Analysis of
WORK STOPPAGES
1961

- Trends
- Size and duration
- Issues
- Industries and localities affected
- Details of major stoppages

Bulletin No. 1339

UNITED STATES DEPARTMENT OF LABOR
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Preface

This bulletin presents a detailed statistical analysis of work stoppages in 1961, continuing an annual feature of the Bureau of Labor Statistics program in the field of industrial relations. Preliminary monthly estimates of the level of strike (or lockout) activity for the United States as a whole are issued about 30 days after the end of the month of reference and are available upon request. Preliminary estimates for the entire year are available at the year's end; selected final tabulations are issued in April of the following year.

Appendix C contains a chronology of the maritime stoppage on the Atlantic, Pacific, and Gulf Coasts in which the emergency provisions of the Taft-Hartley Act were invoked by the President.

The methods used in preparing work stoppage statistics are described in appendix D.

The Bureau wishes to acknowledge the cooperation of employers and employer associations, labor unions, the Federal Mediation and Conciliation Service, and various State agencies in furnishing information on work stoppages.

This report was prepared in the Bureau's Division of Wages and Industrial Relations by Loretto R. Nolan under the direction of Joseph W. Bloch.
Analysis of Work Stoppages, 1961

Summary

Strike\(^1\) idleness in 1961, at 16,300,000 man-days, dropped to the lowest annual level since 1944, slightly less than the previous postwar low reached in 1957. This idleness accounted for 0.14 percent of the estimated working time of all employees in nonagricultural establishments, excluding government, as compared with 0.17 percent in 1960.

The number of work stoppages in 1961 (3,367) was second lowest in postwar years, only slightly above the low reached in 1960. The number of workers involved (1,450,000), although 10 percent above the 1960 level, was also low by postwar standards.

The average duration of stoppages—23.7 calendar days—was slightly above 1960, both being high by postwar standards.

There were fewer strikes involving 1,000 or more workers than in any postwar year. The 14 stoppages each involved 10,000 workers or more, including the West Coast maritime dispute which was ended by a Taft-Hartley injunction.

Three-fifths of the strikes beginning in the year were caused by disputes arising out of the renegotiation of an agreement, either upon expiration or reopening, or in the negotiation of a first agreement. A third of the stoppages took place while an agreement was in effect and did not involve contract changes. Four-fifths of the idleness was attributed to stoppages that occurred during the renegotiation of contracts.

Trends in Work Stoppages

Labor-management disputes in 1961 brought about a total of 3,367 strikes or lockouts involving at least six workers and lasting at least a full day or shift (table 1). This volume of work stoppages was only 1 percent above the 1960 level, when the lowest annual total since 1942 was reached, and was about 18 percent below the 1946-60 annual average.

Stoppages beginning in 1961 involved 1,450,000 workers, or 3.2 percent of total employment in nonagricultural establishments, exclusive of government. Since 1942, only 1957 and 1960 had lower levels of total workers involved, and only 6 years since 1932 had lower levels in relation to the total number of workers employed in industry. (See chart). All stoppages in effect during 1961 resulted in 16,300,000 man-days of idleness, or 0.14 percent of the estimated working time of all workers in nonagricultural establishments, excluding government.\(^2\) Strike idleness in 1961, which was slightly below the 1957 level, thus reached the lowest annual level since World War II. The percent of working time lost through strikes in 1961 was less than half of the annual average for the 14 years after 1946.

Types of Disputes Resulting in Stoppages\(^3\)

Although about four-fifths of 1961’s strike idleness resulted from disputes arising out of the renegotiation of agreement terms, either at the expiration of the agreement or through the exercise of reopening privileges, this type of stoppage accounted for less than half of the year’s strikes (table 4). Almost a third of the stoppages arose from disputes during the term of existing agreements, where the negotiation of new agreement terms was not involved. Disputes arising in the negotiation of the first agreement or over union recognition were responsible for 15 percent of the stoppages but only 6 percent of lost time.

\(^1\) The terms "work stoppages" and "strikes" are used interchangeably in this bulletin. Strikes, in this special use, would thus include lockouts.

\(^2\) Strike idleness in the United States, including government, is estimated at 0.12 percent of working time lost.

\(^3\) Beginning in mid-1960, the Bureau of Labor Statistics classified strikes according to the status of the union-management agreement at the start of the stoppage. Some of these data were presented in the 1960 annual report, even though somewhat incomplete. For 1961, the Bureau obtained virtually complete coverage.
Partial data available for the previous year do not permit a precise comparison, but they do reflect little change in the allocation of lost time among the different types of disputes, as shown below.

<table>
<thead>
<tr>
<th>Type of Dispute</th>
<th>1960</th>
<th>1961</th>
</tr>
</thead>
<tbody>
<tr>
<td>All stoppages</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Negotiation of first agreement or union recognition</td>
<td>3.7</td>
<td>6.0</td>
</tr>
<tr>
<td>Renegotiation of agreement (expiration or reopening)</td>
<td>85.0</td>
<td>81.3</td>
</tr>
<tr>
<td>During term of agreement (negotiation of new agreement not involved)</td>
<td>8.5</td>
<td>11.6</td>
</tr>
<tr>
<td>Other</td>
<td>.2</td>
<td>.3</td>
</tr>
<tr>
<td>Insufficient information to classify</td>
<td>2.6</td>
<td>.8</td>
</tr>
</tbody>
</table>

**Size of Stoppages**

Of the 3,367 stoppages in 1961, 195, or fewer than in any postwar year, directly affected at least 1,000 workers (table 11). These larger strikes accounted for about 70 percent of all workers in 1961 stoppages and slightly more than 60 percent of total strike idleness. Two out of three of the larger stoppages occurred in the renegotiation of agreement terms; with the exception of five stoppages, the remainder arose during the term of the agreement. Three out of five stoppages involved fewer than 100 workers, but accounted for only 5 percent of the workers and about 7 percent of the idleness attributable to all 1961 stoppages.

Fourteen stoppages beginning in 1961 involved 10,000 workers or more, as compared with 17 in 1960, and 20 in 1959 (table 13). These 14 stoppages, directly affecting about 600,000 workers, contributed almost a third of total strike idleness. Among the largest stoppages were those involving the General Motors Corp. (239,000 workers), the Ford Motor Co. (116,000 workers), major airlines in 44 States (73,000 workers), the maritime industry on the East, West, and Gulf Coasts (about 25,000 workers), and Caterpillar Tractor Co. plants in Illinois, Iowa, and Pennsylvania (18,000 workers).

As in the past 11 years, approximately three-fourths of the stoppages were confined to one establishment (table 12). Eleven or more establishments were involved in 177
stoppages, accounting for half of the workers involved in all stoppages. Corresponding figures for 1960 were 191 stoppages affecting 36 percent of the workers. Roughly, 1 out of 10 multiestablishment stoppages (2 or more establishments) crossed State lines.

**Duration**

The average duration of strikes (23.7 calendar days) remained high by postwar standards. Almost 1 out of 4 lasted a month or more and 191 stoppages remained in effect for 90 days or more (table 14). The persistence of long stoppages is reflected in the figures below.

