

**Union Wages and Hours:
Local Transit Operating Employees
October 1, 1950**

Bulletin No. 1019

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 17, 1951

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, 1950, for operating employees in the local transit industry in 76 cities.

This study was planned and directed in the Bureau's Division of Wage Statistics by John F. Laciskey, 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, 1950

Summary

Average pay scales of union conductors, motormen, and bus operators increased 4.8 percent during the year ending October 1, 1950. Union hourly scales of operating employees of local transit equipment averaged \$1.50 on October 1, 1950, an advance of 7 cents an hour over the previous October. Ninety percent of the transit workers included in the study received upward scale adjustments as the result of contract negotiations effective between October 1, 1949, and October 1, 1950.

Standard weekly schedules averaging 43.9 hours were reported for about five-sixths of the operating employees surveyed on October 1, 1950. Of those having a standard workweek, schedules of 40 hours were in effect for three-eighths of the workers and of 48 hours for three-tenths.

Scope and Method of Survey

The 1950 study was the thirtieth in a series of annual surveys in the local transit industry conducted by the Bureau of Labor Statistics beginning with 1921.

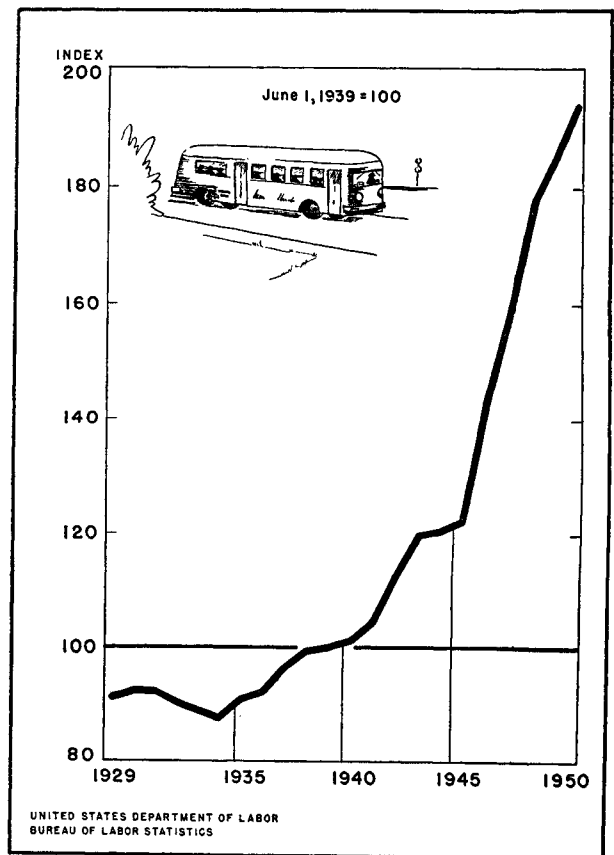
Information in the current report was based on union scales in effect on October 1, 1950, and covers slightly over 100,000 local city transit operating employees in 76 cities ranging in population from 40,000 to over 1,000,000. Trackmen and maintenance workers were not included in the study. Municipally owned intracity transit systems were included if unions acted as bargaining agents for the employees. Of the total membership surveyed, 75 percent operated 1-man cars and busses; 15 percent, 2-man cars; and 10 percent were on elevated and subway lines.

Data were obtained primarily from local union officials by mail questionnaire. In a few cities information was obtained by personal visits of Bureau field representatives.

Union scales are defined as the minimum wage rates and maximum schedules of hours agreed upon through collective bargaining between employers and unions. Rates in excess of the negotiated minimum which may be paid for special qualifications or other reasons are not included.

Average rates, designed to show current levels, are based on all rates regardless of length of service, reported for the current year in the cities covered; individual rates are weighted by the num-

Indexes of Hourly Wage Rates of Local Transit Operating Employees



ber of union members reported as working at each rate. These averages are not measures for yearly comparisons because of annual changes in 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 manner, chain indexes suitable for measuring trends are constructed.

Trends in Union Wage Scales

The Bureau's index of union hourly wage scales for local transit operating employees on October 1, 1950, was 93.8 percent above the level of June 1, 1939. Over three-fourths of the total increase occurred during the last 5 years of the period. The 4.8 percent rise in union scales in the year ending October 1, 1950, was slightly higher than the increases registered in the preceding 12 months, but substantially below the gains achieved in the 3 years following the close of World War II, when advances of 17, 13, and 10 percent were recorded (table 1).

TABLE 1.—Indexes of hourly wage rates of local transit operating employees, 1929-50¹

[June 1, 1939=100]			
Date	Index	Date	Index
1929: May 15.....	91.6	1940: June 1.....	101.1
1930: May 15.....	92.5	1941: June 1.....	104.8
1931: May 15.....	92.5	1942: July 1.....	112.5
1932: May 15.....	90.6	1943: July 1.....	119.8
1933: May 15.....	(²)	1944: July 1.....	120.8
1934: May 15.....	88.0	1945: July 1.....	122.1
1935: May 15.....	91.4	1946: July 1.....	143.1
1936: May 15.....	92.1	1947: Oct. 1.....	161.5
1937: May 15.....	96.4	1948: Oct. 1.....	177.7
1938: June 1.....	99.2	1949: Oct. 1.....	185.0
1939: June 1.....	100.0	1950: Oct. 1.....	193.8

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

² Information not available.

Nine of every 10 unionized local transit operating employees received an upward adjustment in their pay scales between October 1, 1949, and October 1, 1950. The increases averaged 6.8 cents an hour and ranged from less than 2 cents to more than 15 cents. For almost two-fifths of those receiving raises, the increase was from 4 to 7 cents; a similar proportion had upward adjustments of 10 to 13 cents.

