
UNITED STATES DEPARTMENT OF LABOR

Frances Perkins, Secretary

BUREAU OF LABOR STATISTICS

Isador Lubin, Commissioner (on leave)

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**Union Wage Rates of City Streetcar
and Bus Operators
July 1, 1943**



Bulletin No. 766

[Reprinted from the Monthly Labor Review, February 1944]

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Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
BUREAU OF LABOR STATISTICS,
Washington, D. C., February 18, 1944.

The SECRETARY OF LABOR:

I have the honor to transmit herewith the annual report on union wage rates for streetcar and bus operators as of July 1, 1943.

This report was prepared in the Industrial Relations Division, Florence Peterson, Chief. Donald H. Gerrish was in immediate charge, assisted by Annette V. Simi, under the general supervision of Don Q. Crowther.

A. F. HINRICHS, *Acting Commissioner.*

Hon. FRANCES PERKINS,
Secretary of Labor.

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United States Bureau of Labor Statistics

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**Union Wage Rates of City Streetcar and Bus Operators,
July 1, 1943**

Summary

THE average wage rate of union motormen, conductors, and bus operators in 65 cities was 90.6 cents per hour on July 1, 1943. Slightly more than half of the workers covered by collective agreements had rates from 90 cents to \$1.10 per hour; 6.5 percent earned \$1.10 or more per hour; and 41.5 percent earned less than 90 cents.

During the period from June 1, 1942, to July 1, 1943, average hourly wage rates advanced 5.5 percent to a new index of 129.6, indicating that since 1929 average hourly rates have increased almost 30 percent, and since 1934 (the low point on the index) have increased almost 35 percent.

TABLE 1.—*Indexes of Hourly Wage Rates of Union Streetcar and Bus Operators, 1929-43*

Year	Index (1929=100)	Year	Index (1929=100)	Year	Index (1929=100)
1929.....	100.0	1934.....	96.1	1939.....	109.2
1930.....	101.0	1935.....	99.8	1940.....	110.4
1931.....	101.0	1936.....	100.6	1941.....	114.1
1932.....	99.0	1937.....	105.3	1942.....	122.9
1933.....	(¹)	1938.....	108.3	1943.....	129.6

¹ Not available.

Scope and Method of Study

This study is one of a series of annual surveys started by the Bureau of Labor Statistics in 1921. Agents of the Bureau visited 75 cities in 1943 and obtained reports on effective union scales as of July 1, 1943, in 65 of these cities. Scales in negotiation or before the National War Labor Board at the time our representatives called were further checked before the data were tabulated so that increases retroactive to July 1, 1943, would be reflected in this report. The rates obtained were for union members employed on local streetcar, subway, elevated, and bus lines and also those employed on city-suburban lines which furnish city service. Employees of strictly intercity or interstate car and bus lines were not included. The 1943 survey included 440 quotations of rates, 422 of which included comparable data for 1943 and 1942. The total quotations included 80,217 union members, of whom 77,320 were included in the reports which gave comparable rates for both years.

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 two successive years. The weights in each year-to-year comparison were the membership figures reported in the second year. The index numbers are so constructed as to eliminate the influence of changes in union membership.

Because of changes in coverage, the averages presented in successive annual surveys 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 streetcar and bus operators with those of other occupations at the time the survey was made, the average (table 2) should be used.

