

UNITED STATES DEPARTMENT OF LABOR

L. B. Schwellenbach, *Secretary*

BUREAU OF LABOR STATISTICS

Ewan Clague, *Commissioner*

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Union Wages and Hours of Local Transit Operating Employees July 1, 1946



Bulletin No. 903

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Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
BUREAU OF LABOR STATISTICS,
Washington, D. C., May 19, 1947.

THE SECRETARY OF LABOR:

I have the honor to transmit herewith the annual report on union wage rates of local transit operating employees, as of July 1, 1946.

This report was prepared in the Bureau's Wage Analysis Branch by Herbert M. Abowitz, under the direction of Donald H. Gerrish.

EWAN CLAGUE,
Commissioner

HON. L. B. SCHWELLENBACH,
Secretary of Labor.

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*Bulletin No. 903 of the
United States Bureau of Labor Statistics*

**Union Wages and Hours of Local Transit Operating
Employees, July 1, 1946**

Summary

Basic wage rates of union streetcar and bus operators averaged \$1.10 an hour for 72 cities on July 1, 1946, an increase of 17.2 percent over July 1, 1945. The increase reflects the inclusion of many wartime bonus arrangements as part of the basic rate structure along with the postwar negotiated increases. Ninety-seven percent of the union members received rate increases. Two-fifths of those benefiting advanced by 15 to 20 percent. Shortening of time intervals between automatic wage increases benefited 6 percent of the workers. The highest rates were reported in Detroit where operators of one-man cars had a rate of \$1.32 an hour after 1 year of service, with 10 cents additional for owl runs.

Overtime payments after a specified number of hours of work and the 40-hour straight-time week are becoming increasingly prevalent. All of the workers studied were covered by agreements providing paid vacations, and 57 percent received 2 weeks' vacation after 1 year of service.

Scope of Study

This survey, first conducted in 1921, is part of the Bureau of Labor Statistics program of making Nation-wide annual studies of union wage scales and related matters in various trades.¹ Union scales herein reported for the various classifications covering organized streetcar, bus, and subway operating employees working on local city transit services were those in effect on July 1, 1946. A union scale may be defined as the minimum rates or maximum number of hours of work at straight-time agreed upon by the employer and the union for a particular trade in a given locality. Scales negotiated subsequent to

¹ The data upon which this report is based were collected by field representatives of the Bureau from officials of the local trade unions in 75 principal cities of the United States. Wherever adequate membership break-down at the various rate levels was unobtainable at the union office, the data were secured from company officials.

the survey date were reexamined wherever possible to insure inclusion of wage changes retroactive to July 1, 1946.

Operators of municipally owned intracity transit systems were included in the survey if unions acted as bargaining agents for the employees. Trackmen and maintenance workers were excluded. Of the 75 cities surveyed, 72 reported effective union agreements covering 102,164 local transit operating employees.

*Trend of Hourly Wage Rates*²

The index of hourly wage rates for union streetcar and bus operators stood at 143.1 on July 1, 1946, an increase of 17.2 percent from the preceding study (July 1, 1945). During war years many agreements in this industry provided for payment of bonuses, ranging from 2 to 7 cents an hour in different cities in addition to the basic hourly rate. During the past year most of the collective bargaining agreements in the industry made the average bonus payments a part of the basic wage structure, and provided additional increases over and above previous rates plus bonus. The bonuses were not included in previous studies as they were not a part of the rate structure although they were actually being paid. The 17.2-percent increase mentioned above, therefore, actually includes, in addition to negotiated rate increases, the bonus payments effective in war years but not recorded in the Bureau's earlier studies. Wage rates in this industry have shown gradual improvement since 1934. The most pronounced changes occurred in 1942 when a 7.3-percent increase from the preceding year was recorded.

TABLE 1.—Indexes of hourly wage rates of local transit operating employees, 1929–46

[1939=100]

Year	Index	Year	Index	Year	Index
1929.....	91.6	1935.....	91.4	1941.....	104.8
1930.....	92.5	1936.....	92.1	1942.....	112.5
1931.....	92.5	1937.....	96.4	1943.....	119.8
1932.....	90.6	1938.....	99.2	1944.....	120.8
1933.....	(¹)	1939.....	100.0	1945.....	122.1
1934.....	88.0	1940.....	101.1	1946.....	143.1

¹ Not available.

² In computing the index series (1939=100), the annual percentage change from year to year is derived from aggregates of union quotations for identical classifications in 2 successive years. The membership weights in both of the aggregates used for each year to year comparison are those reported for the second year. To obtain the index for the current year, the total of the current aggregates is divided by the previous year's aggregates and the ratio thus obtained is multiplied by the previous year's index number. The indexes are computed on this basis in order to minimize the effect of changes in union membership which might obscure the real changes in wages. The index series, rather than the actual averages of rates in this and previous reports, should be used to determine the trend of hourly wage rates. Changes in coverage and shifts in union membership distort a direct comparison of average rates in two periods.

Increases in average basic scales between July 1, 1945, and July 1, 1946, and incorporation of bonuses in these scales were mainly responsible for the upward movement in rates. Nevertheless, approximately 6 percent of the total membership concentrated in seven widely scattered cities benefited by rate adjustments brought about by the reduction of time intervals between automatic wage increases under contracts providing for graduated scales.