Hourly scales advanced an average of 6 cents for 1-man cars and busses, 8 cents for 2-man cars, and 10 cents for elevated and subway operators (table 2).

TABLE 2.—Average union hourly wage rates of local transit operating employees, Oct. 1, 1950, and increases in rates, Oct. 1, 1949, to Oct. 1, 1950

Occupation	Oct. 1, 1950, hourly rate	Increase over Oct. 1, 1949	
		Percent	Cents per hour
All local transit operating employees..	\$1.50	4.8	6.8
Operators of 1-man cars and busses...	1.50	4.3	6.2
Motormen and conductors of 2-man cars.....	1.50	5.3	7.6
Elevated and subway operators.....	1.51	7.2	10.1

Wage scales for 7 of every 8 operators of 1-man cars and busses were advanced during the year ending October 1, 1950. Adjustments of 4 to 7 cents an hour were most common. Almost 98 percent of the motormen and conductors of 2-man cars received scale increases effective between October 1, 1949, and October 1, 1950. For nearly half of the workers on 2-man cars, the gain was from 11 to 13 cents an hour. Upward wage adjustments of 10 to 12 cents an hour were received by nine-tenths of the elevated and subway workers studied, reflecting the increases granted to employees of the Chicago and New York City elevated and subway systems. (See tables 3 and 4.)

TABLE 3.—Percent increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1949, to Oct. 1, 1950

Change in hourly rates	Percent of—			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change.....	9.9	12.8	2.1	-----
Increases.....	90.1	87.2	97.9	100.0
Under 2 percent.....	6.4	4.8	17.0	3.3
2 and under 3 percent.....	5.9	6.8	5.7	-----
3 and under 4 percent.....	16.7	20.9	1.7	6.0
4 and under 5 percent.....	15.8	16.6	22.2	.1
5 and under 6 percent.....	5.5	6.6	3.1	.4
6 and under 7 percent.....	4.5	5.9	-----	-----
7 and under 8 percent.....	9.3	6.1	.1	47.4
8 and under 9 percent.....	16.4	10.7	48.1	11.8
9 and under 10 percent.....	8.5	7.2	-----	31.0
10 and under 11 percent.....	.3	.4	-----	-----
11 and under 12 percent.....	(¹)	.1	-----	-----
12 and under 13 percent.....	.7	.9	-----	-----
13 and under 14 percent.....	.1	.2	-----	-----
14 percent and over.....	(¹)	(¹)	-----	-----

¹ Less than 0.05 percent.

TABLE 4.—Cents-per-hour increases in union wage rates and percent of local transit operating employees affected, Oct. 1, 1949, to Oct. 1, 1950

Change	Percent of—			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and subway operators
No change.....	9.9	12.8	2.1	.....
Increases.....	90.1	87.2	97.9	100.0
Under 2 cents.....	.3	.3	.....	.....
2 and under 3 cents.....	10.6	9.2	22.7	3.3
3 and under 4 cents.....	1.6	2.1	.....	.....
4 and under 5 cents.....	7.8	9.3	1.7	6.1
5 and under 6 cents.....	17.3	18.8	21.2	.....
6 and under 7 cents.....	7.5	9.7	1.0	.4
7 and under 8 cents.....	5.4	6.5	3.1	.....
8 and under 9 cents.....	.3	.4	.....	.....
9 and under 10 cents.....	1.3	1.8	.....	.....
10 and under 11 cents.....	8.0	8.6	.1	15.3
11 and under 12 cents.....	14.3	8.3	4.4	74.9
12 and under 13 cents.....	9.7	4.2	43.7	.....
13 and under 14 cents.....	4.9	6.5	.....	.....
14 cents and over.....	1.1	1.5	.....	.....

Wage Scale Variations

Pay scales of most union local transit operating employees generally are graduated on the basis of length of experience. Usually an entrance or starting rate, one or more intermediate rates, and a maximum or top rate¹ are provided. Although the time interval between entrance on the job and the first rate change varies from city to city, wage scales are most frequently increased after either 3 or 6 months on the job, and the maximum or top rate is reached after 1 year. On October 1, 1950, agreements in a few cities including Providence, San Antonio, and San Francisco provided for only one scale regardless of length of service.

Entrance rates for 1-man car and bus operators varied from \$1 in Savannah to \$1.70 in Chicago. Seattle, with a rate of \$1.62, had the second highest entrance rate for this classification. The lowest starting rate reported for 2-man surface car operators (\$1.27) was in Philadelphia and the highest (\$1.55) in Chicago.

The maximum or top scale for busses and 1-man surface cars ranged from \$1.10 in Savannah to \$1.75 in Chicago. For 2-man surface cars the range of maximum scales was from \$1.355 in Birmingham to \$1.65 in Chicago.

Average hourly scales of local transit operating employees showed practically no variation by type of conveyance operated. Hourly scales aver-

¹ This so-called maximum or top rate is really a 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.

aged \$1.50 for 1-man car and bus operators and for motormen and conductors of 2-man cars, and 1 cent higher for elevated and subway operators.

Union wage scales for over three-fifths of all workers studied varied between \$1.45 and \$1.65 an hour and fewer than 1 of every 20 had scales below \$1.30. Over two-fifths of the rates for 1-man car and bus operators were concentrated between \$1.50 and \$1.60 an hour. Although three-eighths of the motormen and conductors on 2-man cars had hourly scales ranging from \$1.60 to \$1.65, a fifth varied from \$1.45 to \$1.50 an hour and the same proportion had rates of \$1.35 to \$1.40 (table 5). Nearly a fourth of the subway and elevated operators received at least \$1.70 an hour on October 1, 1950, and a slightly larger proportion had negotiated scales of \$1.30 to \$1.40 an hour.