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of stoppages lasting 1 month or more</th>
<th>Percent of all stoppages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1946</td>
<td>1,209</td>
<td>24.2</td>
</tr>
<tr>
<td>1947</td>
<td>964</td>
<td>25.6</td>
</tr>
<tr>
<td>1948</td>
<td>777</td>
<td>22.9</td>
</tr>
<tr>
<td>1949</td>
<td>773</td>
<td>21.5</td>
</tr>
<tr>
<td>1950</td>
<td>879</td>
<td>18.3</td>
</tr>
<tr>
<td>1951</td>
<td>735</td>
<td>15.4</td>
</tr>
<tr>
<td>1952</td>
<td>976</td>
<td>19.2</td>
</tr>
<tr>
<td>1953</td>
<td>1,045</td>
<td>20.5</td>
</tr>
<tr>
<td>1954</td>
<td>759</td>
<td>21.6</td>
</tr>
<tr>
<td>1955</td>
<td>768</td>
<td>17.8</td>
</tr>
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<td>1956</td>
<td>698</td>
<td>18.3</td>
</tr>
<tr>
<td>1957</td>
<td>723</td>
<td>19.7</td>
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<tr>
<td>1958</td>
<td>735</td>
<td>20.2</td>
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<tr>
<td>1959</td>
<td>898</td>
<td>24.0</td>
</tr>
<tr>
<td>1960</td>
<td>725</td>
<td>21.7</td>
</tr>
<tr>
<td>1961</td>
<td>756</td>
<td>22.7</td>
</tr>
</tbody>
</table>

As might be expected, stoppages arising during the term of an agreement were more quickly settled than other types of disputes. Approximately 70 percent were terminated within a week, and only about 6 percent lasted for 30 days or longer. In contrast, about 40 percent of the stoppages arising in the negotiation of the first agreement or in connection with union recognition lasted at least 1 month.

A fourth of the stoppages involving 1,000 workers or more lasted for a month or longer. Two stoppages in the construction industry had the longest duration of the 14 major strikes—one in the Philadelphia area (61 days) and one in the Minneapolis–St. Paul area (58 days). The Ford Motor strike lasted for 19 days, the General Motors strike for 20 days, the airlines stoppage for 7 days, and the maritime stoppage on the East, West, and Gulf Coasts was ended by a Taft-Hartley injunction after 18 days.

Of the 20 industry groups in which 50 or more stoppages were recorded in 1961 (table 6), the following 5 had at least 30 percent of its stoppages last for a month or more: Fabricated metal products; machinery (except electrical); lumber and wood products; furniture and fixtures; and printing, publishing, and allied industries.

**Major Issues**

About four-fifths of the stoppages arising out of contract renegotiations centered mainly on demands for general wage increases and supplementary benefits (table 4). Matters dealing with union organization and union security were predominant among the major issues in strikes arising out of the negotiation of the first agreement or union recognition, while stoppages during the term of agreement were concerned mainly with job security, plant administration, and interunion or intrunion matters.

Altogether, demands for general wage increases, with or without demands for new or better supplementary benefits, were the major issues in 2 out of 5 strikes and accounted for a corresponding proportion of strike idleness (table 5). Union organization and security issues, chiefly involving recognition, was the next most frequent major issue (15 percent of all stoppages).

Plant administration issues, including disputes over discipline and discharge and on-the-job working conditions or standards, were predominant in nearly 1 out of 7 stoppages, including the General Motors and Ford strikes (classified as "other"). In both cases, the economic terms of the companywide contracts with the UAW had been agreed upon earlier and the subsequent strikes involved issues at the local plant level. Among the disputed issues at General Motors plants were

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5 Most workers returned after 13 days; a few thousand were idle 19 days.

6 This was the only Presidential use of the National Emergency provisions of the Act during 1961.

7 The revised form of the table on major issues in work stoppages represents the first major change in presentation since 1927. A change from 3 to 5 major groups was made in 1942, but the individual items remained about the same. In 1949, pensions and social insurance benefits either alone or in combination with wages were added. A link between the revised method and the previous method is presented in appendix B.
production standards, nondiscrimination, rules on compulsory overtime, seniority, scheduling of relief time, wage inequities, rules relating to stewards, and supplies of safety equipment. At Ford plants, the issues included production standards, job classification for skilled trades workers, outside contracting, rotation of overtime, job posting of promotions, and additional company-paid union representatives.

Job security issues were paramount in almost 250 strikes resulting in 1.8 million man-days of idleness. Seniority and layoff disputes were most frequent. The introduction of new machinery or other technological changes was specifically identified as the chief issue in only 11 stoppages.

About half of the stoppages lasting for a month or longer involved general wage change issues, and about a fourth involved union organization and security issues.

Among the larger stoppages (1,000 workers or more), major issues appeared with the following frequency:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>All large strikes</td>
<td>100.0</td>
</tr>
<tr>
<td>General wage changes</td>
<td>45.7</td>
</tr>
<tr>
<td>Supplementary benefits; no general wage change</td>
<td>4.1</td>
</tr>
<tr>
<td>Wage adjustments</td>
<td>4.1</td>
</tr>
<tr>
<td>Union organization and security</td>
<td>6.7</td>
</tr>
<tr>
<td>Job security</td>
<td>12.8</td>
</tr>
<tr>
<td>Plant administration</td>
<td>17.9</td>
</tr>
<tr>
<td>Other working conditions</td>
<td>1.5</td>
</tr>
<tr>
<td>Interruption or intraunion matters (generally involves 2 unions)</td>
<td>7.2</td>
</tr>
<tr>
<td>Not reported</td>
<td>-</td>
</tr>
</tbody>
</table>

Industries Affected

The number of workers involved in stoppages in manufacturing industries increased by 27 percent over 1960, but was 30 percent lower than 1959 levels, and 40 percent below 1958. Man-days of idleness in manufacturing industries dropped 12 percent below 1960 and was at the lowest level since 1957. The number of nonmanufacturing industry stoppages was slightly higher than in manufacturing, but workers and idleness were lower. All three measures of strike activity in nonmanufacturing dropped from 1960 levels.

Strike idleness was reduced from 1960 levels in 15 of the industry groups identified in table 6. Some of the changes were substantial, including a 65-percent reduction in the primary metals group and 43 percent in electrical machinery.

Although strike idleness in contract construction, the highest among industry groups in 1961, amounted to about 3 1/2 million man-days, it was at the lowest level recorded for this industry since 1956 and was over a fifth below 1960 idleness. The transportation equipment industry group, with 2.5 million man-days of idleness, was almost a third lower than in 1960, although affected by two major automobile strikes. These two big strikes were also responsible for the high number of workers involved (297,000) in transportation equipment strikes, an increase of more than 50 percent over 1960.

The percent of estimated total working time lost through strike idleness was highest in transportation equipment industries (0.65 percent), petroleum refining (0.61 percent), contract construction (0.50 percent), and fabricated metal products (0.41 percent).

Stoppages by Location

Regions. All measures of strike activity showed an increase over 1960 in three regions—the East North Central, West South Central, and Pacific. The major strikes in the automobile industry affected all States in the East North Central region. The substantial increase in idleness in the West South Central region was due largely to a construction strike in the Houston, Tex. area, which lasted 24 days. A large strike in the metal trades industry in California raised the idleness level in the Pacific region. The number of workers increased slightly in the Mountain region, but idleness was lower in this region as well as in the New England, Middle Atlantic, and West Central regions. In the South Atlantic and East South Central regions, all measures of strike activity were lower than in 1960.

States. Strike idleness exceeded a million man-days in each of five States (table 8). New York was highest with 1,860,000 man-days; next in order were Michigan, 1,820,000; Pennsylvania, 1,730,000; Ohio, 1,420,000; and California, 1,110,000. New York was affected by eight of the major strikes, which accounted for almost a third of the State’s

8 Work stoppages by industry group, related to contract status at the time the strike began, are shown in appendix table A-4.
In both New York and Pennsylvania, however, idleness was at the lowest level since 1957. In Michigan, two-thirds of the man-days of idleness occurred in the major strikes, particularly the Ford and General Motors stoppages. Michigan's idleness was substantially higher than in 1960 but much below that of 1958 and 1959.

