

# Union Wages and Hours Local Transit Operating Employees

October 1, 1949

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**UNITED STATES DEPARTMENT OF LABOR**

**Maurice J. Tobin, *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., May 8, 1950.*

THE SECRETARY OF LABOR:

I have the honor to transmit herewith a report on the annual study of union scales of wages and hours in effect on October 1, 1949, for operating employees in the local transit industry in 75 cities.

This study was planned and directed in the Bureau's Division of Wage Statistics by Charles Rubenstein, and the report was prepared by James P. Corkery.

EWAN CLAGUE, *Commissioner.*

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

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# Union Wage Scales and Hours of Local Transit Operating Employees, October 1, 1949

## Summary

Wage scales of union conductors, motormen, and bus drivers in 75 cities averaged \$1.44 an hour on October 1, 1949. Union agreements generally specified higher scales for operators of 1-man cars than for operators of 2-man cars in the 12 cities having both types in service. Milwaukee and San Francisco were the only cities in which the minimum starting scale was the same for both types of cars. In other cities, the differentials ranged from 5 cents an hour in Baltimore to 13 cents in Los Angeles; the most common differential—10 cents an hour—was found in Chicago, Cleveland, Detroit, and Minneapolis.

In most union agreements covering local transit operating employees, hourly pay scales are based on length of service. An entrance or starting rate, one or more intermediate rates, and a maximum or top rate<sup>1</sup> are usually provided. Although the time interval 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 remainder of the first year of employment.

Entrance rates for 1-man car and bus operators varied from a low of 90 cents an hour in Miami to a high of \$1.58 in Chicago. The lowest starting rate reported for 2-man surface car operators (\$1.20) was in Baltimore and the highest (\$1.51) in San Francisco.

The maximum or top scale for busses and 1-man surface cars ranged from \$1.10 in Savannah to \$1.60 an hour in Chicago and Seattle and in New York City for double-deck busses. For 2-man surface cars, the range was from \$1.29 in New Orleans to \$1.51 in San Francisco.

The rate for "owl" car and bus operators in Detroit (\$1.66) was again, as in previous years, the highest individual scale reported in the study.

A standard workweek averaging 43.3 hours was reported in effect on October 1, 1949, for four-fifths of the workers studied. Forty hours constituted the standard workweek for nearly two-fifths of the workers, and one-fifth were on a 48-hour weekly schedule.

## Scope and Method

The 1949 study is the twenty-ninth in a series of annual surveys in the local transit industry conducted by the Bureau of Labor Statistics beginning with 1921.

Information in the current report relates to union scales in effect on October 1, 1949, and covers 108,850 local city transit operating employees in 75 cities ranging in population from 40,000 to over 1,000,000. Trackmen and maintenance workers were not included in the study. Municipally owned transit systems were included if unions acted as bargaining agents for the employees.

The data, including copies of union agreements, were obtained in most cases from local union officials through mail questionnaires and in a few cities by personal visit of Bureau field representatives. Of the total union membership tabulated, 72 percent operated 1-man cars and busses, 18 percent 2-man cars, and 10 percent were employed on elevated and subway lines.

Average rates, designed to show current union rate levels, are based on all rates reported in 75 cities for the current year, regardless of length of service; individual rates are weighted by the number of union members reported at each rate. These averages are not precisely comparable from year-to-year because of changes in union membership and in classifications studied.

In the computation of indexes, year-to-year changes in union scales are obtained by weighting comparable quotations for two consecutive years by membership for the current year. In this way, chain indexes, suitable for measuring trends are constructed.

<sup>1</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.

## Trend of Union Wage Scales

Contract negotiations effective between October 1, 1948, and October 1, 1949, raised the level of union scales for local transit workers by 4 percent. This represented an average increase of 6 cents an hour. This was the smallest increase for any broadly comparable period registered since VJ-day. Scale revisions resulted in upward adjustments of 17 percent between July 1, 1945, and July 1, 1946, 13 percent between July 1, 1946, and October 1, 1947, and 10 percent between October 1, 1947, and October 1, 1948. Increases in levels of union scales since the end of World War II account for three-fourths of the total advance in the past 10 years. On October 1, 1949, the level was 85 percent above that of June 1, 1939 (table 1).

TABLE 1.—Indexes of hourly wage rates of local transit operating employees, 1929-49<sup>1</sup>

[June 1, 1939=100]

Date	Index	Date	Index
May 15, 1929.....	91.6	June 1, 1940.....	101.1
May 15, 1930.....	92.5	June 1, 1941.....	104.8
May 15, 1931.....	92.5	July 1, 1942.....	112.5
May 15, 1932.....	90.6	July 1, 1943.....	119.8
May 15, 1933.....	( <sup>2</sup> )	July 1, 1944.....	120.8
May 15, 1934.....	88.0	July 1, 1945.....	122.1
May 15, 1935.....	91.4	July 1, 1946.....	143.1
May 15, 1936.....	92.1	Oct. 1, 1947.....	161.5
May 15, 1937.....	96.4	Oct. 1, 1948.....	177.7
June 1, 1938.....	99.2	Oct. 1, 1949.....	185.0
June 1, 1939.....	100.2		

<sup>1</sup> Year-to-year changes in union scales are based on comparable quotations or each classification weighted by the respective membership for the current year.