TABLE 5.—Distribution of union operating employees in the local transit industry, by hourly wage rates, Oct. 1, 1950

Hourly wage rates	Percent of union members, by occupation			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and subway operators
Under \$1.....	(¹)	(¹)	.....	.....
\$1 and under \$1.05.....	(¹)	0.1	.....	.....
\$1.05 and under \$1.10.....	(¹)	.....	.....	.....
\$1.10 and under \$1.15.....	0.2	.3	.....	.....
\$1.15 and under \$1.20.....	.1	.2	.....	(¹)
\$1.20 and under \$1.25.....	1.4	1.8	.....	.....
\$1.25 and under \$1.30.....	3.0	3.8	0.8	.....
\$1.30 and under \$1.35.....	5.0	4.4	.1	16.1
\$1.35 and under \$1.40.....	8.8	6.1	21.0	10.7
\$1.40 and under \$1.45.....	9.0	10.3	4.1	6.4
\$1.45 and under \$1.50.....	11.2	8.3	22.2	16.4
\$1.50 and under \$1.55.....	13.5	15.8	7.9	4.3
\$1.55 and under \$1.60.....	23.4	29.1	4.1	8.8
\$1.60 and under \$1.65.....	14.1	9.6	37.9	13.1
\$1.65 and under \$1.70.....	3.9	4.8	1.9	1.0
\$1.70 and over.....	6.4	5.4	.....	23.2

¹ Less than 0.05 percent.

City and Regional Rate Differentials

Average union wage scales showed wide variations among the 76 cities studied—from \$1.10 an hour in Savannah to \$1.67 in Seattle. In 23 cities the wage level averaged \$1.50 or more an hour; in 28, from \$1.25 to \$1.40 (table 6). Twelve of the cities surveyed reported no increases in scales during the year ending October 1, 1950. In the other cities the hourly wage adjustments ranged up to 14 cents in Houston, South Bend, and the Rock Island, Ill., district. The hourly advance amounted to 5 cents in 21 cities and to 10 cents in 5 cities.

TABLE 6.—Average union hourly wage rates of local transit operating employees, by city and population group, Oct. 1, 1950

City and population group	Average hourly rate	City and population group	Average hourly rate
Group I (1,000,000 or more):			
Chicago, Ill.	\$1.630	Group IV (100,000 to 250,000):	
Detroit, Mich.	1.595	South Bend, Ind.	\$1.560
<i>Average for Group I</i>	<i>1.535</i>	Springfield, Mass.	1.550
Los Angeles, Calif.	1.519	Worcester, Mass.	1.550
New York, N. Y.	1.502	New Haven, Conn.	1.543
Philadelphia, Pa.	1.406	Peoria, Ill.	1.463
Group II (500,000 to 1,000,000):			
Pittsburgh, Pa.	1.628	Youngstown, Ohio	1.450
Boston, Mass.	1.565	Rock Island (Ill.) District ²	1.426
Milwaukee, Wis.	1.548	Des Moines, Iowa	1.399
Washington, D. C.	1.548	Erie, Pa.	1.392
Baltimore, Md.	1.538	Spokane, Wash.	1.386
San Francisco, Calif.	1.530	Dayton, Ohio	1.381
<i>Average for Group II</i>	<i>1.524</i>	Chatanooga, Tenn.	1.357
Buffalo, N. Y.	1.500	Syracuse, N. Y.	1.357
Cleveland, Ohio	1.477	Grand Rapids, Mich.	1.355
St. Louis, Mo.	1.403	<i>Average for Group IV</i>	<i>1.354</i>
Group III (250,000 to 500,000):			
Seattle, Wash.	1.668	Reading, Pa.	1.350
Cincinnati, Ohio	1.598	Salt Lake City, Utah	1.339
Newark, N. J.	1.588	Scranton, Pa.	1.320
Portland, Oreg.	1.557	Knoxville, Tenn.	1.300
Providence, R. I.	1.550	Omaha, Nebr.	1.300
Oakland, Calif.	1.525	Duluth, Minn.	1.298
Minneapolis, Minn. ¹	1.503	Charlotte, N. C.	1.280
<i>Average for Group III</i>	<i>1.487</i>	Norfolk, Va.	1.245
Columbus, Ohio	1.485	Richmond, Va.	1.242
Toledo, Ohio	1.478	Oklahoma City, Okla.	1.208
Indianapolis, Ind.	1.466	Jacksonville, Fla.	1.200
Rochester, N. Y.	1.435	Miami, Fla.	1.192
Birmingham, Ala.	1.426	Wichita, Kans.	1.146
New Orleans, La.	1.403	Group V (40,000 to 100,000):	
Atlanta, Ga.	1.398	Phoenix, Ariz.	1.450
Memphis, Tenn.	1.386	Manchester, N. H.	1.368
Louisville, Ky.	1.379	Butte, Mont.	1.300
Kansas City, Mo.	1.360	Charleston, S. C.	1.300
Denver, Colo.	1.346	York, Pa.	1.300
San Antonio, Tex.	1.300	Mobile, Ala.	1.279
Houston, Tex.	1.294	<i>Average for Group V</i>	<i>1.273</i>
Dallas, Tex.	1.274	Little Rock, Ark.	1.250
		El Paso, Tex.	1.249
		Jackson, Miss.	1.200
		Portland, Maine	1.200
		Savannah, Ga.	1.100

¹ Includes St. Paul, Minn.