In the same five States in which the highest amount of idleness was recorded, the number of workers involved in stoppages was also relatively high. Four of the States had more than 100,000 workers in strikes and the fifth, California, had 99,000. Noteworthy among the strike records of these States was the fact that the number of workers idled by strikes in Pennsylvania in 1961 reached the lowest level since 1940.

Six of the 14 major strikes of 1961 were confined to 1 State; the other 8 crossed State lines. The stoppage on several airlines early in the year affected workers in 44 States; the Ford strike spread into 24 States; and the General Motors and the maritime strikes affected workers in 17 States each.

The percent of estimated total working time in nonagricultural employment lost through strike idleness was highest in Alaska (0.49 percent), followed by Michigan (0.38 percent). Other States with relatively high strike idleness ratios were Utah (0.24 percent), Delaware (0.23 percent), Oregon and Minnesota (0.22 percent), and Colorado, Pennsylvania, Ohio, and West Virginia (0.21 percent).

Leading the States in number of stoppages were New York (421), Pennsylvania (393), Ohio (283), California (269), New Jersey (234), and Illinois (219). Five States had fewer than 10 stoppages each—Maine, Nevada, New Hampshire, North Dakota, and South Carolina.

Metropolitan Areas. In two metropolitan areas—New York City and Philadelphia—more than a million man-days of idleness occurred as a result of strikes in 1961. Detroit idleness reached nearly a million man-days (940,000) and the workers involved (126,000), higher than any other area, were nearly double the number idle in Philadelphia (65,600), and 7,000 above the number in New York City (119,000). In all measures of strike activity, the figures for Detroit were substantially below those of 1958, another year in which the area was affected by major automobile strikes.

The number of workers involved in the idleness in the Houston metropolitan area were the highest on record,9 largely as a result of the 24-day construction stoppage of 15,000 workers.

Monthly Trends

More than 300 stoppages started each month, from May through October, carrying somewhat later into autumn the typical high strike period (table 3). Peak idleness was reached in September and October, coinciding with the General Motors and Ford strikes.

The following tabulation shows the number of new stoppages affecting more than 1,000 workers, by month, for 1961, 1960, and 1959.

<table>
<thead>
<tr>
<th></th>
<th>1961</th>
<th>1960</th>
<th>1959</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>10</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>February</td>
<td>9</td>
<td>12</td>
<td>13</td>
</tr>
<tr>
<td>March</td>
<td>13</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>April</td>
<td>16</td>
<td>24</td>
<td>21</td>
</tr>
<tr>
<td>May</td>
<td>22</td>
<td>31</td>
<td>35</td>
</tr>
<tr>
<td>June</td>
<td>26</td>
<td>32</td>
<td>34</td>
</tr>
<tr>
<td>July</td>
<td>21</td>
<td>25</td>
<td>34</td>
</tr>
<tr>
<td>August</td>
<td>19</td>
<td>24</td>
<td>26</td>
</tr>
<tr>
<td>September</td>
<td>12</td>
<td>11</td>
<td>16</td>
</tr>
<tr>
<td>October</td>
<td>20</td>
<td>7</td>
<td>14</td>
</tr>
<tr>
<td>November</td>
<td>19</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>December</td>
<td>6</td>
<td>8</td>
<td>6</td>
</tr>
</tbody>
</table>

Unions Involved

As in the past 3 years, approximately three-fourths of the stoppages involved affiliates of the AFL-CIO (table 10). There was an increase in 1961 over 1960 in the number of AFL-CIO members on strike, while idleness declined. Strikes among members of unaffiliated unions were slightly above 1960, workers involved were the same, and idleness was somewhat lower than in 1960. No union was involved in 30 stoppages which affected about 2,000 workers, as compared with 38 stoppages involving slightly more than 4,200 workers in 1960.

Mediation

Parties to 44 out of every 100 stoppages in 1961 reported receiving assistance from government mediators, in most cases Federal mediators (table 15). These tended to be the larger stoppages, involving three-fourths of all workers in 1961 stoppages and more than four-fifths of total idleness. Mediation made

9 Prior to 1952, strike information was confined to city boundaries.
its greatest contribution in stoppages arising out of the renegotiation of contract terms, reported in 3 out of 4 cases. Relatively few of the stoppages arising during the term of the agreement involved mediation. In total, about 2.3 million man-days were lost in unmediated disputes, an amount less than half of the 1960 level.

Settlement

Seven out of eight strikes in 1961 were terminated by agreement between the parties which returned the workers to their jobs (table 16). In about 10 percent of the stoppages, including the maritime strike ended by a Taft-Hartley injunction, work was resumed without a formal settlement. In 37 instances, involving 1,850 workers, the employer went out of business, thereby terminating the dispute. One out of four strikes over union recognition or the negotiation of the first agreement ended without a settlement.

Procedure for Handling Unsettled Issues

For more than 500 stoppages, information was available on the means by which unsettled issues would be handled after the termination of the stoppage (table 17). In a fifth of these instances, remaining issues were to be arbitrated. In about a fourth, direct negotiations between the parties were to take place. A small proportion (59 stoppages) were to be referred to a government agency. For the remainder (229 stoppages), unsettled issues were to be resolved by various other means.

Of the 110 arbitration proceedings instigated by strike settlements with unresolved issues, 50 involved new (or first) contract terms, 56 the interpretation of contract language or other matters precipitating strikes during the term of the agreement, and in 4 cases contract status was not known.

Chief among the type of issues remaining to be settled after the workers returned to their jobs, as shown in the tabulation below, were interunion matters. The larger stoppages, however, tended to involve working conditions or a combination of unsettled issues.

<table>
<thead>
<tr>
<th>Stoppages</th>
<th>Workers involved</th>
<th>Man-days idle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of total</td>
</tr>
<tr>
<td>Total stoppages covered</td>
<td>483</td>
<td>100.0</td>
</tr>
<tr>
<td>Wages and hours</td>
<td>63</td>
<td>13.0</td>
</tr>
<tr>
<td>Fringe benefits</td>
<td>18</td>
<td>3.7</td>
</tr>
<tr>
<td>Union organization</td>
<td>46</td>
<td>9.5</td>
</tr>
<tr>
<td>Working conditions</td>
<td>92</td>
<td>19.0</td>
</tr>
<tr>
<td>Inteunion matters</td>
<td>233</td>
<td>48.2</td>
</tr>
<tr>
<td>Combination</td>
<td>20</td>
<td>4.1</td>
</tr>
<tr>
<td>Other</td>
<td>11</td>
<td>2.3</td>
</tr>
</tbody>
</table>

