

# **Union Wages and Hours: Local Transit Operating Employees**

**October 1, 1948**

**Bulletin No. 957**

**UNITED STATES DEPARTMENT OF LABOR**

**Maurice J. Tobin, *Secretary***

**BUREAU OF LABOR STATISTICS**

**Ewan Clague, *Commissioner***



## Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,  
BUREAU OF LABOR STATISTICS,  
*Washington, D. C., April 1, 1949.*

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, 1948.

This report was prepared in the Bureau's Wage Analysis Division by James P. Corkery, under the direction of Charles Rubenstein.

EWAN CLAGUE, *Commissioner.*

HON. MAURICE J. TOBIN,  
*Secretary of Labor.*

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Washington 25, D. C. - Price 10 cents

## Contents

	<b>Page</b>
Wage rate changes, October 1947–October 1948.....	2
Increases in pay scales after October 1, 1948.....	3
Standard weekly and daily hours.....	3
Union scales of wages and hours, by city.....	3

## Tables

Table 1. Indexes of hourly wage rates of local transit operating employees, 1939–48.....	1
Table 2. Percentage distribution of union operating employees in the local transit industry, by hourly wage rates, October 1, 1948.....	1
Table 3. Average union wage rates of local transit operating employees, as of October 1, 1948, and increases in rates between October 1, 1947, and October 1, 1948.....	2
Table 4. Percent increases in union wage scales and percent of local transit operating employees affected, October 1, 1947, to October 1, 1948.....	2
Table 5. Cents-per-hour increases in union wage scales and percent of local transit operating employees affected, October 1, 1947, to October 1, 1948.....	3
Table 6. Union wage scales of local transit operating employees, October 1, 1948, and October 1, 1947, by city and classification..	4

## Union Wage Rates and Hours of Local Transit Operating Employees, October 1, 1948

Pay scales of union conductors, motormen, and bus drivers averaged \$1.37 an hour<sup>1</sup> on October 1, 1948. This average was an increase of 10 percent over that of October 1, 1947, the date of the Bureau of Labor Statistics preceding study in the local transit industry. The 1948 wage rate index was 78 percent above the June 1, 1939 base. (See table 1.) Almost three-fourths of this rise took place after VJ-day.

TABLE 1.—Indexes of hourly wage rates of local transit operating employees, 1939-48

[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
Oct. 1, 1948.....	177.7

Hourly pay scales of local transit workers are usually flat hourly rates, the most important of which is a "maximum" scale ordinarily reached after 1 year of service with the company. Most agreements provide for an entrance rate, one or more intermediate rates, and a maximum rate.<sup>2</sup> Although the period between rate steps varies from city to city, the entrance rate is most frequently paid for the first 3 or 6 months and the intermediate rate for the remaining months of the first year of employment. Contracts in a few cities including San Francisco, Providence,

<sup>1</sup> This average is based on scales of rates paid to all transit operators in 75 cities, regardless of length of experience. To obtain the averages presented in this article, the individual rates were weighted by the number of union 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.

<sup>2</sup> This so-called "maximum rate" is really the minimum scale after a specified period of employment with the company. It is not a maximum rate in the sense that the company may not pay more.

Reading, and San Antonio provide for only one scale, regardless of length of service.

Entrance rates for 1-man car and bus operators ranged from 90 cents in Charlotte, N. C., Wichita, and Miami, to \$1.53 an hour in Chicago; maximum rates for this classification varied from \$1.07 in Jackson, Miss., to \$1.56 in Detroit. Hourly scales for 7 of every 10 of these workers ranged from \$1.25 to \$1.50.

For 2-man surface car operators the lowest entrance rate (\$1.09) was reported in Birmingham and the highest (\$1.38) in Chicago. Ninety-four percent of all union motormen and conductors on 2-man cars had scales ranging from \$1.25 to \$1.50. (See table 2.)

TABLE 2.—Percentage distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1948

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
90 and under 95 cents.....	0.1	0.1		
95 and under \$1.....	( <sup>1</sup> )	( <sup>1</sup> )		
\$1 and under \$1.05.....	.1	.1		0.2
\$1.05 and under \$1.10.....	.3	.4		
\$1.10 and under \$1.15.....	2.2	3.1	0.3	15.7
\$1.15 and under \$1.20.....	4.3	3.8	.5	9.0
\$1.20 and under \$1.25.....	5.3	5.1	4.2	12.7
\$1.25 and under \$1.30.....	12.0	9.2	20.6	9.6
\$1.30 and under \$1.35.....	12.5	12.4	13.9	4.7
\$1.35 and under \$1.40.....	16.9	18.8	16.3	11.9
\$1.40 and under \$1.45.....	24.6	22.8	37.1	13.4
\$1.45 and under \$1.50.....	7.4	7.0	5.9	21.1
\$1.50 and under \$1.55.....	3.3	11.9		
\$1.55 and under \$1.60.....	5.5	4.8	.4	
\$1.60 and over.....	.5	.5	.8	

<sup>1</sup> Less than 0.05 of 1 percent.

