrusted by said company to him, then, and in such case, the said company agrees to pay to said party of the first part, on his written application therefor, and on his giving his receipt to the party of the second part in full of all demands to such date, the said sum of twenty-five (25) dollars.

Witness the names of the parties hereto this . . . day of . . . , A. D. 19 . . .

Signed and delivered in the presence of— [SEAL.]

.
.

By _____
President.

APPLICATION FOR EMPLOYMENT.

PENAL LAW—Section 939. A person who obtains employment or appointment to any office or place of trust by color or aid of any false or forged letter or certificate of recommendation, or any false statement in writing, as to his name, residence, previous employment, or qualification is guilty of a misdemeanor.

A person convicted of a crime declared to be a misdemeanor is punishable by imprisonment in penitentiary or county jail for not more than one year, or by a fine of not more than \$500, or by both.

I hereby make application for a position with the above-named company as, pledging myself, if employed, to faithfully and honestly discharge the duties of the position to the best of my ability and to strictly comply with the company's rules and regulations. I further promise to keep sober and temperate and abstain from the use, while on duty, of intoxicating liquors; to conduct myself honestly and with proper obedience and respect to the officials of the company and with courtesy to passengers and the public.

And I agree to have six photographs taken, of such size as may be required, and deposit the same with the company, and they shall then become the property of the company and a part of this application.

[Applicant must answer the following questions and sign this application in ink in his own handwriting.]

Name in full (no initials), Address in full, How long have you lived at present location? Single, married, or widower? Where were you born? When were you born? Name of your nearest relative, Related as Address of your nearest relative, Name of your wife's nearest relative, Related as Address of your wife's nearest relative, If out of the United States, how long have you lived in this country? Are you or have you declared your intention to become a citizen of the United States? Were you ever employed by a street, interurban, or steam railway? If so, when, where, and in what capacity? Why did you leave such service? Have you ever been convicted of any crime or misdemeanor? Do you drink intoxicating liquors? What is your trade or occupation? How long have you been out of employment?

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State on the following blank your employment and employers during the last five years:

From what date.	To what date.	Employed as—	Name and address of employers; also name of foreman or superintendent.
.....
.....
.....
.....

I agree to submit to a medical examination by the company's doctor and pay \$1 for the same.

In part consideration for my employment, I agree to return upon demand, or on severing my connection with the company, all the company's property then in my possession, and, whenever requested, to make and verify an affidavit containing a full and truthful statement of any and all accidents, ejections, refusals of transfers, and assaults of which I may have knowledge.

I understand that no compensation is paid to trainmen for the time spent while engaged "on watch" (meaning waiting at any designated point for opportunity to work), but that company's standard wages are allowed only for service rendered while actually employed on its trains. And I further understand that when I am going to and from work and when "on watch" it shall be considered that I am "off duty."

It is further understood that free riding on the cars of the company is a mere gratuity and not a part of my compensation or of a contract of employment, and that the company shall not be liable for any injuries received by me while so riding when "off duty," whether such injuries be caused by the negligence of such company, its agents, employees or servants, or otherwise.

I further agree that if I am discharged, or leave the company's services voluntarily at any time during or after the trial period above referred to, I shall have no claim against the company for services rendered or expenses incurred by me during said trial period or while performing duty on watch as above explained, and any wages earned by me shall not be due and payable until the next regular pay day of the company.

I agree to at once provide myself with a standard uniform, in accordance with the rules and regulations of the company.

While in the company's service I agree to study carefully and comply faithfully with all its rules, regulations, and orders.

I also agree to become a member of the _____ Railway Employees' Benefit Association.

I have read the foregoing and clearly understand all conditions specified therein, and to the truth of all statements made and my willingness to abide by the conditions of this contract, I hereby make affidavit.

Applicant's signature at superintendent's office,

STATE OF NEW YORK, }
 COUNTY OF MONROE, } ss:
 CITY OF ROCHESTER, }

....., being duly sworn, deposes and says that the above statement is true to the best of his knowledge and belief.

Sworn to before me this ... day of, 191....

.....
 Commissioner of Deeds,
 Monroe County, N. Y.

TO BE FILLED IN BY COMPANY ONLY.

[Photo.]

General appearance,; complexion,; weight,; height,; eyes,; hair,; application No.; seniority No.; badge Nos.; sent to learn,; appointed,; division,

APPENDIX B.—BLANK FORMS RELATIVE TO PHYSICAL CONDITION OF APPLICANTS.

COMPANY A.

STATEMENT MADE TO MEDICAL EXAMINER BY APPLICANT.