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

The wage scales of local transit workers tend to vary directly with city size. Although there was comparatively little variation in the averages for the 3 largest size city groups, a 13-cent differential existed between the average for the 250,000 to 500,000 population group and the next smaller-sized city group.

The level of rates for individual cities within population groups did not necessarily vary according to city size. By illustration, in the fourth size population group, rate levels for South Bend, Ind., Springfield and Worcester, Mass., and New Haven, Conn., exceeded the average for cities having a million or more population. Pittsburgh and Cincinnati ranked third and fourth, respectively, in city scale levels, whereas such large metropolitan centers as New York and Philadelphia were in 21st and 33d places, respectively, among the cities surveyed.

Considered on a regional basis average union wage scales for all local transit operating employees varied from \$1.57 in the Great Lakes region to \$1.31 in the Southwest region (table 7). The Southeast, Middle West, and Mountain regions also averaged below the \$1.50 national level. Regional averages for 1-man car and bus operators who comprised three-fourths of all workers studied followed a somewhat similar pattern. Among the 6 regions in which 2-man car operators were reported, scales averaged highest in the Great Lakes region and lowest in the Southeast and Southwest regions.

TABLE 7.—Average union hourly wage rates of local transit operating employees, by region¹ Oct. 1, 1950

Region ¹	Average rate per hour—			
	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man cars	Elevated and sub-way operators
United States.....	\$1.50	\$1.50	\$1.50	\$1.51
New England.....	1.55	1.55	1.55	1.50
Middle Atlantic.....	1.50	1.52	1.37	1.49
Border States.....	1.50	1.48	1.50	1.50
Southeast.....	1.33	1.33	1.36	1.36
Great Lakes.....	1.57	1.58	1.55	1.57
Middle West.....	1.38	1.38	1.38	1.38
Southwest.....	1.31	1.31	1.36	1.36
Mountain.....	1.36	1.36	1.36	1.36
Pacific.....	1.54	1.54	1.50	1.50

¹ 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, 1950

Weekly hours	All workers	Operators of 1-man cars and busses	Motormen and conductors of 2-man surface cars	Elevated and sub-way operators
Average weekly hours.....	43.9	43.8	42.5	46.2
Total reporting standard hours.....	85.2	81.2	95.6	100.0
40 hours.....	31.9	30.9	47.8	15.3
Over 40 and under 44 hours.....	5.4	6.4	.1	6.1
44 hours.....	18.4	16.5	38.0	3.7
46 hours.....	.2	.3	.....	.....
48 hours.....	25.6	22.8	6.8	74.9
Over 48 hours.....	3.7	4.3	2.9	.....
Percent reporting no standard hours.....	14.8	18.8	4.4	.....

Standard Workweek

Over four-fifths of all local transit operating employees were reported as having a standard workweek on October 1, 1950. No straight-time weekly hours were reported, however, for a third of the cities studied. For those cities where regular schedules were in effect, 40 hours represented the most usual workweek for 1- and 2-man car and bus operators (table 8).

As a result of a longer workweek for operators in Boston, Dallas, and Detroit average hours had

increased approximately 1 percent since the previous survey on October 1, 1949, and averaged 43.9 hours on October 1, 1950.

Union Scales of Wages and Hours, by City

A listing of union wage scales in effect October 1, 1950, and October 1, 1949, is presented in table 9 for each of the 76 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, 1949, and Oct. 1, 1950

[Hours are the same for both years unless otherwise indicated]