1 Excludes those for which information was insufficient to classify.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Year</th>
<th>Work stoppages</th>
<th>Workers involved¹</th>
<th>Man-days idle during year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Average duration</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(calendar days)³</td>
<td>(thousands)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Percent of total employed</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Per worker involved</td>
<td></td>
</tr>
<tr>
<td>1927</td>
<td>707</td>
<td>26.5</td>
<td>330</td>
</tr>
<tr>
<td>1928</td>
<td>604</td>
<td>27.6</td>
<td>314</td>
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<td>1929</td>
<td>921</td>
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<td>1930</td>
<td>637</td>
<td>22.3</td>
<td>183</td>
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<td>1931</td>
<td>810</td>
<td>18.8</td>
<td>342</td>
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<td>1932</td>
<td>841</td>
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<tr>
<td>1933</td>
<td>1,695</td>
<td>16.9</td>
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<td>1934</td>
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<td>2,014</td>
<td>23.8</td>
<td>1,120</td>
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<td>1936</td>
<td>2,172</td>
<td>23.3</td>
<td>789</td>
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<td>4,740</td>
<td>20.3</td>
<td>1,860</td>
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<td>2,772</td>
<td>23.6</td>
<td>688</td>
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<td>1939</td>
<td>2,613</td>
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<td>1941</td>
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<td>2,360</td>
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<td>1942</td>
<td>2,968</td>
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<td>840</td>
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<tr>
<td>1943</td>
<td>3,752</td>
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<td>1,980</td>
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<tr>
<td>1944</td>
<td>4,956</td>
<td>5.6</td>
<td>2,120</td>
</tr>
<tr>
<td>1945</td>
<td>4,750</td>
<td>9.9</td>
<td>3,470</td>
</tr>
<tr>
<td>1946</td>
<td>4,985</td>
<td>24.2</td>
<td>4,600</td>
</tr>
<tr>
<td>1947</td>
<td>3,693</td>
<td>25.6</td>
<td>2,170</td>
</tr>
<tr>
<td>1948</td>
<td>3,419</td>
<td>21.8</td>
<td>1,960</td>
</tr>
<tr>
<td>1949</td>
<td>3,606</td>
<td>22.5</td>
<td>3,030</td>
</tr>
<tr>
<td>1950</td>
<td>4,843</td>
<td>19.2</td>
<td>2,410</td>
</tr>
<tr>
<td>1951</td>
<td>4,737</td>
<td>17.4</td>
<td>2,220</td>
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<td>5,117</td>
<td>19.6</td>
<td>3,540</td>
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<tr>
<td>1953</td>
<td>5,091</td>
<td>20.3</td>
<td>2,400</td>
</tr>
<tr>
<td>1954</td>
<td>3,468</td>
<td>22.5</td>
<td>1,530</td>
</tr>
<tr>
<td>1955</td>
<td>4,320</td>
<td>18.5</td>
<td>2,650</td>
</tr>
<tr>
<td>1956</td>
<td>3,825</td>
<td>18.9</td>
<td>1,900</td>
</tr>
<tr>
<td>1957</td>
<td>3,673</td>
<td>19.2</td>
<td>1,390</td>
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<tr>
<td>1958</td>
<td>3,694</td>
<td>19.7</td>
<td>2,060</td>
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<tr>
<td>1959</td>
<td>3,708</td>
<td>24.6</td>
<td>1,880</td>
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<tr>
<td>1960</td>
<td>3,333</td>
<td>23.4</td>
<td>1,320</td>
</tr>
<tr>
<td>1961</td>
<td>3,367</td>
<td>23.7</td>
<td>1,450</td>
</tr>
</tbody>
</table>

¹ The number of stoppages and workers relate to those beginning in the year; average duration, to those ending in the year. Man-days of idleness include all stoppages in effect.


² In this and following tables, workers are counted more than once if they were involved in more than 1 stoppage during the year.

³ Figures are simple averages; each stoppage is given equal weight regardless of its size.
### Table 2. Work Stoppages Involving 10,000 or More Workers, Selected Periods

<table>
<thead>
<tr>
<th>Period</th>
<th>Number</th>
<th>Workers involved (thousands)</th>
<th>Percent of total for period</th>
<th>Man-days idle (thousands)</th>
<th>Percent of total for period</th>
</tr>
</thead>
<tbody>
<tr>
<td>1935—39 (average)</td>
<td>11</td>
<td>365</td>
<td>32.4</td>
<td>5,290</td>
<td>31.2</td>
</tr>
<tr>
<td>1945</td>
<td>18</td>
<td>1,270</td>
<td>53.4</td>
<td>23,800</td>
<td>59.9</td>
</tr>
<tr>
<td>1946</td>
<td>42</td>
<td>1,350</td>
<td>38.9</td>
<td>19,300</td>
<td>50.7</td>
</tr>
<tr>
<td>1947</td>
<td>31</td>
<td>2,920</td>
<td>63.6</td>
<td>66,400</td>
<td>57.2</td>
</tr>
<tr>
<td>1948</td>
<td>15</td>
<td>1,030</td>
<td>47.5</td>
<td>17,700</td>
<td>51.2</td>
</tr>
<tr>
<td>1949</td>
<td>20</td>
<td>870</td>
<td>44.5</td>
<td>18,900</td>
<td>55.3</td>
</tr>
<tr>
<td>1950</td>
<td>18</td>
<td>1,920</td>
<td>63.2</td>
<td>34,900</td>
<td>69.0</td>
</tr>
<tr>
<td>1951</td>
<td>22</td>
<td>738</td>
<td>27.1</td>
<td>7,270</td>
<td>25.7</td>
</tr>
<tr>
<td>1952</td>
<td>35</td>
<td>1,690</td>
<td>47.8</td>
<td>36,900</td>
<td>57.2</td>
</tr>
<tr>
<td>1953</td>
<td>28</td>
<td>650</td>
<td>27.1</td>
<td>7,270</td>
<td>25.7</td>
</tr>
<tr>
<td>1954</td>
<td>19</td>
<td>457</td>
<td>20.6</td>
<td>5,680</td>
<td>24.8</td>
</tr>
<tr>
<td>1955</td>
<td>35</td>
<td>1,350</td>
<td>38.9</td>
<td>19,300</td>
<td>50.7</td>
</tr>
<tr>
<td>1956</td>
<td>12</td>
<td>758</td>
<td>39.9</td>
<td>19,600</td>
<td>59.1</td>
</tr>
<tr>
<td>1957</td>
<td>13</td>
<td>283</td>
<td>20.4</td>
<td>3,050</td>
<td>18.5</td>
</tr>
<tr>
<td>1958</td>
<td>21</td>
<td>823</td>
<td>40.0</td>
<td>10,600</td>
<td>44.2</td>
</tr>
<tr>
<td>1959</td>
<td>20</td>
<td>845</td>
<td>45.0</td>
<td>50,800</td>
<td>73.7</td>
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<tr>
<td>1960</td>
<td>18</td>
<td>437</td>
<td>28.5</td>
<td>7,520</td>
<td>33.3</td>
</tr>
<tr>
<td>1961</td>
<td>26</td>
<td>1,210</td>
<td>45.6</td>
<td>7,140</td>
<td>37.4</td>
</tr>
<tr>
<td>1960—61</td>
<td>14</td>
<td>601</td>
<td>41.4</td>
<td>4,950</td>
<td>30.4</td>
</tr>
</tbody>
</table>

1 Includes idleness in stoppages beginning in earlier years.

### Table 3. Work Stoppages by Month, 1960—61

<table>
<thead>
<tr>
<th>Month</th>
<th>Number of stoppages</th>
<th>Workers involved in stoppages</th>
<th>Man-days idle during month</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Beginning in month</td>
<td>In effect during month</td>
<td>Beginning in month (thousands)</td>
</tr>
<tr>
<td>1960 January</td>
<td>191</td>
<td>313</td>
<td>71</td>
</tr>
<tr>
<td>January</td>
<td>242</td>
<td>373</td>
<td>65</td>
</tr>
<tr>
<td>February</td>
<td>270</td>
<td>430</td>
<td>85</td>
</tr>
<tr>
<td>March</td>
<td>352</td>
<td>535</td>
<td>150</td>
</tr>
<tr>
<td>April</td>
<td>367</td>
<td>574</td>
<td>156</td>
</tr>
<tr>
<td>May</td>
<td>400</td>
<td>629</td>
<td>214</td>
</tr>
<tr>
<td>June</td>
<td>319</td>
<td>530</td>
<td>125</td>
</tr>
<tr>
<td>July</td>
<td>271</td>
<td>500</td>
<td>131</td>
</tr>
<tr>
<td>August</td>
<td>258</td>
<td>432</td>
<td>106</td>
</tr>
<tr>
<td>September</td>
<td>192</td>
<td>368</td>
<td>53</td>
</tr>
<tr>
<td>October</td>
<td>110</td>
<td>250</td>
<td>28</td>
</tr>
<tr>
<td>November</td>
<td>195</td>
<td>309</td>
<td>76</td>
</tr>
<tr>
<td>December</td>
<td>191</td>
<td>319</td>
<td>113</td>
</tr>
</tbody>
</table>