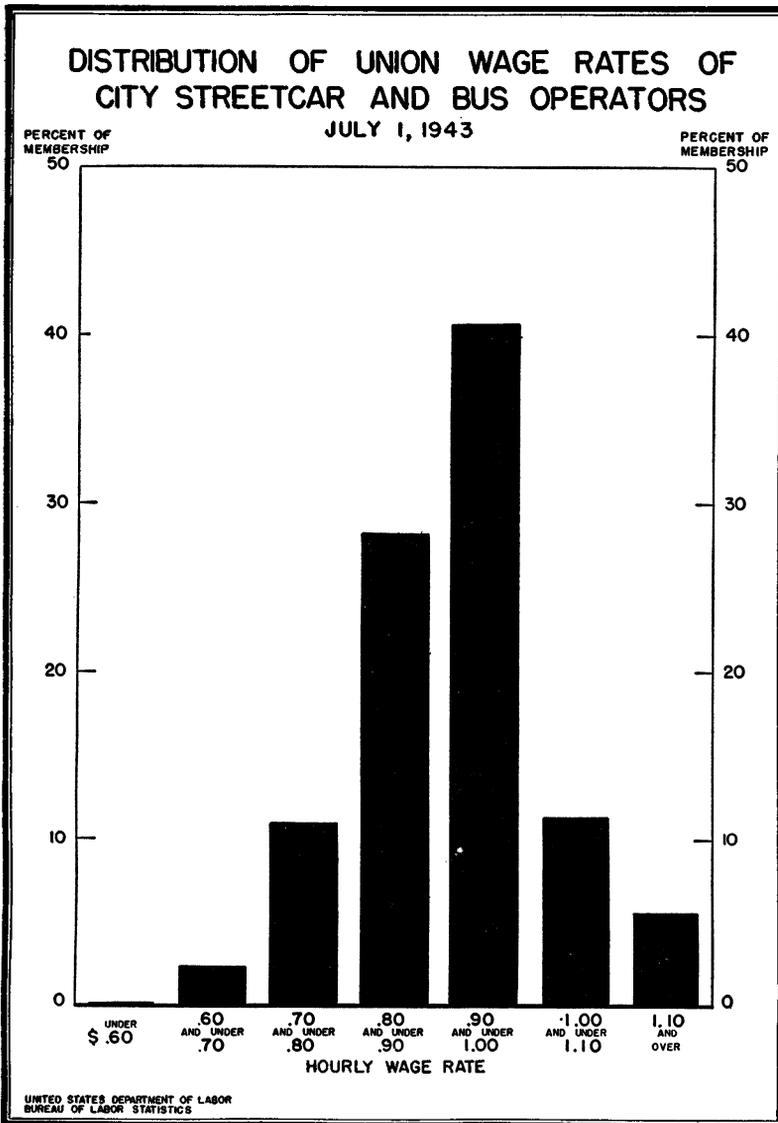
Hourly Wage Rates

Hourly wage rates in streetcar 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 between 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 1 or 2 years of service, but many agreements provide for longer periods, ranging up to 6 years and including as many as 12 progressive rate steps. In 1943 the differences between the entrance rates and the maximum rates ranged from 1.9 cents for guards on the Chicago Elevated Railway to 30 cents per hour for bus operators employed by the Steinway Omnibus Co. and the Third Avenue Railway System, both in New York. The differences most frequently reported were either 5 or 4 cents.

Rates for operators of 2-man cars were reported in 21 of the 65 cities included in the survey, although there has been a definite tendency, during the past few years, to eliminate such cars. In each of these cities the agreements provided higher rates for 1-man-car operators than for either motormen or conductors on 2-man cars; the differences ranging from 3 to 10 cents, the most common being 10 cents. Generally, the rates for bus drivers were the same as for 1-man-car operators.

The entrance rates for operators of 2-man cars ranged from 64.1 cents per hour in Omaha to 95 cents in Detroit. The majority of the entrance rates were between 70 and 85 cents. The highest entrance rate for the industry in the cities covered (\$1.00 per hour) was received by subway motormen in New York. The 1-man-car and bus operators had entrance rates ranging from 46 cents in Tampa to \$1.05 in Detroit; about two-thirds of the entrance rates were between 70 and 90 cents.

An analysis of maximum rates for 2-man-car operators shows that over two-thirds of the rates ranged between 75 and 90 cents per hour,



with the lowest rate (68.4 cents) in Omaha and the highest (\$1.05) in Detroit. The maximum rate in the subways (\$1.10) was received by the motormen in New York. Approximately three-fourths of the 1-man-car and bus operators had maximum rates ranging from 80 cents to \$1.00. The lowest rate (54 cents) was in Tampa, the highest (\$1.15) was for bus operators in Detroit. In addition, operators of both 1- and 2-man cars in Detroit receive a premium of 10 cents per hour when they work "owl runs" (those in the late evening and early morning hours). Some other cities reported slightly higher rates for union members operating cars or busses on "owl runs."