City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹
	Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950	
ATLANTA, GA.				BUFFALO, N. Y.				CHICAGO, ILL.—Con.			
Buses and trackless trolleys:				Buses:				Elevated railways—Con.			
First 6 months.....	\$1.250	\$1.300	-----	First 3 months.....	\$1.330	\$1.450	-----	Conductors (extra):			
7-12 months.....	1.310	1.360	-----	4-12 months.....	1.360	1.480	-----	First year.....	\$1.448	\$1.548	40
After 1 year.....	1.350	1.400	-----	After 1 year.....	1.380	1.500	-----	After 1 year.....	1.466	1.566	40
Feeder busses:								Guards (regular).....	1.450	1.548	40
First 6 months.....	1.250	1.250	-----	BUTTE, MONT.				Guards (extra):			
7-12 months.....	1.310	1.310	-----	1-man busses.....	1.280	1.300	48	First 3 months.....	1.420	1.520	40
After 1 year.....	1.350	1.350	-----				4-12 months.....	1.430	1.530	40	
BALTIMORE, MD.				CHARLESTON, S. C.				After 1 year.....	1.440	1.539	40
2-man cars:				Buses:				Motor coaches:			
First 3 months.....	1.200	1.300	42½	First 3 months.....	1.210	1.260	54	1-man busses:			
4-6 months.....	1.300	1.400	42½	4-12 months.....	1.230	1.280	54	First 6 months.....	1.430	1.530	40
7-12 months.....	1.350	1.450	42½	After 1 year.....	1.250	1.300	54	Second 6 months.....	1.480	1.580	40
After 1 year.....	1.400	1.500	42½				After 1 year.....	1.600	1.700	40	
1-man cars and busses:				CHARLOTTE, N. C.				CINCINNATI, OHIO			
First 3 months.....	1.250	1.350	42½	Buses:				1-man cars and busses:			
4-6 months.....	1.350	1.450	42½	First 3 months.....	1.000	1.050	-----	First 3 months.....	1.500	1.550	40
7-12 months.....	1.400	1.500	42½	4-6 months.....	1.050	1.100	-----	4-12 months.....	1.530	1.580	40
After 1 year.....	1.450	1.550	42½	7-12 months.....	1.100	1.150	-----	After 1 year.....	1.550	1.600	40
BIRMINGHAM, ALA.				After 1 year.....	1.200	1.300	-----	CLEVELAND, OHIO			
2-man cars:				CHATTANOOGA, TENN.				2-man cars:			
First 6 months.....	1.255	1.305	48	Buses:				First 3 months.....	1.350	1.400	44
7-12 months.....	1.275	1.325	48	First 3 months.....	1.190	1.240	-----	4-12 months.....	1.380	1.430	44
After 1 year.....	1.305	1.355	48	4-12 months.....	1.230	1.280	-----	After 1 year.....	1.400	1.450	44
1-man cars and busses:				13-18 months.....	1.250	1.300	-----	Buses:			
First 6 months.....	1.330	1.380	48	19-24 months.....	1.280	1.330	-----	First 3 months.....	1.450	1.500	44
7-12 months.....	1.350	1.400	48	After 2 years.....	1.310	1.360	-----	4-12 months.....	1.480	1.530	44
After 1 year.....	1.380	1.430	48				After 1 year.....	1.500	1.550	44	
BOSTON, MASS.				CHICAGO, ILL.				COLUMBUS, OHIO			
1-man cars and busses:				2-man cars:				1-man cars, busses, and coaches:			
First 3 months.....	1.265	1.310	2 41¼	First 3 months.....	1.450	1.550	40	First 3 months.....	1.340	1.440	48
4-6 months.....	1.380	1.425	2 41¼	4-12 months.....	1.480	1.580	40	4-12 months.....	1.370	1.470	48
7-9 months.....	1.415	1.460	2 41¼	After 1 year.....	1.500	1.600	40	After 1 year.....	1.390	1.490	48
10-12 months.....	1.460	1.505	2 41¼	Night:				DALLAS, TEX.			
After 1 year.....	1.555	1.600	2 41¼	Before 2 a. m.....	1.530	1.630	40	1-man cars and busses:			
2-man cars:				After 2 a. m.....	(*)	1.650	(*)	First year.....	1.210	1.230	54
First 3 months.....	1.145	1.190	2 41¼	1-man cars:				After 1 year.....	1.260	1.280	54
4-6 months.....	1.265	1.310	2 41¼	Day.....	1.600	1.700	40	DAYTON, OHIO			
7-9 months.....	1.300	1.345	2 41¼	Night:				1-man cars and busses:			
10-12 months.....	1.345	1.390	2 41¼	Before 2 a. m.....	1.630	1.730	40	First 6 months.....	1.250	1.300	51
After 1 year.....	1.440	1.485	2 41¼	After 2 a. m.....	(*)	1.750	(*)	7-12 months.....	1.300	1.350	51
Rapid transit lines:				1-man busses:				After 1 year.....	1.350	1.400	51
Guards:				Day.....	1.600	1.700	40	DENVER, COLO.			
First 3 months.....	1.145	1.190	2 41¼	Night:				1-man cars, busses, and trolley coaches:			
4-6 months.....	1.265	1.310	2 41¼	Before 2 a. m.....	1.610	1.730	40	First 3 months.....	1.270	1.310	51
7-9 months.....	1.300	1.345	2 41¼	After 2 a. m.....	(*)	1.750	(*)				
10-12 months.....	1.345	1.390	2 41¼	Elevated railways:							
After 1 year.....	1.440	1.485	2 41¼	Motormen:							
Motormen:				First 3 months.....	1.460	1.557	40				
Road.....	1.500	1.545	2 41¼	4-12 months.....	1.460	1.566	40				
Yard.....	1.555	1.600	2 41¼	After 1 year.....	1.510	1.611	40				
				Conductors (regular).....	1.466	1.566	40				

See footnotes at end of table.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1949, and Oct. 1, 1950—Continued

[Hours are the same for both years unless otherwise indicated]