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Federal Reserve Bank of St. Louis
## Table 4. Work Stoppages by Contract Status and Major Issues, 1961

<table>
<thead>
<tr>
<th>Contract status and major issue</th>
<th>Stoppages beginning in 1961</th>
<th>Workers involved</th>
<th>Man-days idle during 1961</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>All stoppages</td>
<td>3,367</td>
<td>100.0</td>
<td>1,450,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Negotiation of first agreement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or union recognition</td>
<td>513</td>
<td>15.2</td>
<td>36,300</td>
</tr>
<tr>
<td>General wage changes and</td>
<td>106</td>
<td>3.1</td>
<td>7,550</td>
</tr>
<tr>
<td>supplementary benefits</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Wage adjustments</td>
<td>18</td>
<td>0.5</td>
<td>1,740</td>
</tr>
<tr>
<td>Union organization and security</td>
<td>360</td>
<td>10.7</td>
<td>24,100</td>
</tr>
<tr>
<td>Job security and plant</td>
<td>20</td>
<td>0.6</td>
<td>1,290</td>
</tr>
<tr>
<td>administration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interunion or intraunion</td>
<td>7</td>
<td>0.2</td>
<td>1,500</td>
</tr>
<tr>
<td>matters</td>
<td>2</td>
<td>0.1</td>
<td>120</td>
</tr>
<tr>
<td>Renegotiation of agreement (expiration or reopening)</td>
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<td></td>
<td></td>
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<tr>
<td>General wage changes and</td>
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<td>45.1</td>
<td>1,020,000</td>
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<tr>
<td>supplementary benefits</td>
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<td>487,000</td>
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<tr>
<td>Wage adjustments</td>
<td>52</td>
<td>1.5</td>
<td>25,300</td>
</tr>
<tr>
<td>Hours of work</td>
<td>3</td>
<td>0.1</td>
<td>1,170</td>
</tr>
<tr>
<td>Union organization and security</td>
<td>89</td>
<td>2.7</td>
<td>62,300</td>
</tr>
<tr>
<td>Job security and plant</td>
<td>112</td>
<td>3.4</td>
<td>425,000</td>
</tr>
<tr>
<td>administration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interunion or intraunion</td>
<td>12</td>
<td>0.4</td>
<td>9,960</td>
</tr>
<tr>
<td>matters</td>
<td>35</td>
<td>1.1</td>
<td>8,880</td>
</tr>
<tr>
<td>During term of agreement (negotiation of new agreement not involved)</td>
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<td></td>
<td></td>
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<td>General wage changes and</td>
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<td>32.2</td>
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<tr>
<td>supplementary benefits</td>
<td>70</td>
<td>2.1</td>
<td>19,000</td>
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<tr>
<td>Wage adjustments</td>
<td>3</td>
<td>0.1</td>
<td>630</td>
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<tr>
<td>Hours of work</td>
<td>46</td>
<td>1.4</td>
<td>4,770</td>
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<tr>
<td>Union organization and security</td>
<td>145</td>
<td>4.4</td>
<td>123,000</td>
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<tr>
<td>Job security</td>
<td>363</td>
<td>10.8</td>
<td>129,000</td>
</tr>
<tr>
<td>Plant administration</td>
<td>315</td>
<td>9.4</td>
<td>74,000</td>
</tr>
<tr>
<td>Interunion or intraunion</td>
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<td>4.3</td>
<td>27,500</td>
</tr>
<tr>
<td>matters</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No contract, or other contract</td>
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<td>1.7</td>
<td>7,640</td>
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<td>status</td>
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<td></td>
<td></td>
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<tr>
<td>General wage changes and</td>
<td>22</td>
<td>0.7</td>
<td>2,700</td>
</tr>
<tr>
<td>supplementary benefits</td>
<td>17</td>
<td>0.5</td>
<td>3,280</td>
</tr>
<tr>
<td>Job security and plant</td>
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<td>0.3</td>
<td>1,130</td>
</tr>
<tr>
<td>administration</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interunion or intraunion</td>
<td>9</td>
<td>0.3</td>
<td>530</td>
</tr>
<tr>
<td>matters</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>No information on contract</td>
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<td>5.9</td>
<td>10,200</td>
</tr>
<tr>
<td>status</td>
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<td></td>
</tr>
</tbody>
</table>

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 5. Major Issues Involved in Work Stoppages, 1961

<table>
<thead>
<tr>
<th>Major issues</th>
<th>Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
</tr>
<tr>
<td>All issues</td>
<td>3,367</td>
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</tr>
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<td>General wage changes</td>
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<td>40.3</td>
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<tr>
<td>General wage increase</td>
<td>590</td>
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<td>General wage increase, plus supplementary benefits</td>
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<tr>
<td>General wage increase, hour decrease</td>
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<tr>
<td>General wage decrease</td>
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<td>General wage increase and escalation</td>
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<td>Wages and working conditions</td>
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</tr>
<tr>
<td>Supplementary benefits</td>
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<td>4.3</td>
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<tr>
<td>Pensions, insurance, other welfare programs</td>
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<td></td>
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<td>Severance or dismissal pay</td>
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<td></td>
</tr>
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<td>Premium pay</td>
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</tr>
<tr>
<td>Other supplementary benefits</td>
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<td></td>
</tr>
<tr>
<td>Wage adjustments</td>
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<td>Incentive pay rates or administration</td>
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<td>Job classification or job rates</td>
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</tr>
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<td>Downgrading</td>
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<tr>
<td>Retroactivity</td>
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<tr>
<td>Method of computing pay</td>
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<td>Hours of work</td>
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<td>Decrease</td>
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<td>Duration of contract</td>
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<td>Unspecified</td>
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<tr>
<td>Union organization and security</td>
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<td>15.4</td>
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<tr>
<td>Recognition (certification)</td>
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<td></td>
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<td>Recognition and job security issues</td>
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<tr>
<td>Recognition and economic issues</td>
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<tr>
<td>Strengthening bargaining position, or union shop and economic issues</td>
<td>116</td>
<td>65,900</td>
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<tr>
<td>Union security</td>
<td>46</td>
<td></td>
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<tr>
<td>Refusal to sign agreement</td>
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<td></td>
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<tr>
<td>Other union organization matters</td>
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<td></td>
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<td>Job security</td>
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<td>7.2</td>
</tr>
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<td>Seniority and/or layoff</td>
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<td>Subcontracting</td>
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<td>New machinery (all technological issues)</td>
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<tr>
<td>Job transfers, bumping, etc.</td>
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<tr>
<td>Transfer of operations or prefabricated goods</td>
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<td></td>
</tr>
<tr>
<td>Other</td>
<td>39</td>
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</tr>
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</table>

See footnote at end of table.
### Table 5. Major Issues Involved in Work Stoppages, 1961—Continued