Hourly Wage Rates, July 1, 1946

Organized streetcar and bus operators in 72 cities averaged \$1.10 an hour on July 1, 1946. Fifty-five percent of the workers received between \$1 and \$1.15, and of these a majority had hourly rates ranging from \$1.10 to \$1.15. Less than 7 percent of the workers had hourly rates below the July 1, 1945, national average of 94.4 cents. Rates of at least \$1 an hour were reported by 8 of every 10 members in contrast to 2 out of 10 revealed in the preceding survey. Twenty-three percent of the workers reported scales of at least \$1.20, but of these a majority did not receive as much as \$1.25.

As previously indicated, the comparisons between 1945 and 1946 are necessarily limited to the basic rate structures in effect on the survey dates, and do not include additions to basic scales, such as the various wartime bonus arrangements existing in 30 covered cities last year. These increments, varying from pay period to pay period, served to increase operators' hourly earnings. Bonus plans approved by the War Labor Board could not exceed 7 cents per hour. However, plans in operation before the War Labor Board's order were not affected. In one city (Binghamton, N. Y.), the bonus plan provided an additional 17 cents to the operators' hourly rate. This bonus, plus an additional 6 cents per hour, was incorporated into the basic rate structure by the time of the current survey.

Streetcar and bus operators were usually paid on a graduated scale based on the employee's length of service with the company. The period between rate changes varied considerably among different cities ranging from 1½ months for some classifications in Philadelphia to as long as 1 year in several cities. Most agreements stipulated an entrance, an intermediate, and a maximum rate.³ Most frequently, the latter applied after completion of 1 or 2 years' service, though some agreements had such provisions ranging from 6 months (Jackson, Miss.) to 4 years (New York City) and as many as seven progression steps from entrance rate through the maximum rate. There

³ This so-called "maximum rate" is actually the minimum union scale after a specified period of employment with the company, and is not a maximum rate in the sense that the company may not pay more.

was great variance in the differences between entrance and maximum rates among cities and among companies operating within a city. Although the differentials were generally 5, 8, or 10 cents, differences of from 2 to as much as 27 cents an hour were reported.

Rates for operators and conductors on two-man cars, reported by 20 cities, were lower than those effective for operators of one-man vehicles in those cities. Although the maximum rate was generally about 10 cents an hour higher for the one-man car and bus operators, differences of 5 and 7 cents were also frequent.

Entrance rates for one-man vehicle operators ranged from 68 cents an hour in Nashville, Tenn., to \$1.24 in Chicago, while for operators and conductors on two-man cars entrance rates ranged from 79 cents in Omaha, Nebr., to \$1.12 in Detroit, Mich. In those cities where two-man vehicles are utilized no wage differential exists between the rate applying to conductors and motormen. In many instances the conductor may be a low seniority man and consequently fall within the lower bracket of the same scale progression. Generally the two classifications are interchangeable.

Maximum rates for one-man vehicle operators varied from 80 cents in Madison, Wis., Wichita, Kans., and York, Pa., to \$1.32 in Detroit, Mich., where an additional 10 cents an hour was paid for work on owl runs. For two-man vehicle operators, the maximum hourly rate ranged from 86 cents in Omaha, Nebr., to \$1.22 in Detroit (10 cents additional for owl runs).

TABLE 2.—Percentage distribution of union operating employees in the local transit industry by hourly wage rates, July 1, 1946

Hourly wage rates	Percent of union members by occupation			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Under 80 cents	0.6	1.1	(¹)	-----
80 and under 85 cents	.9	1.4	0.2	-----
85 and under 90 cents	1.7	1.9	1.9	-----
90 and under 95 cents	3.6	5.2	1.5	0.2
95 cents and under \$1.00	9.5	7.8	12.8	9.3
\$1.00 and under \$1.05	13.1	16.8	6.7	10.5
\$1.05 and under \$1.10	13.3	18.5	4.4	10.5
\$1.10 and under \$1.15	28.8	13.8	58.1	27.0
\$1.15 and under \$1.20	5.2	3.3	7.5	9.0
\$1.20 and under \$1.25	12.2	16.8	6.3	3.5
\$1.25 and under \$1.30	5.2	7.5	-----	7.7
\$1.30 and under \$1.35	3.7	5.8	.6	.9
\$1.35 and over	2.2	.1	-----	21.4

¹ Less than 0.05 of 1 percent.

Changes in Wage Rates Between 1945 and 1946

Almost all (97 percent) of the organized local transit workers received increases in basic rates after July 1, 1945. Two-fifths of the members reported increases of 15 to 20 percent, and almost a third benefited by gains of 20 to 30 percent. Although the July 1, 1945, study revealed but 2 percent of the members as having secured improvement in basic rates to the extent of 10 percent or more, considerably over 90 percent of the members had registered gains at or above this level by July 1, 1946.