Over one-fifth of all elevated and subway operating employees had pay scales varying from \$1.55 to \$1.60. In contrast, only 5 percent of all 1-man car and bus operators and about 1 percent of the 2-man operators had rates of \$1.55 or more an hour.

As in previous years, the highest scale reported in 1948 was in Detroit where "owl" car and bus operators received \$1.66 an hour. This rate was 10 cents above the maximum for day runs.

In most cities, higher rates were specified for operators of 1-man than for operators of 2-man cars.<sup>3</sup> Differentials ranged from 5 cents an hour in Atlanta and Baltimore to 13 cents in Los Angeles. However, identical rates for 1-man car and bus and 2-man car operation were reported in Milwaukee and San Francisco.

The 1948 study is the twenty-eighth in a series of annual surveys of the local transit industry conducted by the Bureau of Labor Statistics beginning with 1921.

Information in the current report is based on union scales in effect on October 1, 1948, covering 104,506 local city transit operating employees in 75 cities. Scales for trackmen and maintenance workers were omitted. Rates paid by municipally owned intracity transit systems were included if unions acted as bargaining agents for the employees.

The data, including copies of union agreements, were obtained primarily from local union officials through mail questionnaires and, in a few cities, by personal visit of Bureau field representatives. Sixty-nine percent of the total union membership

<sup>3</sup> Effective union scales were reported for 2-man surface cars in only 13 of the 75 cities surveyed. Since the 1947 survey, operation of 2-man surface cars has been discontinued in Cincinnati, Omaha, Reading, and Washington, D. C.

TABLE 4.—Percent increases in union wage scales and percent of local transit operating employees affected, Oct. 1, 1947, to Oct. 1, 1948

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 percent and over
All local transit operating employees.....	10.0	90.0	4.2	42.2	25.0	6.9	8.6	2.0	0.3	0.8
Operators of 1-man cars and busses.....	9.4	90.6	5.9	41.0	28.1	3.5	9.3	1.2	.5	1.1
Motormen and conductors of 2-man cars.....	13.3	86.7	.6	63.5	19.7	2.1	.8	.....	.....	.....
Elevated and subway operators.....	6.7	93.3	.....	4.9	14.7	41.7	20.4	11.6	.....	.....

25 percent. The increase for over two-fifths of the 1-man car and bus operators and two-thirds of those operating 2-man surface cars was from 5 to 10 percent. Another fourth of the 1-man car operators and a fifth of the motormen and

studied operated 1-man cars and busses; 21 percent, 2-man cars; and 10 percent were employed on elevated and subway lines.

### Wage Rate Changes, October 1947–October 1948

Pay scales remained unchanged in only three cities—Boston, Birmingham, and San Francisco—between October 1, 1947, and October 1, 1948. Contract changes in 72 cities resulted in an average 10-percent increase in the hourly scales of all local transit operating employees. An average increase of 12 cents for 1-man car and bus operators advanced their wage level to \$1.37 an hour on October 1, 1948, as shown in table 3. The average for 2-man car operators was 1 cent lower.

TABLE 3.—Average union wage rates of local transit operating employees, as of Oct. 1, 1948, and increases in rates between Oct. 1, 1947, and Oct. 1, 1948

Trade	Oct. 1, 1948, hourly rate	Increase	
		Per-cent	Cents per hour
All transit workers.....	\$1.370	10.0	12.5
Operators of 1-man cars and busses.....	1.371	9.9	12.3
Motormen and conductors of 2-man cars.....	1.363	7.8	9.9
Elevated and subway operators.....	1.385	16.6	19.7

Wage scales of 9 of every 10 local transit operating employees were advanced during the year. The increases (see table 4) ranged from less than 5 to more than 35 percent; only about 3 percent of the workers received advances of as much as

conductors on 2-man cars received increases of from 10 to 15 percent. The actual changes in cents per hour and the percentages of employees affected between October 1, 1947, and October 1, 1948, are given in table 5.