As streetcar and bus operators generally remain for long periods in the employ of one company, a majority of the union members reported had reached the maximum rates provided in their agreements. Almost 69 percent of the union members were receiving rates ranging from 80 cents to \$1.00, while over 90 percent were covered by rates in the wider range (70 cents up to \$1.10). Rates of \$1.10 or more were received by 6.5 percent of the members (see table 2).

TABLE 2.—Percentage Distribution of Union Streetcar and Bus Operators by Hourly Wage Rates, July 1, 1943

Classified hourly rates	Percent of union members with classified hourly rates
Under 60 cents.....	0.1
60 and under 70 cents.....	2.2
70 and under 80 cents.....	11.0
80 and under 90 cents.....	28.2
90 cents and under \$1.00.....	40.7
\$1.00 and under \$1.10.....	11.3
\$1.10 and under \$1.20.....	6.4
\$1.20 and over.....	.1
Total.....	100.0
Average rate per hour.....	\$0.906

Over 69 percent of the quotations, covering 63 percent of the union members, provided for increases during the 13-month period from June 1, 1942, to July 1, 1943. Over 30 percent of those who received increases had their rates advanced between 4 and 6 percent. The next largest group fell between 10 and 12 percent (18.4 percent of those receiving raises). More than 45 percent of the total membership reported increases between 4 and 12 percent. Only 7.1 percent of the members benefited by raises of as much as 16 percent. There were no decreases reported in the 13-month period.

TABLE 3.—Number and Extent of Changes in Wage Rates of Union Streetcar and Bus Operators, June 1, 1942, to July 1, 1943, and Percent of Members Affected

Extent of rate changes	Number of quotations	Percent of members affected	Extent of rate changes	Number of quotations	Percent of members affected
No change reported.....	125	37.0	Increases reported—Continued.		
Increases reported.....	284	63.0	12 and under 14 percent.....	44	3.3
Under 2 percent.....	2	(¹)	14 and under 16 percent.....	37	6.1
2 and under 4 percent.....	7	.8	16 and under 18 percent.....	14	2.2
4 and under 6 percent.....	60	19.2	18 and under 20 percent.....	11	3.1
6 and under 8 percent.....	25	5.9	20 and under 22 percent.....	8	.8
8 and under 10 percent.....	26	9.0	22 and under 24 percent.....	6	.5
10 and under 12 percent.....	37	11.6	24 percent and over.....	7	.5

¹ Less than a tenth of 1 percent

Rates Paid in Each City

The union rates per hour in effect on July 1, 1943, and June 1, 1942, by city, are shown in table 4. Hours are not given, since the hours of work are usually irregular, depending on the "run."

TABLE 4.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1943, and June 1, 1942, by Cities

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1943	June 1, 1942		July 1, 1943	June 1, 1942
<i>Atlanta, Ga.</i>			<i>Cincinnati, Ohio</i>		
2-man cars and feeder busses:			2-man cars:		
First 9 months.....	\$0.680	\$0.680	First 3 months.....	\$0.800	\$0.690
10-18 months.....	.730	.730	4-12 months.....	.830	.720
After 18 months.....	.760	.760	After 1 year.....	.850	.740
1-man cars, busses, and trolley coaches:			1-man cars and busses:		
First 9 months.....	.750	.750	First 3 months.....	.870	.760
10-18 months.....	.800	.800	4-12 months.....	.900	.790
After 18 months.....	.830	.830	After 1 year.....	.920	.810
<i>Binghamton, N. Y.¹</i>			<i>Cleveland, Ohio</i>		
Busses:			2-man cars:		
First 3 months.....	.665	.665	First 3 months.....	.890	.855
4-12 months.....	.715	.715	4-12 months.....	.920	.885
After 1 year.....	.745	.745	After 1 year.....	.940	.905
<i>Birmingham, Ala.</i>			Busses:		
2-man cars:			First 3 months.....	.990	.925
First year.....	.685	.685	4-12 months.....	.990	.950
Second year.....	.705	.705	After 1 year.....	1.010	.975
After 2 years.....	.735	.735	<i>Columbus, Ohio</i>		
1-man cars and busses:			1-man cars and busses:		
First year.....	.760	.760	First 3 months.....	.810	.730
Second year.....	.780	.780	4-12 months.....	.840	.760
After 2 years.....	.810	.810	After 1 year.....	.860	.780
<i>Boston, Mass.</i>			<i>Davenport, Iowa</i>		
2-man cars:			(See Rock Island (Ill.) district.)		
First 3 months.....	.650	.580	<i>Dayton, Ohio</i>		
4-12 months.....	.740	.670	1-man cars:		
After 1 year.....	.900	.830	First 6 months.....	.750	.650
1-man cars and busses:			7-12 months.....	.800	.700
First 3 months.....	.750	.690	After 1 year.....	.850	.750
4-12 months.....	.840	.770	Busses:		
After 1 year.....	1.000	.930	First 3 months.....	.820	.720
Rapid transit lines:			4-12 months.....	.840	.740
Motormen.....	.950	.880	After 1 year.....	.860	.760
Guards:			<i>Denver, Colo.</i>		
First 3 months.....	.650	.580	2-man cars:		
4-12 months.....	.740	.670	First 3 months.....	.810	.710
After 1 year.....	.900	.830	4-12 months.....	.820	.720
<i>Butte, Mont.</i>			13-18 months.....	.830	.730
Busses.....	.920	.890	19-24 months.....	.840	.740
<i>Charleston, S. C.</i>			After 2 years.....	.850	.750
Busses:			1-man cars and busses:		
First 3 months.....	.760	.610	First 3 months.....	.860	.760
4-12 months.....	.780	.630	4-12 months.....	.870	.770
After 1 year.....	.800	.660	13-18 months.....	.880	.780
<i>Chicago, Ill.</i>			19-24 months.....	.890	.790
2-man cars:			After 2 years.....	.900	.800
First 3 months.....	.890	.890	<i>Des Moines, Iowa</i>		
4-12 months.....	.920	.920	1-man cars and busses:		
After 1 year.....	.940	.940	First 3 months.....	.735	.665
Night cars.....	.960	.960	4-12 months.....	.765	.695
1-man cars and busses:			After 1 year.....	.810	.740
Day.....	1.020	1.020	<i>Detroit, Mich.</i>		
Night.....	1.040	1.040	2-man cars:		
Elevated railway:			First 6 months.....	.950	.900
Motormen:			7-12 months.....	.990	.940
First 3 months.....	.897	.897	After 1 year.....	1.050	1.000
4-12 months.....	.906	.906	Owl cars.....	1.150	1.100
After 1 year.....	.951	.951	Busses:		
Conductors.....	.906	.906	First 6 months.....	1.050	1.000
Guards, regular.....	.888	.888	7-12 months.....	1.090	1.040
Guards, extra:			After 1 year.....	1.150	1.100
First 3 months.....	.860	.860	Owl busses.....	1.250	1.200
4-12 months.....	.870	.870			
After 1 year.....	.879	.879			

¹ Plus bonus.

TABLE 4.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1943, and June 1, 1942, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1943	June 1, 1942		July 1, 1943	June 1, 1942
<i>Duluth, Minn.</i>			<i>Manchester, N. H.</i>		
Buses:			Buses:		
First year.....	\$0.740	\$0.690	First year.....	\$0.720	\$0.720
Second year.....	.770	.720	Second year.....	.780	.780
Third year.....	.800	.750	After 2 years.....	.850	.850
<i>Erie, Pa.</i>			<i>Memphis, Tenn.</i>		
Buses:			1-man cars and busses:		
First 6 months.....	.800	.800	First year.....	.750	.690
7-12 months.....	.870	.870	Second year.....	.800	.740
After 1 year.....	.900	.900	After 2 years.....	.850	.790
<i>Grand Rapids, Mich.</i>			<i>Milwaukee, Wis.</i>		
Buses.....	.800	.720	2-man cars:		
<i>Indianapolis, Ind.</i>			First year.....	.810	.700
1-man cars and busses:			Second year.....	.830	.720
First year.....	.780	.780	After 2 years.....	.850	.760
Second year.....	.800	.800	1-man cars and busses:		
After 2 years.....	.850	.850	First year.....	.860	.750
<i>Jackson, Miss.</i>			Second year.....	.880	.770
Buses:			After 2 years.....	.900	.810
First 6 months.....	.730	.630	<i>Minneapolis, Minn.</i>		
After 6 months.....	.780	.680	(Includes St. Paul, Minn.)		
<i>Jacksonville, Fla.</i>			2-man cars:		
Buses:			First year.....	.710	.710
First year.....	.760	.650	Second year.....	.740	.740
Second year.....	.780	.670	After 2 years.....	.770	.770
After 2 years.....	.810	.700	1-man cars and busses:		
<i>Little Rock, Ark.</i>			First year.....	.800	.800
1-man cars and busses:			Second year.....	.830	.830
First 6 months.....	.600	.550	After 2 years.....	.870	.870
7-12 months.....	.630	.580	<i>Mobile, Ala.</i>		
Second year.....	.670	.620	Buses:		
After 2 years.....	.750	.700	First 6 months.....	.750	.600
<i>Los Angeles, Calif.</i>			After 6 months.....	.800	.650
Los Angeles Railway Co.:			<i>Moline, Ill.</i>		
2-man cars:			(See Rock Island (Ill.) district.)		
First 6 months.....	.810	-----	<i>Nashville, Tenn.</i>		
After 6 months.....	.850	-----	Buses:		
1-man cars and busses:			First 3 months.....	.640	.580
First 6 months.....	.910	-----	4-12 months.....	.680	.620
After 6 months.....	.950	-----	13-18 months.....	.700	.640
Pacific Electric Co.:			19-24 months.....	.740	.670
2-man cars:			After 2 years.....	.770	.700
First 6 months.....	.730	.730	<i>Newark, N. J.</i>		
7-12 months.....	.750	.750	1-man cars and busses:		
After 1 year.....	.770	.770	First 3 months.....	.810	.810
1-man cars and busses:			4-12 months.....	.830	.830
First 6 months.....	.830	.830	After 1 year.....	.850	.850
7-12 months.....	.850	.850	Ironbound Transportation Co.:		
After 1 year.....	.870	.870	Buses:		
Single-track cars:			First 6 months.....	.600	.500
First 6 months.....	.780	.780	7-18 months.....	.650	.550
7-12 months.....	.800	.800	19 months to 5 years.....	.700	.600
After 1 year.....	.820	.820	After 5 years.....	.730	.630
<i>Louisville, Ky.</i>			<i>New Haven, Conn.</i>		
Buses.....	.660	.580	1-man cars and busses:		
Cars.....	.650	.570	First 3 months.....	.800	.800
<i>Madison, Wis.</i>			4-12 months.....	.830	.830
Buses:			After 1 year.....	.870	.870
First 6 months.....	.680	.680	<i>New Orleans, La.</i>		
7-12 months.....	.710	.710	2-man cars:		
13-18 months.....	.730	.730	First 9 months.....	.690	.640
After 18 months.....	.750	.750	10-18 months.....	.720	.660
			After 18 months.....	.750	.700

TABLE 4.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1943, and June 1, 1942, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1943	June 1, 1942		July 1, 1943	June 1, 1942
New Orleans, La.—Continued			New York, N. Y.—Continued		
Busses:			Busses:		
First 9 months.....	\$0.740	\$0.690	Avenue B and East Broadway Transit Co.:		
10-18 months.....	.770	.710	First 6 months.....	\$0.660	\$0.530
After 18 months.....	.800	.750	7-24 months.....	.710	.680
Algiers Division:			Third year.....	.740	.730
First 6 months.....	.550	.480	Fourth year.....	.810	.780
7-12 months.....	.560	.490	After 4 years.....	.860	.830
13-18 months.....	.570	.500	Bee Lines, Inc.:		
19-24 months.....	.580	.510	First year.....	.600	.600
25-30 months.....	.590	.520	Second year.....	.640	.640
After 30 months.....	.600	.530	Third year.....	.680	.680
New York, N. Y.			Fourth year.....	.720	.720
Subways:			After 4 years.....	.800	.800
B. M. T. System:			Brooklyn Bus Division:		
Road motormen:			First year.....	.750	.640
First year.....	1.000	.960	Second year.....	.800	.680
Second year.....	1.050	1.000	Third year.....	.850	.720
After 2 years.....	1.100	1.060	Fourth year.....	.900	.760
Yard motormen:			After 4 years.....	.950	
First 285 days.....	.950	.850	Comprehensive & East Side Omnibus Corporation:		
After 285 days.....	.960	.880	First 3 months.....	.690	.600
Conductors:			4-12 months.....	.753	.673
First position:			Second year.....	.800	.720
First 285 days.....	.800	.730	Third year.....	.835	.755
After 285 days.....	.870	.780	Fourth year.....	.870	.780
Second position.....	.750	.700	After 4 years.....	.960	.880
I. R. T. System:			Fifth Avenue Coach Co.:		
Road motormen:			Drivers:		
First year.....	1.000	.960	First year.....	.850	.850
Second year.....	1.070	1.000	Second year.....	.860	.860
After 2 years.....	1.100	1.060	Third year.....	.890	.890
Yard motormen:			Fourth year.....	.900	.900
First year.....	.950	.850	After 4 years.....	.910	.910
After 1 year.....	1.000	.880	Conductors:		
Conductors:			First year.....	.780	.780
First position:			Second year.....	.790	.790
First year.....	.800	.730	Third year.....	.820	.820
After 1 year.....	.850	.780	Fourth year.....	.830	.830
Second position.....	.750	.700	After 4 years.....	.840	.840
Platform:			Green Lines:		
First year.....	.700	.670	First 6 months.....	.650	.650
Second year.....	.750	.680	7-12 months.....	.700	.700
Surface cars:			Second year.....	.750	.750
Third Avenue Railway System:			Third year.....	.800	.800
First 3 months.....	.600	.520	After 3 years.....	.875	.875
4-6 months.....	.620	.540	Jamaica Busses, Inc.:		
7-9 months.....	.640	.560	First year.....	.705	.705
10-12 months.....	.670	.590	Second year.....	.738	.738
13-15 months.....	.690	.610	Third year.....	.771	.771
16-18 months.....	.710	.630	Fourth year.....	.815	.815
19-21 months.....	.730	.650	After 4 years.....	.870	.870
22-24 months.....	.750	.670	Manhattan and Queens Line:		
Third year.....	.800	.760	First 6 months.....	.650	.650
Fourth year.....	.810	.770	7-12 months.....	.680	.680
Fifth year.....	.820	.780	Second year.....	.705	.705
Sixth year.....	.850	.820	Third year.....	.730	.730
Brooklyn-Queens Transit Lines:			After 3 years.....	.830	.830
First year.....	.750	.640	New York City Omnibus Co.:		
Second year.....	.800	.680	First 6 months.....	.710	.710
Third year.....	.850	.720	7-12 months.....	.800	.800
Fourth year.....	.900	.760	Second year.....	.860	.860
Fifth year.....	.950	.800	Third year.....	.920	.920
After 5 years.....	.980	.860	Fourth year.....	.940	.940
Queensboro Bridge Railway and Steinway Omnibus Co.:			After 4 years.....	1.000	1.000
.....	.880	.840	North Shore Bus Lines:		
			First year.....	.710	.710
			Second year.....	.760	.760
			Third year.....	.830	.830
			After 3 years.....	.910	.910

TABLE 4.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1943, and June 1, 1942, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1943	June 1, 1942		July 1, 1943	June 1, 1942
<i>New York, N. Y.—Continued</i>			<i>Peoria, Ill.</i>		
Buses—Continued.			1-man cars and busses:		
Queens - Nassau Transit Lines:			First year	\$0.790	\$0.790
First year	\$0.688	\$0.688	Second year .....	.810	.810
Second year .....	.730	.730	After 2 years .....	.830	.830
Third year .....	.810	.810	<i>Philadelphia, Pa.</i>		
After 3 years .....	.900	.900	Subway, elevated, and high-speed lines:		
Schenck Transportation Co.:			Motormen:		
1-12 months .....	.710	.650	First 6 months .....	.850	.810
13-30 months .....	.820	.680	7-12 months .....	.875	.835
After 30 months .....	.920	.770	13-18 months .....	.900	.860
Staten Island Coach Co.:			19-24 months .....	.925	.885
First 3 months .....	.730	.705	After 2 years .....	.950	.910
4-6 months .....	.755	.730	Conductors:		
7-9 months .....	.780	.755	First 6 months .....	.770	.730
10-12 months .....	.805	.780	7-12 months .....	.795	.755
13-18 months .....	.830	.805	13-18 months .....	.820	.780
19-24 months .....	.865	.840	19-24 months .....	.845	.805
After 2 years .....	.900	.875	After 2 years .....	.870	.830
Steinway Omnibus and Queensboro Bridge Railway:			2-man cars:		
First 3 months .....	.600	.560	First 6 months .....	.770	.730
4-6 months .....	.620	.580	7-12 months .....	.795	.755
7-9 months .....	.640	.600	13-18 months .....	.820	.780
10-12 months .....	.670	.630	19-24 months .....	.845	.805
13-15 months .....	.690	.650	After 2 years .....	.870	.830
16-18 months .....	.710	.670	1-man cars and busses:		
19-21 months .....	.730	.690	First 6 months .....	.850	.810
22-24 months .....	.760	.720	7-12 months .....	.875	.835
Third year .....	.800	.760	13-18 months .....	.900	.860
Fourth year .....	.810	.770	19-24 months .....	.925	.885
Fifth year .....	.820	.780	After 2 years .....	.950	.910
After 5 years .....	.900	.860	<i>Phoenix, Ariz.</i>		
Third Avenue Railway System:			1-man cars and busses:		
First 3 months .....	.600	.520	First 6 months .....	.850	-----
4-6 months .....	.620	.540	7-12 months .....	.980	-----
7-9 months .....	.640	.560	13-18 months	1.000	-----
10-12 months .....	.670	.590	After 18 months	1.030	-----
13-15 months .....	.690	.610	<i>Pittsburgh, Pa.</i>		
16-18 months .....	.710	.630	1-man cars:		
19-21 months .....	.730	.650	First 3 months .....	.955	.955
22-24 months .....	.750	.670	4-12 months	1.045	1.045
Third year .....	.800	.760	After 1 year	1.100	1.100
Fourth year .....	.810	.790	Busses:		
Fifth year .....	.820	.810	First 3 months .....	.935	.935
After 5 years .....	.900	.860	4-12 months .....	.945	.945
Tri-Boro Coach Corp.:			After 1 year .....	.985	.985
First year .....	.680	.600	<i>Portland, Maine</i>		
Second year .....	.736	.650	Busses:		
Third year .....	.793	.700	First year .....	.870	.800
Fourth year .....	.833	.740	After 1 year .....	.900	.800
Fifth year .....	.900	.830	<i>Portland, Oreg.</i>		
<i>Oklahoma City, Okla.</i>			1-man cars and busses:		
1-man cars and busses:			If employed prior to April 1, 1942	1.000	1.000
First 6 months .....	.630	.570	If employed after April 1, 1942:		
7-12 months .....	.660	.600	First 6 months .....	.900	.900
13-24 months .....	.700	.630	7-12 months .....	.920	.920
After 2 years .....	.760	.660	After 1 year .....	.940	.940
Interurban .....	.780	.680	Interurban 1-man cars .....	.920	.920
<i>Omaha, Nebr.</i>			<i>Providence, R. I.</i>		
2-man cars:			1-man cars and busses:		
First 6 months .....	.641	.610	First 3 months .....	.920	.800
7-12 months .....	.661	.630	4-12 months .....	.950	.830
After 1 year .....	.684	.650	After 1 year .....	.970	.850
Busses:					
First 6 months .....	.693	.660			
7-12 months .....	.714	.680			
After 1 year .....	.735	.700			

TABLE 4.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1943, and June 1, 1942, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1943	June 1, 1942		July 1, 1943	June 1, 1942
<i>Reading, Pa.</i>			<i>San Francisco, Calif.—Continued</i>		
2-man cars.....	\$0.700	\$0.700	Busses:		
1-man cars and busses.....	.800	.800	First 6 months.....	\$0.800	\$0.750
<i>Richmond, Va.</i>			7-12 months.....	.825	.775
1-man cars and busses:			13-18 months.....	.850	.800
First 3 months.....	.700	-----	19-30 months.....	.875	.825
4-12 months.....	.750	-----	After 30 months.....	.900	.850
After 1 year.....	.800	-----	Municipal Railway:		
<i>Rochester, N. Y.</i>			Motormen and conductors....	.875	.750
2-man subway cars.....	.870	.870	Bus operators.....	.875	.825
Busses:			<i>Scranton, Pa.</i>		
First 3 months.....	.860	.860	1-man cars and busses:		
4-12 months.....	.880	.880	First 3 months.....	.720	.700
After 1 year.....	.900	.900	4-12 months.....	.770	.750
<i>Rock Island (Ill.) District 3</i>			After 1 year.....	.800	.780
Busses:			<i>Seattle, Wash.</i>		
First 6 months.....	.790	.710	Busses:		
7-12 months.....	.810	.730	First 6 months.....	1.000	.920
After 1 year.....	.830	.750	After 6 months.....	1.050	1.000
<i>St. Louis, Mo.</i>			<i>South Bend, Ind.</i>		
2-man cars:			Busses:		
First 6 months.....	.730	.660	First year.....	.850	.750
7-12 months.....	.780	.620	Second year.....	.875	.775
13-18 months.....	.830	.680	After 2 years.....	.900	.800
After 18 months.....	.880	.730	<i>Spokane, Wash.</i>		
1-man cars and busses:			Busses:		
First 6 months.....	.800	.630	First 6 months.....	.800	-----
7-12 months.....	.850	.690	7-12 months.....	.850	-----
13-18 months.....	.900	.750	After 1 year.....	.900	-----
After 18 months.....	.950	.800	<i>Springfield, Mass.</i>		
Service cars:			Busses:		
Willet Motor Coach Co.:			First 3 months.....	.870	.780
First 6 months.....	.725	.550	4-12 months.....	.925	.830
7-12 months.....	.750	.575	After 1 year.....	.970	.870
2-3 years.....	.775	.600	<i>Tampa, Fla.</i>		
After 3 years.....	.800	.625	Busses:		
St. Louis County Bus Co.,			First 6 months.....	.460	.460
Inc.:			After 6 months.....	.540	.540
First 6 months.....	.675	.550	<i>Toledo, Ohio</i>		
7-12 months.....	.700	.575	1-man cars and busses:		
2-3 years.....	.725	.600	First 6 months.....	.790	.790
After 3 years.....	.750	.625	7-12 months.....	.810	.810
<i>St. Paul, Minn.</i>			After 1 year.....	.840	.840
(See Minneapolis, Minn.)			<i>Washington, D. C.</i>		
<i>Salt Lake City, Utah</i>			2-man cars:		
1-man cars and busses:			First 3 months.....	.770	.680
First year.....	.790	.690	4-12 months.....	.810	.720
After 1 year.....	.870	.770	After 1 year.....	.850	.760
<i>San Antonio, Tex.</i>			1-man cars and busses:		
Busses.....	.860	.790	First 3 months.....	.870	.780
<i>San Francisco, Calif.</i>			4-12 months.....	.910	.820
2-man cars:			After 1 year.....	.960	.860
First 6 months.....	.730	.650	<i>Worcester, Mass.</i>		
7-12 months.....	.755	.675	1-man cars and busses:		
13-18 months.....	.780	.700	First 3 months.....	.870	.746
19-30 months.....	.805	.725	4-12 months.....	.900	.796
After 30 months.....	.830	.750	After 1 year.....	.970	.846
Cable cars:			<i>York, Pa.</i>		
Gripmen and conductors:			Busses:		
First 6 months.....	.800	-----	First 6 months.....	.720	.600
7-12 months.....	.825	-----	7-12 months.....	.700	.650
13-18 months.....	.850	-----	After 1 year.....	.800	.720
After 18 months.....	.875	.750	<i>Youngstown, Ohio</i>		
			Busses:		
			First year.....	.830	.830
			After 1 year.....	.880	.880

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