<table>
<thead>
<tr>
<th>Major issues</th>
<th>Stoppages beginning in 1961</th>
<th>Workers involved</th>
<th>Man-days idle during 1961 (all stoppages)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>Plant administration</td>
<td>462</td>
<td>13.7</td>
<td>503,000</td>
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<tr>
<td>Physical facilities, surroundings, etc.</td>
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<td></td>
<td>5,170</td>
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<tr>
<td>Safety measures, dangerous equipment, etc.</td>
<td>38</td>
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<td>15,900</td>
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<tr>
<td>Supervision</td>
<td>19</td>
<td></td>
<td>3,310</td>
</tr>
<tr>
<td>Shift work</td>
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<td>5,670</td>
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<tr>
<td>Work assignments</td>
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<td></td>
<td>10,300</td>
</tr>
<tr>
<td>Speedup—workload</td>
<td>32</td>
<td></td>
<td>17,100</td>
</tr>
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<td>Work rules</td>
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<td></td>
<td>1,530</td>
</tr>
<tr>
<td>Overtime work</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Insubordination, discharge, discipline</td>
<td>196</td>
<td></td>
<td>53,200</td>
</tr>
<tr>
<td>Other</td>
<td>45</td>
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<td>Other working conditions</td>
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<td>1.4</td>
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</tr>
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<td>Arbitration</td>
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<td>Grievance procedures</td>
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<tr>
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<td>87,700</td>
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<td>Union rivalry</td>
<td>4</td>
<td></td>
<td>1,980</td>
</tr>
<tr>
<td>Jurisdiction</td>
<td>17</td>
<td></td>
<td>9,150</td>
</tr>
<tr>
<td>Jurisdiction—work assignment</td>
<td>281</td>
<td></td>
<td>27,300</td>
</tr>
<tr>
<td>Union administration, no relation to contract</td>
<td>3</td>
<td></td>
<td>1,170</td>
</tr>
<tr>
<td>Sympathy</td>
<td>46</td>
<td></td>
<td>20,800</td>
</tr>
<tr>
<td>Other</td>
<td>13</td>
<td></td>
<td>27,400</td>
</tr>
<tr>
<td>Not reported</td>
<td>42</td>
<td>1.2</td>
<td>3,680</td>
</tr>
</tbody>
</table>

1. Less than 0.05 percent.
2. Includes General Motors and Ford strikes, which involved a variety of issues at the plant level. See text.
3. Includes disputes between unions of different affiliation, such as those between unions affiliated with AFL-CIO and nonaffiliated.
4. Includes disputes between unions, usually of the same affiliation or two locals of the same union, over representation of workers.
5. Includes disputes within a union over the administration of union affairs or regulations.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Industry group</th>
<th>Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Percent of estimated total working time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number Workers involved</td>
<td>Number</td>
<td></td>
</tr>
<tr>
<td>All industries</td>
<td>13,367</td>
<td>1,450,000</td>
<td>16,300,000</td>
</tr>
<tr>
<td>Manufacturing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary metal industries</td>
<td>126</td>
<td>74,400</td>
<td>665,000</td>
</tr>
<tr>
<td>Fabricated metal products, except ordnance, machinery, and transportation equipment</td>
<td>191</td>
<td>96,600</td>
<td>1,130,000</td>
</tr>
<tr>
<td>Ordnance and accessories</td>
<td>6</td>
<td>6,160</td>
<td>51,400</td>
</tr>
<tr>
<td>Electrical machinery, equipment, and supplies</td>
<td>114</td>
<td>67,100</td>
<td>716,000</td>
</tr>
<tr>
<td>Machinery, except electrical</td>
<td>176</td>
<td>89,100</td>
<td>1,240,000</td>
</tr>
<tr>
<td>Transportation equipment</td>
<td>98</td>
<td>297,000</td>
<td>2,500,000</td>
</tr>
<tr>
<td>Lumber and wood products, except furniture</td>
<td>75</td>
<td>12,500</td>
<td>234,000</td>
</tr>
<tr>
<td>Furniture and fixtures</td>
<td>70</td>
<td>12,500</td>
<td>256,000</td>
</tr>
<tr>
<td>Stone, clay, and glass products</td>
<td>130</td>
<td>24,400</td>
<td>456,000</td>
</tr>
<tr>
<td>Textile mill products</td>
<td>35</td>
<td>5,970</td>
<td>39,100</td>
</tr>
<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
<td>112</td>
<td>15,100</td>
<td>146,000</td>
</tr>
<tr>
<td>Leather and leather products</td>
<td>25</td>
<td>18,200</td>
<td>70,400</td>
</tr>
<tr>
<td>Food and kindred products</td>
<td>177</td>
<td>80,000</td>
<td>589,000</td>
</tr>
<tr>
<td>Tobacco manufactures</td>
<td>62</td>
<td>15,300</td>
<td>324,000</td>
</tr>
<tr>
<td>Paper and allied products</td>
<td>50</td>
<td>8,850</td>
<td>93,500</td>
</tr>
<tr>
<td>Printing, publishing, and allied industries</td>
<td>94</td>
<td>12,500</td>
<td>441,000</td>
</tr>
<tr>
<td>Chemicals and allied products</td>
<td>17</td>
<td>15,000</td>
<td>316,000</td>
</tr>
<tr>
<td>Petroleum refining and related industries</td>
<td>65</td>
<td>22,600</td>
<td>215,000</td>
</tr>
<tr>
<td>Rubber and miscellaneous plastics products</td>
<td>19</td>
<td>12,500</td>
<td>170,000</td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
<td>56</td>
<td>10,400</td>
<td>125,000</td>
</tr>
<tr>
<td>Miscellaneous manufacturing industries</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nonmanufacturing</td>
<td>11,694</td>
<td>555,000</td>
<td>6,500,000</td>
</tr>
<tr>
<td>Agriculture, forestry, and fisheries</td>
<td>31</td>
<td>10,900</td>
<td>80,600</td>
</tr>
<tr>
<td>Mining</td>
<td>154</td>
<td>37,700</td>
<td>310,000</td>
</tr>
<tr>
<td>Contract construction</td>
<td>824</td>
<td>217,000</td>
<td>3,490,000</td>
</tr>
<tr>
<td>Transportation, communication, electric, gas, and sanitary services</td>
<td>243</td>
<td>211,000</td>
<td>1,710,000</td>
</tr>
<tr>
<td>Wholesale and retail trade</td>
<td>308</td>
<td>62,400</td>
<td>716,000</td>
</tr>
<tr>
<td>Finance, insurance, and real estate</td>
<td>13</td>
<td>230</td>
<td>3,000</td>
</tr>
<tr>
<td>Services</td>
<td>103</td>
<td>9,070</td>
<td>173,000</td>
</tr>
<tr>
<td>Government</td>
<td>28</td>
<td>6,610</td>
<td>15,300</td>
</tr>
</tbody>
</table>

1 Stoppages extending into 2 or more industry groups have been counted in each industry affected; workers involved and man-days idle were allocated to the respective groups.
2 Excludes government.
3 Not available.

