

Union Wages and Hours: Local Transit Operating Employees

October 1, 1948

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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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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 hour¹ 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.² 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,

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.....	(1)	(1)		
\$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	1.7
\$1.50 and under \$1.55.....	3.8	11.9		21.1
\$1.55 and under \$1.60.....	5.5	4.8	.4	
\$1.60 and over.....	.5	.5	.8	

¹ 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.

¹ 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.

² 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.

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.³ 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

³ 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.

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

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

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		

¹ 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
Atlanta, Ga.					Chicago, Ill.—Continued				
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:				
Baltimore, Md.					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	1.286	40	40
7-12 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):				
7-12 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
Birmingham, Ala.					After 1 year.....	1.390	1.259	40	40
2-man cars:					Cincinnati, Ohio				
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
Boston, Mass.					After 1 year.....	1.350	1.240	40	40
1-man cars and busses:					Cleveland, Ohio				
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	Columbus, Ohio				
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	1.180	48	48
Motormen:					After 1 year.....	1.330	1.200	48	48
Road.....	1.400	1.400	40	40	Dallas, Tex.				
Yard.....	1.455	1.455	40	40	1-man cars and busses:				
Buffalo, N. Y.					First year.....	1.130	1.070		
Busses:					After 1 year.....	1.170	1.100		
First 3 months.....	1.300	1.200		48	Davenport, Iowa				
4-12 months.....	1.330	1.230		48	(See Rock Island (Ill.) district)				
After 1 year.....	1.350	1.250		48	Dayton, Ohio				
Butte, Mont.					1-man cars and busses:				
Busses.....	1.280	1.180			First 3 months.....	1.150	1.000	51	51
Charleston, S. C.					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			Denver, Colo.				
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
Charlotte, N. C.					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			Des Moines, Iowa				
After 12 months.....	1.100	1.000			1-man cars and busses:				
Chattanooga, Tenn.					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			Detroit, Mich.				
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
Chicago, Ill.					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
<i>Detroit, Mich.—Continued</i>					<i>Louisville, Ky.</i>				
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
<i>Duluth, Minn.</i>					<i>Manchester, N. H.</i>				
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
<i>El Paso, Tex.</i>					After 1 year.....	1.280	1.220	40	40
1-man cars and busses:					<i>Memphis, Tenn.</i>				
First 3 months.....	.970	.870			1-man cars and busser:				
4-9 months.....	1.020	.920			First year.....	1.170	1.050	48	48
10-12 months.....	1.070	.970			Second year.....	1.220	1.100	48	48
After 1 year.....	1.120	1.020			After 2 years.....	1.270	1.150	48	48
<i>Erie, Pa.</i>					<i>Miami, Fla.</i>				
Busses:					Busses:				
First 6 months.....	1.210	1.150		40	First 6 months.....	.900	.850	44	44
7-12 months.....	1.280	1.220		40	7-12 months.....	1.000	.950	44	44
After 1 year.....	1.310	1.250		40	13-18 months.....	1.100	1.050	44	44
<i>Grand Rapids, Mich.</i>					After 18 months.....	1.150	1.100	44	44
Busses.....	1.285	1.050	48	48	<i>Milwaukee, Wis.</i>				
<i>Indianapolis, Ind.</i>					2-man cars:				
1-man cars and busses:					First year.....	1.320	1.120	40	40
First year.....	1.350	1.230	40	40	2-3 years.....	1.360	1.140	40	40
1-2 years.....	1.370	1.250	40	40	After 3 years.....	1.360	1.170	40	40
After 2 years.....	1.420	1.300	40	40	1-man cars and busses:				
<i>Jackson, Miss.</i>					First year.....	1.320	1.180	40	40