City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹
	Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950	
DENVER, COLO.—Con.				KANSAS CITY, MO.				MINNEAPOLIS, MINN.			
1-man cars, busses, and trolley coaches—Con.				1-man cars and busses:				2-man cars:			
4-12 months.....	\$1.280	\$1.320	51	First 4 months.....	\$1.305	\$1.345		First 9 months.....	\$1.360	\$1.360	40
13-18 months.....	1.290	1.330	51	5-8 months.....	1.325	1.365		Second 9 months.....	1.390	1.390	40
19-24 months.....	1.300	1.340	51	9-12 months.....	1.345	1.385		After 18 months.....	1.420	1.420	40
After 2 years.....	1.310	1.350	51	After 1 year.....	1.360	1.400		1-man cars and busses:			
DES MOINES, IOWA				KNOXVILLE, TENN.				First 9 months.....	1.450	1.450	40
1-man cars and busses:				Busses:				Second 9 months.....	1.480	1.480	40
First 3 months.....	1.260	1.320		First year.....	1.150	1.200		After 18 months.....	1.520	1.520	40
4-12 months.....	1.290	1.350		Second year.....	1.200	1.250		MOBILE, ALA.			
After 12 months.....	1.340	1.400		After 2 years.....	1.250	1.300		Busses:			
DETROIT, MICH.				LITTLE ROCK, ARK.				First year.....	1.200	1.230	
2-man cars:				1-man cars and busses:				After 1 year.....	1.250	1.280	
First 6 months.....	1.355	1.400	6 48	First 6 months.....	1.075	1.100		NEWARK, N. J.			
7-12 months.....	1.395	1.440	6 48	7-12 months.....	1.125	1.150		1-man cars and busses:			
After 1 year.....	1.455	1.500	6 48	13-18 months.....	1.175	1.200		First 3 months.....	1.415	1.550	44
Night cars.....	1.555	1.600	6 48	After 18 months.....	1.225	1.250		4-12 months.....	1.435	1.570	44
1-man cars and busses:				LOS ANGELES, CALIF.				After 1 year.....	1.455	1.590	44
First 6 months.....	1.455	1.500	6 48	1-man cars and busses:				NEW HAVEN, CONN.			
7-12 months.....	1.495	1.540	6 48	Los Angeles Transit Lines:				Connecticut Co.:			
After 1 year.....	1.555	1.600	6 48	First 6 months.....	1.380	1.430	40	1-man cars and busses:			
Night busses.....	1.655	1.700	6 48	After 6 months.....	1.470	1.520	40	First 3 months.....	1.430	1.480	40
DULUTH, MINN.				Pacific Electric Railway Co.:				4-12 months.....	1.460	1.510	40
Busses:				First 6 months.....	1.430	1.540		After 1 year.....	1.500	1.550	40
First year.....	1.210	1.240	40	After 6 months.....	1.470	1.580		Orange St. Bus Co.:			
Second year.....	1.270	1.300	40	2-man cars:				Busses.....	1.250	1.250	40
EL PASO, TEX.				Los Angeles Transit Lines:				NEW ORLEANS, LA.			
1-man cars and busses:				First 6 months.....	1.260	1.310	40	2-man cars:			
First 3 months.....	1.070	1.120		After 6 months.....	1.340	1.390	40	First 6 months.....	1.230	1.300	3 50 1/2
4-9 months.....	1.120	1.170		Pacific Electric Railway Co.:				7-12 months.....	1.260	1.330	3 50 1/2
10-12 months.....	1.170	1.220		First 6 months.....	1.330	1.440		After 1 year.....	1.290	1.360	3 50 1/2
After 1 year.....	1.220	1.270		After 6 months.....	1.370	1.480		1-man cars and busses:			
ERIE, PA.				Single track:				First 6 months.....	1.300	1.370	3 50 1/2
Busses:				First 6 months.....	1.380	1.490		7-12 months.....	1.330	1.400	3 50 1/2
First 6 months.....	1.300	1.300	40	After 6 months.....	1.420	1.530		After 1 year.....	1.360	1.430	3 50 1/2
7-12 months.....	1.370	1.370	40	LOUISVILLE, KY.				NEW YORK, N. Y.			
After 1 year.....	1.400	1.400	40	1-man cars and busses:				Subways:			
GRAND RAPIDS, MICH.				First 3 months.....	1.160	1.230	48	Road motormen:			
Busses:				4-6 months.....	1.240	1.310	48	First year.....	1.540	1.650	48
First 3 months.....	1.255	1.255	48	7-12 months.....	1.290	1.360	48	After 1 year.....	1.590	1.700	48
4-12 months.....	1.305	1.305	48	After 1 year.....	1.310	1.380	48	Yard motormen:			
After 1 year.....	1.355	1.355	48	MANCHESTER, N. H.				First year.....	1.440	1.550	48
HOUSTON, TEX.				Busses:				After 1 year.....	1.490	1.600	48
Busses:				First 3 months.....	1.200	1.230	40	Conductors:			
First 3 months.....	1.080	1.220	3 51	4-12 months.....	1.270	1.300	40	First position:			
4-9 months.....	1.110	1.250	3 51	After 1 year.....	1.340	1.370	40	First year.....	1.290	1.400	48
10-15 months.....	1.140	1.280	3 51	MEMPHIS, TENN.				After 1 year.....	1.340	1.450	48
After 15 months.....	1.170	1.310	3 51	1-man cars and busses:				Second position.....	1.240	1.350	48
INDIANAPOLIS, IND.				First year.....	1.250	1.300	48	Platform men.....	1.190	1.300	48
1-man cars and busses:				Second year.....	1.300	1.350	48	1-man cars:			
First year.....	1.410	1.430	40	After 2 years.....	1.350	1.400	48	Brooklyn - Queens Transit Lines:			
1-2 years.....	1.430	1.450	40	MIAMI, FLA.				First 6 months.....	1.240	1.350	48
After 2 years.....	1.480	1.500	40	Busses:				7-12 months.....	1.330	1.330	44
JACKSON, MISS.				First 6 months.....	1.120	1.120	44	13-24 months.....	1.390	1.390	44
Busses:				7-18 months.....	1.220	1.220	44	After 2 years.....	1.490	1.490	44
First 6 months.....	1.100	1.150		After 18 months.....	1.270	1.270	44	Brooklyn Bus Division, Comprehensive and East Side Omnibus Corp., Queens Bus Division:			
After 6 months.....	1.150	1.200		MILWAUKEE, WIS.				First 6 months.....	1.240	1.350	48
JACKSONVILLE, FLA.				2-man cars:				7-12 months.....	1.340	1.450	48
Busses:				First year.....	1.440	1.510	40	After 1 year.....	1.440	1.550	48
First 6 months.....	1.050	1.100		After 1 year.....	1.480	1.550	40	Fifth Avenue Coach Drivers:			
7-12 months.....	1.100	1.150		1-man cars and busses:				First year.....	1.440	1.500	44
After 1 year.....	1.150	1.200		First year.....	1.440	1.510	40	Second year.....	1.450	1.510	44
				After 1 year.....	1.480	1.550	40	After 2 years.....	1.500	1.560	44

