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UNITED STATES DEPARTMENT OF LABOR

Frances Perkins, *Secretary*

BUREAU OF LABOR STATISTICS

Isador Lubin, *Commissioner (on leave)*

A. F. Hinrichs, *Acting Commissioner*



# Wage Rates of Union Street-Railway Employees June 1, 1942



*Bulletin No. 731*

[Reprinted from the Monthly Labor Review, January 1943]



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**LETTER OF TRANSMITTAL**

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**UNITED STATES DEPARTMENT OF LABOR,  
BUREAU OF LABOR STATISTICS,  
Washington, D. C., January 19, 1943.**

**The SECRETARY OF LABOR :**

I have the honor to transmit herewith a report covering a study made by the Bureau of Labor Statistics of the wage rates of union street-railway employees, June 1, 1942. In 62 of the 75 cities surveyed, the street-railway and bus operators were covered by union agreements and this analysis of wage data is, therefore, confined to these 62 cities.

The contents of this bulletin appeared in the Monthly Labor Review, January 1943. It was prepared in the Industrial Relations Division, under the supervision of Florence Peterson, Chief.

**A. F. HINRICHS, *Acting Commissioner.***

**HON. FRANCES PERKINS,  
*Secretary of Labor.***

**Bulletin No. 731 of the  
United States Bureau of Labor Statistics**

[Reprinted from the Monthly Labor Review, January 1943]

**WAGE RATES OF UNION STREET-RAILWAY  
EMPLOYEES, JUNE 1, 1942**

*Summary*

THE average hourly wage rate of union motormen, conductors, and bus operators in 62 cities was 84.8 cents on June 1, 1942. This average covers operators employed on local lines and also those employed on city-suburban lines which furnish local service. Employees of strictly intercity lines are not included.

The index of hourly rates advanced 7.4 percent during the period June 1, 1941, to June 1, 1942, to a new index of 122.9 (1929=100). Wage rates as indicated by union agreements for street railways have advanced steadily during recent years, the 1942 rate being 23 percent above the low point in 1934.

TABLE 1.—*Indexes of Union Hourly Wage Rates of Street-Railway Motormen, Conductors, and Bus Drivers, 1929-42*

Year	Index	Year	Index
1929.....	100.0	1936.....	100.6
1930.....	101.0	1937.....	105.3
1931.....	101.0	1938.....	108.3
1932.....	99.0	1939.....	109.2
1933.....	(1)	1940.....	110.4
1934.....	96.1	1941.....	114.1
1935.....	99.8	1942.....	122.9

<sup>1</sup> Not available.

*Scope and Method of Study*

This study is one of a series of annual surveys started in 1921. In 1942 the Bureau's agents visited 75 cities and obtained reports of effective union scales for street-railway or bus operators in 62 of those cities. The rates reported were those in effect on June 1, 1942. Whenever possible the comparable rates in effect on June 1, 1941, were also reported. The 1942 survey included 430 quotations of rates, 366 of which included comparable data for 1942 and 1941. The union members covered by these contractual wage rates numbered 76,570 of whom 69,362 were included in the reports which gave comparable rates for 1941.