TABLE 5.—Cents-per-hour increases in union wage scales and percent of local transit operating employees affected, Oct. 1, 1947, to Oct. 1, 1948

Occupation	Percent of members having—		Percent of members having increase of—							
	No change	Increase	Under 5 cents	5 and under 10 cents	10 and under 15 cents	15 and under 20 cents	20 and under 25 cents	25 and under 30 cents	30 and under 35 cents	35 cents and over
All local transit operating employees.....	10.0	90.0	(1)	16.4	43.3	14.0	13.7	1.1	0.7	0.8
Operators of 1-man cars and busses.....	9.4	90.6	(1)	17.4	45.5	13.3	11.7	.5	1.1	1.1
Motormen and conductors of 2-man cars.....	13.3	86.7	-----	20.5	48.9	16.3	.2	-----	.8	-----
Elevated and subway operators.....	6.7	93.3	-----	-----	17.0	13.3	57.2	5.8	-----	-----

<sup>1</sup> Less than 0.05 of 1 percent.

Operators of elevated and subway lines, who represented but a small portion of all transit workers studied, received a 17-percent increase over the year, amounting to 20 cents. Their hourly rate averaged \$1.39 on October 1, 1948. A 24-cent increase granted to subway employees in New York City was the primary cause of the sharp rise.

#### Increases in Pay Scales After October 1, 1948

Pay scales of local transit workers in several cities were further increased after the Bureau's October 1, 1948 survey. For example, effective in January 1949, about 3,000 local bus and street-car operators in St. Louis and 1,500 in Kansas City were granted wage boosts of 13 and 11 cents an hour, respectively. Union workers in Baltimore and Reading also benefited from a 10-cents-an-hour increase. Among several smaller wage adjustments was the 5-cent increase granted to local transit employees in Cincinnati and Miami.

#### Standard Weekly and Daily Hours

In some cities, a tendency appears to be growing in the local transit industry toward standard-

izing the number of weekly hours worked before overtime is paid. But contracts in the great majority of the cities covered in the Bureau's survey provided premium overtime rates after a definite number of hours per day or after the completion of scheduled runs. However, 40 hours constituted the straight-time workweek in one-fourth of all cities, and weeks of 44 or 48 hours were typical in another small group. Daily overtime in most cities was paid after 8 or 8½ hours. In other cities, such as Charleston, S. C., and Charlotte, N. C., the premium overtime rate did not become effective until after 9½ hours had been worked. Bus drivers in Chattanooga and Savannah and 1-man car and bus operators in Syracuse, N. Y., were paid overtime rates only after completion of regular scheduled runs.

#### Union Scales of Wages and Hours, by City

A listing of union wage scales in effect October 1, 1948, and October 1, 1947, for each of the 75 cities included in the current survey is presented in table 6. Weekly hours in effect on these dates are also shown for those cities that had a regular workweek after which premium overtime was paid.

TABLE 6.—Union wage scales of local transit operating employees, Oct. 1, 1948, and Oct. 1, 1947, by city and classification