See footnotes at end of table.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1949, and Oct. 1, 1950—Continued

[Hours are the same for both years unless otherwise indicated]

City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹
	Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950	
NEW YORK, N. Y.—Con.				PEORIA, ILL.				READING, PA.			
Busses—Continued				1-man cars and busses:				1-man cars and busses.....	\$1.300	\$1.350	40
Fifth Avenue Coach—Con.				First 9 months.....	\$1.370	\$1.430	48	RICHMOND, VA.			
Double-decker drivers:				10-18 months.....	1.390	1.450	48	1-man cars and busses:			
First year.....	\$1.540	\$1.600	44	After 18 months.....	1.410	1.470	48	First 3 months.....	1.120	1.150	-----
Second year.....	1.550	1.610	44	PHILADELPHIA, PA.				4-12 months.....	1.170	1.200	-----
After 2 years.....	1.600	1.660	44	Subway, elevated, and high-speed lines:				After 1 year.....	1.220	1.250	-----
Green Lines:				Operators:				ROCHESTER, N. Y.			
First 6 months.....	1.250	1.360	48	First 1½ months.....	1.330	1.350	44	Subway cars.....	1.370	1.435	44
7-12 months.....	1.290	1.400	48	1½-3 months.....	1.355	1.375	44	Busses:			
13-24 months.....	1.350	1.460	48	3-4½ months.....	1.380	1.400	44	First 3 months.....	1.326	1.391	44
25-30 months.....	1.420	1.590	48	4½-6 months.....	1.405	1.425	44	4-12 months.....	1.348	1.413	44
After 30 months.....	1.480	1.590	48	After 6 months.....	1.430	1.450	44	After 1 year.....	1.370	1.435	44
Jamaica Busses, Inc.:				Conductors:				ROCK ISLAND, (ILL.) DISTRICT 7			
First 6 months.....	1.260	1.260	48	First 1½ months.....	1.250	1.275	44	Busses:			
7-12 months.....	1.320	1.320	48	1½-3 months.....	1.275	1.295	44	First 6 months.....	1.260	1.400	8 46
13-18 months.....	1.380	1.380	48	3-4½ months.....	1.300	1.320	44	7-12 months.....	1.280	1.420	8 46
19-24 months.....	1.440	1.440	48	4½-6 months.....	1.325	1.345	44	After 1 year.....	1.300	1.440	8 46
After 2 years.....	1.500	1.500	48	After 6 months.....	1.350	1.370	44	ST. LOUIS, MO.			
New York Omnibus Co.:				2-man cars:				1-man cars and busses:			
First 6 months.....	1.250	1.310	44	First 1½ months.....	1.250	1.270	44	First 4 months.....	1.280	1.350	-----
7-12 months.....	1.350	1.410	44	1½-3 months.....	1.275	1.295	44	5-8 months.....	1.330	1.400	-----
13-24 months.....	1.400	1.460	44	3-4½ months.....	1.300	1.320	44	9-12 months.....	1.380	1.450	-----
After 2 years.....	1.500	1.560	44	4½-12 months.....	1.325	1.345	44	After 12 months.....	1.430	1.500	-----
Queens-Nassau Transit Lines:				After 1 year.....	1.350	1.370	44	St. Louis County:			
First year.....	1.320	1.320	48	1-man cars and busses:				Busses:			
Second year.....	1.490	1.490	48	First 1½ months.....	1.330	1.350	44	First 6 months.....	1.100	1.100	-----
Schenck Transport Co.:				1½-3 months.....	1.355	1.375	44	After 6 months.....	1.250	1.250	-----
First 6 months.....	1.150	1.150	48	3-4½ months.....	1.380	1.400	44	ST. PAUL, MINN.			
7-12 months.....	1.210	1.210	48	4½-6 months.....	1.405	1.425	44	(Rates same as under Minneapolis, Minn.)			
13-24 months.....	1.270	1.270	48	After 6 months.....	1.430	1.450	44	SALT LAKE CITY, UTAH			
After 2 years.....	1.440	1.440	48	PHOENIX, ARIZ.				1-man busses:			
Steinway Omnibus and Queensboro Bridge Ry.:				1-man busses:				First 6 months.....	1.250	1.270	-----
First year.....	1.270	1.320	48	First 6 months.....	1.350	1.350	-----	After 6 months.....	1.330	1.350	-----
After 1 year.....	1.440	1.490	48	7-12 months.....	1.400	1.400	-----	SAN ANTONIO, TEX.			
Third Avenue Ry. Transit System:				After 1 year.....	1.450	1.450	-----	Busses.....	1.280	1.300	-----
First 6 months.....	1.250	1.250	48	PITTSBURGH, PA.				SAN FRANCISCO, CALIF.			
7-12 months.....	1.300	1.300	48	1-man cars:				1-man busses and trackless trolleys.....	1.506	1.530	48
13-18 months.....	1.350	1.350	48	First 3 months.....	1.405	1.505	40	2-man cars.....	1.506	1.530	48
19-24 months.....	1.400	1.400	48	4-12 months.....	1.495	1.595	40	Cable gripmen and conductors.....	1.506	1.530	48
After 2 years.....	1.500	1.500	48	After 1 year.....	1.550	1.650	40	SAVANNAH, GA.			
Tri-Boro Coach Corp.:				Busses:				Busses:			
First year.....	1.270	1.320	48	First 3 months.....	1.400	1.475	40	First 6 months.....	1.000	1.000	-----
Second year.....	1.355	1.405	48	4-12 months.....	1.510	1.585	40	7-12 months.....	1.050	1.050	-----
After 2 years.....	1.440	1.490	48	After 1 year.....	1.550	1.650	40	After 1 year.....	1.100	1.100	-----
NORFOLK, VA.				Bamford busses:				SCRANTON, PA.			
1-man car and busses:				First 4 months.....	1.060	1.120	8 46	1-man cars and busses:			
First 3 months.....	1.120	1.150	-----	5-8 months.....	1.160	1.250	8 46	First 3 months.....	1.190	1.240	-----
4-12 months.....	1.170	1.200	-----	9-12 months.....	1.260	1.380	8 46	4-12 months.....	1.250	1.290	-----
After 1 year.....	1.220	1.250	-----	After 1 year.....	1.360	1.500	8 46	After 1 year.....	1.270	1.320	-----
OAKLAND, CALIF.				Brentwood Motor Coach:				SEATTLE, WASH.			
1-man busses:				First 6 months.....	1.200	1.270	46	1-man busses:			
First 6 months.....	1.420	1.480	40	7-12 months.....	1.300	1.370	46	First 6 months.....	1.550	1.620	-----
After 6 months.....	1.470	1.530	40	After 1 year.....	1.420	1.490	46	After 6 months.....	1.600	1.670	-----
2-man cars:				West Side Motor Coach:				SOUTH BEND, IND.			
Motormen:				First 3 months.....	1.320	1.380	40	Busses:			
First 6 months.....	1.420	1.480	40	4-12 months.....	1.370	1.430	40	First 6 months.....	1.370	1.510	40
After 6 months.....	1.470	1.530	40	After 1 year.....	1.420	1.480	40	Second 6 months.....	1.395	1.535	40
OKLAHOMA CITY, OKLA.				PORTLAND, MAINE				After 1 year.....	1.420	1.560	40
1-man cars and busses:				Busses:				SCRANTON, PA.			
First 6 months.....	1.050	1.130	-----	First year.....	1.170	1.170	48	1-man cars and busses:			
7-12 months.....	1.100	1.180	-----	After 1 year.....	1.200	1.200	48	First 3 months.....	1.190	1.240	-----
After 1 year.....	1.180	1.260	-----	PORTLAND, OREG.				4-12 months.....	1.250	1.290	-----
OMAHA, NEBR.				1-man cars and busses:				After 1 year.....	1.270	1.320	-----
1-man cars and busses:				First 3 months.....	1.480	1.480	-----	SEATTLE, WASH.			
First 6 months.....	1.180	1.230	-----	4-6 months.....	1.505	1.505	-----	1-man busses:			
7-12 months.....	1.210	1.260	-----	7-12 months.....	1.530	1.530	-----	First 6 months.....	1.550	1.620	-----
After 1 year.....	1.250	1.300	-----	After 1 year.....	1.560	1.560	-----	After 6 months.....	1.600	1.670	-----
PROVIDENCE, R. I.				PROVIDENCE, R. I.				SOUTH BEND, IND.			
1-man cars and busses.....	1.500	1.550	40	1-man cars and busses.....	1.500	1.550	40	Busses:			