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 7. Work Stoppages by Region, 1961 and 1960

<table>
<thead>
<tr>
<th>Region</th>
<th>Stoppages beginning in—</th>
<th>Workers involved in stoppages beginning in—</th>
<th>Man-days idle during (all stoppages)</th>
<th>Percent of estimated total working time</th>
</tr>
</thead>
<tbody>
<tr>
<td>United States</td>
<td>2,336</td>
<td>2,333</td>
<td>1,450,000</td>
<td>1,320,000</td>
</tr>
<tr>
<td>New England</td>
<td>232</td>
<td>215</td>
<td>66,800</td>
<td>97,400</td>
</tr>
<tr>
<td>Middle Atlantic</td>
<td>1,048</td>
<td>1,030</td>
<td>375,000</td>
<td>438,000</td>
</tr>
<tr>
<td>East North Central</td>
<td>843</td>
<td>831</td>
<td>538,000</td>
<td>308,000</td>
</tr>
<tr>
<td>West North Central</td>
<td>264</td>
<td>227</td>
<td>84,400</td>
<td>120,000</td>
</tr>
<tr>
<td>South Atlantic</td>
<td>318</td>
<td>333</td>
<td>93,900</td>
<td>94,300</td>
</tr>
<tr>
<td>East South Central</td>
<td>205</td>
<td>211</td>
<td>43,700</td>
<td>64,300</td>
</tr>
<tr>
<td>West South Central</td>
<td>175</td>
<td>156</td>
<td>59,200</td>
<td>41,600</td>
</tr>
<tr>
<td>Mountain</td>
<td>153</td>
<td>146</td>
<td>41,000</td>
<td>34,600</td>
</tr>
<tr>
<td>Pacific</td>
<td>419</td>
<td>408</td>
<td>151,000</td>
<td>118,000</td>
</tr>
</tbody>
</table>

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; East North Central—Illinois, Indiana, Michigan, Ohio, and Wisconsin; West North Central—Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota; South Atlantic—Delaware, District of Columbia, Florida, Georgia, Maryland, North Carolina, South Carolina, Virginia, and West Virginia; East South Central—Alabama, Kentucky, Mississippi, and Tennessee; West South Central—Arkansas, Louisiana, Oklahoma, and Texas; Mountain—Arizona, Colorado, Idaho, Montana, Nevada, New Mexico, Utah, and Wyoming; and Pacific—Alaska, California, Hawaii, Oregon, and Washington.

2 Stoppages extending across State lines have been counted in each State affected; workers involved and man-days idle were allocated among the States.

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 8. Work Stoppages by State, 1961

<table>
<thead>
<tr>
<th>State</th>
<th>Number</th>
<th>Workers Involved</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Percent of estimated total working time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>United States</td>
<td>13,367</td>
<td>1,450,000</td>
<td>16,300,000</td>
<td>0.14</td>
</tr>
<tr>
<td>Alabama</td>
<td>65</td>
<td>12,900</td>
<td>167,000</td>
<td>0.11</td>
</tr>
<tr>
<td>Alaska</td>
<td>10</td>
<td>2,770</td>
<td>40,800</td>
<td>0.49</td>
</tr>
<tr>
<td>Arizona</td>
<td>13</td>
<td>2,790</td>
<td>31,800</td>
<td>0.05</td>
</tr>
<tr>
<td>Arkansas</td>
<td>30</td>
<td>3,480</td>
<td>43,100</td>
<td>0.06</td>
</tr>
<tr>
<td>California</td>
<td>169</td>
<td>99,100</td>
<td>1,110,000</td>
<td>0.11</td>
</tr>
<tr>
<td>Colorado</td>
<td>49</td>
<td>16,800</td>
<td>220,000</td>
<td>0.21</td>
</tr>
<tr>
<td>Connecticut</td>
<td>56</td>
<td>17,900</td>
<td>372,000</td>
<td>0.18</td>
</tr>
<tr>
<td>Delaware</td>
<td>23</td>
<td>5,260</td>
<td>78,800</td>
<td>0.23</td>
</tr>
<tr>
<td>District of Columbia</td>
<td>10</td>
<td>4,910</td>
<td>45,600</td>
<td>0.06</td>
</tr>
<tr>
<td>Florida</td>
<td>66</td>
<td>23,600</td>
<td>183,000</td>
<td>0.06</td>
</tr>
<tr>
<td>Georgia</td>
<td>30</td>
<td>17,600</td>
<td>241,000</td>
<td>0.11</td>
</tr>
<tr>
<td>Hawaii</td>
<td>33</td>
<td>21,700</td>
<td>47,100</td>
<td>(2)</td>
</tr>
<tr>
<td>Idaho</td>
<td>18</td>
<td>1,570</td>
<td>20,100</td>
<td>0.06</td>
</tr>
<tr>
<td>Illinois</td>
<td>219</td>
<td>91,900</td>
<td>869,000</td>
<td>(2)</td>
</tr>
<tr>
<td>Indiana</td>
<td>107</td>
<td>60,700</td>
<td>510,000</td>
<td>0.17</td>
</tr>
<tr>
<td>Iowa</td>
<td>47</td>
<td>12,800</td>
<td>158,000</td>
<td>0.11</td>
</tr>
<tr>
<td>Kansas</td>
<td>39</td>
<td>7,680</td>
<td>65,400</td>
<td>0.06</td>
</tr>
<tr>
<td>Kentucky</td>
<td>67</td>
<td>15,700</td>
<td>119,000</td>
<td>0.09</td>
</tr>
<tr>
<td>Louisiana</td>
<td>34</td>
<td>5,840</td>
<td>207,000</td>
<td>0.13</td>
</tr>
<tr>
<td>Maine</td>
<td>6</td>
<td>520</td>
<td>4,700</td>
<td>0.01</td>
</tr>
<tr>
<td>Maryland</td>
<td>46</td>
<td>14,000</td>
<td>185,000</td>
<td>0.10</td>
</tr>
<tr>
<td>Massachusetts</td>
<td>134</td>
<td>44,500</td>
<td>412,000</td>
<td>0.10</td>
</tr>
<tr>
<td>Michigan</td>
<td>180</td>
<td>239,000</td>
<td>1,820,000</td>
<td>.38</td>
</tr>
<tr>
<td>Minnesota</td>
<td>46</td>
<td>20,700</td>
<td>452,000</td>
<td>0.22</td>
</tr>
<tr>
<td>Missouri</td>
<td>88</td>
<td>34,500</td>
<td>470,000</td>
<td>0.16</td>
</tr>
<tr>
<td>Montana</td>
<td>16</td>
<td>1,920</td>
<td>38,200</td>
<td>0.12</td>
</tr>
<tr>
<td>Nebraska</td>
<td>26</td>
<td>5,830</td>
<td>70,300</td>
<td>0.09</td>
</tr>
<tr>
<td>Nevada</td>
<td>9</td>
<td>2,830</td>
<td>28,000</td>
<td>0.13</td>
</tr>
<tr>
<td>New Hampshire</td>
<td>3</td>
<td>170</td>
<td>2,030</td>
<td>(2)</td>
</tr>
<tr>
<td>New Jersey</td>
<td>234</td>
<td>82,300</td>
<td>762,000</td>
<td>0.17</td>
</tr>
<tr>
<td>New Mexico</td>
<td>19</td>
<td>3,650</td>
<td>53,400</td>
<td>0.12</td>
</tr>
<tr>
<td>New York</td>
<td>421</td>
<td>180,000</td>
<td>1,860,000</td>
<td>0.14</td>
</tr>
<tr>
<td>North Carolina</td>
<td>14</td>
<td>2,000</td>
<td>6,460</td>
<td>(2)</td>
</tr>
<tr>
<td>North Dakota</td>
<td>4</td>
<td>160</td>
<td>3,780</td>
<td>0.02</td>
</tr>
<tr>
<td>Ohio</td>
<td>283</td>
<td>127,000</td>
<td>1,420,000</td>
<td>0.21</td>
</tr>
<tr>
<td>Oklahoma</td>
<td>29</td>
<td>8,550</td>
<td>92,400</td>
<td>0.08</td>
</tr>
<tr>
<td>Oregon</td>
<td>25</td>
<td>13,000</td>
<td>229,000</td>
<td>0.22</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>393</td>
<td>112,000</td>
<td>1,730,000</td>
<td>0.21</td>
</tr>
<tr>
<td>Rhode Island</td>
<td>23</td>
<td>2,470</td>
<td>17,300</td>
<td>0.03</td>
</tr>
<tr>
<td>South Carolina</td>
<td>8</td>
<td>1,080</td>
<td>13,000</td>
<td>0.01</td>
</tr>
<tr>
<td>South Dakota</td>
<td>14</td>
<td>2,650</td>
<td>7,240</td>
<td>0.03</td>
</tr>
<tr>
<td>Tennessee</td>
<td>58</td>
<td>10,900</td>
<td>202,000</td>
<td>0.10</td>
</tr>
<tr>
<td>Texas</td>
<td>82</td>
<td>41,300</td>
<td>798,000</td>
<td>0.15</td>
</tr>
<tr>
<td>Utah</td>
<td>13</td>
<td>8,980</td>
<td>128,000</td>
<td>0.24</td>
</tr>
<tr>
<td>Vermont</td>
<td>10</td>
<td>1,210</td>
<td>34,400</td>
<td>0.15</td>
</tr>
<tr>
<td>Virginia</td>
<td>40</td>
<td>12,900</td>
<td>112,000</td>
<td>0.05</td>
</tr>
<tr>
<td>Washington</td>
<td>82</td>
<td>14,800</td>
<td>251,000</td>
<td>0.15</td>
</tr>
<tr>
<td>West Virginia</td>
<td>81</td>
<td>12,700</td>
<td>197,000</td>
<td>0.21</td>
</tr>
<tr>
<td>Wisconsin</td>
<td>54</td>
<td>18,700</td>
<td>285,000</td>
<td>0.11</td>
</tr>
<tr>
<td>Wyoming</td>
<td>16</td>
<td>2,380</td>
<td>17,600</td>
<td>0.09</td>
</tr>
</tbody>
</table>