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947		Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947
<i>Atlanta, Ga.</i>					<i>Chicago, Ill.—Continued</i>				
2-man cars and feeder busses:					1-man cars:				
First 6 months.....	\$1.160	\$1.090			Day.....	\$1.530	\$1.420	40	40
7-12 months.....	1.220	1.150			Night.....	1.580	1.470	40	40
After 1 year.....	1.260	1.190			1-man busses:				
1-man cars and busses:					Day.....	1.530	1.420	40	40
First 6 months.....	1.210	1.140			Night.....	1.560	1.450	40	40
7-12 months.....	1.270	1.200			Elevated railways:				
After 1 year.....	1.310	1.240			Motormen:				
<i>Baltimore, Md.</i>					First 3 months.....	1.410	1.277	40	40
2-man cars:					4-12 months.....	1.410	1.286	40	40
First 3 months.....	1.100	1.100	42½	42½	After 1 year.....	1.460	1.331	40	40
4-6 months.....	1.200	1.120	42½	42½	Conductors (regular).....	1.416	1.288	40	40
6-12 months.....	1.250	1.120	42½	42½	Conductors (extra):				
After 1 year.....	1.300	1.150	42½	42½	First year.....	1.398	1.268	40	40
1-man cars and busses:					After 1 year.....	1.416	1.416	40	40
First 3 months.....	1.150	1.150	42½	42½	Guards (regular).....	1.400	1.268	40	40
4-6 months.....	1.250	1.170	42½	42½	Guards (extra):				
6-12 months.....	1.300	1.170	42½	42½	First 3 months.....	1.370	1.240	40	40
After 1 year.....	1.350	1.200	42½	42½	4-12 months.....	1.380	1.250	40	40
<i>Birmingham, Ala.</i>					After 1 year.....	1.390	1.269	40	40
2-man cars:					<i>Cincinnati, Ohio</i>				
First 6 months.....	1.085	1.085			2-man cars:				
7-12 months.....	1.105	1.105			First 3 months.....	1.230	1.120	40	40
After 1 year.....	1.135	1.135			4-12 months.....	1.260	1.150	40	40
1-man cars and busses:					After 1 year.....	1.280	1.170	40	40
First 6 months.....	1.160	1.160			1-man cars and busses:				
7-12 months.....	1.180	1.180			First 3 months.....	1.390	1.190	40	40
After 1 year.....	1.210	1.210			4-12 months.....	1.330	1.220	40	40
<i>Boston, Mass.</i>					After 1 year.....	1.350	1.240	40	40
1-man cars and busses:					<i>Cleveland, Ohio</i>				
First 3 months.....	1.165	1.165	40	40	2-man cars:				
4-6 months.....	1.280	1.280	40	40	First 3 months.....	1.260	1.180	44	44
7-9 months.....	1.315	1.315	40	40	4-12 months.....	1.290	1.210	44	44
10-12 months.....	1.360	1.360	40	40	After 1 year.....	1.310	1.230	44	44
After 1 year.....	1.455	1.455	40	40	Busses:				
Rapid transit lines:					First 3 months.....	1.360	1.280	44	44
Guards:					4-12 months.....	1.390	1.310	44	44
First 3 months.....	1.045	1.045	40	40	After 1 year.....	1.410	1.330	44	44
4-6 months.....	1.165	1.165	40	40	<i>Columbus, Ohio</i>				
7-9 months.....	1.200	1.200	40	40	1-man cars, busses and coaches:				
10-12 months.....	1.245	1.245	40	40	First 3 months.....	1.230	1.150	48	48
After 1 year.....	1.340	1.340	40	40	4-12 months.....	1.310	1.190	48	48
Motormen:					After 1 year.....	1.330	1.200	48	48
Road.....	1.400	1.400	40	40	<i>Dallas, Tex.</i>				
Yard.....	1.455	1.455	40	40	1-man cars and busses:				
<i>Buffalo, N. Y.</i>					First year.....	1.130	1.070		
Busses:					After 1 year.....	1.170	1.100		
First 3 months.....	1.300	1.200		48	<i>Davenport, Iowa</i>				
4-12 months.....	1.330	1.230		48	(See Rock Island (Ill.) district)				
After 1 year.....	1.350	1.250		48	<i>Dayton, Ohio</i>				
<i>Butte, Mont.</i>					1-man cars and busses:				
Busses.....	1.280	1.180			First 3 months.....	1.150	1.000	51	51
<i>Charleston, S. C.</i>					4-12 months.....	1.200	1.050	51	51
Busses:					After 1 year.....	1.250	1.100	51	51
First 3 months.....	1.120	.980			<i>Denver, Colo.</i>				
4-12 months.....	1.140	1.000			1-man cars, busses and trolley coaches:				
After 1 year.....	1.160	1.020			First 3 months.....	1.220	1.100		51
<i>Charlotte, N. C.</i>					4-12 months.....	1.230	1.110		51
Busses:					13-18 months.....	1.240	1.120		51
First 3 months.....	.900	.800			19-24 months.....	1.260	1.130		51
4-6 months.....	.950	.850			After 2 years.....	1.260	1.140		51
7-12 months.....	1.000	.900			<i>Des Moines, Iowa</i>				
After 12 months.....	1.100	1.000			1-man cars and busses:				
<i>Chattanooga, Tenn.</i>					First 3 months.....	1.200	1.080		
Busses:					4-12 months.....	1.230	1.110		
First 3 months.....	1.140	.950			After 12 months.....	1.780	1.160		
4-12 months.....	1.180	.990			<i>Detroit, Mich.</i>				
12-18 months.....	1.200	1.010			2-man cars:				
18-24 months.....	1.230	1.040			First 6 months.....	1.355	1.220	44	44
After 24 months.....	1.260	1.070			7-12 months.....	1.395	1.260	44	44
<i>Chicago, Ill.</i>					After 1 year.....	1.455	1.320	44	44
2-man cars:					Night cars.....	1.555	1.420	44	44
First 3 months.....	1.380	1.270	40	40					
4-12 months.....	1.410	1.300	40	40					
After 1 year.....	1.430	1.320	40	40					
Night cars.....	1.480	1.370	40	40					

TABLE 6.—Union wage scales of local transit operating employees, Oct. 1, 1948, and Oct. 1, 1947, by city and classification—Con

