

U. S. DEPARTMENT OF LABOR
WAGE AND HOUR DIVISION
Washington

40-CENT MINIMUM FOR INTERSTATE TRUCKING

A wage order requiring payment of at least 40 cents an hour in the Property Motor Carrier Industry, effective March 16, 1942 (Federal Register, February 14, 1942) was issued today by Thomas W. Holland, Administrator of the Wage and Hour Division, United States Department of Labor. The 40 cents-an-hour minimum was recommended by a committee, comprised equally of representatives of the public, employers, and employees under the chairmanship of George E. Osborne of Leland Stanford University, which investigated the economic structure of the industry.

Application of the 40-cent minimum wage to the industry will increase the hourly wage rates of more than 70,000 workers employed by about 40,000 truck operators. The industry employs some 600,000 workers altogether. Testimony before the Property Motor Carrier Industry Committee showed that few "over-the-road" employees will be affected by the minimum. Most of those currently earning less than 40 cents an hour are terminal employees, loaders and clerical workers. Employees whose wages will be materially increased are located chiefly in the South.

The Administrator issued his decision based upon the record of the public hearing held in Washington from December 1 through December 5, 1941.

The definition of the Property Motor Carrier Industry is:

"The industry carried on by any person who holds himself out to the general public to engage in, or under individual contracts or agreements engages in, the transportation by motor vehicle of property in interstate commerce, or in the transportation by motor vehicle of property necessary to the production of goods for interstate commerce over regular or irregular routes. The term includes the industry carried on by any person who as agent or under contractual arrangement with any rail, water, or motor carrier or any express company engages in the performance within terminal areas of transfer, collection, or delivery services. The term does not include that part of the industry carried on by any carrier by rail or water or by any express or other company which is subject to Administrative Order No. 34 defining the Railroad Carrier Industry."

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