

UNITED STATES DEPARTMENT OF LABOR

Frances Perkins, *Secretary*

BUREAU OF LABOR STATISTICS

Isador Lubin, *Commissioner (on leave)*

A. F. Hinrichs, *Acting Commissioner*

+

Union Wage Rates of City
Streetcar and Bus Operators
July 1, 1944



Bulletin No. 814

[Reprinted from the Monthly Labor Review, February 1945]

For sale by the Superintendent of Documents, U. S. Government Printing Office
Washington 25, D. C. - Price 5 cents

Letter of Transmittal

UNITED STATES DEPARTMENT OF LABOR,
BUREAU OF LABOR STATISTICS,
Washington, D. C., February 19, 1945.

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, 1944.

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.



Contents

	Page
Summary.....	1
Scope and method of study.....	1
Trend of hourly wage rates.....	1
Hourly wage rates, 1944.....	2
Changes in wage rates between 1943 and 1944.....	3
Weekly hours and overtime rates.....	5
Paid vacations and holidays.....	5
Rates paid in each city.....	6

*Bulletin No. 814 of the
United States Bureau of Labor Statistics*

[Reprinted from the MONTHLY LABOR REVIEW, February 1945]

Union Wage Rates of City Streetcar and Bus Operators, July 1, 1944

Summary

Union wage rates of streetcar and bus operators averaged 92.3 cents per hour in 69 cities on July 1, 1944. Average hourly wage rates advanced only eight-tenths of 1 percent over July 1, 1943. However, the War Labor Board approved additional increases in the form of bonuses and reductions in periods of service necessary to reach maximum rates, which benefited a substantial number of union members.

About two-thirds of the union members operated under agreements providing a limit on straight-time daily or weekly hours. The overtime rate was usually time and a half. All of the union members included in the study were working under agreements which provided annual paid vacations, usually of 1 or 2 week's duration and with varying service requirements.

Scope and Method of Study

This is one of a series of annual surveys of union scales for streetcar and bus operators started by the Bureau of Labor Statistics in 1921. The current survey includes 75 cities in 40 States and the District of Columbia, but effective union scales for this group of workers were reported in only 69 of these cities. Information was collected as of July 1, 1944, and scales in negotiation or before the National War Labor Board at the time the Bureau's representatives called were further checked before the data were tabulated so that as far as possible increases retroactive to July 1, 1944, could be included in this report.

The basic information was obtained by field representatives of the Bureau from union officials in each of the cities, and reported scales were checked against signed union agreements wherever possible. When sufficient information was not available at the union offices, regarding the distribution of members at the various rates appearing in the agreements, this was obtained from company officials. The current study includes 408 quotations covering 84,242 union members. 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 local city service. Employees of inter-city or interstate car and bus lines were not included.

Trend of Hourly Wage Rates

Hourly wage rates for streetcar and bus operators advanced only eight-tenths of 1 percent during the period July 1, 1943, to July 1,

1944, and increased about 21 percent from 1939, the base year of the index (table 1). Average wages increased gradually from 1934 until 1941; but during the 2 subsequent years, they rose more rapidly. Although there was only a slight increase in average basic scales between July 1, 1943, and July 1, 1944, a number of adjustments in rates were made by reducing the time intervals between automatic wage increases under the graduated scales effective in most cities. In some cases, rates previously earned after 1 year of service may now be earned after 6 months; and in one case, rates previously effective after 5 years are now effective after 1 year of service. Time intervals between minimum and maximum rates were reduced in 15 contracts and a large majority of union members were reported to be earning the maximum rates.

TABLE 1.—*Indexes of Hourly Wage Rates of Union Streetcar and Bus Operators, 1929–44*

Year	Index (1939=100)	Year	Index (1939=100)	Year	Index (1939=100)
1929.....	91.6	1935.....	91.4	1941.....	104.8
1930.....	92.5	1936.....	92.1	1942.....	112.5
1931.....	92.5	1937.....	96.4	1943.....	119.8
1932.....	90.6	1938.....	99.2	1944.....	120.8
1933.....	(1)	1939.....	100.0		
1934.....	88.0	1940.....	101.1		

¹ Not available.