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947		Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947
<b>Detroit, Mich.—Continued</b>					<b>Louisville, Ky.</b>				
1-man cars and busses:					1-man cars and busses:				
First 6 months.....	\$1.455	\$1.320	44	44	First 3 months.....	\$1.110	\$1.005	48	48
7-12 months.....	1.495	1.360	44	44	4-6 months.....	1.190	1.085	48	48
After 1 year.....	1.555	1.420	44	44	7-12 months.....	1.240	1.135	48	48
Night busses.....	1.655	1.520	44	44	After 1 year.....	1.260	1.155	48	48
<b>Duluth, Minn.</b>					<b>Manchester, N. H.</b>				
Busses:					Busses:				
First year.....	1.170	1.070	40	40	First 3 months.....	1.140	1.090	40	40
Second year.....	1.230	1.130	40	40	4-12 months.....	1.210	1.150	40	40
<b>El Paso, Tex.</b>					<b>Memphis, Tenn.</b>				
1-man cars and busses:					1-man cars and busser:				
First 3 months.....	.970	.870			First year.....	1.170	1.050	48	48
4-9 months.....	1.020	.920			Second year.....	1.220	1.100	48	48
10-12 months.....	1.070	.970			After 2 years.....	1.270	1.150	48	48
After 1 year.....	1.120	1.020			<b>Miami, Fla.</b>				
<b>Erie, Pa.</b>					Busses:				
Busses:					First 6 months.....	.900	.850	44	44
First 6 months.....	1.210	1.150		40	7-12 months.....	1.000	.950	44	44
7-12 months.....	1.280	1.220		40	13-18 months.....	1.100	1.050	44	44
After 1 year.....	1.310	1.250		40	After 18 months.....	1.150	1.100	44	44
<b>Grand Rapids, Mich.</b>					<b>Milwaukee, Wis.</b>				
Busses.....	1.285	1.050	48	48	2-man cars:				
<b>Indianapolis, Ind.</b>					First year.....	1.320	1.120	40	40
1-man cars and busses:					2-3 years.....	1.360	1.140	40	40
First year.....	1.350	1.230	40	40	After 3 years.....	1.360	1.170	40	40
1-2 years.....	1.370	1.250	40	40	1-man cars and busses:				
After 2 years.....	1.420	1.300	40	40	First year.....	1.320	1.180	40	40
<b>Jackson, Miss.</b>					2-3 years.....	1.360	1.200	40	40
Busses:					After 3 years.....	1.360	1.220	40	40
First 6 months.....	1.020	.950			<b>Minneapolis, Minn.</b>				
After 6 months.....	1.070	1.000			2-man cars:				
<b>Jacksonville, Fla.</b>					First 9 months.....	1.240	1.060	40	40
Busses:					10-18 months.....	1.270	1.090	40	40
First 6 months.....	1.050	1.000			After 18 months.....	1.300	1.120	40	40
7-12 months.....	1.100	1.050			1-man cars and busses:				
After 1 year.....	1.150	1.100			First 9 months.....	1.330	1.150	40	40
<b>Kansas City, Mo.</b>					10-18 months.....	1.360	1.180	40	40
1-man cars and busses:					After 18 months.....	1.400	1.220	40	40
First 4 months.....	1.195	1.095			<b>Mobile, Ala.</b>				
5-8 months.....	1.215	1.115			Busses:				
9-12 months.....	1.235	1.135			First 6 months.....	1.150	1.020		
After 1 year.....	1.250	1.150			After 6 months.....	1.200	1.070		
<b>Knoxville, Tenn.</b>					<b>Moline, Ill.</b>				
Busses:					(See Rock Island (Ill.) district)				
First year.....	1.100	1.000			<b>Newark, N. J.</b>				
Second year.....	1.150	1.050			1-man cars and busses:				
After 2 years.....	1.200	1.100			First 3 months.....	1.390	1.260		
<b>Little Rock, Ark.</b>					4-12 months.....	1.410	1.280		
1-man cars and busses:					After 1 year.....	1.430	1.300		
First 6 months.....	1.000	0.905			<b>New Haven, Conn.</b>				
7-12 months.....	1.050	.955			1-man cars and busses:				
13-18 months.....	1.100	1.005			First 3 months.....	1.430	1.280	40	40
After 18 months.....	1.150	1.055			4-12 months.....	1.460	1.310	40	40
<b>Los Angeles, Calif.</b>					After 1 year.....	1.500	1.350	40	40
Los Angeles Transit Lines:					<b>New Orleans, La.</b>				
2-man cars:					2-man cars:				
First 6 months.....	1.190	1.140	40	40	First 6 months.....	1.180	1.090		
After 6 months.....	1.270	1.220	40	40	7-12 months.....	1.210	1.110		
1-man cars and busses:					After 1 year.....	1.240	1.140		
First 6 months.....	1.310	1.260	40	40	1-man cars and busses:				
After 6 months.....	1.400	1.350	40	40	First 6 months.....	1.250	1.150		
Pacific Electric Co.:					7-12 months.....	1.280	1.180		
2-man cars:					After 1 year.....	1.310	1.210		
First 6 months.....	1.230	1.160			<b>New York, N. Y.</b>				
After 6 months.....	1.270	1.200			Subways:				
Single track:					Road motormen:				
First 6 months.....	1.280	1.210			First year.....	1.540	1.300		48
After 6 months.....	1.320	1.250			After 1 year.....	1.590	1.350		48
1-man cars and busses:									
First 6 months.....	1.330	1.260							
After 6 months.....	1.370	1.300							

TABLE 6.—Union wage scales of local transit operating employees, Oct. 1, 1948, and Oct. 1, 1947, by city and classification—Con.

City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947		Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947
<i>New York, N. Y.—Continued</i>					<i>New York, N. Y.—Continued</i>				
Subways:—Continued					Buses:—Continued				
Yard motormen:					Tri-Boro Coach Corp.:				
First year.....	\$1.440	\$1.200	48	48	First year.....	\$1.270	\$1.030	48	48
After 1 year.....	1.490	1.250	48	48	Second year.....	1.355	1.115	48	48
Conductors:					After 2 years.....	1.440	1.200	48	48
First position:					<i>Norfolk, Va.</i>				
First year.....	1.340	1.050	48	48	1-man cars and busses:				
After 1 year.....	1.290	1.100	48	48	First 3 months.....	1.045	.970		
Second position.....	1.240	1.000	48	48	4-12 months.....	1.095	1.020		
Platform:					After 1 year.....	1.145	1.070		
First 6 months.....	1.190	.950	48	48	<i>Oakland, Calif.</i>				
After 6 months.....	1.190	.980	48	48	Buses:				
Surface cars:					First 6 months.....	1.340	1.260		
Third Avenue Transit System:					After 6 months.....	1.390	1.310		
First 6 months.....	1.190	.950	48	48	<i>Oklahoma City, Okla.</i>				
7-12 months.....	1.240	1.000	48	48	1-man cars and busses:				
13-18 months.....	1.290	1.050	48	48	First 6 months.....	1.050	.970		
19-24 months.....	1.340	1.100	48	48	7-12 months.....	1.100	1.020		
After 2 years.....	1.440	1.200	48	48	After 1 year.....	1.180	1.100		
Brooklyn-Queens Transit Lines:					<i>Omaha, Nebr.</i>				
First 6 months.....	1.240	1.000	48	48	1-man cars and busses:				
Second 6 months.....	1.340	1.100	48	48	First 6 months.....	1.070	.940		
After 1 year.....	1.440	1.200	48	48	7-12 months.....	1.100	.970		
Buses:					After 1 year.....	1.140	1.010		
Avenue B and East Broadway Transit Co.:					<i>Peoria, Ill.</i>				
First 6 months.....	1.200	.960	44	44	1-man cars and busses:				
7-12 months.....	1.230	1.040	44	44	First 9 months.....	1.260	1.130		
13-24 months.....	1.340	1.100	44	44	10-18 months.....	1.280	1.150		
After 2 years.....	1.440	1.200	44	44	After 18 months.....	1.300	1.170		
Brooklyn Bus Division:					<i>Philadelphia, Pa.</i>				
First 6 months.....	1.240	1.000	48	48	Subway, elevated, and high-speed lines:				
Second 6 months.....	1.340	1.100	48	48	Operators:				
After 1 year.....	1.440	1.200	48	48	First 1½ months.....	1.250	1.100	44	44
Comprehensive and East Side Omnibus Corp.:					1½-3 months.....	1.275	1.125	44	44
First 6 months.....	1.240	.960	48	44	3-4½ months.....	1.300	1.150	44	44
7-12 months.....	1.340	1.040	48	44	4½-6 months.....	1.325	1.175	44	44
Second year.....	1.440	1.100	48	44	After 6 months.....	1.350	1.200	44	44
After 2 years.....	1.440	1.200	48	44	Conductors:				
Fifth Avenue Coach:					First 1½ months.....	1.170	1.020	44	44
Drivers:					1½-3 months.....	1.195	1.045	44	44
First year.....	1.440	1.140	44	44	3-4½ months.....	1.220	1.070	44	44
Second year.....	1.450	1.150	44	44	4½-6 months.....	1.245	1.095	44	44
After 2 years.....	1.500	1.200	44	44	After 6 months.....	1.270	1.120	44	44
Fifth Avenue Coach:					2-man cars:				
Double decker:					First 1½ months.....	1.170	1.020	44	44
First year.....	1.540	(?)	44	44	1½-3 months.....	1.195	1.045	44	44
Second year.....	1.550	1.250	44	44	3-4½ months.....	1.220	1.070	44	44
Third year.....	1.600	1.300	44	44	4½-6 months.....	1.245	1.095	44	44
Green Lines:					After 6 months.....	1.270	1.120	44	44
First 6 months.....	1.250	1.010	48	48	1-man cars and busses:				
7-12 months.....	1.290	1.050	48	48	First 1½ months.....	1.250	1.100	44	44
13-24 months.....	1.350	1.110	48	48	1½-3 months.....	1.275	1.125	44	44
25-30 months.....	1.420	1.180	48	48	3-4½ months.....	1.300	1.150	44	44
After 30 months.....	1.480	1.240	48	48	4½-6 months.....	1.325	1.175	44	44
Jamaica Busses, Inc.:					After 6 months.....	1.350	1.200	44	44
First 6 months.....	1.210	.900	48	48	Phoenix, Ariz.				
7-12 months.....	1.270	.960	48	48	1-man cars and busses:				
13-18 months.....	1.330	1.020	48	48	First 6 months.....	1.230	1.100		
19-24 months.....	1.390	1.080	48	48	7-12 months.....	1.330	1.200		
After 2 years.....	1.440	1.130	48	48	After 1 year.....	1.430	1.300		
New York Omnibus Co.:					<i>Pittsburgh, Pa.</i>				
First 6 months.....	1.250	1.010	44	44	1-man cars:				
7-12 months.....	1.350	1.110	44	44	First 3 months.....	1.355	1.255	40	40
13-24 months.....	1.400	1.160	44	44	4-12 months.....	1.445	1.345	40	40
After 24 months.....	1.500	1.260	44	44	After 12 months.....	1.500	1.400	40	40
North Shore Bus Co.:					Buses:				
First year.....	1.240	(?)	48	(?)	First 3 months.....	1.400	1.250	40	40
After first year.....	1.440	(?)	48	(?)	4-12 months.....	1.510	1.360	40	40
Queens-Nassau Transit Lines:					After 12 months.....	1.550	1.400	40	40
First year.....	1.270	.950	48	48	Bamford busses:				
Second year.....	1.440	1.200	48	48	First 3 months.....	.900	.900	46	46
Schenck Transport Co.:					4-12 months.....	1.000	1.000	46	46
First 6 months.....	.970	.930	48	48	After 1 year.....	1.000	1.000	46	46
7-12 months.....	1.030	.980	48	48					
13-24 months.....	1.090	1.030	48	48					
After 24 months.....	1.260	1.200	48	48					
Steinway Omnibus and Queensboro Bridge Ry.:									
First year.....	1.270	.950	48	48					
After 1 year.....	1.440	1.200	48	48					
Third Avenue Ry. Transit System:									
First 6 months.....	1.190	.950	48	48					
7-12 months.....	1.240	1.000	48	48					
13-18 months.....	1.290	1.050	48	48					
19-24 months.....	1.340	1.100	48	48					
After 2 years.....	1.440	1.200	48	48					