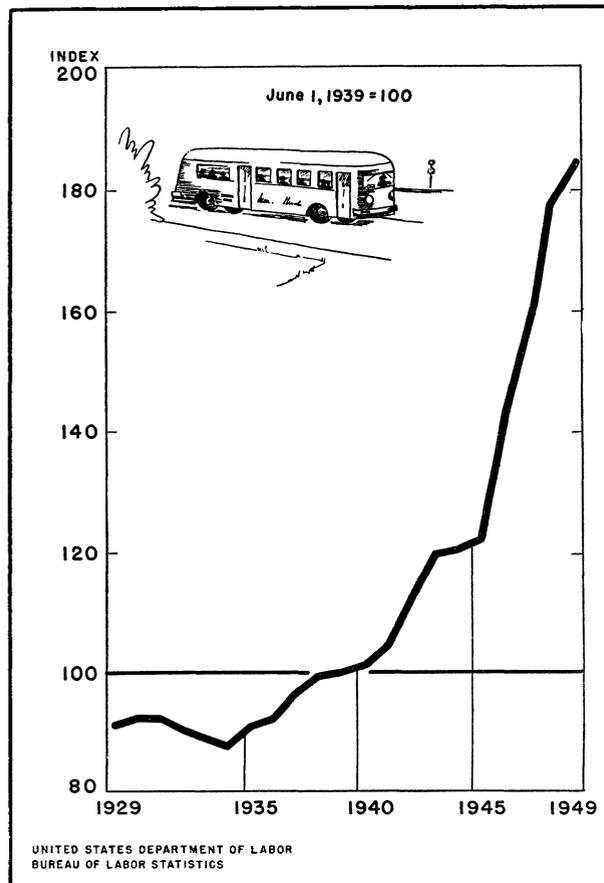
<sup>2</sup> Information not available.

The increase averaging 6 cents an hour, raised the level of all transit operating employees to \$1.44 on October 1, 1949. Average scales by type of conveyance operated showed very little variation; the lowest, that for elevated and subway operators (\$1.41), was only 3 cents below the level of 1-man car and bus operators (table 2).

TABLE 2.—Average union hourly wage rates of local transit operating employees, Oct. 1, 1949, and increases in rates, Oct. 1, 1948, to Oct. 1, 1949

Occupation	Oct. 1, 1949, hourly rate	Increase over Oct. 1, 1948	
		Per- cent	Cents per hour
All local transit operating employees.....	\$1.44	4.1	5.7
Operators of 1-man cars and busses.....	1.44	4.4	6.0
Motormen and conductors of 2-man cars.....	1.43	4.5	6.2
Elevated and subway operators.....	1.41	1.3	1.8

## Indexes of Hourly Wage Rates of Local Transit Operating Employees



Nearly three-fourths of all unionized local transit operating workers studied had upward adjustments in their pay scales from October 1, 1948, to October 1, 1949. Generally the increases were on a cents-per-hour basis, and ranged from under 4 cents to over 14 cents. Nearly a fifth of the workers received increases of 4 to 6 cents an hour; an eighth, 8 to 10 cents; and a seventh, 10 to 12 cents.

Pay scales for 3 of every 4 operators of 1-man cars and busses were increased between October 1, 1948, and October 1, 1949. Most of these workers had increases ranging from 2 to 10 percent. On a cents-per-hour basis the largest groups of workers had advances of 2, 5, and 10 cents. Practically all (96 percent) motormen and conductors of 2-man cars received rate advances during this period. About half of these workers received increases of 5 cents an hour. Union

TABLE 3.—Percent increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1948, to Oct. 1, 1949

Occupation	Percent of workers affected by—		Percent of workers having increase of—								
	No change	Increase	Under 2 percent	2 and under 4 percent	4 and under 6 percent	6 and under 8 percent	8 and under 10 percent	10 and under 12 percent	12 and under 14 percent	14 and under 16 percent	16 percent and over
All local transit operating employees.....	26.2	73.8	3.2	17.5	14.2	23.2	10.5	3.1	-----	2.1	( <sup>1</sup> )
Operators of 1-man cars and busses.....	25.6	74.4	2.6	13.6	16.0	22.9	12.3	4.2	-----	2.8	( <sup>1</sup> )
Motormen and conductors of 2-man cars.....	4.0	96.0	7.2	39.6	7.8	32.1	8.9	.2	-----	.2	-----
Elevated and subway operators.....	73.5	26.5	-----	4.7	12.0	9.2	.4	.2	-----	-----	-----