What is your full name? When were you born? Have you ever been examined by this company before? Where? When? For what position? How long have you been in the service continuously? Are you married or single? What is the name of wife or husband? What are the names of your children (if married give married names and addresses)? Sons, Daughters, What are the names of your parents, brothers, sisters now living? Father, Mother, Brothers, Sisters, If either parent or any brothers or sisters have died, give cause of death in each case? Have either of your parents or any brothers or sisters had consumption, rheumatism, insanity, cancer, or scrofula? Have you had any of the following: Appendicitis? Asthma? Bronchitis? Chronic dyspepsia? Dizzy or fainting spells? Dysentery? Fits? Gonorrhoea? Hay fever? Hemorrhoids? Pleurisy? Pneumonia? Rheumatism? Rupture? Spitting of blood? Stricture? Sunstroke? Syphilis? Urinary trouble? What long or serious sickness or sicknesses have you ever had? Where? When? When, where, and how long and with what were you last sick? What injury or injuries have you ever received? Where and when? When were you last unable to work on account of injury? Were you ever operated upon (if so, when, where, and for what)? To what extent do you use intoxicating liquors? Have you now or have you ever had any disease, tumor or ulcers or any physical defect except as above stated? Do you carry accident, health or life insurance (if so, give name of company and amount)? What position are you making application for?

I certify that my answers to the foregoing questions are recorded above correctly and truthfully.
Date 191 Signature of applicant,

COMPANY B.

DECLARATIONS MADE TO MEDICAL EXAMINER BY APPLICANT FOR EMPLOYMENT.

Full name of applicant, Age
Previous occupations,
Has any company or association ever declined to grant insurance on your life?
Has any one of your grandparents died of consumption?

Have you ever received a severe injury or undergone a surgical operation.....		When.....	Give full history: State how long disabled and results.....			
Have you ever had:		Epilepsy.....	Sunstroke.....		Dyspepsia.....	
Asthma.....		Insanity.....	Rheumatism.....		Kidney disease.....	
Habitual cough.....		Paralysis.....	Chronic diarrhea.....		Palpitation of heart.....	

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Family record.	If living.		If dead.				Ages attained by grandparents.		
	Age.	State of health.	Age.	Cause of death.	How long sick.	Date of death.	Previous health.	If living.	If dead.
Father.....								Father's father.	
Mother.....									
Brothers:								Father's mother.	
No. living.....									
No. dead.....									
Sisters:								Mother's father.	
No. living.....									
No. dead.....								Mother's mother.	

Any additional statement of applicant may be written here.
 I hereby declare that all the statements and answers to the above questions are complete and true and I expressly waive on behalf of myself and of any person who shall have or claim interest in my estate, all provisions of law forbidding any physician who has attended me, or any official of the _____ Railway and Electric Company, from disclosing any knowledge or information which they may acquire.
 Dated this ... day of 191 (Signed)

MEDICAL EXAMINER'S REPORT OF APPLICANT.

Give some mark of identification.	Have you any reason to suspect intemperate habits?	Is eyesight good?	Is applicant color blind?	Is hearing good?	Is appearance healthy?	Is there any deformity?
.....
Height. .....ft.....in.	Weight. .....lbs.	Measurements. Of chest: Full inspiration...in. Forced inspiration in. Of waist.....in.	Temperature (under tongue).	Is applicant ruptured?	If so, is hernia reducible?	Has applicant been successfully vaccinated?
.....
Rate of pulse per minute.	Is it intermittent or irregular?	Is it normal as to softness and fullness?	Has applicant any indication of having had syphilis, stricture, disease of prostate, any serious genitourinary trouble.....			
.....			
After careful inquiry and thorough physical examination do you find that applicant has disease of:		Heart.....	Respiratory organs.....	Abdominal or pelvic organs.....		
.....		Blood vessels...	Brain or nervous system..	.....	
Analysis of urine:		Is there any indication of arthritis or synovitis, either acute or chronic?		Do you find any ulcers (acute or chronic)?		
Specific gravity.....		.....		.....
Reaction.....		.....		Varicose veins.....		
Albumen.....		Do you find applicant free from physical and mental defects and in good health.....		Would you consider applicant a good risk for insurance.....		
Sugar.....		.....		.....

I certify that the above is a record of a careful examination of Mr. on this date,, 191
 M. D.

SURGICAL DIAGRAMS.

[Diagrams are here presented, with the request that surgeons locate injuries.]

COMPANY C.

CERTIFICATE OF MEDICAL EXAMINER.

Name, Address, Age, Complexion,
 Height, Weight, Color of hair, Color of eyes, General
 figure, Rate and other qualities of pulse, Sight, right eye,;
 left eye, Hearing: Right ear,; left ear, Is he color blind?
 Have applicant remove clothing, and note: Shape of chest, Describe any
 irregularities in its contour, Examine spine and note any abnormalities in its
 shape or curves, Examine joints of upper extremity, and note any old injury
 or stiffness, Is there any evidence or history of fracture of upper limbs?
 Examine heart, and note any abnormalities, Examine lungs, and note any
 abnormalities, Examine abdomen, and note any abnormalities,
 Are any of the following conditions present?: Rupture, Varicocele,
 Hydrocele, Venereal disease, Piles, Fistula-in-ano,
 Varicose veins in either leg, Examine joints of lower extremity, and note any
 old injury or stiffness, Is there evidence or history of old fracture of lower
 limbs? Has he been successfully vaccinated? Is there on his body
 any scar or other evidence of previous injury? Has he ever suffered any
 severe injury or illness? If so, describe and note any remaining effects.....