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City and classification	Rate per hour		Hours per week		City and classification	Rate per hour		Hours per week	
	Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947		Oct. 1, 1948	Oct. 1, 1947	Oct. 1, 1948	Oct. 1, 1947
<i>Pittsburgh, Pa.—Continued</i>					<i>Savannah, Ga.</i>				
Brentwood Motor Coach:					Buses:				
First 6 months.....	\$1.140	\$1.020	46	46	First 6 months.....	\$1.000	\$0.950		
7-12 months.....	1.240	1.120	46	46	7-12 months.....	1.050	1.000		
After 1 year.....	1.360	1.240	46	46	After 1 year.....	1.100	1.050		
West Side Motor Coach:					<i>Scranton, Pa.</i>				
First 3 months.....	1.260	1.140	40	40	1-man cars and busses:				
4-12 months.....	1.320	1.190	40	40	First 3 months.....	1.130	1.030		
After 1 year.....	1.390	1.240	40	40	4-12 months.....	1.190	1.080		
<i>Portland, Maine</i>					After 1 year.....	1.210	1.110		
Buses:					<i>Seattle, Wash.</i>				
First year.....	1.170	1.060		48	Buses:				
After 1 year.....	1.200	1.090		48	First 6 months.....	1.450	1.370		
<i>Portland, Oreg.</i>					After 6 months.....	1.500	1.420		
1-man cars and busses:					<i>South Bend, Ind.</i>				
First 3 months.....	1.440	1.320			Buses:				
4-6 months.....	1.465	1.345			First 6 months.....	1.370	1.250	40	40
7-12 months.....	1.490	1.370			7-12 months.....	1.395	1.275	40	40
After 1 year.....	1.520	1.400			After 1 year.....	1.420	1.300	40	40
<i>Providence, R. I.</i>					<i>Spokane, Wash.</i>				
1-man cars and busses.....	1.400	1.300	40	40	Buses:				
<i>Reading, Pa.</i>					First 6 months.....	1.250	( <sup>1</sup> )		( <sup>1</sup> )
1-man cars and busses.....	1.200	1.110	40	40	7-12 months.....	1.300	( <sup>2</sup> )		( <sup>2</sup> )
<i>Richmond, Va.</i>					After 1 year.....	1.350	1.250		
1-man cars and busses:					<i>Springfield, Mass.</i>				
First 3 months.....	1.045	.970			Buses:				
4-12 months.....	1.095	1.020			First 3 months.....	1.415	1.265	40	40
After 1 year.....	1.145	1.070			4-12 months.....	1.470	1.320	40	40
<i>Rochester, N. Y.</i>					After 1 year.....	1.515	1.365	40	40
2-man subway cars.....	1.287	1.170	44		<i>Syracuse, N. Y.</i>				
Buses:					1-man cars and busses.....	1.50	1.150		
First 3 months.....	1.276	1.160	44		<i>Toledo, Ohio</i>				
4-12 months.....	1.298	1.180	44		1-man cars and busses:				
After 1 year.....	1.320	1.200	44		First 6 months.....	1.300	1.240	48	
<i>Rock Island (Ill.) district <sup>3</sup></i>					7-12 months.....	1.320	1.260	48	
Buses:					After 1 year.....	1.350	1.290	48	
First 6 months.....	1.260	1.120			<i>Washington, D. C.</i>				
7-12 months.....	1.290	1.140			1-man cars and busses:				
After 1 year.....	1.300	1.160			First 3 months.....	1.370	1.270	40	40
<i>St. Louis, Mo.</i>					4-12 months.....	1.410	1.310	40	40
1-man cars and busses: <sup>1</sup>					After 1 year.....	1.450	1.350	40	40
First 4 months.....	1.150	1.150			<i>Wichita, Kans.</i>				
5-8 months.....	1.200	1.200			Buses:				
9-12 months.....	1.250	1.250			1-3 months.....	.900	.850		
After 12 months.....	1.300	1.300			4-6 months.....	.940	.890		
St. Louis County Bus Co.:					7-9 months.....	.980	.930		
Buses: <sup>1</sup>					10-12 months.....	1.020	.970		
First 6 months.....	1.100	.925			13-15 months.....	1.060	1.010		
7-12 months.....	1.250	.950			16-18 months.....	1.100	1.050		
13-18 months.....	1.250	.975			<i>Worcester, Mass.</i>				
After 18 months.....	1.250	1.000			1-man cars and busses:				
<i>St. Paul, Minn.</i>					First 3 months.....	1.400	1.250	40	40
(Rates same as under Minneapolis, Minn.)					4-12 months.....	1.450	1.300	40	40
<i>Salt Lake City, Utah</i>					After 1 year.....	1.500	1.350	40	40
Buses:					<i>York, Pa.</i>				
First 6 months.....	1.250	1.150			Buses:				
After 6 months.....	1.330	1.230			First 6 months.....	1.180	1.040	40	40
<i>San Antonio, Tex.</i>					7-12 months.....	1.220	1.120	40	40
Buses.....	1.260	1.155			After 1 year.....	1.260	1.160	40	40
<i>San Francisco, Calif.</i>					<i>Youngstown, Ohio</i>				
2-man cars.....	1.368	1.368		48	Buses:				
1-man cars and busses.....	1.368	1.368		48	First year.....	1.290	1.140	44	
California Cable R. R.:					After 1 year.....	1.340	1.190	44	
Gripmen and conductors.....	1.368	1.368		48					

<sup>1</sup> Plus bonus.

<sup>2</sup> Information not available.

<sup>3</sup> Includes Davenport, Iowa; Moline and Rock Island, Ill.