See footnotes at end of table.

TABLE 9.—Union scales of wages and hours for local transit operating employees, Oct. 1, 1949, and Oct. 1, 1950—Continued

[Hours are the same for both years unless otherwise indicated]

City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹	City and classification	Rate per hour		Hours per week ¹
	Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950			Oct. 1, 1949	Oct. 1, 1950	
SPOKANE, WASH.				TOLEDO, OHIO				WORCESTER, MASS.			
1-man busses:				1-man cars and busses:				1-man cars and busses:			
First 6 months.....	\$1.350	\$1.350	-----	First 6 months.....	\$1.380	\$1.430	48	First 3 months.....	\$1.400	\$1.450	40
Thereafter.....	1.400	1.400	-----	7-12 months.....	1.400	1.450	48	4-12 months.....	1.450	1.500	40
				After 1 year.....	1.430	1.480	48	After 1 year.....	1.500	1.550	40
SPRINGFIELD, MASS.				WASHINGTON, D. C.				YORK, PA.			
Busses:				1-man cars and busses:				Busses:			
First 3 months.....	1.415	1.450	40	First 3 months.....	1.470	1.470	40	First 6 months.....	1.210	1.220	40
4-12 months.....	1.470	1.505	40	4-12 months.....	1.510	1.510	40	7-12 months.....	1.250	1.260	40
After 1 year.....	1.515	1.550	40	After 1 year.....	1.550	1.550	40	After 1 year.....	1.290	1.300	40
SYRACUSE, N. Y.				WICHITA, KANS.				YOUNGSTOWN, OHIO			
1-man cars and busses:				Busses:				Busses:			
First 3 months.....	1.250	1.320	48	1-3 months.....	1.000	1.000	-----	First year.....	1.360	1.400	44
4-12 months.....	1.280	1.340	48	4-6 months.....	1.040	1.040	-----	After 1 year.....	1.410	1.450	44
After 1 year.....	1.300	1.360	48	7-9 months.....	1.080	1.080	-----				
				10-12 months.....	1.120	1.120	-----				
				13-18 months.....	1.160	1.160	-----				
				After 18 months.....	1.200	1.200	-----				

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

² 40-hour week on Oct. 1, 1949.

³ Hours per week not available for Oct. 1, 1949.

⁴ Data not available.

⁵ 52½-hour week on Oct. 1, 1949.

⁶ 44-hour week on Oct. 1, 1949.

⁷ Includes Rock Island and Moline, Ill., and Davenport, Iowa.

⁸ 48-hour week on Oct. 1, 1949.