Among about 55 percent of the one-man car operators, increases for half of them ranged from 10 to 15 percent and for the others from 15 to 20 percent. Most of the remaining operators in this category benefited by rates ranging from 20 to 30 percent higher than in the previous year. Nearly 6 of every 10 motormen and conductors on two-man vehicles reported gains of 15 to 20 percent, while three-quarters of those engaged in subway and elevated operations had raises of 15 to 25 percent. All of the remaining members in the latter group reported basic wage gains of at least 25 percent. It must be remembered that these increases include in many cases the addition of previously effective bonus payments to the basic rate structure.

TABLE 3.—*Extent of changes in wage rates for local transit operating employees and percent of members affected by increases between July 1, 1945, and July 1, 1946*

Trade	Percent of members having—		Percent of members having increase of—							
	No change	Increase	Less than 5 percent	5 and under 10 percent	10 and under 15 percent	15 and under 20 percent	20 and under 25 percent	25 and under 30 percent	30 and under 35 percent	35 percent and over
All local transit operating employees...	3.1	96.9	0.9	2.8	23.1	39.6	16.6	12.6	1.3	(1)
Operators of 1-man cars and busses....	4.3	95.7	1.7	4.2	27.0	28.4	19.9	13.8	.7	(1)
Motormen and conductors of 2-man surface cars.....	2.0	98.0	-----	1.4	24.0	58.1	5.1	6.7	2.6	0.1
Elevated and subway lines.....	-----	100.0	-----	-----	-----	40.9	34.3	24.2	.4	.2

¹ Less than 0.05 of 1 percent.

Post Survey Rate Changes

Rate increases in the local transit industry have become effective since July 1, 1946, in at least 12 cities, according to limited available information. Basic rate advances of at least 20 cents an hour were reported for bus operators in Chicago and New York. Members in Wichita effected a reduction in the time interval between rate pro-

gressions and benefited by 20 cents an hour if employed 18 months. Increases of 11, 12, and 13 cents, respectively, were reported for Staten Island bus operators, Columbus streetcar operators, and Salt Lake City bus operators. Among the cities for whom higher scales were reported for operators of one-man vehicles were Scranton (8 cents) and Rock Island and Spokane (5 cents). Smaller increases were reported in several other cities.

*Weekly Hours and Overtime Rates*⁴

The payment of overtime rates after a specified number of hours, regardless of the length of the run, is becoming increasingly prevalent. Previous Bureau of Labor Statistics reports revealed that one-third of the union members tabulated in 1944 worked under agreements providing for a limit on straight-time hours. The following year this proportion increased to three-quarters, and by July 1, 1946, almost 9 of every 10 union workers were covered by such hour limitations.

A run may be defined as a definite number of trips over a given route. Many runs are "swing runs," operated during the morning and afternoon rush hours, with a layoff of 4 or 5 hours in the middle of each day. Straight-time hours on swing runs are usually limited to specific periods spread over a wide time interval, with overtime pay at time-and-a-half required after a span of 12 or 13 hours a day. Unions have for many years steadfastly worked to keep swing runs at a minimum, and this has been accomplished by contract stipulations requiring a large percentage of straight runs guaranteeing 40 or 48 hours' pay per week. Because an operator's take-home pay is dependent on the run, most union agreements provide for periodic selection of runs, usually every 3 or 6 months, on a seniority basis. Swing runs and trippers are generally operated by low-seniority or "extra" men.

TABLE 4.—*Distribution of union local transit operating employees by weekly hours, July 1, 1946*

Occupation	Percentage of workers with straight-time weekly hours of—								Limited only by length of run
	40	Over 40 and under 44	44	45	48	Over 48 and under 51	51	Over 51	
All occupations.....	31.6	4.0	22.0	0.2	27.0	0.3	2.3	1.1	11.5
Operators of 1-man cars and busses..	27.5	4.8	19.0	.3	25.9	.6	3.9	1.9	16.1
Motormen and conductors of 2-man surface cars.....	43.3	1.8	34.1	.....	14.3	.....	.....	.2	6.3
Elevated and subway lines.....	18.2	6.3	2.6	.....	72.4	.....	.....	.....	.5

⁴ Weekly hours considered here refer to the maximum number of hours a week permitted by union agreements before overtime rates become effective. The actual number of hours worked in any 1 week may be greater or less than the weekly hours discussed.

Although the Fair Labor Standards Act specifically exempted the street-railway industry from its penalty overtime provisions, because of the nature of local transit operations, overtime pay after 40 hours is receiving increasing acceptance. Whereas in 1944 but few members received overtime after 40 hours, the current study revealed over 30 percent of the membership covered by such contract provisions.

Straight-time hour limitations varied from 40 to 57 hours a week. About three-fifths of the members had a straight-time workweek of 44 hours or less and most of the remaining members with straight-time hour limitations received overtime after 48 hours a week. During the study interval approximately 1 of every 10 members received a reduction in the straight-time workweek. Should opportunity for overtime work exist these workers would be entitled to premium payment after the performance of fewer hours than formerly. Though few members working on two-man cars received hour reductions, over 25 percent of the subway and elevated workers and about 12 percent of the operators of one-man vehicles were so affected.

Virtually all of the workers engaged in local transit operations were covered by contracts providing for the payment of time and a half for work performed either beyond the specified straight-time hours or on the completion of a definite run.