Earnings also have been increased by the introduction of bonus plans. On July 1, 1944, bonus plans were effective in Binghamton, Boston, Cincinnati, Indianapolis, Madison, St. Louis, Seattle, and Washington, D. C. The bonus plan is a relatively new development in the industry and has received the approval of the National War Labor Board. It is intended to compensate for the increased work load of the operators as a result of wartime conditions and is usually based on the increase of revenue-miles per vehicle over January 1941 or a month in 1941 corresponding to the current pay month. Binghamton was the only city included in the study that reported a bonus plan prior to July 1943. In Madison the bonus is not included in the union agreement, but is voluntary on the part of the employer and is paid in the form of war bonds. Bonus plans are now pending in several cities in addition to the ones listed above, and in most cases are reported to produce from 3½ to 6 cents per hour in addition to base rates.

Neither these bonus payments or the adjustments in periods of service to reach maximum rates are reflected in the index or the averages appearing in this report.

Hourly Wage Rates

On July 1, 1944, the average wage rate for streetcar and bus operators was 92.3 cents per hour. Almost half of the union members had rates between 90 cents and \$1.00, and about three-fourths were in the 80 cents to \$1.00 group. Only 8.7 percent of the members had rates of less than 80 cents, but 18.3 percent had rates of \$1.00 or more, as shown by the following percentage distribution.

WAGE AND HOUR STATISTICS

Rate per hour:	Percent of union members
Under 70 cents.....	0.4
70 and under 80 cents.....	8.3
80 and under 90 cents.....	25.3
90 cents and under \$1.00.....	47.7
\$1.00 and under \$1.10.....	11.4
\$1.10 and under \$1.20.....	6.8
\$1.20 and over.....	.1
Total.....	100.0
Average rate per hour.....	\$0.923

Rates for streetcar and bus operators are usually graduated on the basis of length of service with the company, but the time between rate steps varies widely from city to city. In some cases intervals are as short as 3 months while in others they are as long as a year. The time intervals required for intermediate steps between the starting and maximum rates varies from 6 months in some cities to 4 years in others. The difference between entrance and maximum rates¹ also varies widely among companies and cities, in some cases being as much as 30 cents per hour; the most common difference, however, is 5 or 10 cents.

Rates for operators of 1-man cars and 1-man busses are higher than the rates for either operators or conductors on 2-man cars in each of the 18 cities where 2-man streetcars are still operating. The maximum rate for operators of 1-man cars and busses is generally about 10 cents per hour above that for 2-man cars.

Entrance rates for 1-man car and bus operators ranged from 64 cents per hour in Nashville to \$1.05 per hour in Detroit; maximum hourly rates, from \$0.745 in Binghamton to \$1.15 in Detroit. Operators of "owl runs" (those in the late evening and early morning hours) in Detroit received 10 cents per hour in addition to the maximum rate. A few other cities also reported higher rates for union members operating cars or busses on these "owl runs."

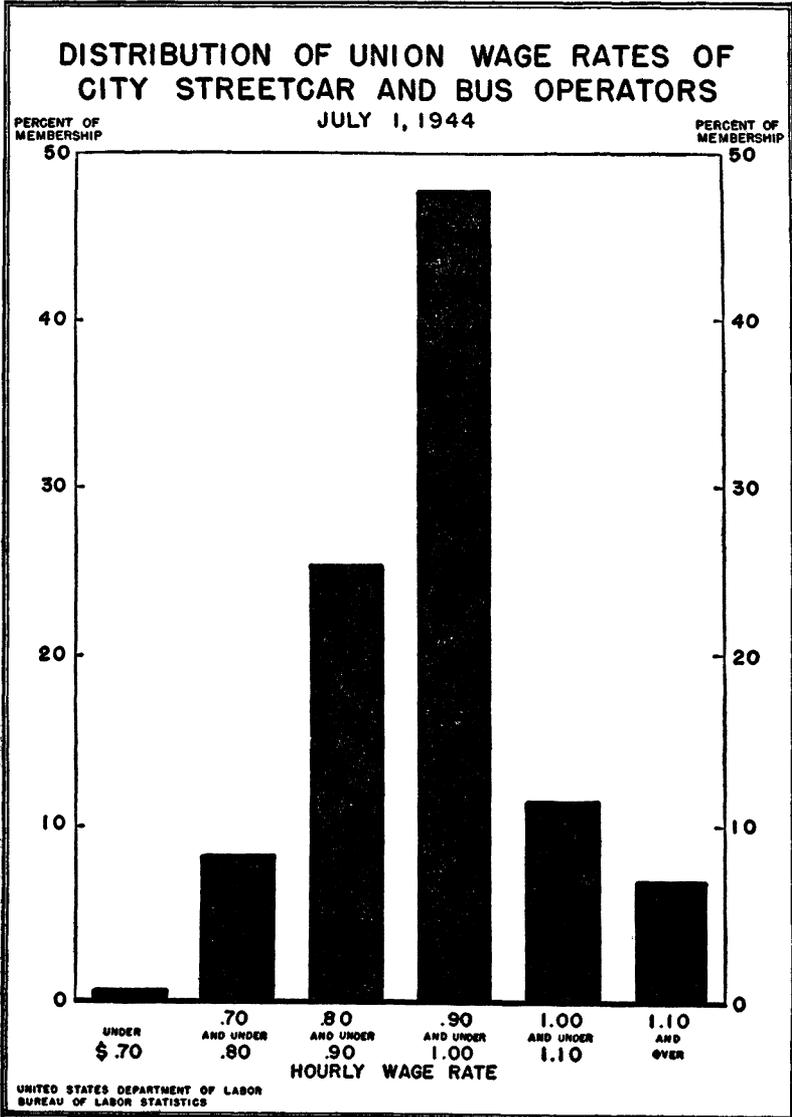
Hourly entrance rates for 2-man car operators ranged from 66.5 cents in Boston to 95.0 cents in Detroit and maximum rates from 75 cents in Omaha to \$1.05 in Detroit.