Busses:					2-3 years.....	1.360	1.200	40	40
First 6 months.....	1.020	.950			After 3 years.....	1.360	1.220	40	40
After 6 months.....	1.070	1.000			<i>Minneapolis, Minn.</i>				
<i>Jacksonville, Fla.</i>					2-man cars:				
Busses:					First 9 months.....	1.240	1.060	40	40
First 6 months.....	1.050	1.000			10-18 months.....	1.270	1.090	40	40
7-12 months.....	1.100	1.050			After 18 months.....	1.300	1.120	40	40
After 1 year.....	1.150	1.100			1-man cars and busses:				
<i>Kansas City, Mo.</i>					First 9 months.....	1.330	1.150	40	40
1-man cars and busses:					10-18 months.....	1.360	1.180	40	40
First 4 months.....	1.195	1.095			After 18 months.....	1.400	1.220	40	40
5-8 months.....	1.215	1.115			<i>Mobile, Ala.</i>				
9-12 months.....	1.235	1.135			Busses:				
After 1 year.....	1.250	1.150			First 6 months.....	1.150	1.020		
<i>Knoxville, Tenn.</i>					After 6 months.....	1.200	1.070		
Busses:					<i>Moline, Ill.</i>				
First year.....	1.100	1.000			<i>(See Rock Island (Ill.) district)</i>				
Second year.....	1.150	1.050			<i>Newark, N. J.</i>				
After 2 years.....	1.200	1.100			1-man cars and busses:				
<i>Little Rock, Ark.</i>					First 3 months.....	1.390	1.260		
1-man cars and busses:					4-12 months.....	1.410	1.280		
First 6 months.....	1.000	0.905			After 1 year.....	1.430	1.300		
7-12 months.....	1.050	.955			<i>New Haven, Conn.</i>				
13-18 months.....	1.100	1.005			1-man cars and busses:				
After 18 months.....	1.150	1.055			First 3 months.....	1.430	1.280	40	40
<i>Los Angeles, Calif.</i>					4-12 months.....	1.460	1.310	40	40
Los Angeles Transit Lines:					After 1 year.....	1.500	1.350	40	40
2-man cars:					<i>New Orleans, La.</i>				
First 6 months.....	1.190	1.140	40	40	2-man cars:				
After 6 months.....	1.270	1.220	40	40	First 6 months.....	1.180	1.080		
1-man cars and busses:					7-12 months.....	1.210	1.110		
First 6 months.....	1.310	1.260	40	40	After 1 year.....	1.240	1.140		
After 6 months.....	1.400	1.350	40	40	1-man cars and busses:				
Pacific Electric Co.:					First 6 months.....	1.250	1.150		
2-man cars:					7-12 months.....	1.280	1.180		
First 6 months.....	1.230	1.160			After 1 year.....	1.310	1.210		
After 6 months.....	1.270	1.200			<i>New York, N. Y.</i>				
Single track:					Subways:				
First 6 months.....	1.280	1.210			Road motormen:				
After 6 months.....	1.320	1.250			First year.....	1.540	1.300		48
1-man cars and busses:					After 1 year.....	1.590	1.350		48
First 6 months.....	1.330	1.280							
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 buses:				
After 1 year.....	1.290	1.100	48	48	First 3 months.....	1.045	.970	48	48
Second position.....	1.240	1.000	48	48	4-12 months.....	1.095	1.020	48	48
Platform:					After 1 year.....	1.145	1.070	48	48
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	48	48
Third Avenue Transit System:					After 6 months.....	1.390	1.310	48	48
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 buses:				
13-18 months.....	1.290	1.050	48	48	First 6 months.....	1.050	.970	48	48
19-24 months.....	1.340	1.100	48	48	7-12 months.....	1.100	1.020	48	48
After 2 years.....	1.440	1.200	48	48	After 1 year.....	1.180	1.100	48	48
Brooklyn-Queens Transit Lines:					<i>Omaha, Nebr.</i>				
First 6 months.....	1.240	1.000	48	48	1-man cars and buses:				
Second 6 months.....	1.340	1.100	48	48	First 6 months.....	1.070	.940	48	48
After 1 year.....	1.440	1.200	48	48	7-12 months.....	1.100	.970	48	48
Buses:					After 1 year.....	1.140	1.010	48	48
Avenue B and East Broadway Transit Co.:					<i>Peoria, Ill.</i>				
First 6 months.....	1.200	.960	44	44	1-man cars and buses:				
7-12 months.....	1.280	1.040	44	44	First 9 months.....	1.260	1.130	44	44
13-24 months.....	1.340	1.100	44	44	10-18 months.....	1.280	1.150	44	44
After 2 years.....	1.440	1.200	44	44	After 18 months.....	1.300	1.170	44	44
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 buses:				
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	<i>Phoenix, Ariz.</i>				
7-12 months.....	1.270	.960	48	48	1-man cars and buses:				
13-18 months.....	1.330	1.020	48	48	First 6 months.....	1.230	1.100	48	48
19-24 months.....	1.390	1.080	48	48	7-12 months.....	1.330	1.200	48	48
After 2 years.....	1.440	1.130	48	48	After 1 year.....	1.430	1.300	48	48
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					

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
Pittsburgh, Pa.—Continued					Savannah, Ga.				
Brentwood Motor Coach:					Busses:				
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:					Scranton, Pa.				
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.....	1.360	1.240	40	40	4-12 months.....	1.190	1.080	-----	-----
Portland, Maine					After 1 year.....	1.210	1.110	-----	-----
Busses:					Seattle, Wash.				
First year.....	1.170	1.060	-----	48	Busses:				
After 1 year.....	1.200	1.090	-----	48	First 6 months.....	1.450	1.370	-----	-----
Portland, Oreg.					After 6 months.....	1.500	1.420	-----	-----
1-man cars and busses:					South Bend, Ind.				
First 3 months.....	1.440	1.320	-----	-----	Busses:				
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
Providence, R. I.					Spokane, Wash.				
1-man cars and busses.....	1.400	1.300	40	40	Busses:				
Reading, Pa.					First 6 months.....	1.250	(¹)	-----	(¹)
1-man cars and busses.....	1.200	1.110	40	40	7-12 months.....	1.300	(²)	-----	(²)
Richmond, Va.					After 1 year.....	1.350	1.250	-----	-----
1-man cars and busses:					Springfield, Mass.				
First 3 months.....	1.045	.970	-----	-----	Busses:				
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
Rochester, N. Y.					After 1 year.....	1.615	1.365	40	40
2-man subway cars.....	1.287	1.170	44	-----	Syracuse, N. Y.				
Busses:					1-man cars and busses.....	1.50	1.150	-----	-----
First 3 months.....	1.276	1.160	44	-----	Toledo, Ohio				
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	-----
Rock Island (Ill.) district ¹					7-12 months.....	1.320	1.260	48	-----
Busses:					After 1 year.....	1.350	1.290	48	-----
First 6 months.....	1.260	1.120	-----	-----	Washington, D. C.				
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
St. Louis, Mo.					4-12 months.....	1.410	1.310	40	40
1-man cars and busses: ¹					After 1 year.....	1.450	1.350	40	40
First 4 months.....	1.150	1.150	-----	-----	Wichita, Kans.				
5-8 months.....	1.200	1.200	-----	-----	Busses:				
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	-----	-----
Busses: ¹					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	-----	-----	Worcester, Mass.				
After 18 months.....	1.250	1.000	-----	-----	1-man cars and busses:				
St. Paul, Minn.					First 3 months.....	1.400	1.250	40	40
(Rates same as under Minneapolis, Minn.)					4-12 months.....	1.450	1.300	40	40
Salt Lake City, Utah					After 1 year.....	1.500	1.350	40	40
Busses:					York, Pa.				
First 6 months.....	1.250	1.150	-----	-----	Busses:				
After 6 months.....	1.330	1.230	-----	-----	First 6 months.....	1.180	1.040	40	40
San Antonio, Tex.					7-12 months.....	1.220	1.120	40	40
Busses.....	1.260	1.155	-----	-----	After 1 year.....	1.260	1.160	40	40
San Francisco, Calif.					Youngstown, Ohio				
2-man cars.....	1.368	1.368	-----	48	Busses:				
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					

¹ Plus bonus.² Information not available.³ Includes Davenport, Iowa; Moline and Rock Island, Ill.