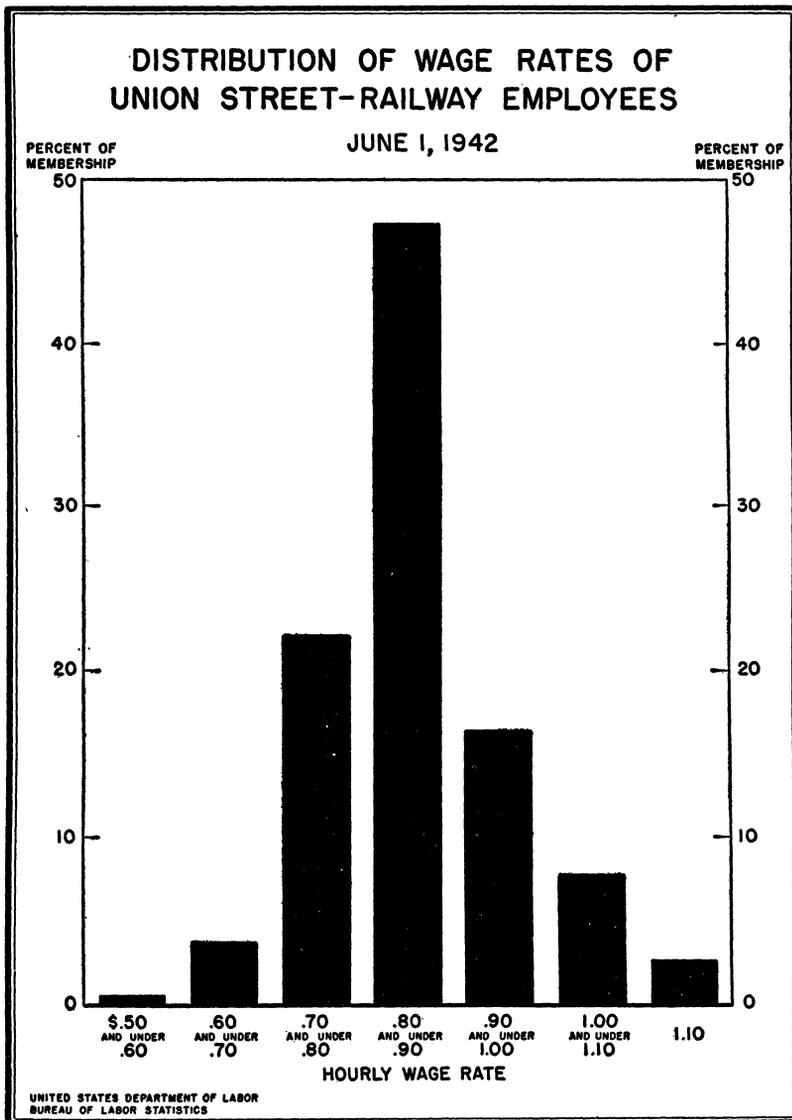
The averages presented in this report are weighted according to the number of union members receiving each rate and thus reflect not only the actual rates provided in union agreements but also the number of members benefiting from those scales. The index numbers are based on aggregates computed from the rates quoted for identical unions and service classifications in both years. The weights in both of the aggregates used in each year-to-year comparison were the membership figures reported in the second year. Index numbers therefore eliminate the influence of changes in union membership.

*Caution.*—Because of changes in coverage, the averages should not be compared from year to year to determine trend. For trend purposes the index numbers (table 1) should be used, since these were computed from comparable quotations only and the influence of changes in coverage has been eliminated. For comparison of the

general wage level of street-railway and bus operations with those of other occupations at the time the survey was made, the average (table 2) should be used.

### *Hourly Wage Rates*

Hourly wage rates in street-railway and bus operations are generally graduated on the basis of an employee's length of service with the company. Most frequently the agreements provide for an entrance rate, an intermediate rate, and a maximum rate. A considerable number, however, specify several intermediate periods, each with successively higher rates. The specified time for the rate steps



varies widely from city to city. The entrance-rate period is usually 3, 6, or 12 months. The maximum rate most frequently applies after either 1 or 2 years of service, but many agreements provide for longer periods, ranging up to 5 years and including as many as 12 progressive rate steps. The differences between the entrance rates and the maximum rates ranged from 1¢ to 34 cents per hour in 1942, the most frequently reported differences being either 5 or 10 cents.

Rates for operators of 2-man cars were reported in only 18 of the 62 cities included in the survey. In each of these cities the agreements provided higher rates for 1-man-car operators and bus drivers than for motormen and conductors on 2-man cars. Generally, the rates for bus drivers were the same as for 1-man-car operators. The differences in favor of 1-man-car operators ranged from 3 to 10 cents per hour, the most common difference being 10 cents.

The entrance rates for 2-man-car operators ranged from 56 cents per hour in St. Louis to 90 cents per hour in Detroit, the majority being between 65 and 75 cents. The entrance rate for the subway motormen in New York City was 96 cents. For 1-man-car and bus operators the range of entrance rates was from 46 cents per hour in Tampa to \$1 per hour in Detroit; almost half of the entrance rates were between 70 and 80 cents.