Changes in Wage Rates Between 1943 and 1944

More than a fourth of the quotations, including 18.3 percent of the union members, provided rate increases during the period July 1, 1943, to July 1, 1944. Increases of 2 but less than 8 percent covered over three-fourths of the members getting raises, half of these being between 2 and 4 percent. Advances of more than 8 percent were reported for only 2 of every 10 members getting raises or only 3.9 percent of the total membership.

¹ This so-called "maximum rate" is actually the minimum union scale after a specified period of employment with the company, and is not a maximum rate in the sense that the company may not pay more.

	<i>Number of comparable quotations</i>	<i>Percent of members affected</i>
No changes reported.....	280	81.7
Increases reported:		
Under 2 percent.....	3	.3
2 and under 4 percent.....	22	7.5
4 and under 6 percent.....	14	2.5
6 and under 8 percent.....	35	4.1
8 and under 10 percent.....	16	1.8
10 and under 12 percent.....	9	1.6
12 and under 14 percent.....	4	.3
14 percent and over.....	7	.2
Total.....	390	100.0



Weekly Hours and Overtime Rates

Ordinarily hours for streetcar and bus operators are limited only to the length of the daily run, a run consisting of a definite number of trips over a given route. These runs may vary from 40 to 60 hours per week, depending on location, length of route, traffic conditions, and other factors. Many runs are "swing runs," that is, runs which are operated during the morning and afternoon rush hours. The operators on these swing runs are required to lay off for 4 or 5 hours in the middle of each day.

Early union attempts to regulate hours were limited to demanding that on a certain percentage of runs the operators be guaranteed 40 or 48 hours' pay, and that there be as few swing runs as possible. This was accomplished by requiring that a large percentage of runs be "straight runs," and that the spread of hours on "swing runs" be limited. Thus, some agreements provide for overtime pay after a spread of 12 or 13 hours on swing runs. As an operator's take-home pay is dependent on the run, the unions have provided in their agreements for periodic selection of runs on a seniority basis. Swing runs are ordinarily operated by men low on the seniority list or by "extra men." During the present war emergency many swing runs are operated by women or men who are employed full time at other occupations.

During recent years the payment of overtime rates after a specified number of hours, regardless of the length of the run, has become more prevalent than in past years. A third of the union members included in this study have a limit on straight-time weekly hours, regardless of the length of the run, their hours ranging from 40 to 58 per week. Over a fifth of the members get overtime pay if they work more than 44 hours per week, and a few members receive overtime after a 40-hour week. A limit on straight-time hours of from 8 to 10 per day covered a third of the members. The remainder are still covered by agreements that do not call for overtime pay except for extra trips or work done after completing the regular run.

More than 83 percent of the union members received time and a half if they worked beyond the limited hours discussed above, or if they were required to operate an extra trip or run. About 6 percent received some other overtime rate, and reports covering 11 percent of the union workers did not specify any overtime rate.