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

TABLE 4.—Cents-per-hour increases in union wage rates and percent of local transit operating employees affected, Oct. 1 1948, to Oct. 1, 1949

Occupation	Percent of workers affected by increase	Percent of workers having increase of—						
		Under 4 cents	4 and under 6 cents	6 and under 8 cents	8 and under 10 cents	10 and under 12 cents	12 and under 14 cents	14 cents and over
All local transit operating employees.....	73.8	8.5	18.6	8.9	12.8	14.8	8.1	2.1
Operators of 1-man cars and busses.....	74.4	10.0	11.6	12.1	9.4	18.0	10.5	2.8
Motormen and conductors of 2-man cars.....	96.0	7.2	47.4	.6	31.5	6.3	2.8	.2
Elevated and subway operators.....	26.5	-----	16.6	-----	3.1	6.8	-----	-----

scales for nearly three-fourths of all elevated and subway operators remained unchanged since the previous study. For those who received raises, the increase most frequently reported was 5 cents an hour. (See tables 3 and 4).

Over 80 percent of the workers studied had hourly scales of \$1.35 to \$1.60 and less than 7 percent had scales below \$1.25 an hour. Slightly less than a fourth of the 1-man car and bus operators and almost half of the 2-man car operators received between \$1.45 and \$1.50. Nearly a fourth of the elevated and subway operators had scales varying from \$1.55 to \$1.60 an hour, while about a sixth had rates of less than \$1.20 (table 5).

The extent of postwar wage adjustments is evident from a comparison of the October 1, 1949, union scales of local transit workers with those in effect 4 years earlier. On July 1, 1945, three-fourths of all workers had wage scales under \$1, whereas in 1949 approximately the same proportion had scales ranging from \$1.35 to \$1.60 an hour.

### City and Regional Rate Differentials

Average wage scales varied widely among the cities studied—ranging from \$1.10 an hour in Savannah to \$1.60 in Seattle. In 13 cities the

TABLE 5.—Distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1949

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.....	( <sup>1</sup> )	( <sup>1</sup> )	-----	-----
95 cents and under \$1.....	( <sup>1</sup> )	( <sup>1</sup> )	-----	-----
\$1 and under \$1.05.....	( <sup>1</sup> )	0.1	-----	-----
\$1.05 and under \$1.10.....	0.1	.2	-----	-----
\$1.10 and under \$1.15.....	.3	.3	-----	0.2
\$1.15 and under \$1.20.....	2.5	1.5	-----	15.7
\$1.20 and under \$1.25.....	3.5	3.7	0.2	8.8
\$1.25 and under \$1.30.....	4.6	5.1	1.8	6.0
\$1.30 and under \$1.35.....	6.0	6.5	1.5	11.1
\$1.35 and under \$1.40.....	10.1	8.5	20.3	2.0
\$1.40 and under \$1.45.....	18.0	18.7	19.7	9.4
\$1.45 and under \$1.50.....	26.8	22.9	47.5	16.1
\$1.50 and under \$1.55.....	10.6	11.4	8.9	7.6
\$1.55 and under \$1.60.....	15.2	18.0	.1	23.1
\$1.60 and over.....	2.3	3.1	-----	-----

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

hourly level averaged \$1.50 or more an hour; in 37, the level ranged from \$1.20 to \$1.40. Miami, Oklahoma City, and Savannah were the only cities with scale levels averaging less than \$1.15 an hour (table 6).

Although 3 of every 4 local transit workers received a rate increase during the year, wage

TABLE 6.—Average union hourly wage rates of local transit operating employees, by city and population group, Oct. 1, 1949