Maximum rates for 2-man-car operators ranged from 65 cents in Omaha to \$1 per hour in Detroit, with a majority of the rates ranging from 75 to 85 cents. Subway motormen in New York City had maximum rates of \$1.06. For 1-man-car and bus operators the maximum rates ranged from 53 cents per hour in New Orleans to \$1.10 per hour in Detroit. The majority of the maximum rates were between 80 and 90 cents.

As streetcar and bus operators generally remain permanently in the employ of one company, a very great majority of the union members reported were receiving the maximum rates provided in their respective agreements. Almost one-half of the union members were covered by union scales of between 80 and 90 cents, over one-sixth received rates between 90 cents and \$1, while about one-fifth had rates between 70 and 80 cents. (See table 2 and chart.)

TABLE 2.—*Distribution of Union Street-Railway Employees by Hourly Rate Groups, June 1, 1942*

Classified hourly rates	1942
Average rate per hour.....	\$0.848
Percent of members whose rates were—	
50 and under 60 cents.....	0.5
60 and under 70 cents.....	3.7
70 and under 80 cents.....	22.0
80 and under 90 cents.....	47.3
90 cents and under \$1.00.....	16.2
\$1.00 and under \$1.10.....	7.7
\$1.10.....	2.6

About 82 percent of the quotations of union scales provided for increases during the year June 1, 1941, to June 1, 1942 (table 3). These raises benefited approximately 71 percent of the total membership covered in the survey. Almost half of those receiving increases, had their 1941 rates advanced by less than 10 percent while slightly more than half received increases of 10 percent or higher. No decreases were reported during the period June 1, 1941, to June 1, 1942.

4 WAGE RATES OF UNION STREET-RAILWAY EMPLOYEES

TABLE 3.—Number of Changes in Union Street-Railway Quotations, June 1, 1941, to June 1, 1942, and Percent of Members Affected

Amount of rate change	Number of quotations	Percent of members affected	Amount of rate change	Number of quotations	Percent of members affected	
No change reported.....	58	28.7	Increases reported—Continued.			
Increases reported.....	204	71.3		12 and under 14 percent.....	22	2.4
Under 2 percent.....	2	.4		14 and under 16 percent.....	23	5.0
2 and under 4 percent.....	14	4.5		16 and under 18 percent.....	15	3.0
4 and under 6 percent.....	27	9.0		18 and under 20 percent.....	11	2.5
6 and under 8 percent.....	51	10.7		20 and under 22 percent.....	8	2.5
8 and under 10 percent.....	35	10.3		22 percent and over.....	11	.9
10 and under 12 percent.....	45	15.0				

TABLE 4.—Union Rates of Wages of Street-Railway Employees, June 1, 1942, and June 1, 1941, by Cities