Paid Vacations and Holidays

Paid vacations were provided in all the union agreements for the 69 cities included in the survey. Two-fifths of the union members received 2 weeks' paid vacation after 1 year of service. An additional 27 percent received at least 1 week's vacation after 1 year; 20 percent of this group received 2 weeks after 2 years' service, and 36 percent received 2 weeks after 5 years. About a third of the members were covered by agreements with a variety of vacation provisions, the largest group receiving 1 week after 6 months and 2 weeks after 3 years.

Pay for holidays not worked is exceptional for streetcar and bus operators; it was reported only in New York, where many union members were allowed pay for 4 holidays per year on which they were not required to work.

Rates Paid in Each City

The union rates per hour in effect on July 1, 1944, and July 1, 1943, by city, are shown in table 2.

TABLE 2.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1944, and July 1, 1943, by Cities

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1944	July 1, 1943		July 1, 1944	July 1, 1943
<i>Atlanta, Ga.</i>			<i>Chicago, Ill.—Continued</i>		
2-man cars and feeder busses:			Elevated railway:		
First 3 months.....	\$0.720	\$0.720	Motormen:		
9-12 months.....	.770	.770	First 3 months.....	\$0.897	\$0.897
After 16 months.....	.800	.800	4-12 months.....	.906	.906
1-man cars, busses, and trolley coaches:			After 1 year.....	.951	.951
First 3 months.....	.790	.790	Conductors.....	.906	.906
9-12 months.....	.840	.840	Guards, regular.....	.888	.888
After 16 months.....	.870	.870	Guards, extra:		
<i>Binghamton, N. Y.¹</i>			First 3 months.....	.860	.860
Busses:			4-12 months.....	.870	.870
First 3 months.....	.665	.665	After 1 year.....	.879	.879
4-9 months.....	.715	.715	<i>Cincinnati, Ohio¹</i>		
After 9 months.....	.745	.745	2-man cars:		
<i>Birmingham, Ala.</i>			First 3 months.....	.800	.800
2-man cars:			4-12 months.....	.830	.830
First year.....	.745	.685	After 1 year.....	.850	.850
Second year.....	.765	.705	1-man cars and busses:		
After 2 years.....	.795	.735	First 3 months.....	.870	.870
1-man cars and busses:			4-12 months.....	.900	.900
First year.....	.820	.760	After 1 year.....	.920	.920
Second year.....	.840	.780	<i>Cleveland, Ohio</i>		
After 2 years.....	.870	.810	2-man cars:		
<i>Boston, Mass.¹</i>			First 3 months.....	.920	.890
2-man cars:			4-12 months.....	.950	.920
First 3 months.....	.665	.650	After 1 year.....	.970	.940
4-12 months.....	.755	.740	Busses:		
After 1 year.....	.915	.900	First 3 months.....	1.015	.960
1-man cars and busses:			4-12 months.....	1.045	.990
First 3 months.....	.765	.750	After 1 year.....	1.065	1.010
4-12 months.....	.855	.840	<i>Columbus, Ohio</i>		
After 1 year.....	1.015	1.000	1-man cars, busses, and trolley coaches:		
Rapid Transit Lines:			First 3 months.....	.810	.810
Motormen.....	.965	.950	4-12 months.....	.840	.840
Guards:			After 1 year.....	.860	.860
First 3 months.....	.665	.650	<i>Dallas, Tex.</i>		
4-12 months.....	.755	.740	1-man cars and busses:		
After 1 year.....	.915	.900	First year.....	.770	.770
<i>Butte, Mont.</i>			1-2 years.....	.800	.800
Busses.....	.920	.920	After 2 years.....	.830	.830
<i>Charleston, S. C.</i>			<i>Dayton, Ohio</i>		
Busses:			Agreement A:		
First 3 months.....	.760	.760	1-man cars and busses:		
4-12 months.....	.780	.780	First 3 months.....	.750	.750
After 1 year.....	.800	.800	4-12 months.....	.800	.800
<i>Chicago, Ill.</i>			After 1 year.....	.850	.850
2-man cars:			Agreement B:		
First 3 months.....	.890	.890	Busses:		
4-12 months.....	.920	.920	First 3 months.....	.820	.820
After 1 year.....	.940	.940	4-12 months.....	.840	.840
Night cars.....	.960	.960	After 1 year.....	.860	.860
1-man cars and busses:					
Day.....	1.020	1.020			
Night.....	1.040	1.040			

¹ Plus bonus.