City and population group	Average hourly rate	City and population group	Average hourly rate
<b>Group I (1,000,000 or more):</b>		<b>Group IV (100,000 to 250,000):</b>	
Detroit, Mich.....	\$1.538	Springfield, Mass.....	\$1.512
Chicago, Ill.....	1.500	Worcester, Mass.....	1.500
Los Angeles, Calif.....	1.451	New Haven, Conn.....	1.495
<i>Average for Group I.....</i>	<i>1.477</i>	South Bend, Ind.....	1.420
New York, N. Y.....	1.405	Youngstown, Ohio.....	1.407
Philadelphia, Pa.....	1.384	Peoria, Ill.....	1.403
<b>Group II (500,000 to 1,000,000):</b>		Spokane, Wash.....	1.386
Washington, D. C.....	1.538	Grand Rapids, Mich.....	1.355
Pittsburgh, Pa.....	1.527	Des Moines, Iowa.....	1.338
Boston, Mass.....	1.516	Dayton, Ohio.....	1.332
San Francisco, Calif.....	1.506	Salt Lake City, Utah.....	1.319
Milwaukee, Wis.....	1.478	<i>Average for Group IV.....</i>	<i>1.304</i>
<i>Average for Group II.....</i>	<i>1.472</i>	Erie, Pa.....	1.303
Cleveland, Ohio.....	1.427	Reading, Pa.....	1.300
Baltimore, Md.....	1.422	Syracuse, N. Y.....	1.300
Buffalo, N. Y.....	1.409	Chattanooga, Tenn.....	1.299
St. Louis, Mo.....	1.403	Rock Island (Ill.) district <sup>1</sup> .....	1.292
<b>Group III (250,000 to 500,000):</b>		Scranton, Pa.....	1.270
Seattle, Wash.....	1.597	Omaha, Nebr.....	1.240
Portland, Ore.....	1.553	Knoxville, Tenn.....	1.238
Cincinnati, Ohio.....	1.549	Duluth, Minn.....	1.224
Providence, R. I.....	1.500	Norfolk, Va.....	1.215
Minneapolis, Minn.....	1.487	Richmond, Va.....	1.212
Oakland, Calif.....	1.470	Charlotte, N. C.....	1.186
Newark, N. J.....	1.453	Wichita, Kans.....	1.161
Indianapolis, Ind.....	1.442	Jacksonville, Fla.....	1.150
<i>Average for Group III.....</i>	<i>1.429</i>	Oklahoma City, Okla.....	1.128
Toledo, Ohio.....	1.428	Miami, Fla.....	1.119
Columbus, Ohio.....	1.389	<b>Group V (40,000 to 100,000):</b>	
Birmingham, Ala.....	1.374	Phoenix, Ariz.....	1.450
Rochester, N. Y.....	1.367	Manchester, N. H.....	1.337
Kansas City, Mo.....	1.357	York, Pa.....	1.290
Atlanta, Ga.....	1.347	Butte, Mont.....	1.280
New Orleans, La.....	1.345	Charleston, S. C.....	1.250
Memphis, Tenn.....	1.331	Mobile, Ala.....	1.249
Louisville, Ky.....	1.309	<i>Average for Group V.....</i>	<i>1.246</i>
Denver, Colo.....	1.306	Little Rock, Ark.....	1.217
San Antonio, Tex.....	1.280	Portland, Maine.....	1.200
Dallas, Tex.....	1.254	El Paso, Tex.....	1.193
		Jackson, Miss.....	1.147
		Savannah, Ga.....	1.099

<sup>1</sup> Includes Rock Island and Moline, Ill., and Davenport, Iowa.

scales in 18 of the 75 cities surveyed remained unchanged between October 1, 1948, and October 1, 1949. Increases in the other 57 cities varied from 2 cents an hour in Phoenix, San Antonio, and San Francisco to 20 cents in Cincinnati. Raises of 10 cents were granted in 11 of these cities and 5 cents in 10 others.

Although the 3 largest size city groups showed little variation in wage scales, the average for cities having 1,000,000 or more population was about 2 cents below the next smaller size group, but about 2 cents above the group having a population of 250,000 to 500,000.

The level of scales in Phoenix (\$1.45), included in the smallest size population group studied, was higher than New York or Philadelphia and the same as Los Angeles. Three cities in the third size group, Seattle (\$1.60), Portland (Oreg.), and Cincinnati (\$1.55) had levels that exceeded those of the cities with a million or more population.

Computed on a regional basis average pay scales for all classifications of local transit operating employees varied from \$1.27 in the Southwest region to \$1.50 in the New England region. The Pacific and Great Lakes regions with average levels slightly below that of New England, were the only other regions to exceed the national average. Regional averages for 1-man car and bus operators followed a similar pattern. For 2-man car operators the Great Lakes region was highest and the Southwest lowest (table 7).

### Standard Workweek

Although 4 of every 5 local transit workers were reported as having a standard workweek on October 1, 1949, no weekly hours were reported for

TABLE 7.—Average union hourly wage rates of local transit operating employees, by region,<sup>1</sup> Oct. 1, 1949

Occupation	United States	New England	Middle Atlantic	Border States	South-east	Great Lakes	Middle West	South-west	Moun-tain	Pacific
All local transit operating employees.....	\$1.44	\$1.50	\$1.41	\$1.43	\$1.28	\$1.48	\$1.37	\$1.27	\$1.33	\$1.49
Operators of 1-man cars and busses.....	1.44	1.51	1.43	1.43	1.28	1.50	1.37	1.27	1.33	1.50
Motormen and conductors of 2-man cars.....	1.43	1.45	1.35	1.37	1.30	1.46	1.29	1.29	1.33	1.45
Elevated and subway operators.....	1.41	1.45	1.39	1.41	1.28	1.47	1.27	1.27	1.33	1.45

<sup>1</sup> The regions used in this study include: *New England*—Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont; *Middle Atlantic*—New Jersey, New York, and Pennsylvania; *Border States*—Delaware, District of Columbia, Kentucky, Maryland, Virginia, and West Virginia; *Southeast*—Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee; *Great Lakes*—Illinois, Indiana, Michigan,

Minnesota, Ohio, and Wisconsin; *Middle West*—Iowa, Kansas, Missouri, Nebraska, North Dakota, and South Dakota; *Southwest*—Arkansas, Louisiana, Oklahoma and Texas; *Mountain*—Arizona, Colorado, Idaho, Montana, New Mexico, Utah, and Wyoming; *Pacific*—California, Nevada, Oregon, and Washington.

TABLE 8.—Distribution of standard weekly hours and percent of local transit operating employees affected, Oct. 1, 1949

Occupation	Percent having—		Average weekly hours	Percent of workers whose standard hours per week were—					
	No stand-ard hours reported	Standard hours		40	Over 40 and under 44	44	Over 44 and under 48	48	Over 48
All local transit operating employees.....	20.4	79.6	43.3	37.1	2.8	16.7	0.1	21.3	1.6
Operators of 1-man cars and busses.....	26.6	73.4	43.2	35.6	3.4	14.0	.1	18.1	2.2
Motormen and conductors of 2-man cars.....	6.0	94.0	42.1	50.8	1.5	34.3		7.4	
Elevated and subway operators.....		100.0	46.0	23.4		3.1		73.5	

workers in over two-fifths of the cities studied. In cities where regular schedules were in effect, the typical week for 1- and 2-man car operators and bus drivers consisted of 40 hours; for elevated and subway operators, a 48-hour standard workweek was most prevalent on October 1, 1949 (table 8).

In most cities, daily overtime was paid after 8 or 8½ hours. In a few cities, such as Charleston (S. C.) and Charlotte (N. C.), daily overtime was not paid until 9½ hours had been worked. One-man car and bus drivers in Norfolk and bus drivers

in Savannah were paid overtime only after regular scheduled runs.

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

A listing of union wage scales in effect October 1, 1949, and October 1, 1948, is presented in table 9 for each of the 75 cities included in the current survey. Weekly hours in effect on these dates are also shown for those cities that reported a regular workweek after which premium overtime was paid.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1948, and Oct. 1, 1949  
(Hours are the same for both years unless otherwise indicated)

City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>
	Rate per hour	Rate per hour			Rate per hour	Rate per hour			Rate per hour	Rate per hour	
<b>ATLANTA, GA.</b>				<b>BOSTON, MASS.—</b> Continued				<b>CHATTANOOGA, TENN.</b>			
1-man cars and busses:				Rapid transit lines:				Busses:			
First 3 months.....	\$1.210	\$1.250		Guards:				First 3 months.....	\$1.140	\$1.190	
7-12 months.....	1.270	1.310		First 3 months.....	\$1.045	\$1.145	40	4-12 months.....	1.180	1.230	
After 1 year.....	1.310	1.350		4-6 months.....	1.165	1.265	40	12-18 months.....	1.200	1.250	
<b>BALTIMORE, MD.</b>				7-9 months.....	1.200	1.300	40	18-24 months.....	1.230	1.280	
2-man cars:				10-12 months.....	1.245	1.345	40	After 24 months.....	1.260	1.310	
First 3 months.....	1.100	1.200	42½	After 1 year.....	1.340	1.440	40	<b>CHICAGO, ILL.</b>			
4-6 months.....	1.200	1.300	42½	Motormen:				2-man cars:			
7-12 months.....	1.250	1.350	42½	Road.....	1.400	1.500	40	First 3 months.....	1.380	1.430	40
After 1 year.....	1.300	1.400	42½	Yard.....	1.455	1.555	40	4-12 months.....	1.410	1.460	40
1-man cars and busses:				<b>BUFFALO, N. Y.</b>				After 1 year.....	1.430	1.480	40
First 3 months.....	1.150	1.250	42½	Busses:				Night cars.....	1.480	1.530	40
4-6 months.....	1.250	1.350	42½	First 3 months.....	1.300	1.300		1-man cars:			
7-12 months.....	1.300	1.400	42½	4-12 months.....	1.330	1.390		Day.....	1.530	1.580	40
After 1 year.....	1.350	1.450	42½	After 1 year.....	1.350	1.410		Night.....	1.580	1.630	40
<b>BIRMINGHAM, ALA.</b>				<b>BUTTE, MONT.</b>				1-man busses:			
2-man cars:				1-man busses.....	1.280	1.280	48	Day.....	1.530	1.580	40
First 3 months.....	1.085	1.255	2 48	<b>CHARLESTON, S. C.</b>				Night.....	1.560	1.610	40
4-6 months.....	1.105	1.275	2 48	Busses:				Elevated railways:			
7-12 months.....	1.135	1.305	2 48	First 3 months.....	1.120	1.210		Motormen:			
After 1 year.....	1.135	1.305	2 48	4-12 months.....	1.140	1.230		First 3 months.....	1.410	1.460	40
1-man cars and busses:				After 1 year.....	1.160	1.250		4-12 months.....	1.410	1.460	40
First 3 months.....	1.160	1.330	2 48	<b>CHARLOTTE, N. C.</b>				After 1 year.....	1.460	1.510	40
4-6 months.....	1.180	1.350	2 48	Busses:				Conductors (regular).....	1.416	1.466	40
7-12 months.....	1.180	1.350	2 48	First 3 months.....	.900	1.000		Conductors (extra):			
After 1 year.....	1.210	1.380	2 48	4-6 months.....	.950	1.050		First year.....	1.398	1.448	40
<b>BOSTON, MASS.</b>				7-12 months.....	1.000	1.100		After 1 year.....	1.416	1.466	40
1-man cars and busses:				After 12 months.....	1.100	1.200		Guards (regular).....	1.400	1.450	40
First 3 months.....	1.165	1.265	40	Busses:				Guards (extra):			
4-6 months.....	1.280	1.380	40	First 3 months.....	.900	1.000		First 3 months.....	1.370	1.420	40
7-9 months.....	1.315	1.415	40	4-6 months.....	.950	1.050		4-12 months.....	1.380	1.430	40
10-12 months.....	1.360	1.460	40	7-12 months.....	1.000	1.100		After 1 year.....	1.390	1.440	40
After 1 year.....	1.455	1.555	40	After 12 months.....	1.100	1.200					

See footnotes at end of table.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1948, and Oct. 1, 1949—Continued

City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>
	Rate per hour	Rate per hour			Rate per hour	Rate per hour			Rate per hour		
<b>CHICAGO, ILL.—Con.</b>				<b>EL PASO, TEX.</b>				<b>LOUISVILLE, KY.</b>			
Motor coaches:				1-man cars and busses:				1-man cars and busses:			
1-man busses:				First 3 months.....	\$0. 970	\$1. 070		First 3 months.....	\$1. 110	\$1. 160	48
First 6 months.....	\$1. 380	\$1. 430	40	4-9 months.....	1. 020	1. 120		4-6 months.....	1. 160	1. 240	48
Second 6 months.....	1. 430	1. 480	40	10-12 months.....	1. 070	1. 170		7-12 months.....	1. 240	1. 290	48
After 1 year.....	1. 550	1. 600	40	After 1 year.....	1. 120	1. 220		After 1 year.....	1. 260	1. 310	48
<b>CINCINNATI, OHIO</b>				<b>ERIE, PA.</b>				<b>MANCHESTER, N. H.</b>			
2-man cars:				Busses:				Busses:			
First 3 months.....	1. 230	1. 430	40	First 6 months.....	1. 210	1. 210	40	First 3 months.....	1. 140	1. 200	40
4-12 months.....	1. 260	1. 460	40	7-12 months.....	1. 280	1. 280	40	4-12 months.....	1. 210	1. 270	40
After 1 year.....	1. 280	1. 480	40	After 1 year.....	1. 310	1. 310	40	After 1 year.....	1. 280	1. 340	40
1-man cars and busses:				<b>GRAND RAPIDS, MICH.</b>				<b>MEMPHIS, TENN.</b>			
First 3 months.....	1. 300	1. 500	40	Busses:				1-man cars and busses:			
4-12 months.....	1. 330	1. 530	40	First 3 months.....	1. 185	1. 255	48	First year.....	1. 170	1. 250	48
After 1 year.....	1. 350	1. 550	40	4-12 months.....	1. 235	1. 305	48	Second year.....	1. 220	1. 300	48
<b>CLEVELAND, OHIO</b>				After 1 year.....	1. 285	1. 355	48	After 2 years.....	1. 270	1. 350	48
2-man cars:				<b>INDIANAPOLIS, IND.</b>				<b>MIAMI, FLA.</b>			
First 3 months.....	1. 260	1. 350	44	1-man cars and busses:				Busses:			
4-12 months.....	1. 290	1. 380	44	First year.....	1. 350	1. 410	40	First 6 months.....	. 900	. 900	44
After 1 year.....	1. 310	1. 400	44	1-2 years.....	1. 370	1. 430	40	7-12 months.....	1. 000	1. 000	44
Busses:				After 2 years.....	1. 420	1. 480	40	13-18 months.....	1. 100	1. 100	44
First 3 months.....	1. 360	1. 450	44	<b>JACKSON, MISS.</b>				After 18 months.....	1. 150	1. 150	44
4-12 months.....	1. 390	1. 480	44	Busses:				<b>MILWAUKEE, WIS.</b>			
After 1 year.....	1. 410	1. 500	44	First 6 months.....	1. 020	1. 100		2-man cars:			
<b>COLUMBUS, OHIO</b>				After 6 months.....	1. 070	1. 150		First year.....	1. 320	1. 440	40
1-man cars, busses, and				<b>JACKSONVILLE, FLA.</b>				2-3 years.....	1. 360	1. 480	40
coaches:				Busses:				After 3 years.....	1. 360	1. 480	40
First 3 months.....	1. 280	1. 340	48	First 6 months.....	1. 050	1. 050		1-man cars and busses:			
4-12 months.....	1. 310	1. 370	48	7-12 months.....	1. 100	1. 100		First year.....	1. 320	1. 440	40
After 1 year.....	1. 330	1. 390	48	After 1 year.....	1. 150	1. 150		2-3 years.....	1. 360	1. 480	40
<b>DALLAS, TEX.</b>				<b>KANSAS CITY, MO.</b>				After 3 years.....	1. 360	1. 480	40
1-man cars and busses:				1-man cars and busses:				<b>MINNEAPOLIS, MINN.</b>			
First year.....	1. 130	1. 210	52½	First 4 months.....	1. 195	1. 305		2-man cars:			