Vacations

All the agreements in the 72 cities included in the survey provided for paid vacations. Well over a majority of the members received a 2 weeks' vacation after 1 year and almost a third received at least 1 week's vacation after 1 year. About one-eleventh of the members were covered by contracts providing other than standard vacation clauses, such as 1 week after 1,280 hours' service and 2 weeks after 1,800 hours' service in Los Angeles, or 1 week's vacation for service ranging from 160 to 192 working days and 2 weeks after 192 working days in Worcester.

All the agreements containing other than customary vacation clauses provided for at least 1 week of vacation after 1 year and several granted additional days for a specified number of subsequent years of service.

Rates Paid in Each City

The union rates per hour in effect on July 1, 1946, and July 1, 1945, by city, are shown in table 5.

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Atlanta, Ga.</i>				
2-man cars and feeder busses:				
First 6 months.....	\$0.930	\$0.720		
7-12 months.....	.980	.770		
After 1 year.....	1.010	.800		
1-man cars and busses:				
First 6 months.....	.990	.790		
7-12 months.....	1.040	.840		
After 1 year.....	1.070	.870		
<i>Baltimore, Md.</i>				
2-man cars				
First 3 months.....	.980		44	
4-12 months.....	1.010		44	
After 1 year.....	1.030		44	
1-man cars and busses:				
First 3 months.....	1.030		44	
4-12 months.....	1.050		44	
After 1 year.....	1.080		44	
<i>Binghamton, N. Y.</i>				
Busses:				
First 3 months.....	.895	.665		
4-12 months.....	.945	.715		
After 1 year.....	.975	.745		
<i>Birmingham, Ala.</i>				
2-man cars:				
First 6 months.....	.945	.745		
7-12 months.....	.965	.765		
After 1 year.....	.995	.795		
1-man cars and busses:				
First 6 months.....	1.020	.820		
7-12 months.....	1.040	.840		
After 1 year.....	1.070	.870		
<i>Boston, Mass.</i>				
2-man cars:				
First 3 months.....	.900	.665	42	44
4-12 months.....	1.000	.755	42	44
After 1 year.....	1.150	.915	42	44
1-man cars and busses:				
First 3 months.....	1.000	.765	42	44
4-12 months.....	1.100	.855	42	44
After 1 year.....	1.250	1.015	42	44
Rapid Transit Lines:				
Guards:				
First 3 months.....	.900	.665	42	44
4-12 months.....	1.000	.755	42	44
After 1 year.....	1.150	.915	42	44
Motormen.....	1.200	.965	42	44
<i>Buffalo, N. Y.</i>				
Busses:				
First 3 months.....	.930	.930		
4-12 months.....	.960	.960		
After 1 year.....	.980	.980		
<i>Butte, Mont.</i>				
Busses.....	1.000	.920	48	48
<i>Charleston, S. C.</i>				
Busses:				
First 3 months.....	.860	.760	54	54
4-12 months.....	.880	.780	54	54
After 1 year.....	.900	.800	54	54
<i>Charlotte, N. C.</i>				
Busses:				
First 3 months.....	.700	.600	57	
4-6 months.....	.750	.650	57	
7-12 months.....	.800	.700	57	
13-15 months.....	.850	.750	57	
After 15 months.....	.900	.800	57	

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Chicago, Ill.</i>				
2-man cars:				
First 3 months.....	\$1.090	\$0.910	40	40
4-12 months.....	1.120	.940	40	40
After 1 year.....	1.140	.960	40	40
Night cars.....	1.160	.980	40	40
1-man cars and busses:				
Day.....	1.240	1.040	40	40
Night.....	1.260	1.060	40	40
Elevated Railways:				
Motormen:				
First 3 months.....	1.097	.917	40	44
4-12 months.....	1.106	.926	40	44
After 1 year.....	1.151	.971	40	44
Conductors.....	1.106	.926	40	44
Guards (regular).....	1.088	.908	40	44
Guards (extra):				
First 3 months.....	1.060	.880	40	44
4-12 months.....	1.070	.890	40	44
After 1 year.....	1.079	.899	40	44
<i>Cincinnati, Ohio</i>				
2-man cars:				
First 3 months.....	1.000	.840	40	40
4-12 months.....	1.030	.870	40	40
After 1 year.....	1.050	.890	40	40
1-man cars and busses:				
First 3 months.....	1.070	.910	40	40
4-12 months.....	1.100	.940	40	40
After 1 year.....	1.120	.960	40	40
<i>Cleveland, Ohio</i>				
2-man cars:				
First 3 months.....	1.080	.945	44	44
4-12 months.....	1.110	.975	44	44
After 1 year.....	1.130	.995	44	44
Busses:				
First 3 months.....	1.140	1.015	44	44
4-12 months.....	1.180	1.045	44	44
After 1 year.....	1.200	1.065	44	44
<i>Columbus, Ohio</i>				
1-man cars, busses, and coaches:				
First 3 months.....	.900	.810	48	54
4-12 months.....	.930	.840	48	54
After 1 year.....	.950	.860	48	54
<i>Dallas, Tex.</i>				
1-man cars and busses:				
First year.....	.920	.770	54	54
After 1 year.....	.950	.800	54	54
<i>Dayton, Ohio</i>				
City Railway Co.:				
1-man cars and busses:				
First 3 months.....	.910	.800	51	51
4-12 months.....	.930	.830	51	51
After 1 year.....	.950	.850	51	51
Peoples' Transit Co.:				
1-man cars and busses:				
First 3 months.....	.910	.820	51	51
4-12 months.....	.930	.840	51	51
After 1 year.....	.950	.860	51	51
<i>Denver, Colo.</i>				
2-man cars:				
First 3 months.....	.940	.840	51	51
4-12 months.....	.950	.850	51	51
13-18 months.....	.960	.860	51	51
19-24 months.....	.970	.870	51	51
After 2 years.....	.980	.880	51	5

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Denver, Colo.—Continued</i>				
1-man cars, busses, and trolley coaches:				
First 3 months.....	\$0.990	\$0.890	51	51
4-12 months.....	1.000	.900	51	51
13-18 months.....	1.010	.910	51	51
19-24 months.....	1.020	.920	51	51
After 2 years.....	1.030	.930	51	51
<i>Des Moines, Iowa</i>				
1-man cars and busses:				
First 3 months.....	.965	.735		
4-9 months.....	.995	.765		
After 9 months.....	1.040	.810		
<i>Detroit, Mich.</i>				
2-man cars:				
First 6 months.....	1.120	.950	44	44
7-12 months.....	1.160	.990	44	44
After 1 year.....	1.220	1.050	44	44
Night cars.....	1.320	1.150	44	44
1-man cars and busses:				
First 6 months.....	1.220	1.050	44	44
7-12 months.....	1.260	1.090	44	44
After 1 year.....	1.320	1.150	44	44
Night busses.....	1.420	1.250	44	44
<i>Duluth, Minn.</i>				
Busses:				
First year.....	.840	.790	40	40
Second year.....	.900	.850	40	40
<i>El Paso, Tex.</i>				
1-man cars and busses:				
First 3 months.....	.750	.650	50	50
4-9 months.....	.800	.700	50	50
10-12 months.....	.850	.750	50	50
After 1 year.....	.900	.800	50	50
<i>Erie, Pa.</i>				
Busses:				
First 6 months.....	1.010	.800	40	
7-12 months.....	1.080	.870	40	
After 1 year.....	1.110	.900	40	
<i>Grand Rapids, Mich.</i>				
Busses.....	.950	.875	48	51
<i>Indianapolis, Ind.</i>				
1-man cars and busses:				
First year.....	.980	.820	40	44
1-2 years.....	1.000	.850	40	44
After 2 years.....	1.050	.900	40	44
<i>Jackson, Miss.</i>				
Busses:				
First 6 months.....	.900	.720		
After 6 months.....	.950	.780		
<i>Jacksonville, Fla.</i>				
Busses:				
First 6 months.....	.900	.810		
7-12 months.....	.950	.820		
After 1 year.....	1.000	.850		
<i>Kansas City, Mo.</i>				
1-man cars and busses:				
First 3 months.....	.945	.845	51	
4-12 months.....	.962	.862	51	
13-24 months.....	.975	.875	51	
After 2 years.....	1.000	.900	51	

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Little Rock, Ark.</i>				
1-man cars and busses:				
First 6 months.....	\$0.800	\$0.700		
7-12 months.....	.850	.750		
13-18 months.....	.900	.780		
After 18 months.....	.950	.800		
<i>Los Angeles, Calif.</i>				
Los Angeles Transit Lines:				
2-man cars:				
First 6 months.....	1.020	.810	44	44
After 6 months.....	1.110	.850	44	44
1-man cars and busses:				
First 6 months.....	1.140	.910	44	44
After 6 months.....	1.230	.950	44	44
Pacific Electric Co.:				
2-man cars:				
First 6 months.....	1.075	.890		
After 6 months.....	1.115	.930		
Single track:				
First 6 months.....	1.125	.940		
After 6 months.....	1.165	.980		
1-man cars and busses:				
First 6 months.....	1.175	.990		
After 6 months.....	1.215	1.030		
<i>Louisville, Ky.</i>				
1-man cars and busses:				
First 3 months.....	.880	.710	48	48
4-6 months.....	.960	.790	48	48
7-12 months.....	1.010	.840	48	48
After 1 year.....	1.030	.860	48	48
<i>Madison, Wis.</i>				
Busses:				
First 6 months.....	.730	.730	40	40
7-12 months.....	.760	.760	40	40
13-18 months.....	.780	.780	40	40
After 18 months.....	.800	.800	40	40
<i>Manchester, N. H.</i>				
Busses:				
First 3 months.....	.970	.815	40	45
4-12 months.....	1.030	.875	40	45
After 1 year.....	1.100	.935	40	45
<i>Memphis, Tenn.</i>				
1-man cars and busses:				
First year.....	.950	.770	48	
Second year.....	1.000	.820	48	
After 2 years.....	1.050	.870	48	
<i>Milwaukee, Wis.</i>				
2-man cars:				
First year.....	.950	.859	40	40
Second year.....	.970	.880	40	40
After 2 years.....	1.000	.901	40	40
1-man cars and busses:				
First year.....	1.010	.912	40	40
Second year.....	1.030	.933	40	40
After 2 years.....	1.050	.954	40	40
<i>Minneapolis, Minn.</i>				
2-man cars:				
First year.....	.860	.790	40	40
Second year.....	.890	.820	40	40
After 2 years.....	.920	.850	40	40
1-man cars and busses:				
First year.....	.950	.880	40	40
Second year.....	.980	.910	40	40
After 2 years.....	1.020	.950	40	40

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Mobile, Ala.</i>				
Busses:				
First 6 months.....	\$0.930	\$0.800		
After 6 months.....	.980	.850		
<i>Nashville, Tenn.</i>				
Busses:				
First 3 months.....	.680	.650		
4-12 months.....	.730	.700		
13-18 months.....	.760	.730		
19-24 months.....	.800	.770		
After 2 years.....	.830	.800		
<i>Newark, N. J.</i>				
1-man cars and busses:				
First 3 months.....	1.095	.910	48	48
4-12 months.....	1.115	.930	48	48
After 1 year.....	1.135	.950	48	48
Ironbound Transit Co.:				
Busses:				
First 6 months.....	.750	.700		
7-12 months.....	.800	.750		
After 1 year.....	.850	.800		
<i>New Haven, Conn.</i>				
1-man cars and busses:				
First 3 months.....	.990	.970	48	48
4-12 months.....	1.020	1.000	48	48
After 1 year.....	1.060	1.040	48	48
<i>New Orleans, La.</i>				
2-man cars:				
First 6 months.....	.950	.720	48	48
7-12 months.....	.980	.750	48	48
After 1 year.....	1.010	.790	48	48
Busses:				
First 6 months.....	1.020	.770	48	48
7-12 months.....	1.050	.820	48	48
After 1 year.....	1.080	.870	48	48
<i>New York, N. Y.</i>				
Subways:				
Road motormen:				
First year.....	1.300	1.100	48	48
After 1 year.....	1.350	1.150	48	48
Yard motormen:				
First year.....	1.150	.950	48	48
1-2 years.....	1.200	1.000	48	48
After 2 years.....	1.250	1.050	48	48
Conductors:				
First position:				
First year.....	1.050	.850	48	48
After 1 year.....	1.100	.900	48	48
Second position.....	1.000	.800	48	48
Platform:				
First year.....	.950	.750	48	48
After 1 year.....	.980	.780	48	48
Surface cars:				
Third Avenue Transit System:				
First 6 months.....	.790	.700	48	48
7-12 months.....	.840	.750	48	48
13-18 months.....	.890		48	
19-24 months.....	.940		48	
After 2 years.....	1.040		48	
Brooklyn-Queens Transit Lines:				
First 6 months.....	1.000	.800	48	48
7-18 months.....	1.100	.900	48	48
19-30 months.....	1.150	.950	48	48
After 30 months.....	1.200	1.000	48	48
Busses:				
Avenue B & East Broadway Transit Co.:				
First 6 months.....	.800	.720	48	48
7-12 months.....	.880	.770	48	48
13-24 months.....	.940	.800	48	48
After 2 years.....	1.040	.870	48	48

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>New York, N. Y.—Continued</i>				
Busses—Continued				
<i>Brooklyn Bus Division:</i>				
First 6 months.....	\$1. 000	\$0. 800	48	48
7-18 months.....	1. 100	. 900	48	48
19-30 months.....	1. 150	. 950	48	48
After 30 months.....	1. 200	1. 000	48	48
<i>Comprehensive & East Side Omnibus Corp.:</i>				
First 6 months.....	. 800		44	-----
7-12 months.....	. 880		44	-----
Second year.....	. 940		44	-----
After 2 years.....	1. 040		44	-----
<i>Fifth Avenue Coach:¹</i>				
<i>Drivers:</i>				
First year.....	. 890	. 890	48	48
Second year.....	. 900	. 900	48	48
Third year.....	. 930	. 930	48	48
Fourth year.....	. 940	. 940	48	48
After 4 years.....	. 950	. 950	48	48
<i>Conductors:</i>				
First year.....	. 820	. 820	48	48
Second year.....	. 830	. 830	48	48
Third year.....	. 860	. 860	48	48
4-7 years.....	. 870	. 870	48	48
After 7 years.....	. 880	. 880	48	48
<i>Green Lines:</i>				
First 6 months.....	. 860	. 720	48	48
7-12 months.....	. 900	. 760	48	48
13-24 months.....	. 960	. 820	48	48
25-30 months.....	1. 030	. 890	48	48
After 30 months.....	1. 090	. 950	48	48
<i>Jamaica Busses, Inc.:</i>				
First year.....	. 720	. 720	48	48
Second year.....	. 800	. 800	48	48
Third year.....	. 870	. 870	48	48
After 3 years.....	. 950	. 950	48	48
<i>Manhattan and Queens Lines:</i>				
First 6 months.....	. 860	. 720	48	48
7-12 months.....	. 900	. 760	48	48
13-24 months.....	. 960	. 820	48	48
25-30 months.....	1. 030	. 890	48	48
After 30 months.....	1. 090	. 950	48	48
<i>New York Omnibus Co.:</i>				
First 6 months.....	. 790	. 790	44	44
7-12 months.....	. 890	. 890	44	44
13-24 months.....	. 940	. 940	44	44
After 24 months.....	1. 040		44	-----
<i>North Shore Bus Co.:</i>				
First 6 months.....	. 870	. 720	48	48
7-12 months.....	. 910	. 760	48	48
13-24 months.....	. 980	. 830	48	48
25-30 months.....	1. 060	. 910	48	48
After 30 months.....	1. 100	. 950	48	48
<i>Queens-Nassau Transit Lines:</i>				
First year.....	. 880	. 720	48	48
Second year.....	1. 130		48	-----
<i>Schenck Transport Co.:</i>				
First 6 months.....	. 800	. 710	48	48
7-12 months.....	. 850	. 710	48	48
13-24 months.....	. 900	. 820	48	48
25-30 months.....	. 950	. 820	48	48
After 30 months.....	1. 070	. 920	48	48
<i>Staten Island Coach Co.:</i>				
First 3 months.....	. 840	. 750	48	48
4-6 months.....	. 870	. 780	48	48
7-9 months.....	. 900	. 810	48	48
10-12 months.....	. 930	. 840	48	48
13-18 months.....	. 960	. 870	48	48
19-24 months.....	1. 000	. 910	48	48
After 2 years.....	1. 040	. 950	48	48
<i>Steinway Omnibus & Greensboro Bridge Railway:</i>				
First year.....	. 880	. 720	48	48
After 1 year.....	1. 130		48	-----

¹ Plus bonus.

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>New York, N. Y.—Continued</i>				
Busses—Continued				
Third Avenue Railway Transit System:				
First 6 months.....	\$0.790	\$0.700	48	48
7-12 months.....	.840	.750	48	48
12-18 months.....	.890		48	
18-24 months.....	.940		48	
After 2 years.....	1.040		48	
Tri-Boro Coach Corp.:				
First year.....	.870	.720	48	48
Second year.....	.940	.790	48	48
Third year.....	1.020	.870	48	48
After 3 years.....	1.100	.950	48	48
<i>Norfolk, Va.</i>				
1-man cars and busses:				
First 3 months.....	.820	.700		
4-12 months.....	.870	.750		
After 1 year.....	.920	.800		
<i>Oklahoma City, Okla.</i>				
1-man cars and busses:				
First 6 months.....	.720	.720		
7-12 months.....	.750	.750		
13-24 months.....	.790	.790		
After 2 years.....	.850	.850		
<i>Omaha, Nebr.</i>				
2-man cars:				
First 6 months.....	.790	.680	54	54
7-12 months.....	.820	.710	54	54
After 1 year.....	.860	.750	54	54
1-man cars and busses:				
First 6 months.....	.840	.730	54	54
7-12 months.....	.870	.760	54	54
After 1 year.....	.910	.800	54	54
<i>Peoria, Ill.</i>				
1-man cars and busses:				
First 9 months.....	1.015		44	
10-18 months.....	1.035		44	
After 18 months.....	1.055		44	
<i>Philadelphia, Pa.</i>				
Subway, elevated and high-speed lines:				
Operators:				
First 1½ months.....	.970		44	
1½-3 months.....	.995		44	
3-4½ months.....	1.020		44	
4½-6 months.....	1.045		44	
After 6 months.....	1.070		44	
Conductors:				
First 1½ months.....	.890		44	
1½-3 months.....	.915		44	
3-4½ months.....	.940		44	
4½-6 months.....	.965		44	
After 6 months.....	.990		44	
2-man cars:				
First 1½ months.....	.890		44	
1½-3 months.....	.915		44	
3-4½ months.....	.940		44	
4½-6 months.....	.965		44	
After 6 months.....	.990		44	
1-man cars and busses:				
First 1½ months.....	.970		44	
1½-3 months.....	.995		44	
3-4½ months.....	1.020		44	
4½-6 months.....	1.045		44	
After 6 months.....	1.070		44	

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Phoenix, Ariz.</i>				
1-man cars and busses:				
First 6 months.....	\$1.000		48	
7-12 months.....	1.100		48	
13-18 months.....	1.150		48	
After 18 months.....	1.200		48	
<i>Pittsburgh, Pa.</i>				
1-man cars:				
First 3 months.....	1.155	\$0.955	40	40
4-12 months.....	1.245	1.045	40	40
After 12 months.....	1.300	1.100	40	40
Busses:				
First 3 months.....	1.150	.950	40	44
4-12 months.....	1.260	1.060	40	44
After 12 months.....	1.300	1.100	40	44
<i>Portland, Maine</i>				
Busses:				
First year.....	1.050	.920	48	48
After 1 year.....	1.080	.950	48	48
<i>Portland, Oreg.</i>				
1-man cars and busses:				
First 3 months.....	1.170	1.000	40	48
4-6 months.....	1.195	1.025	40	48
7-12 months.....	1.220	1.050	40	48
After 1 year.....	1.250	1.080	40	48
<i>Providence, R. I.</i>				
1-man cars and busses:				
First 3 months.....	1.050	.920	42½	
4-12 months.....	1.080	.950	42½	
After 12 months.....	1.100	.970	42½	
<i>Reading, Pa.</i>				
2-man cars.....	.820	.700	40	40
1-man cars and busses.....	.920	.800	40	40
<i>Richmond, Va.</i>				
1-man cars and busses:				
First 3 months.....	.820	.700		
4-12 months.....	.870	.750		
After 1 year.....	.920	.800		
<i>Rochester, N. Y.</i>				
2-man subway cars.....	1.070	.870		
Busses:				
First 3 months.....	1.060	.860		
4-12 months.....	1.080	.880		
After 1 year.....	1.100	.900		
<i>Rock Island (Ill.) district ²</i>				
Busses:				
First 6 months.....	.960	.890		
7-12 months.....	.980	.910		
After 1 year.....	1.000	.930		
<i>St. Louis, Mo.</i>				
2-man cars: ¹				
First 4 months.....	.830		48	
5-8 months.....	.880		48	
9-12 months.....	.930		48	
After 1 year.....	.980		48	
1-man cars and busses: ¹				
First 4 months.....	.900	.800	48	48
5-8 months.....	.950	.850	48	48
9-12 months.....	1.000	.900	48	48
After 12 months.....	1.050	.950	48	48

¹ Plus bonus.

² Includes Davenport, Iowa, and Moline and Rock Island, Ill.

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>St. Louis, Mo.—Continued</i>				
St. Louis County Bus Co.:				
Buses:				
First 6 months.....	\$0.925	\$0.825		
7-12 months.....	.850	.850		
13-18 months.....	.875	.875		
After 18 months.....	1.000	.900		
<i>St. Paul, Minn.</i>				
(See Minneapolis, Minn.)				
<i>Salt Lake City, Utah</i>				
Buses:				
First 6 months.....	.920	.820	49½	48
After 6 months.....	1.000	.900	49½	48
<i>San Antonio, Tex.</i>				
Buses.....	1.100	.860	40	40
<i>San Francisco, Calif.</i>				
Municipal Railway:				
2-man cars:				
First 6 months.....	1.000	.900	48	48
7-12 months.....	1.050	.925	48	48
After 1 year.....	1.100		48	
Buses:				
First 6 months.....	1.050	.950	48	48
7-12 months.....	1.100	.975	48	48
After 1 year.....	1.150		48	
California Cable Railroad:				
Gripmen and conductors:				
First 6 months.....	1.000	.900	48	48
7-12 months.....	1.050	.925	48	48
After 1 year.....	1.100		48	
<i>Scranton, Pa.</i>				
1-man cars and buses:				
First 3 months.....	.840	.740		
4-12 months.....	.890	.790		
After 1 year.....	.920	.820		
<i>Seattle, Wash.</i>				
Buses:				
First 6 months.....	1.210	1.100		
After 6 months.....	1.260	1.150		
Regular operators.....	1.260	1.154		
<i>South Bend, Ind.</i>				
Buses:				
First 6 months.....	.950	.850	40	40
7-12 months.....	.975	.875	40	40
After 1 year.....	1.000	.900	40	40
<i>Spokane, Wash.</i>				
Buses.....	1.100		45	
<i>Springfield, Mass.</i>				
Buses:				
First 3 months.....	1.110	.870	44	48
4-12 months.....	1.165	.925	44	48
After 1 year.....	1.210	.970	44	48
<i>Tampa, Fla.</i>				
1-man cars:				
First 6 months.....	.800	.700	44	44
7-12 months.....	.800	.750	44	44
After 1 year.....	.880	.800	44	44
Buses:				
First 6 months.....	.800	.720		
After 6 months.....	.880	.800		

TABLE 5.—Union wage rates of local transit operating employees, July 1, 1946, and July 1, 1945, by cities—Continued

City and classification	Rates of wages per hour		Hours per week	
	July 1, 1946	July 1, 1945	July 1, 1946	July 1, 1945
<i>Toledo, Ohio</i>				
1-man cars and busses:				
First 6 months.....	\$1.070	\$0.880		
7-12 months.....	1.090	.900		
After 1 year.....	1.120	.930		
<i>Washington, D. C.</i>				
2-man cars:				
First 3 months.....	1.020	.770	40	40
4-12 months.....	1.060	.810	40	40
After 1 year.....	1.100	.850	40	40
1-man cars and busses:				
First 3 months.....	1.120	.870	40	40
4-12 months.....	1.160	.910	40	40
After 1 year.....	1.200	.950	40	40
<i>Wichita, Kans.</i>				
Busses:				
First 6 months.....	.700	.700		
7-12 months.....	.765	.765		
After 1 year.....	.800	.800		
<i>Worcester, Mass.</i>				
1-man cars and busses:				
First 3 months.....	1.000	.870	40	48
4-12 months.....	1.050	.920	40	48
After 1 year.....	1.100	.970	40	48
<i>York, Pa.</i>				
Busses:				
First 6 months.....	.720	.720	40	40
7-12 months.....	.760	.760	40	40
After 1 year.....	.800	.800	40	40
<i>Youngstown, Ohio</i>				
Busses:				
First year.....	1.060	.900	44	
After 1 year.....	1.110	.950	44	