TABLE 2.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1944, and July 1, 1943, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1944	July 1, 1943		July 1, 1944	July 1, 1943
<i>Denver, Colo.</i>			<i>Little Rock, Ark.</i>		
2-man cars:			1-man cars and busses:		
After 2 years.....	\$0.850	\$0.850	First 6 months.....	\$0.700	\$0.600
1-man cars and busses:			7-12 months.....	.750	.630
First 3 months.....	.860	.860	13-18 months.....	.780
4-12 months.....	.870	.870	After 18 months.....	.800
13-18 months.....	.880	.880	<i>Los Angeles, Calif.</i>		
19-24 months.....	.890	.890	Los Angeles Railway Co.:		
After 2 years.....	.900	.900	2-man cars:		
<i>Des Moines, Iowa</i>			First 6 months.....		
1-man cars and busses:			After 6 months.....		
First 3 months.....	.735	.735	1-man cars and busses:		
4-9 months.....	.765	.765	First 6 months.....		
After 9 months.....	.810	.810	After 6 months.....		
<i>Detroit, Mich.</i>			Pacific Electric Co.:		
2-man cars:			2-man cars:		
First 6 months.....	.950	.950	First 6 months.....		
7-12 months.....	.990	.990	After 6 months.....		
After 1 year.....	1.050	1.030	2-man single track cars:		
Night cars.....	1.150	1.150	First 6 months.....		
1-man cars and busses:			After 6 months.....		
First 6 months.....	1.050	1.050	1-man cars and busses:		
7-12 months.....	1.090	1.090	First 6 months.....		
After 1 year.....	1.150	1.150	After 6 months.....		
Night busses.....	1.250	1.250	<i>Louisville, Ky.</i>		
<i>Duluth, Minn.</i>			1-man cars and busses:		
Busses:			First 3 months.....		
First year.....	.740	.740	4-12 months.....		
After 1 year.....	.800	13-24 months.....		
<i>El Paso, Tex.</i>			After 2 years.....		
1-man cars and busses.....	.800	.800		
<i>Erie, Pa.</i>			<i>Madison, Wis.¹</i>		
Busses:			Busses:		
First 6 months.....	.800	.800	First 6 months.....		
7-12 months.....	.870	.870	7-12 months.....		
After 1 year.....	.900	.900	13-18 months.....		
<i>Grand Rapids, Mich.</i>			After 18 months.....		
Busses.....	.875	.800		
<i>Indianapolis, Ind.¹</i>			<i>Manchester, N. H.</i>		
1-man cars and busses:			Busses:		
First year.....	.830	.780	First 3 months.....		
1-2 years.....	.850	.800	4-12 months.....		
After 2 years.....	.900	.850	After 1 year.....		
<i>Jackson, Miss.</i>				
Busses:			<i>Memphis, Tenn.</i>		
First 6 months.....	.730	.730	1-man cars and busses:		
After 6 months.....	.780	.780	First year.....		
<i>Jacksonville, Fla.</i>			Second year.....		
Busses:			After 2 years.....		
First year.....	.760	.760		
1-2 years.....	.780	.780	<i>Milwaukee, Wis.</i>		
After 2 years.....	.810	.810	2-man cars:		
<i>Kansas City, Mo.</i>			First year.....		
1-man cars and busses:			Second year.....		
First 3 months.....	.825	.825	After 2 years.....		
4-12 months.....	.843	.843		
13-24 months.....	.855	.855	<i>Minneapolis, Minn.</i>		
After 2 years.....	.880	.880	2-man cars:		
			First year.....		
			Second year.....		
			After 2 years.....		

¹ Plus bonus.