After 1 year.....	1. 170	1. 260	52½	5-8 months.....	1. 215	1. 325		First 9 months.....	1. 240	1. 360	40
<b>DAYTON, OHIO</b>				9-12 months.....	1. 235	1. 345		Second 9 months.....	1. 270	1. 390	40
1-man cars and busses:				After 1 year.....	1. 250	1. 360		After 18 months.....	1. 300	1. 420	40
First 3 months.....	1. 150	1. 250	51	<b>KNOXVILLE, TENN.</b>				1-man cars and busses:			
4-12 months.....	1. 200	1. 300	51	Busses:				First 9 months.....	1. 330	1. 450	40
After 1 year.....	1. 250	1. 350	51	First year.....	1. 100	1. 150		Second 9 months.....	1. 360	1. 480	40
<b>DENVER, COLO.</b>				Second year.....	1. 150	1. 200		After 18 months.....	1. 400	1. 520	40
1-man cars, busses and				After 2 years.....	1. 200	1. 250		<b>MOBILE, ALA.</b>			
trolley coaches:				<b>LITTLE ROCK, ARK.</b>				Busses:			
First 3 months.....	1. 220	1. 270	51	1-man cars and busses:				First year.....	1. 150	1. 200	
4-12 months.....	1. 230	1. 280	51	First 6 months.....	1. 000	1. 075		After 1 year.....	1. 200	1. 250	
13-18 months.....	1. 240	1. 290	51	7-12 months.....	1. 050	1. 125		<b>NEWARK, N. J.</b>			
19-24 months.....	1. 250	1. 300	51	13-18 months.....	1. 100	1. 175		1-man cars and busses:			
After 2 years.....	1. 260	1. 310	51	After 18 months.....	1. 150	1. 225		First 3 months.....	1. 390	1. 415	
<b>DES MOINES, IOWA</b>				<b>LOS ANGELES, CALIF.</b>				4-12 months.....	1. 410	1. 435	
1-man cars and busses:				1-man cars and busses:				After 1 year.....	1. 430	1. 455	
First 3 months.....	1. 200	1. 260		Los Angeles Transit				<b>NEW HAVEN, CONN.</b>			
4-12 months.....	1. 230	1. 290		Lines:				Connecticut Co.:			
After 12 months.....	1. 280	1. 340		First 6 months.....	1. 310	1. 380	40	1-man cars and busses:			
<b>DETROIT, MICH.</b>				After 6 months.....	1. 400	1. 470	40	First 3 months.....	1. 430	1. 430	40
2-man cars:				Pacific Electric Railway				4-12 months.....	1. 460	1. 460	40
First 6 months.....	1. 355	1. 355	44	Co.:				After 1 year.....	1. 500	1. 500	40
7-12 months.....	1. 395	1. 395	44	First 6 months.....	1. 330	1. 430		Orange St. Bus Co., Inc.:			
After 1 year.....	1. 455	1. 455	44	After 6 months.....	1. 370	1. 470		Busses.....	1. 250	1. 250	51
Night cars.....	1. 555	1. 555	44	2-man cars:				<b>NEW ORLEANS, LA.</b>			
1-man cars and busses:				Los Angeles Transit				2-man cars:			
First 6 months.....	1. 455	1. 455	44	Lines:				First 6 months.....	1. 180	1. 230	
7-12 months.....	1. 495	1. 495	44	First 6 months.....	1. 190	1. 260	40	7-12 months.....	1. 210	1. 280	
After 1 year.....	1. 555	1. 555	44	After 6 months.....	1. 270	1. 340	40	After 1 year.....	1. 240	1. 290	
Night busses.....	1. 655	1. 655	44	Pacific Electric Railway				1-man cars and busses:			
<b>DULUTH, MINN.</b>				Co.:				First 6 months.....	1. 250	1. 300	
Busses:				First 6 months.....	1. 230	1. 330		7-12 months.....	1. 280	1. 330	
First year.....	1. 170	1. 170	40	After 6 months.....	1. 270	1. 370		After 1 year.....	1. 310	1. 360	
Second year.....	1. 230	1. 230	40	Single track:				<b>See footnotes at end of table.</b>			
				First 6 months.....	1. 280	1. 380					
				After 6 months.....	1. 320	1. 420					