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	June 1, 1942	June 1, 1941		June 1, 1942	June 1, 1941
<i>Atlanta, Ga.</i>			<i>Chicago, Ill.</i>		
2-man cars and feeder busses:			2-man cars:		
First 9 months.....	\$0.680	\$0.600	First 3 months.....	\$0.800	\$0.800
10-18 months.....	.730	.650	4-12 months.....	.830	.830
After 18 months.....	.760	.680	After 1 year.....	.850	.850
1-man cars, busses, and trolley coaches:			Night cars.....	.870	.870
First 9 months.....	.750	.670	1-man cars.....	.930	.930
10-18 months.....	.800	.720	Night cars.....	.950	.950
After 18 months.....	.830	.750	Busses:		
<i>Binghamton, N. Y.</i>			Under 40 passengers:		
Busses:			Day.....	.900	.900
First 3 months.....	.665	.610	Night.....	.920	.920
4-12 months.....	.715	.660	Over 40 passengers:		
After 1 year.....	.745	.690	Day.....	.930	.930
<i>Birmingham, Ala.</i>			Night.....	.950	.950
2-man cars:			Elevated railway:		
First year.....	.685	.600	Motormen:		
Second year.....	.705	.620	First 3 months.....	.807	.807
After 2 years.....	.735	.650	4-12 months.....	.816	.816
1-man cars and busses:			After 1 year.....	.861	.861
First year.....	.760	.675	Conductors:		
Second year.....	.780	.695	First year.....	.798	.798
After 2 years.....	.810	.725	After 1 year.....	.816	.816
<i>Boston, Mass.</i>			Guards, regular.....	.798	.798
2-man cars:			Guards, extra:		
First 3 months.....	.580	.580	First 3 months.....	.770	.770
4-12 months.....	.670	.640	4-12 months.....	.780	.780
After 1 year.....	.830	.780	After 1 year.....	.789	.789
1-man cars and busses:			<i>Cincinnati, Ohio</i>		
First 3 months.....	.680	.680	2-man cars:		
4-12 months.....	.770	.740	First 3 months.....	.640	.640
After 1 year.....	.930	.880	4-12 months.....	.670	.670
Rapid transit lines:			After 1 year.....	.690	.690
Motormen.....	.880	.830	1-man cars and busses:		
Guards:			First 3 months.....	.710	.710
First 3 months.....	.580	.580	4-12 months.....	.740	.740
4-12 months.....	.670	.640	After 1 year.....	.760	.760
After 1 year.....	.830	.780	<i>Cleveland, Ohio</i>		
<i>Butte, Mont.</i>			2-man cars:		
Busses.....	.890	.800	First 3 months.....	.855	.720
<i>Charleston, S. C.</i>			4-12 months.....	.885	.750
Busses:			After 1 year.....	.905	.770
First 3 months.....	.610	.585	Busses:		
4-12 months.....	.630	.605	First 3 months.....	.925	.790
After 1 year.....	.650	.625	4-12 months.....	.955	.820
<i>Columbus, Ohio</i>			After 1 year.....	.975	.840
Busses:			1-man cars and Class A busses:		
First 3 months.....	.610	.585	First 3 months.....	.730	.660
4-12 months.....	.630	.605	4-12 months.....	.760	.690
After 1 year.....	.650	.625	After 1 year.....	.780	.710

TABLE 4.—Union Rates of Wages of Street-Railway Employees, June 1, 1942, and June 1, 1941, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	June 1, 1942	June 1, 1941		June 1, 1942	June 1, 1941
<i>Columbus Ohio—Continued</i>					
Class B busses:			<i>Jackson, Miss.</i>		
First 3 months.....	\$0.660	\$0.590	Buses:		
4-12 months.....	.690	.620	First 6 months.....	\$0.630	\$0.570
After 1 year.....	.710	.640	After 6 months.....	.680	.620
<i>Davenport, Iowa</i>					
(See Rock Island (Ill.) district.)			<i>Jacksonville, Fla.</i>		
<i>Dayton, Ohio</i>			Buses:		
1-man cars and busses:			First year.....	.650	-----
Company A:			Second year.....	.670	-----
First 3 months.....	.720	.670	After 2 years.....	.700	-----
4-12 months.....	.740	.690	<i>Little Rock, Ark.</i>		
After 1 year.....	.760	.710	1-man cars and busses:		
Company B:			First 6 months.....	.550	-----
First 6 months.....	.650	.600	7-12 months.....	.590	-----
7-12 months.....	.700	.650	Second year.....	.620	-----
After 1 year.....	.750	.700	After 2 years.....	.700	-----
<i>Denver, Colo.</i>					
2-man cars:			<i>Los Angeles, Calif.</i>		
First 3 months.....	.710	.610	Los Angeles Railway Co.:		
4-12 months.....	.720	.620	2-man cars:		
13-18 months.....	.730	.630	First year.....	.660	.660
19-24 months.....	.740	.640	Second year.....	.720	.720
After 2 years.....	.750	.650	After 2 years.....	.750	.750
1-man cars and busses:			1-man cars and busses:		
First 3 months.....	.760	.660	First year.....	.760	.760
4-12 months.....	.770	.670	Second year.....	.820	.820
13-18 months.....	.780	.680	After 2 years.....	.850	.850
19-24 months.....	.790	.690	<i>Pacific Electric Co.:</i>		
After 2 years.....	.800	.700	2-man cars:		
<i>Des Moines, Iowa</i>					
1-man cars and busses:			First 6 months.....	.730	-----
First 3 months.....	1.665	.635	7-12 months.....	.750	-----
4-12 months.....	1.695	.665	After 1 year.....	.770	-----
After 1 year.....	1.740	.710	1-man cars and busses:		
<i>Detroit, Mich.</i>					
2-man cars:			First 6 months.....	.830	-----
First 6 months.....	.900	.790	7-12 months.....	.850	-----
7-12 months.....	.940	.830	After 1 year.....	.870	-----
After 1 year.....	1.000	.870	Single-track cars:		
1-man cars and busses:			First 6 months.....	.780	-----
First 6 months.....	1.000	.840	7-12 months.....	.800	-----
7-12 months.....	1.040	.880	After 1 year.....	.820	-----
After 1 year.....	1.100	.920	<i>Madison, Wis.</i>		
<i>Duluth, Minn.</i>					
Buses:			Buses:		
First year.....	.690	.690	First 6 months.....	.680	.680
Second year.....	.720	.610	7-12 months.....	.710	.610
Third year.....	.750	.630	13-18 months.....	.730	.630
<i>Erie, Pa.</i>					
Buses:			After 18 months.....	.750	.650
First 6 months.....	.800	1.650	<i>Manchester, N. H.</i>		
7-12 months.....	.870	1.720	Buses:		
After 1 year.....	.900	1.750	First year.....	.720	-----
<i>Grand Rapids, Mich.</i>					
Buses:			Second year.....	.750	.780
First year.....	.720	.640	After 2 years.....	.850	.780
<i>Indianapolis, Ind.</i>					
1-man cars and busses:			<i>Memphis, Tenn.</i>		
First year.....	.780	.670	1-man cars and busses:		
Second year.....	.800	.690	First year.....	.690	.615
After 2 years.....	.850	.740	Second year.....	.740	.665
<i>Milwaukee, Wis.</i>					
2-man cars:			After 2 years.....	.790	.715
First year.....	.700	.670	<i>Duluth, Minn.</i>		
Second year.....	.720	.690	Buses:		
Third year.....	.740	.710	First year.....	.720	-----
After 3 years.....	.760	.730	Second year.....	.750	.780
1-man cars and busses:			After 2 years.....	.850	.780
First year.....	.750	.720	<i>Memphis, Tenn.</i>		
Second year.....	.770	.740	1-man cars and busses:		
Third year.....	.790	.760	First year.....	.690	.615
After 3 years.....	.810	.780	Second year.....	.740	.665
<i>Milwaukee, Wis.</i>					
2-man cars:			After 2 years.....	.790	.715
First year.....	.700	.670	<i>Duluth, Minn.</i>		
Second year.....	.720	.690	Buses:		
Third year.....	.740	.710	First year.....	.720	-----
After 3 years.....	.760	.730	Second year.....	.750	.780
1-man cars and busses:			After 2 years.....	.850	.780
First year.....	.750	.720	<i>Memphis, Tenn.</i>		
Second year.....	.770	.740	1-man cars and busses:		
Third year.....	.790	.760	First year.....	.690	.615
After 3 years.....	.810	.780	Second year.....	.740	.665
<i>Milwaukee, Wis.</i>					
2-man cars:			After 2 years.....	.790	.715
First year.....	.700	.670	<i>Duluth, Minn.</i>		
Second year.....	.720	.690	Buses:		
Third year.....	.740	.710	First year.....	.720	-----
After 3 years.....	.760	.730	Second year.....	.750	.780
1-man cars and busses:			After 2 years.....	.850	.780
First year.....	.750	.720	<i>Memphis, Tenn.</i>		
Second year.....	.770	.740	1-man cars and busses:		
Third year.....	.790	.760	First year.....	.690	.615
After 3 years.....	.810	.780	Second year.....	.740	.665
<i>Milwaukee, Wis.</i>					
2-man cars:			After 2 years.....	.790	.715
First year.....	.700	.670	<i>Duluth, Minn.</i>		
Second year.....	.720	.690	Buses:		
Third year.....	.740	.710	First year.....	.720	-----
After 3 years.....	.760	.730	Second year.....	.750	.780
1-man cars and busses:			After 2 years.....	.850	.780
First year.....	.750	.720	<i>Memphis, Tenn.</i>		
Second year.....	.770	.740	1-man cars and busses:		
Third year.....	.790	.760	First year.....	.690	.615
After 3 years.....	.810	.780	Second year.....	.740	.665

<sup>1</sup> Increase of 7 cents per hour, July 1, 1942.  
<sup>2</sup> Plus a bonus of 1/2 cent for each hour worked.

TABLE 4.—Union Rates of Wages of Street-Railway Employees, June 1, 1942, and June 1, 1941, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	June 1, 1942	June 1, 1941		June 1, 1942	June 1, 1941
<i>Minneapolis, Minn. (includes St. Paul, Minn.)</i>			<i>New York, N. Y.—Continued</i>		
2-man cars:			Subways—Continued.		
First year.....	\$0. 710	\$0. 640	I. R. T. System:		
Second year.....	. 740	. 670	Road motormen:		
After 2 years.....	. 770	. 700	First year.....	\$0. 960	\$0. 858
1-man cars and busses:			Second year.....	1. 005	. 960
First year.....	. 800	. 730	After 2 years.....	1. 060	. 960
Second year.....	. 830	. 760	Conductors:		
After 2 years.....	. 870	. 800	Front position:		
<i>Mobile, Ala.</i>			First year.....	. 730	-----
Busses:			After 1 year.....	. 780	-----
First 6 months.....	. 600	. 530	Rear position.....	. 700	-----
After 6 months.....	. 650	. 580	Platform:		
<i>Moline, Ill.</i>			First year.....	. 650	-----
(See Rock Island (Ill.) district.)			After 1 year.....	. 680	-----
<i>Nashville, Tenn.</i>			Surface cars:		
Busses:			Third Avenue Railway		
First 3 months.....	. 580	. 540	System:		
4-12 months.....	. 620	. 580	First 3 months.....	. 520	. 460
13-18 months.....	. 640	. 600	4-6 months.....	. 540	. 480
19-24 months.....	. 670	. 630	7-9 months.....	. 560	. 500
After 2 years.....	. 700	. 660	10-12 months.....	. 590	. 530
<i>Newark, N. J.</i>			13-15 months.....	. 610	. 550
1-man cars and busses:			16-18 months.....	. 630	. 570
First 3 months.....	. 810	. 660	19-21 months.....	. 650	. 590
4-12 months.....	. 830	. 680	22-24 months.....	. 670	. 610
After 1 year.....	. 850	. 700	Third year.....	. 760	. 700
Ironbound Transportation Co.:			Fourth year.....	. 770	. 710
Busses:			Fifth year.....	. 780	. 720
First 6 months.....	. 500	. 480	After 5 years.....	. 840	. 760
7-18 months.....	. 550	. 510	Brooklyn-Queens Transit		
19 months to 5 years.....	. 600	. 530	Lines:		
After 5 years.....	. 630	. 560	First year.....	. 640	. 521
<i>New Haven, Conn.</i>			Second year.....	. 680	-----
1-man cars and busses:			Third year.....	. 720	-----
First 3 months.....	. 800	. 720	Fourth year.....	. 760	-----
4-12 months.....	. 830	. 750	Fifth year.....	. 800	-----
After 1 year.....	. 870	. 790	After 5 years.....	. 860	. 770
<i>New Orleans, La.</i>			Queensboro Bridge Rail-		
Busses (Algiers Division):			way and Steinway Omni-		
First 6 months.....	. 480	. 480	bus.....	. 840	. 680
7-12 months.....	. 490	. 490	Busses:		
13-18 months.....	. 500	. 500	Avenue B and East Broad-		
19-24 months.....	. 510	. 510	way Transit Co.:		
25-30 months.....	. 520	. 520	First 6 months.....	‡ 530	. 500
After 30 months.....	. 530	. 530	7-12 months.....	‡ 630	. 560
<i>New York, N. Y.</i>			Second year.....	‡ 680	. 620
Subways:			Third year.....	‡ 730	. 640
B. M. T. System:			Fourth year.....	‡ 780	. 690
Road motormen:			After 4 years.....	‡ 830	. 740
First year.....	. 960	. 792	Bee Line, Inc.:		
Second year.....	1. 000	. 869	First year.....	. 600	-----
After 2 years.....	1. 060	. 957	Second year.....	. 640	-----
Conductors:			Third year.....	. 680	-----
Front position:			Fourth year.....	. 720	-----
First year.....	. 730	-----	After 4 years.....	. 800	-----
After 1 year.....	. 780	-----	Brooklyn Bus Division:		
Rear position.....	. 700	-----	First year.....	. 640	. 521
			Second year.....	. 680	-----
			Third year.....	. 720	-----
			Fourth year.....	. 760	-----
			Fifth year.....	. 800	-----
			After 5 years.....	. 860	. 770
			Comprehensive and East		
			Side Companies:		
			First 3 months.....	. 600	. 600
			4-12 months.....	. 673	. 673
			Second year.....	. 720	. 720
			Third year.....	. 755	. 755
			Fourth year.....	. 790	. 790
			After 4 years.....	. 880	. 880

‡ Increase of 3 cents per hour, Sept. 1, 1942.

‡ Increase of 1 cent per hour, Sept. 1, 1942.

TABLE 4.—Union Rates of Wages of Street-Railway Employees, June 1, 1942, and June 1, 1941, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	June 1, 1942	June 1, 1941		June 1, 1942	June 1, 1941
<i>New York, N. Y.—Continued</i>			<i>New York, N. Y.—Continued</i>		
<b>Busses—Continued.</b>			<b>Busses—Continued.</b>		
Fifth Avenue Coach Co.:			Steinway Omnibus and		
Drivers:			Queensboro Bridge Rail-		
First year .....	\$0.790	\$0.790	way—Continued.		
Second year .....	.800	.800	7-9 months .....	\$0.600	\$0.500
Third year .....	.830	.830	10-12 months .....	.620	.510
Fourth year .....	.840	.840	13-15 months .....	.640	.520
After 4 years .....	.850	.850	16-18 months .....	.660	.540
Conductors:			19-21 months .....	.680	.560
First year .....	.720	.720	22-24 months .....	.700	.580
Second year .....	.730	.730	Third year .....	.760	.590
Third year .....	.760	.760	Fourth year .....	.770	.620
Fourth year .....	.770	.770	Fifth year .....	.780	.630
After 4 years .....	.780	.780	After 5 years .....	.860	.770
Green Lines:			Third Avenue Railway		
First 6 months .....	.650	.605	System:		
7-12 months .....	.700	.605	First 3 months .....	.520	.460
Second year .....	.750	.630	4-6 months .....	.540	.480
Third year .....	.800	.660	7-9 months .....	.560	.500
After 3 years .....	.875	.790	10-12 months .....	.590	.530
Jamaica Busses, Inc.:			13-15 months .....	.610	.550
First year .....	.705	.610	16-18 months .....	.630	.570
Second year .....	.738	.640	19-21 months .....	.650	.590
Third year .....	.771	.670	22-24 months .....	.670	.610
Fourth year .....	.815	.720	Third year .....	.760	.700
After 4 years .....	.870	.770	Fourth year .....	.790	.730
Manhattan and Queens			Fifth year .....	.810	.750
Line:			After 5 years .....	.860	.780
First 6 months .....	.650	.610	Tri-Boro Coach Corpora-		
7-12 months .....	.680	.640	tion:		
Second year .....	.705	.665	First year .....	.600	-----
Third year .....	.730	.690	Second year .....	.650	-----
After 3 years .....	.830	.770	Third year .....	.700	-----
New York City Omnibus			Fourth year .....	.740	-----
Co.:			Fifth year .....	.830	-----
First 6 months .....	.710	.650			
7-12 months .....	.800	.740	<i>Oklahoma City, Okla.</i>		
Second year .....	.860	.800	1-man cars and busses:		
Third year .....	.920	.860	First 6 months .....	‡ .570	.570
Fourth year .....	.940	.880	7-12 months .....	‡ .600	.590
After 4 years .....	1.000	.940	13-24 months .....	‡ .630	.620
North Shore Bus Lines:			After 2 years .....	‡ .660	.660
First year .....	.710	-----	Interurban .....	‡ .680	.670
Second Year .....	.760	-----			
Third year .....	.830	-----	<i>Omaha, Nebr.</i>		
Fourth year .....	.910	-----	2-man cars:		
Queens - Nassau Transit			First 6 months .....	.610	-----
Lines:			7-12 months .....	.630	-----
First year .....	.688	.638	After 1 year .....	.650	-----
Second year .....	.730	.680	Busses:		
Third year .....	.810	.760	First 6 months .....	.660	-----
Fourth year .....	.900	.810	7-12 months .....	.680	-----
After 4 years .....	.900	.850	After 1 year .....	.700	-----
Schenck Transportation					
Co.:			<i>Peoria, Ill.</i>		
First year .....	.650	.650	1-man cars and busses:		
Second year .....	.680	.680	First year .....	.790	.720
After 2 years .....	.770	.725	Second year .....	.810	.740
Staten Island Coach Co.:			After 2 years .....	.830	.760
First 3 months .....	‡ .705	.680			
4-6 months .....	‡ .730	.705	<i>Philadelphia, Pa.</i>		
7-9 months .....	‡ .755	.730	Subway, elevated, and high		
10-12 months .....	‡ .780	.755	speed lines:		
13-18 months .....	‡ .805	.780	Motormen:		
19-24 months .....	‡ .840	.815	First 6 months .....	.810	.730
After 2 years .....	‡ .875	.850	7-12 months .....	.835	.755
Steinway Omnibus and			13-18 months .....	.860	.780
Queensboro Bridge Rail-			19-24 months .....	.885	.805
way:			After 2 years .....	.910	.830
First 3 months .....	.560	.460			
4-6 months .....	.580	.480			

‡ Increase of 2½ cents per hour, Aug. 1, 1942.  
 † Increase of 6 cents per hour, July 1, 1942.  
 † Increase of 7 cents per hour, July 1, 1942.  
 † Increase of 10 cents per hour, July 1, 1942.



TABLE 4.—Union Rates of Wages of Street-Railway Employees, June 1, 1942, and June 1, 1941, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	June 1, 1942	June 1, 1941		June 1, 1942	June 1, 1941
<i>South Bend, Ind.</i>			<i>Washington, D. C.</i>		
Busses:			2-man cars:		
First year .....	\$0.750	\$0.650	First 3 months .....	<sup>13</sup> \$0.680	\$0.660
Second year .....	.775	.675	4-12 months .....	<sup>12</sup> .720	.700
After 2 years .....	.800	.700	After 1 year .....	<sup>11</sup> .760	.720
<i>Spokane, Wash.</i>			1-man cars and busses:		
Busses:			First 3 months .....	<sup>12</sup> .780	.730
First year .....	.650	.600	4-12 months .....	<sup>12</sup> .820	.770
2-3 years .....	.700	.640	After 1 year .....	<sup>12</sup> .860	.790
After 3 years .....	.750	.680	<i>Worcester, Mass.</i>		
<i>Springfield, Mass.</i>			1-man cars and busses:		
Busses:			First 3 months .....	<sup>12</sup> .710	.710
First 3 months .....	.780	.720	4-12 months .....	<sup>12</sup> .760	.760
4-12 months .....	.830	.770	After 1 year .....	<sup>12</sup> .810	.810
After 1 year .....	.870	.810	<i>York, Pa.</i>		
<i>Tampa, Fla.</i>			Busses:		
Busses:			First 6 months .....	.600	.600
First 6 months .....	.460		7-12 months .....	.650	.650
After 6 months .....	.540		After 1 year .....	.720	.720
<i>Toledo, Ohio</i>			<i>Youngstown, Ohio</i>		
1-man cars and busses:			Busses:		
First 6 months .....	.790	.740	First year .....	.830	.750
7-12 months .....	.810	.760	After 1 year .....	.880	.800
After 1 year .....	.840	.790			

<sup>11</sup> Increase of 9 cents per hour, July 1, 1942.

<sup>12</sup> Plus bonus of \$90 per year, paid in quarterly installments.