TABLE 2.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1944, and July 1, 1943, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1944	July 1, 1943		July 1, 1944	July 1, 1943
<i>Minneapolis, Minn.—Continued</i>			<i>New York, N. Y.—Continued</i>		
1-man cars and busses:			Surface cars—Continued.		
First year.....	\$0.880	\$0.880	Third Avenue Transit System—		
Second year.....	.910	.910	Continued.		
After 2 years.....	.950	.950	19-21 months.....	\$0.780	\$0.730
<i>Mobile, Ala.</i>			22-24 months.....	.800	.750
Busses:			Third year.....	.850	.800
First 6 months.....	.750	.750	Fourth year.....	.900	.810
After 6 months.....	.800	.800	Fifth year.....	.950	.880
<i>Nashville, Tenn.</i>			Brooklyn-Queens Transit Lines:		
Busses:			First year.....	.750	.750
First 3 months.....	.640	.640	Second year.....	.800	.800
4-12 months.....	.680	.680	Third year.....	.850	.850
13-18 months.....	.700	.700	Fourth year.....	.900	.900
19-24 months.....	.740	.740	Fifth year.....	.950	.950
After 2 years.....	.770	.770	Queensboro Bridge Railway and		
<i>Newark, N. J.</i>			Steinway Omnibus Co.....	.954	.880
1-man cars and busses:			Busses:		
First 3 months.....	.860	.860	Avenue B and East Broadway		
4-12 months.....	.880	.880	Transit Co.:		
After 1 year.....	.900	.900	First 3 months.....	.680	-----
Ironbound Transportation Co.:			4-6 months.....	.700	-----
Busses:			7-12 months.....	.750	-----
First 6 months.....	.700	.600	Second year.....	.800	-----
7-12 months.....	.750	-----	Third year.....	.850	-----
After 1 year.....	.800	-----	After 3 years.....	.900	-----
<i>New Haven, Conn</i>			Brooklyn Bus Division:		
1-man cars and busses:			First year.....	.750	.750
First 3 months.....	.900	.900	Second year.....	.800	.800
4-12 months.....	.930	.930	Third year.....	.850	.850
After 1 year.....	.970	.970	Fourth year.....	.900	.900
<i>New Orleans, La.</i>			After 4 years.....	.950	.950
2-man cars:			Comprehensive and East Side		
First 6 months.....	.720	.690	Omnibus Corp.:		
7-12 months.....	.750	.720	First 3 months.....	.680	.680
After 1 year.....	.780	.750	4-12 months.....	.753	.753
Busses:			Second year.....	.800	.800
First 6 months.....	.770	.740	Third year.....	.835	.835
7-12 months.....	.800	.770	Fourth year.....	.870	.870
After 1 year.....	.830	.800	After 4 years.....	.960	.960
<i>New York, N. Y.</i>			Fifth Avenue Coach Co.:		
Subways:			Drivers:		
Road motormen:			First year.....	.890	.850
First year.....	1.050	1.050	Second year.....	.900	.860
After 1 year.....	1.100	1.100	Third year.....	.930	.890
Yard motormen:			Fourth year.....	.940	.900
First year.....	.950	.950	After 4 years.....	.950	.910
After 1 year.....	1.000	1.000	Conductors:		
Conductors:			First year.....	.820	.780
First position:			Second year.....	.830	.790
First year.....	.800	.800	Third year.....	.840	.820
After 1 year.....	.850	.850	Fourth year.....	.870	.830
Second position.....	.750	.750	After 4 years.....	.880	.840
Platform:			Green Lines:		
First year.....	.700	.700	First 6 months.....	.700	.700
After 1 year.....	.730	.730	7-12 months.....	.750	.750
Surface cars:			Second year.....	.800	.800
Third Avenue Transit System:			Third year.....	.850	.850
First 3 months.....	.650	.600	After 3 years.....	.900	.900
4-6 months.....	.670	.620	Jamaica Busses, Inc.:		
7-9 months.....	.690	.640	First year.....	.740	.740
10-12 months.....	.720	.670	Second year.....	.800	.800
13-15 months.....	.740	.690	Third year.....	.840	.840
16-18 months.....	.780	.710	After 3 years.....	.900	.900
			Manhattan and Queens Lines:		
			First 6 months.....	.740	.740
			7-12 months.....	.780	.780
			13 30 months.....	.860	.860
			After 30 months.....	.900	.900
			New York Omnibus and sub-		
			sidiary companies:		
			First 6 months.....	.710	.710
			7-12 months.....	.800	.800
			Second year.....	.860	.860
			Third year.....	.920	.920

TABLE 2.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1944, and July 1, 1943, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1944	July 1, 1943		July 1, 1944	July 1, 1943
New York, N. Y.—Continued			Omaha, Nebr.—Continued]		
Buses—Continued.			1-man cars and busses:		
New York Omnibus and subsidiary companies—Con.			First 6 months.....		
Fourth year.....	\$0.940	\$0.940	7-12 months.....		
After 4 years.....	1.000	1.000	After 12 months.....		
North Shore Bus Co.:			Peoria, Ill.		
First year.....	.720	.720	1-man cars and busses:		
Second year.....	.790	.790	First year.....		
Third year.....	.870	.870	Second year.....		
After 3 years.....	.950	.950	After 2 years.....		
Queens-Nassau Transit Lines:			Philadelphia, Pa.		
First year.....	.738	.738	Subway, elevated, and high-speed lines:		
Second year.....	.780	.780	Motormen:		
Third year.....	.860	.860	First 6 months.....		
After 3 years.....	.950	.950	7-12 months.....		
Schenck Transportation Co.:			13-18 months.....		
First 12 months.....	.710	.710	19-24 months.....		
13-30 months.....	.820	.820	After 2 years.....		
After 30 months.....	.920	.920	Conductors:		
Staten Island Coach Co.:			First 6 months.....		
First 3 months.....	.750	.730	7-12 months.....		
4-6 months.....	.780	.755	13-18 months.....		
7-9 months.....	.810	.780	19-24 months.....		
10-12 months.....	.840	.805	After 2 years.....		
13-18 months.....	.870	.830	2-man cars:		
19-24 months.....	.910	.865	First 6 months.....		
After 2 years.....	.950	.900	7-12 months.....		
Steinway Omnibus and Queensboro Bridge Railway:			13-18 months.....		
First year.....	.720	-----	19-24 months.....		
Second year.....	.795	-----	After 2 years.....		
Third year.....	.875	-----	1-man cars and busses:		
After 3 years.....	.950	-----	First 6 months.....		
Third Avenue Railway System:			7-12 months.....		
First 3 months.....	.650	.600	13-18 months.....		
4-6 months.....	.670	.620	19-24 months.....		
7-9 months.....	.690	.640	After 2 years.....		
10-12 months.....	.720	.670	Phoenix, Ariz.		
13-15 months.....	.740	.690	1-man cars and busses:		
16-18 months.....	.760	.710	First 6 months.....		
19-21 months.....	.780	.730	7-12 months.....		
22-24 months.....	.800	.750	13-18 months.....		
Third year.....	.850	.800	19-24 months.....		
Fourth year.....	.900	.810	After 2 years.....		
After 4 years.....	.950	.900	Pittsburgh, Pa.		
Tri-Boro Coach Corp.:			1-man cars and busses:		
First year.....	.680	.680	First 3 months.....		
Second year.....	.736	.736	4-12 months.....		
Third year.....	.793	.793	After 1 year.....		
Fourth year.....	.838	.838	Portland, Maine		
After 4 years.....	.900	.900	Buses:		
Norfolk, Va.			First year.....		
1-man cars and busses:			After 1 year.....		
First 3 months.....	.700	.700	Portland, Oreg.		
4-12 months.....	.750	.750	1-man cars and busses:		
After 1 year.....	.800	.800	First 3 months.....		
Oklahoma City, Okla.			4-6 months.....		
1-man cars and busses:			7-12 months.....		
First 6 months.....	.720	.710	After 1 year.....		
7-12 months.....	.750	.740	Providence, R. I.		
13-24 months.....	.790	.780	1-man cars and busses:		
After 2 years.....	.850	.830	First 3 months.....		
Omaha, Nebr.			4-12 months.....		
2-man cars:			After 1 year.....		
First 6 months.....	.680	.641	Portland, R. I.		
7-12 months.....	.710	.661	1-man cars and busses:		
After 1 year.....	.750	.684	First 3 months.....		

TABLE 2.—Union Wage Rates of Streetcar and Bus Operators, July 1, 1944, and July 1, 1943, by Cities—Continued

City and classification	Rates of wages per hour		City and classification	Rates of wages per hour	
	July 1, 1944	July 1, 1943		July 1, 1944	July 1, 1943
<i>Reading, Pa.</i>			<i>San Francisco, Calif.—Continued</i>		
2-man cars.....	\$0. 700	\$0. 700	California Cable Railroad: Gripmen and conductors:		
1-man cars and busses.....	. 800	. 800	First 6 months.....	\$0. 850	\$0. 800
<i>Richmond, Va.</i>			7-12 months.....	. 875	. 825
1-man cars and busses:			13-18.....	. 900	. 850
First 3 months.....	. 700	. 700	After 1 year.....	. 925	. 875
4-12 months.....	. 750	. 750	<i>Scranton, Pa.</i>		
After 1 year.....	. 800	. 800	1-man cars and busses:		
<i>Rochester, N. Y.</i>			First 3 months.....	. 740	. 740
2-man subway cars.....	. 870	. 870	4-12 months.....	. 790	. 790
Busses:			After 1 year.....	. 820	. 820
First 3 months.....	. 860	. 860	<i>Seattle, Wash.¹</i>		
4-12 months.....	. 880	. 880	Busses:		
After 1 year.....	. 900	. 900	First 6 months.....	1. 000	1. 000
<i>Rock Island (Ill.) district ²</i>			After 6 months.....	1. 050	1. 050
Busses:			<i>South Bend, Ind.</i>		
First 6 months.....	. 860	. 790	Busses:		
7-12 months.....	. 880	. 810	First 6 months.....	. 850	-----
After 1 year.....	. 900	. 830	7-12 months.....	. 875	-----
<i>St. Louis, Mo.</i>			After 1 year.....	. 900	-----
2-man cars: ¹			<i>Spokane, Wash.</i>		
First 3 months.....	. 730	. 730	Busses:		
7-12 months.....	. 780	. 780	First 3 months.....	. 850	. 800
13-18 months.....	. 830	. 830	7-12 months.....	. 900	. 850
After 18 months.....	. 880	. 880	After 1 year.....	. 950	. 900
1-man cars and busses: ¹			<i>Springfield, Mass.</i>		
First 6 months.....	. 800	. 800	Busses:		
7-12 months.....	. 850	. 850	First 3 months.....	. 870	. 870
13-18 months.....	. 900	. 900	4-12 months.....	. 925	. 925
After 18 months.....	. 950	. 950	After 1 year.....	. 970	. 970
St. Louis County Bus Co., Inc.:			<i>Tampa, Fla.</i>		
Busses:			Busses:		
First 6 months.....	. 775	. 675	First 6 months.....	. 670	. 670
7-12 months.....	. 800	. 700	After 6 months.....	. 750	. 750
13-18 months.....	. 825	. 725	<i>Toledo, Ohio</i>		
After 18 months.....	. 850	. 750	1-man cars and busses:		
<i>St. Paul, Minn.</i>			First 6 months.....	. 880	. 880
(See Minneapolis, Minn.)			7-12 months.....	. 900	. 900
<i>Salt Lake City, Utah</i>			After 1 year.....	. 930	. 930
1-man cars and busses:			<i>Washington, D. C.¹</i>		
First year.....	. 820	. 790	2-man cars:		
After 1 year.....	. 900	. 870	First 3 months.....	. 770	. 770
<i>San Antonio, Tex.</i>			4-12 months.....	. 810	. 810
Busses.....	. 860	. 860	After 1 year.....	. 850	. 850
<i>San Francisco, Calif.</i>			1-man cars and busses:		
Market Street Railway:			First 3 months.....	. 870	. 870
2-man cars:			4-12 months.....	. 910	. 910
First 6 months.....	. 850	. 850	After 1 year.....	. 950	. 950
7-12 months.....	. 875	. 875	<i>Worcester, Mass.</i>		
13-18 months.....	. 900	. 900	1-man cars and busses:		
After 18 months.....	. 925	. 925	First 3 months.....	. 870	. 870
Busses:			4-12 months.....	. 920	. 920
First 6 months.....	. 900	. 900	After 1 year.....	. 970	. 970
7-12 months.....	. 925	. 925	<i>York, Pa.</i>		
13-18 months.....	. 950	. 950	Busses:		
After 18 months.....	. 975	. 975	First 6 months.....	. 720	. 720
Municipal Railway:			7-12 months.....	. 760	. 760
2-man cars:			After 1 year.....	. 800	. 800
Motormen and conductors.....	. 975	. 875	<i>Youngstown, Ohio</i>		
Platform men:			Busses:		
First 6 months.....	. 900	. 800	First year.....	. 900	. 900
7-12 months.....	. 925	. 825	After 1 year.....	. 950	. 950
After 1 year.....	. 950	. 850			
Busses.....	1. 025	. 925			

¹ Plus bonus.² Includes Davenport, Iowa, and Moline and Rock Island, Ill.