See footnotes at end of table.



TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1948, and Oct. 1, 1949—Continued

City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>	City and classification	Oct. 1, 1948	Oct. 1, 1949	Hours per week <sup>1</sup>
	Rate per hour	Rate per hour			Rate per hour	Rate per hour			Rate per hour		
<b>SALT LAKE CITY, UTAH</b>				<b>SOUTH BEND, IND.</b>				<b>WASHINGTON, D. C.</b>			
1-man busses:				Busses:				1-man cars and busses:			
First 6 months.....	\$1.250	\$1.250	-----	First 6 months.....	\$1.370	\$1.370	40	First 3 months.....	\$1.370	\$1.470	40
After 6 months.....	1.330	1.330	-----	Second 6 months.....	1.395	1.395	40	4-12 months.....	1.410	1.510	40
				After 1 year.....	1.420	1.420	40	After 1 year.....	1.450	1.550	40
<b>SAN ANTONIO, TEX.</b>				<b>SPOKANE, WASH.</b>				<b>WICHITA, KANS.</b>			
Busses.....	1.260	1.280	-----	1-man busses:				Busses:			
				First 6 months.....	1.250	1.300	-----	1-3 months.....	.900	1.000	-----
<b>SAN FRANCISCO, CALIF.</b>				7-12 months.....	1.300	1.350	-----	4-6 months.....	.940	1.040	-----
1-man busses and track-	1.484	1.506	48	After 1 year.....	1.350	1.400	-----	7-9 months.....	.980	1.080	-----
less trolleys.....	1.484	1.506	48	<b>SPRINGFIELD, MASS.</b>				10-12 months.....	1.020	1.120	-----
2-man cars.....	1.484	1.506	48	Busses:				13-15 months.....	1.060	1.160	-----
Cable gripmen and con-	1.484	1.506	48	First 3 months.....	1.415	1.415	40	16-18 months.....	1.100	1.200	-----
ductors.....				4-12 months.....	1.470	1.470	40	<b>WORCESTER, MASS.</b>			
<b>SAVANNAH, GA.</b>				After 1 year.....	1.515	1.515	40	1-man cars and busses:			
Busses:				<b>SYRACUSE, N. Y.</b>				First 3 months.....	1.400	1.400	40
First 6 months.....	1.000	1.000	-----	1-man cars and busses:				4-12 months.....	1.450	1.450	40
7-12 months.....	1.050	1.050	-----	First 3 months.....	1.210	1.250	-----	After 1 year.....	1.500	1.500	40
After 1 year.....	1.100	1.100	-----	4-12 months.....	1.230	1.280	-----	<b>YORK, PA.</b>			
<b>SCRANTON, PA.</b>				After 1 year.....	1.250	1.300	-----	Busses:			
1-man cars and busses;				<b>TOLEDO, OHIO</b>				First 6 months.....	1.140	1.170	40
First 3 months.....	1.130	1.190	-----	1-man cars and busses:				7-12 months.....	1.220	1.250	40
3-12 months.....	1.190	1.250	-----	First 6 months.....	1.300	1.380	48	After 1 year.....	1.260	1.290	40
After 1 year.....	1.210	1.270	-----	7-12 months.....	1.320	1.400	48	<b>YOUNGSTOWN, OHIO</b>			
<b>SEATTLE, WASH.</b>				After 1 year.....	1.350	1.430	48	Busses:			
1-man busses:								First year.....	1.290	1.360	44
First 6 months.....	1.450	1.550	-----					After 1 year.....	1.340	1.410	44
After 6 months.....	1.500	1.600	-----								

<sup>1</sup> Hours per week are shown only for those cities that reported a regular workweek after which premium overtime was paid.

<sup>2</sup> Hours per week not available for Oct. 1, 1948.

<sup>3</sup> 48 hours per week on Oct. 1, 1948.

<sup>4</sup> Includes Rock Island and Moline, Ill., and Davenport, Iowa.