GENERAL PHYSICAL CONDITION.

REQUIREMENTS.

1. Age, 21 to 40. 2. Minimum height, 5 feet 8 inches. 3. Ability to read one-half-
 inch letters with each eye at a distance of 10 feet. 4. Ability to hear a standard watch
 tick at arm's length with each ear. 5. Freedom from venereal disease, rupture or
 deformity. 6. Good condition of all organs. 7. Satisfactory vaccination scar. 8. He
 must not be color blind.

CERTIFICATE.

I certify that the above applicant is physically qualified for active duty
 as Conductor Motorman
, 191.....
, M. D.,
 Medical Examiner.

COMPANY D.

SURGEON'S CERTIFICATE OF EXAMINATION.

Name, Age, Nationality, Residence,
 Married Single, Occupation, Application for position of
 Have you any disease or disability? Have you any deformity?
 What personal injuries have you had? Have you ever been addicted to the
 use of drugs or intoxicants?
 (Applicant sign here)
 Physical appearance, Figure, Color of eyes, Color of
 hair, Height, Weight, Chest measurement: Repose,;
 full inspiration,; forced expiration,; temperature,; pulse,;
 respiration, Girth, Condition of eyesight both eyes in use,
 Left eye,; right eye, Color sense, Hearing,; right
 ear,; left ear, Mental characteristics,; alert,; average,
, dull, Remarks,
 Date,

By , M. D.

COMPANY E.

PHYSICIAN'S CERTIFICATE.

Name, Age, Address, Nativity, 190
 Height, Weight, Married, Single, Vaccinated,
 Deformity, Ruptured, Subject to—1, fits,; 2; vertigo,
; 3, asthma, Recently gained or lost flesh,
 Condition of heart,; lungs,; pulse, Sight, Hearing,
 General health, Chest expansion, Color blindness,
 Habits, Remarks,
 (Signed), *M. D.*,
Examining Physician.

COMPANY F.

..... Division,
 191....

OCULAR TEST.

Dr.
 DEAR SIR: Please test the eyes of bearer {Mot.} at his expense, and
 report results below. {Con.}
 Yours truly, *Supt.*
 Name, Vision {Rt.,} Color sense,
 {Lt.,}
 Remarks,
 *M. D.*

MEDICAL EXAMINER'S CERTIFICATE.

Name of applicant, Address of applicant, Age,
 years. Weight, pounds. Height, feet inches. Color, Sex,
 General development, General appearance, Chest measure
 (full inspiration), inches. (Full expiration), inches. Abdominal
 measure, inches. Patellar reflex, right knee; left
 knee. Reflex elbow, right; left. Blood pressure,
 Systolic, Diastolic, Note any defect in the hand and arms,
; feet and legs,; head, face, and neck,; eyes and eyelids,;
 spine and joints,; groin,; skin,; blood vessels, Heart:
 Number of pulse beats,; character of pulse,; position of apex beat,
; auscultation, Lungs: Number of respirations,; character of
 respirations,; auscultation,; percussion, Abdomen: Appearance,
; size,; percussion, Special senses: Pupillary reflex,
; right eye,; left eye,; sight,; right eye,; left eye,
; hearing,; right ear,; left ear,

Remarks: General intelligence, cachexia, etc.,
 Test of urine passed by patient in presence of examiner, Color,;
 odor,; appearance,; reaction,; specific gravity,; albu-
 men,; sugar,; sediment,

Reason, if application is not recommended for approval,
 I certify that I have carefully examined the applicant named herein, and that
 the above is a correct description of his physical condition, and I hereby (do
 or do not) recommend the approval of his application.
 Place and date of examination 191....

Signature: *Medical Examiner.*

SURGEON'S EXAMINATION OF APPLICANT.

No. of application, 191....

Dr.:

Please examine who has applied for a position as and return report by mail.

Supt. of Transportation.

Is applicant's eyesight good? Color of eyes, Hair, Can he distinguish ordinary railroad colors red, white, green? Has applicant any defect of hearing? Any defect of heart? Any chronic or constitutional disease? Any physical defect or deformity? Applicant states that he was injured on or about Has this injury disabled him permanently? Has he marks of any injury not reported by him as above? Has applicant been ruptured? is applicant fully able to fill the position of Answer

(Signed)
Examining Surgeon.

..... 191....

RECORD OF EXAMINATION OF SIGHT, COLOR SENSE, AND HEARING.

Name, Occupation, Date,

SIGHT.

Acuteness of vision, without glasses.		Right eye.	Left eye.	Both eyes.
Distance in feet at which standard test-type are read.....				
Smallest line of standard test-type read correctly.....				
Test skein submitted.	Number selected as similar to test skeins.			
A—Green.....				
C—Red.....				

Note whether the selection is prompt or hesitating.

Standard testing lantern.	Size of opening used... Number.....	Number of color shown....					
		1	2	3	4	5	6
		Name given.....					
		7	8	9	10	11	12
		Name given.....					

HEARING.

	Right ear.	Left ear.
Number of feet at which numbers or words can be repeated correctly when spoken in a conversational tone.....		

Remarks:

