

**Union Wages and Hours:
Local Transit Operating Employees
October 1, 1947**

Bulletin No. 933

UNITED STATES DEPARTMENT OF LABOR

L. B. Schwellenbach, *Secretary*

BUREAU OF LABOR STATISTICS

Ewan Clague, *Commissioner*



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Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
BUREAU OF LABOR STATISTICS,
Washington, D. C., March 31, 1948.

THE SECRETARY OF LABOR:

I have the honor to transmit herewith the annual report on union wage rates and hours of local transit operating employees, as of October 1, 1947.

This report was prepared in the Bureau's Wage Analysis Division by Annette Simi, under the direction of Hilda W. Callaway.

EWAN CLAGUE, *Commissioner.*

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

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Union Wage Rates and Hours of Local Transit Operating Employees, October 1, 1947

Summary

Hourly wage rates of union motormen, conductors, and bus drivers averaged \$1.25¹ an hour on October 1, 1947, 13 percent higher than on July 1, 1946, the date of the Bureau of Labor Statistics preceding survey of union wage scales for local city transit services. All motormen and conductors on two-man surface cars and 93 percent of the operators on one-man cars and busses received an increase during the 15-month period. However, over seven-tenths of the elevated and subway employees, all of whom were located in New York City, indicated no change in hourly wage rates. As evidenced in the accompanying table, wage rates of the entire group have advanced about 61 percent since 1939, but almost two-thirds of this increase occurred after VJ-day.

Basic pay scales of the local transit workers are usually graduated according to the employee's length of service with the company, but the time between entrance on the job and the first rate change varies considerably from city-to-city, in some cases, as long as a year. More commonly, however, wage rates are increased after either 3 or 6 months on the job and the maximum rate² reached after 1 year. Agreements in a few cities, including San Francisco, Spokane, San Antonio, and Providence have only one scale regardless of length of service.

The hourly rate of \$1.37 in San Francisco was the highest entrance rate for both one- and two-man cars. The lowest entrance rates reported were 80 cents an hour for bus drivers (one-man cars) in

Charleston, S. C., and 89 cents for two-man car operators in Omaha. Maximum rates for one-man car operators ranged from 90 cents in Madison, Wis., to \$1.455 in Boston. The highest scale reported was \$1.52 for bus drivers on owl runs in Detroit, 10 cents above the maximum rate for day runs.

Generally, higher rates are specified in the contracts for operators of one-man vehicles than for two-man cars, the differentials ranging from 5 to 13 cents an hour (effective union scales were reported for two-man cars in only 17 of the 71 cities surveyed). One noteworthy exception is San Francisco. As a result of the most recent contract negotiation in this city, the differential was eliminated. In July 1946, the operators of two-man cars received 5 cents an hour less than those on one-man cars or busses during the first 6 months of employment.

Pay-Rate Changes, July 1, 1946, to October 1, 1947

During this 15-month period, negotiations resulted in an increase of 14 percent in hourly rates of both one-man and two-man street car and bus operators bringing their average pay scales to \$1.25 and \$1.27, respectively. About two-fifths of the one-man car operators received wage increases of 10 to 15 percent and a fifth between 15 and 20 percent; gains for the remaining operators varied from less than 5 percent to more than 45 percent. Pay scales of nearly half of the motormen and conductors on two-man cars were advanced from 15 to 20 percent, with less than 10 percent receiving larger percentage increases.

Employees on elevated and subway lines averaged \$1.19 an hour—only 4 percent higher than on July 1, 1946, since rates for the large proportion of employees in New York City were not increased. In other cities, the net gain for these

¹ This average is based on scales paid to all transit operators in 71 cities, regardless of length of experience. In deriving the averages presented in this article, the individual rates have been weighted by the number of members working at each rate. In the index series, year-to-year changes are based on comparable quotations for the various occupations in both years.

² This so-called "maximum rate" is actually the minimum 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.

employees during this period was much larger. For example, in Chicago, their rates were advanced 18 cents an hour—about 15 percent on the average.

Increases in Wage Rates Since October 1, 1947

Since October 1, 1947, contract renewals in several cities resulted in higher wage scales. For example, through negotiation in February approximately 6,000 bus, trolley, and elevated-subway operators in Philadelphia obtained a 15-cent hourly wage increase. In January, local transit workers in Baltimore also received a 15-cent boost and in October basic rates in Nashville advanced by 12½ cents an hour. Smaller increases ranging from 3 to 8 cents were reported for several other cities.

Standard Weekly Hours, October 1, 1947

Payment of premium overtime after a definite number of hours per day, usually 8, or after completion of a scheduled run was stipulated in contracts for local transit workers in over half of the cities surveyed. In the other cities, the typical straight-time workweeks were 40, 44, and 48 hours. In several cities, the employees had a shorter schedule in October 1947 than on July 1, 1946. To illustrate, the current straight-time workweek in Boston is 40 hours compared to 42 on July 1, 1946. In Los Angeles and New Haven where the 40-hour schedule is now in effect reductions of 4 and 8 hours, respectively, in workweeks were affected within the 15-month period.

Scope and Method

This bulletin is based on union scales in effect on October 1, 1947, for 106,849 local city transit operating employees in 71 cities. Normally conducted in mid-year, the 1947 annual study was postponed until October after an analysis of contract termination dates revealed that exceptionally few contracts were open for renegotiation between July 1 and October 1.

The data including copies of union agreements, were obtained from local union officials through mail questionnaires instead of the personal interview method, the technique formerly used by the Bureau. Operators of municipally owned intracity transit systems were included if unions acted as bargaining agents for the employees. Trackmen and maintenance men were excluded. Sixty-

four percent of the total membership tabulated operated one-man cars; 27 percent, two-man cars; and 9 percent worked on elevated and subway lines.

Table 5 p. 3 presents a listing of union scales in effect on October 1, 1947 and July 1, 1946. Frequently contracts stipulated premium pay for extra hours worked on a daily rather than on a weekly basis, usually after 8 hours a day or after the completion of a scheduled run. Hours per week are shown only where comparable information is available for both years.

TABLE 1.—Indexes of hourly wages rates of local transit operating employees, 1939-47

[June 1, 1939=100]	
Date	Index
June 1, 1939.....	100.0
June 1, 1940.....	101.1
June 1, 1941.....	104.8
July 1, 1942.....	112.5
July 1, 1943.....	119.8
July 1, 1944.....	120.8
July 1, 1945.....	122.1
July 1, 1946.....	143.1
Oct. 1, 1947.....	161.5

TABLE 2.—Average union wage rates as of Oct. 1, 1947, and increases in rates between July 1, 1946, and Oct. 1, 1947, of union operating employees in the local transit industry

Trade	Oct. 1, 1947 hourly rate	Increase	
		Percent	Cents per hour
All transit workers.....	\$1.247	12.9	14
Operators of 1-man cars and busses.....	1.248	13.5	14
Motormen and conductors of 2-man cars.....	1.266	14.6	16
Elevated and subway lines.....	1.187	4.3	5

TABLE 3.—Percentage distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1947

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
80 and under 85 cents.....	(1)	0.1	(1)	-----
85 and under 90 cents.....	0.1	.1	(1)	-----
90 and under 95 cents.....	.2	.4	(1)	-----
95 and under \$1.00.....	2.0	.7	0.2	15.5
\$1.00 and under \$1.05.....	3.2	3.4	.5	8.9
\$1.05 and under \$1.10.....	3.3	4.1	.3	5.8
\$1.10 and under \$1.15.....	10.3	7.9	15.4	12.2
\$1.15 and under \$1.20.....	7.0	9.1	4.3	.6
\$1.20 and under \$1.25.....	21.2	26.0	18.3	3.2
\$1.25 and under \$1.30.....	7.6	7.1	4.0	21.2
\$1.30 and under \$1.35.....	24.2	15.8	49.4	9.5
\$1.35 and under \$1.40.....	10.2	8.9	9.3	21.1
\$1.40 and under \$1.45.....	8.8	13.5	.3	1.6
\$1.45 and under \$1.50.....	1.8	2.8	-----	.4
\$1.50 and over.....	.1	.1	-----	-----

¹ Less than .05 of 1 percent.

TABLE 4.—Extent of changes in wage rates for local transit operating employees and percent of members affected by increases between July 1, 1946, and Oct. 1, 1947

Occupation	Percent of members having—		Percent of members having increase of—									
	No change	Increase	Under 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 and under 40 percent	40 and under 45 percent	45 and under 50 percent
All local transit operating employees.....	11.1	88.9	0.3	16.1	30.7	29.0	7.9	3.8	0.5	0.5	(¹)	0.1
Operators of 1-man cars and busses.....	6.6	93.4	.2	16.0	39.2	21.9	10.0	5.3	.5	.2	(¹)	.1
Motormen and conductors of 2-man surface cars.....		100.0		22.0	21.1	47.1	5.7	1.7	.9	1.5		
Elevated and subway lines.....	71.2	28.8	1.2	.5	2.7	24.1	.3					

¹ Less than .05 of 1 percent.

TABLE 5.—Union wage scales of local transit operating employees, Oct. 1, 1947, and July 1, 1946, by city and classification

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946		Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946
<i>Atlanta, Ga.</i>					<i>Butte, Mont.</i>				
2-man cars and feeder busses:					Busses.....	\$1.180	\$1.000		
First 6 months.....	\$1.000	\$0.930			<i>Charleston, S. C.</i>				
7-12 months.....	1.150	.980			Busses:				
After 1 year.....	1.190	1.010			First 3 months.....	.980	.860		
1-man cars and busses:					4-12 months.....	1.000	.850		
First 6 months.....	1.140	.990			After 1 year.....	1.020	.900		
7-12 months.....	1.200	1.040			<i>Charlotte, N. C.</i>				
After 1 year.....	1.240	1.070			Busses:				
<i>Baltimore, Md.</i>					First 3 months.....	.800	.700		
2-man cars:					4-6 months.....	.850	.750		
First 3 months.....	1.100	.980	42½	44	7-12 months.....	.900	.800		
4-12 months.....	1.120	1.010	42½	44	After 12 months.....	1.000	.900		
After 1 year.....	1.150	1.030	42½	44	<i>Chicago, Ill.</i>				
1-man cars and busses:					2-man cars:				
First 3 months.....	1.150	1.030	42½	44	First 3 months.....	1.270	1.090	40	40
4-12 months.....	1.170	1.050	42½	44	4-12 months.....	1.300	1.120	40	40
After 1 year.....	1.200	1.080	42½	44	After 1 year.....	1.320	1.140	40	40
<i>Binghamton, N. Y.</i>					Night cars.....	1.370	1.160	40	40
Busses:					1-man cars:				
First 3 months.....	1.050	.895			Day.....	1.420	1.240	40	40
4-12 months.....	1.100	.945			Night.....	1.470	1.280	40	40
After 1 year.....	1.130	.975			1-man busses:				
<i>Birmingham, Ala.</i>					Day.....	1.420	1.240	40	40
2-man cars:					Night.....	1.450	1.260	40	40
First 6 months.....	1.085	.945			Elevated railways:				
7-12 months.....	1.105	.965			Motormen:				
After 1 year.....	1.135	.995			First 3 months.....	1.277	1.097	40	40
1-man cars and busses:					4-12 months.....	1.285	1.106	40	40
First 6 months.....	1.160	1.020			After 1 year.....	1.331	1.151	40	40
7-12 months.....	1.180	1.040			Conductors.....	1.288	1.106	40	40
After 1 year.....	1.210	1.070			Guards (regular).....	1.268	1.088	40	40
<i>Boston, Mass.</i>					Guards (extra):				
2-man cars:					First 3 months.....	1.240	1.060	40	40
First 3 months.....	1.045	.900	40	42	4-12 months.....	1.250	1.070	40	40
4-6 months.....	1.165	1.000	40	42	After 1 year.....	1.259	1.079	40	40
7-9 months.....	1.200	1.000	40	42	<i>Cincinnati, Ohio</i>				
10-12 months.....	1.245	1.000	40	42	2-man cars:				
After 1 year.....	1.340	1.150	40	42	First 3 months.....	1.120	1.000	40	40
1-man cars and busses:					4-12 months.....	1.150	1.030	40	40
First 3 months.....	1.165	1.100	40	42	After 1 year.....	1.170	1.050	40	40
4-6 months.....	1.280	1.100	40	42	1-man cars and busses:				
7-9 months.....	1.315	1.100	40	42	First 3 months.....	1.190	1.070	40	40
10-12 months.....	1.360	1.100	40	42	4-12 months.....	1.220	1.100	40	40
After 1 year.....	1.455	1.250	40	42	After 1 year.....	1.240	1.120	40	40
Rapid transit lines:					<i>Cleveland, Ohio</i>				
Guards:					2-man cars:				
First 3 months.....	1.045	.900	40	42	First 3 months.....	1.180	1.080	44	44
4-6 months.....	1.165	1.000	40	42	4-12 months.....	1.210	1.110	44	44
7-9 months.....	1.200	1.000	40	42	After 1 year.....	1.230	1.130	44	44
10-12 months.....	1.245	1.000	40	42	Busses:				
After 1 year.....	1.340	1.150	40	42	First 3 months.....	1.280	1.140	44	44
Motormen:					4-12 months.....	1.310	1.180	44	44
Road.....	1.400	1.200	40	42	After 1 year.....	1.330	1.200	44	44
Yard.....	1.450	1.250	40	42	<i>Columbus, Ohio</i>				
<i>Buffalo, N. Y.</i>					1-man cars, busses, and coaches:				
Busses:					First 3 months.....	1.150	.900	48	48
First 3 months.....	1.200	.930	48	48	4-12 months.....	1.180	.930	48	48
4-12 months.....	1.230	.960	48	48	After 1 year.....	1.200	.950	48	48
After 1 year.....	1.250	.980	48	48					

TABLE 5.—Union wage scales of local transit operating employees, Oct. 1, 1947, and July 1, 1946, by city and classification—Continued

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946		Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946
<i>Dallas, Tex.</i>					<i>Little Rock, Ark.</i>				
1-man cars and busses:					1-man cars and busses:				
First year.....	\$1.070	\$0.920			First 6 months.....	\$0.905	\$0.800		
After 1 year.....	1.100	.950			7-12 months.....	.955	.850		
<i>Dayton, Ohio</i>					<i>Los Angeles, Calif.</i>				
1-man cars and busses:					Los Angeles Transit lines:				
First 3 months.....	1.000	.910	51	51	2-man cars:				
4-12 months.....	1.050	.930	51	51	First 6 months.....	1.140	1.020	40	44
After 1 year.....	1.100	.950	51	51	After 6 months.....	1.220	1.100	40	44
<i>Denver, Colo.</i>					<i>Los Angeles Transit lines:</i>				
1-man cars, busses, and trolley coaches:					1-man cars and busses:				
First 3 months.....	1.100	.990	51	51	First 6 months.....	1.280	1.140	40	44
4-12 months.....	1.110	1.100	51	51	After 6 months.....	1.350	1.230	40	44
13-18 months.....	1.120	1.010	51	51	<i>Pacific Electric Co.:</i>				
19-24 months.....	1.130	1.020	51	51	2-man cars:				
After 2 years.....	1.140	1.030	51	51	First 6 months.....	1.160	1.075		
<i>Des Moines, Iowa</i>					<i>Single track:</i>				
1-man cars and busses:					First 6 months.....	1.210	1.125		
First 3 months.....	1.080	.965			After 6 months.....	1.250	1.165		
4-12 months.....	1.110	.995			<i>1-man cars and busses:</i>				
After 12 months.....	1.160	1.040			First 6 months.....	1.260	1.175		
<i>Detroit, Mich.</i>					<i>After 6 months.....</i>				
2-man cars:					1.300	1.215			
First 6 months.....	1.220	1.120	44	44	<i>Louisville, Ky.</i>				
7-12 months.....	1.260	1.160	44	44	1-man cars and busses:				
After 1 year.....	1.320	1.220	44	44	First 3 months.....	1.005	.880	48	48
Night cars.....	1.420	1.320	44	44	4-6 months.....	1.085	.960	48	48
<i>1-man cars and busses:</i>					<i>7-12 months.....</i>				
First 6 months.....	1.320	1.220	44	44	1.135	1.010	48	48	
7-12 months.....	1.360	1.260	44	44	After 1 year.....	1.155	1.030	48	48
After 1 year.....	1.420	1.320	44	44	<i>Madison, Wis.</i>				
Night busses.....	1.520	1.420	44	44	Busses:				
<i>Duluth, Minn.</i>					<i>First 6 months.....</i>				
Busses:					.830	.730	40	40	
First year.....	1.070	.840	40	40	7-12 months.....	.860	.760	40	40
Second year.....	1.130	.900	40	40	13-18 months.....	.880	.780	40	40
<i>El Paso, Tex.</i>					<i>After 18 months.....</i>				
1-man cars and busses:					.900	.800	40	40	
First 3 months.....	.870	.750			<i>Manchester, N. H.</i>				
4-9 months.....	.920	.800			Busses:				
10-12 months.....	.970	.850			First 3 months.....	1.090	.970	40	40
After 1 year.....	1.020	.900			4-12 months.....	1.150	1.030	40	40
<i>Erie, Pa.</i>					<i>After 1 year.....</i>				
Busses:					1.220	1.100	40	40	
First 6 months.....	1.150	1.010	40	40	<i>Memphis, Tenn.</i>				
7-12 months.....	1.220	1.080	40	40	1-man cars and busses:				
After 1 year.....	1.250	1.110	40	40	First year.....	1.050	.950	48	48
<i>Grand Rapids, Mich.</i>					<i>Second year.....</i>				
Busses.....	1.150	.950	48	48	1.100	1.000	48	48	
<i>Indianapolis, Ind.</i>					<i>After 2 years.....</i>				
1-man cars and busses:					1.150	1.050	48	48	
First year.....	1.230	.980	40	40	<i>Milwaukee, Wis.</i>				
1-2 years.....	1.250	1.000	40	40	2-man cars:				
After 2 years.....	1.300	1.050	40	40	First year.....	1.120	.950	40	40
<i>Jackson, Miss.</i>					<i>2-3 years.....</i>				
Busses:					1.140	.970	40	40	
First 6 months.....	.950	.900			After 3 years.....	1.170	1.000	40	40
After 6 months.....	1.000	.950			<i>1-man cars and busses:</i>				
<i>Jacksonville, Fla.</i>					<i>First year.....</i>				
Busses:					1.180	1.010	40	40	
First 6 months.....	1.000	.900			2-3 years.....	1.200	1.030	40	40
7-12 months.....	1.050	.950			After 3 years.....	1.220	1.050	40	40
After 1 year.....	1.100	1.000			<i>Minneapolis, Minn.</i>				
<i>Kansas City, Mo.</i>					<i>2-man cars:</i>				
1-man cars and busses:					First year.....	1.060	.860	40	40
First 4 months.....	1.095	.945			Second year.....	1.090	.890	40	40
5-8 months.....	1.115	.963			After 2 years.....	1.120	.920	40	40
9-12 months.....	1.135	.975			<i>1-man cars and busses:</i>				
After 1 year.....	1.150	1.000			First 9 months.....	1.150	.950	40	40
<i>Mobility, Ala.</i>					<i>10-18 months.....</i>				
Busses:					1.180	.980	40	40	
First 6 months.....	1.020	.930			After 18 months.....	1.220	1.020	40	40
After 6 months.....	1.070	.980			<i>Nashville, Tenn.</i>				
<i>Nashville, Tenn.</i>					<i>Busses:</i>				
Busses:					First 3 months.....	.950	.680		
First 3 months.....	.950	.680			4-12 months.....	.990	.730		
4-12 months.....	.990	.730			13-18 months.....	1.010	.760		
13-18 months.....	1.010	.760			19-24 months.....	1.040	.800		
19-24 months.....	1.040	.800			After 2 years.....	1.070	.830		
After 2 years.....	1.070	.830							

TABLE 5.—Union wage scales of local transit operating employees, Oct. 1, 1947, and July 1, 1946, by city and classification—Continued

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946		Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946
<i>Newark, N. J.</i>					<i>New York, N. Y.—Continued</i>				
1-man cars and busses:					Busses—Continued				
First 3 months	\$1.260	\$1.095			New York Omnibus Co.:				
4-12 months	1.280	1.115			First 6 months	\$1.010	\$0.790	44	44
After 1 year	1.300	1.135			7-12 months	1.110	.890	44	44
<i>New Haven, Conn.</i>					13-24 months	1.160	.940	44	44
1-man cars and busses:					After 24 months	1.260	1.040	44	44
First 3 months	1.280	1.070	40	48	North Shore Bus Co.:				
4-12 months	1.310	1.100	40	48	First 6 months	.970	.870	48	48
After 1 year	1.350	1.140	40	48	7-12 months	1.010	.910	48	48
<i>New Orleans, La.</i>					13-24 months	1.080	.980	48	48
2-man cars:					25-30 months	1.160	1.060	48	48
After 1 year	1.140	1.010			After 30 months	1.200	1.100	48	48
Busses:					Queens-Nassau Transit Lines:				
After 1 year	1.210	1.080			First year	.950	.880	48	48
<i>New York, N. Y.</i>					Second year	1.200	1.130	48	48
Subways:					Schenck Transport Co.:				
Road motormen:					First 6 months	.930	.800	48	48
First year	1.300	1.300	48	48	7-12 months	.980	.850	48	48
After 1 year	1.350	1.350	48	48	13-24 months	1.030	.900	48	48
Yard motormen:					25-30 months	1.080	.950	48	48
First year	1.200	1.150	48	48	After 30 months	1.200	1.070	48	48
After 1 year	1.250	1.200	48	48	Staten Island Coach Co.:				
Conductors:					First 3 months	.840	.840		
First position:					4-6 months	.870	.870		
First year	1.050	1.050	48	48	7-9 months	.900	.900		
After 1 year	1.100	1.100	48	48	10-12 months	.930	.930		
Second position	1.000	1.000	48	48	13-18 months	.960	.960		
Platform:					19-24 months	1.000	1.000		
First 6 months	.950	.950	48	48	After 2 years	1.040	1.040		
After 6 months	.980	.980	48	48	Steinway Omnibus & Greensboro				
Surface cars:					Bridge Ry.:				
Third Avenue Transit System:					First year	.950	.880	48	48
First 6 months	.950	.790	48	48	After 1 year	1.200	1.130	48	48
7-12 months	1.000	.840	48	48	Third Avenue Ry. Transit system:				
13-18 months	1.050	.890	48	48	First 6 months	.950	.790	48	48
18-24 months	1.100	.940	48	48	7-12 months	1.000	.840	48	48
19-24 months	1.100	.940	48	48	13-18 months	1.050	.890	48	48
After 2 years	1.200	1.040	48	48	19-24 months	1.100	.940	48	48
Brooklyn-Queens Transit Lines:					After 2 years	1.200	1.040	48	48
First 6 months	1.000	1.000	48	48	Tri-Boro Coach Corp.:				
Second 6 months	1.100	1.100	48	48	First year	1.030	.870	48	48
After 1 year	1.200	1.150	48	48	Second year	1.115	.940	48	48
Busses:					Third year	1.200	1.020	48	48
Avenue B & East Broadway Transit					After 3 years	1.200	1.100	48	48
Co.:					<i>Norfolk, Va.</i>				
First 6 months	.960	.800	44	48	1-man cars and busses:				
7-12 months	1.040	.880	44	48	First 3 months	.970	.820		
13-24 months	1.100	.940	44	48	4-12 months	1.020	.870		
After 2 years	1.200	1.040	44	48	After 1 year	1.070	.920		
Brooklyn Bus Division:					<i>Oklahoma City, Okla.</i>				
First 6 months	1.000	1.000	48	48	1-man cars and busses:				
Second 6 months	1.100	1.100	48	48	First 6 months	.970	.720		
After 1 year	1.200	1.150	48	48	7-12 months	1.020	.750		
Comprehensive & East Side Omnibus					After 1 year	1.100	.850		
Corp.:					<i>Omaha, Nebr.</i>				
First 6 months	.960	.800	44	44	2-man cars:				
7-12 months	1.040	.880	44	44	First 6 months	.890	.790		
Second year	1.100	.940	44	44	7-12 months	.920	.820		
After 2 years	1.200	1.040	44	44	After 1 year	.960	.860		
Fifth Avenue Coach: ¹					1-man cars and busses:				
Drivers:					First 6 months	.940	.840		
First year	1.140	.890	44	48	7-12 months	.970	.870		
Second year	1.150	.900	44	48	After 1 year	1.010	.910		
Third year	1.200	.930	44	48	<i>Peoria, Ill.</i>				
Fourth year	1.200	.940	44	48	1-man cars and busses:				
After 4 years	1.200	.950	44	48	First 9 months	1.130	1.015		
Fifth Avenue Coach: ¹					10-18 months	1.150	1.035		
Double decker:					After 18 months	1.170	1.055		
Second year	1.250	1.000	44	48	<i>Philadelphia, Pa.</i>				
Third year	1.300	1.030	44	48	Subway, elevated, and high-speed lines:				
Green Lines:					Operators:				
First 6 months	1.010	.860	48	48	First 1½ months	1.100	.970	44	44
7-12 months	1.050	.900	48	48	1½-3 months	1.125	.995	44	44
13-24 months	1.110	.960	48	48	3-4½ months	1.150	1.020	44	44
25-30 months	1.180	1.030	48	48	4½-6 months	1.175	1.045	44	44
After 30 months	1.240	1.090	48	48	After 6 months	1.200	1.070	44	44
Jamaica Busses, Inc.:									
First 6 months	.900	.720	48	48					
7-12 months	.960	.800	48	48					
13-18 months	1.020	.870	48	48					
19-24 months	1.080	.950	48	48					
After 2 years	1.130	.960	48	48					

See footnotes at end of table.

TABLE 5.—Union wage scales of local transit operating employees, Oct. 1, 1947, and July 1, 1946, by city and classification—Continued

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946		Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946
<i>Philadelphia, Pa.—Continued</i>					<i>Rock Island (Ill.) district 3</i>				
Subway, elevated, and high-speed lines—Con.					Buses:				
Conductors:					First 6 months.....	\$1.120	\$0.960		
First 1½ months.....	\$1.020	\$0.890	44	44	7-12 months.....	1.140	.980		
1½-3 months.....	1.045	.915	44	44	After 1 year.....	1.160	1.000		
3-4½ months.....	1.070	.940	44	44	<i>St. Louis, Mo.</i>				
4½-6 months.....	1.095	.965	44	44	1-man cars and busses: 1				
After 6 months.....	1.120	.990	44	44	First 4 months.....	1.150	.900		
2-man cars:					5-8 months.....	1.200	.950		
First 3 months.....	1.020	.890	44	44	9-12 months.....	1.250	1.000		
4-6 months.....	1.045	.915	44	44	After 12 months.....	1.300	1.050		
7-9 months.....	1.070	.940	44	44	St. Louis County Bus Co.:				
10-12 months.....	1.095	.965	44	44	Buses: 1				
After 1 year.....	1.120	.990	44	44	First 6 months.....	.925	.925		
1-man cars and busses:					7-12 months.....	.950	.950		
First 1½ months.....	1.100	.970	44	44	13-18 months.....	.975	.975		
1½-3 months.....	1.125	.995	44	44	After 18 months.....	1.000	1.000		
3-4½ months.....	1.150	1.020	44	44	<i>St. Paul, Minn.</i>				
4½-6 months.....	1.175	1.045	44	44	(See Minneapolis, Minn.)				
After 6 months.....	1.200	1.070	44	44	<i>Salt Lake City, Utah</i>				
<i>Phoenix, Ariz.</i>					Buses:				
1-man cars and busses:					First 6 months.....	1.150	.920		
First 6 months.....	1.100	1.000			After 6 months.....	1.230	1.000		
7-12 months.....	1.200	1.100			<i>San Antonio, Tex.</i>				
After 1 year.....	1.300	1.150			Buses.....	1.155	1.100		
<i>Pittsburgh, Pa.</i>					<i>San Francisco, Calif.</i>				
1-man cars:					Municipal Railway:				
First 3 months.....	1.255	1.155	40	40	1-man cars:				
4-12 months.....	1.345	1.245	40	40	First 6 months.....	1.368	1.050	48	48
After 12 months.....	1.400	1.300	40	40	7-12 months.....	1.368	1.100	48	48
Buses:					13-18 months.....	1.368	1.150	48	48
First 3 months.....	1.250	1.150	40	40	After 18 months.....	1.368	1.175	48	48
4-12 months.....	1.360	1.260	40	40	2-man cars:				
After 12 months.....	1.400	1.300	40	40	First 6 months.....	1.368	1.000	48	48
Bamford busses: 2					7-12 months.....	1.368	1.050	48	48
First 3 months.....	.900		46		After 1 year.....	1.368	1.100	48	48
4-12 months.....	1.000		46		Buses:				
After 1 year.....	1.100		46		First 6 months.....	1.368	1.050	48	48
Brentwood Motor Coach:					7-12 months.....	1.368	1.100	48	48
First 6 months.....	1.020	.730	46	46	After 1 year.....	1.368	1.150	48	48
7-12 months.....	1.120	.830	46	46	California Cable R. R.:				
After 1 year.....	1.240	.950	46	46	Gripmen and conductors:				
West Side Motor Coach:					First 6 months.....	1.368	1.000	48	48
First 3 months.....	1.140	1.000	40	46	7-12 months.....	1.368	1.050	48	48
4-12 months.....	1.190	1.050	40	46	After 1 year.....	1.368	1.100	48	48
After 1 year.....	1.240	1.100	40	46	<i>Scranton, Pa.</i>				
<i>Portland, Maine</i>					1-man cars and busses:				
Buses:					First 3 months.....	1.030	.840		
First year.....	1.060	1.050	48	48	4-12 months.....	1.080	.890		
After 1 year.....	1.090	1.080	48	48	After 1 year.....	1.110	.920		
<i>Portland, Oreg.</i>					<i>Seattle, Wash.</i>				
1-man cars and busses:					Buses:				
First 3 months.....	1.320	1.170			First 6 months.....	1.370	1.210		
4-6 months.....	1.345	1.195			After 6 months.....	1.420	1.260		
7-12 months.....	1.370	1.220			<i>South Bend, Ind.</i>				
After 1 year.....	1.400	1.250			Buses:				
<i>Providence, R. I.</i>					First 6 months.....	1.250	.950	40	40
1-man cars and busses.....	1.300	1.050	40	42½	7-12 months.....	1.275	.975	40	40
<i>Reading, Pa.</i>					After 1 year.....	1.300	1.000	40	40
2-man cars.....	1.010	.820	40	40	<i>Spokane, Wash.</i>				
1-man cars and busses.....	1.110	.920	40	40	Buses.....	1.250	1.100		
<i>Richmond, Va.</i>					<i>Springfield, Mass.</i>				
1-man cars and busses:					Buses:				
First 3 months.....	.970	.820			First 3 months.....	1.265	1.110	40	44
4-12 months.....	1.020	.870			4-12 months.....	1.320	1.165	40	44
After 1 year.....	1.070	.920			After 1 year.....	1.365	1.210	40	44
<i>Rochester, N. Y.</i>					<i>Tampa, Fla.</i>				
2-man subway cars.....	1.170	1.070			Buses:				
Buses:					First 6 months.....	.920	.800		
First 3 months.....	1.160	1.060			After 6 months.....	1.000	.880		
4-12 months.....	1.180	1.080							
After 1 year.....	1.200	1.100							

See footnotes at end of table.

TABLE 5.—Union wage scales of local transit operating employees, Oct. 1, 1947, and July 1, 1946, by city and classification—Continued

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946		Oct. 1, 1947	July 1, 1946	Oct. 1, 1947	July 1, 1946
<i>Toledo, Ohio</i>					<i>Wichita, Kans.—Continued</i>				
1-man cars and busses:					Busses—Continued				
First 6 months.....	\$1.240	\$1.070	-----	-----	13-15 months.....	\$1.010	(⁴)	-----	-----
7-12 months.....	1.260	1.090	-----	-----	16-18 months.....	1.050	(⁴)	-----	-----
After 1 year.....	1.290	1.120	-----	-----	<i>Worcester, Mass.</i>				
<i>Washington, D. C.</i>					1-man cars and busses:				
2-man cars:					First 3 months.....	1.250	\$1.000	40	40
First 3 months.....	1.170	1.020	40	40	4-12 months.....	1.300	1.050	40	40
4-12 months.....	1.210	1.060	40	40	After 1 year.....	1.350	1.100	40	40
After 1 year.....	1.250	1.100	40	40	<i>York, Pa.</i>				
1-man cars and busses:					Busses:				
First 3 months.....	1.270	1.120	40	40	First 6 months.....	1.040	.720	40	40
4-12 months.....	1.310	1.160	40	40	7-12 months.....	1.120	.760	40	40
After 1 year.....	1.350	1.200	40	40	After 1 year.....	1.160	.800	40	40
<i>Wichita, Kans.</i>					<i>Youngstown, Ohio</i>				
Busses:					Busses:				
1-3 months.....	.850	.700	-----	-----	First year.....	1.140	1.060	-----	-----
4-6 months.....	.890	(⁴)	-----	-----	After 1 year.....	1.190	1.110	-----	-----
7-9 months.....	.930	(⁴)	-----	-----					
10-12 months.....	.970	(⁴)	-----	-----					

¹ Plus bonus.

² On strike July 1, 1946.

³ Includes Davenport, Iowa, and Moline and Rock Island, Ill.

⁴ Information not available.