1 Stoppages extending across State lines have been counted in each State affected; workers involved and man-days idle were allocated among the States.
2 Data not available.
3 Less than 0.005 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
### Table 9. Work Stoppages by Metropolitan Area, 1961

<table>
<thead>
<tr>
<th>Metropolitan area</th>
<th>Num-</th>
<th>Workers involved</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Metropolitan area</th>
<th>Num-</th>
<th>Workers involved</th>
<th>Man-days idle during 1961 (all stoppages)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akron, Ohio</td>
<td>24</td>
<td>6,590</td>
<td>90,700</td>
<td>Jacksonville, Fla</td>
<td>13</td>
<td>1,410</td>
<td>21,000</td>
</tr>
<tr>
<td>Albany-Schenectady</td>
<td>27</td>
<td>9,430</td>
<td>154,000</td>
<td>Jersey City, N.J</td>
<td>41</td>
<td>12,100</td>
<td>107,000</td>
</tr>
<tr>
<td>Troy, N.Y</td>
<td>9</td>
<td>260</td>
<td>7,210</td>
<td>Johnstown, Pa</td>
<td>7</td>
<td>1,470</td>
<td>28,200</td>
</tr>
<tr>
<td>Alburquerque, N. Mex</td>
<td>30</td>
<td>6,350</td>
<td>102,000</td>
<td>Kansas City, Mich</td>
<td>8</td>
<td>2,570</td>
<td>22,500</td>
</tr>
<tr>
<td>Allentown-Bethlehem</td>
<td>30</td>
<td>6,350</td>
<td>102,000</td>
<td>Kansas City, Mo.-Kans</td>
<td>35</td>
<td>18,800</td>
<td>150,000</td>
</tr>
<tr>
<td>Easton, Pa</td>
<td>9</td>
<td>13,100</td>
<td>92,600</td>
<td>Kingston—Newburgh—Poughkeepsie, N.Y</td>
<td>12</td>
<td>2,090</td>
<td>26,500</td>
</tr>
<tr>
<td>Ann Arbor, Mich</td>
<td>20</td>
<td>16,200</td>
<td>229,000</td>
<td>Knoxville, Tenn</td>
<td>9</td>
<td>710</td>
<td>10,500</td>
</tr>
<tr>
<td>Atlanta, Ga</td>
<td>8</td>
<td>640</td>
<td>5,900</td>
<td>Lancaster, Pa</td>
<td>7</td>
<td>3,910</td>
<td>70,200</td>
</tr>
<tr>
<td>Atlantic City, N.J</td>
<td>10</td>
<td>10,900</td>
<td>146,000</td>
<td>Lansing, Mich</td>
<td>7</td>
<td>11,000</td>
<td>47,400</td>
</tr>
<tr>
<td>Baltimore, Md</td>
<td>6</td>
<td>500</td>
<td>14,300</td>
<td>Las Vegas, Nev</td>
<td>7</td>
<td>1,180</td>
<td>22,800</td>
</tr>
<tr>
<td>Bay City, Mich</td>
<td>16</td>
<td>7,270</td>
<td>186,000</td>
<td>Lawrence—Haverhill, Mass</td>
<td>7</td>
<td>6,000</td>
<td>18,200</td>
</tr>
<tr>
<td>Beaumont—Port</td>
<td>53</td>
<td>21,900</td>
<td>217,000</td>
<td>Lexington, Ky</td>
<td>5</td>
<td>330</td>
<td>7,590</td>
</tr>
<tr>
<td>Buffalo, N.Y</td>
<td>4</td>
<td>4,820</td>
<td>58,000</td>
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<td>7,130</td>
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<td>7,770</td>
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<td>1,750</td>
<td>38,800</td>
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<td>23,200</td>
<td>438,000</td>
<td>Richmond, Va</td>
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<td>210</td>
<td>900</td>
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<td>4,710</td>
<td>31,700</td>
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<td>5,040</td>
<td>98,500</td>
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<td>5,960</td>
<td>43,100</td>
<td>Rockford, Ill</td>
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<td>750</td>
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<td>1,990</td>
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<td>530</td>
<td>5,170</td>
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<td>229,000</td>
<td>Saginaw, Mich</td>
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<td>73,800</td>
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</table>

See footnote at end of table.
Table 9. Work Stoppages by Metropolitan Area, 1961 —Continued

<table>
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<tr>
<th>Metropolitan area</th>
<th>Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Metropolitan area</th>
<th>Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Workers involved</td>
<td></td>
<td>Number</td>
<td>Workers involved</td>
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<td>1,080</td>
<td>Stockton, Calif</td>
<td>18</td>
<td>1,680</td>
</tr>
<tr>
<td>St. Louis, Mo</td>
<td>69</td>
<td>21,100</td>
<td>Syracuse, N.Y.</td>
<td>7</td>
<td>4,030</td>
</tr>
<tr>
<td>San Antonio, Tex</td>
<td>6</td>
<td>380</td>
<td>Tacoma, Wash</td>
<td>12</td>
<td>2,710</td>
</tr>
<tr>
<td>San Bernardino—</td>
<td>8</td>
<td>560</td>
<td>Tampa-St. Petersburg,</td>
<td>17</td>
<td>1,670</td>
</tr>
<tr>
<td>Riverside—Ontario, Calif</td>
<td>12</td>
<td>2,770</td>
<td>Fla</td>
<td>5</td>
<td>380</td>
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<td>47,300</td>
<td>Toledo, Ohio</td>
<td>12</td>
<td>3,710</td>
</tr>
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<td>San Francisco—</td>
<td>19</td>
<td>8,350</td>
<td>Topeka, Kan</td>
<td>6</td>
<td>1,940</td>
</tr>
<tr>
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<td>660</td>
<td>Trenton, N.J.</td>
<td>15</td>
<td>5,030</td>
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<td>1,150</td>
<td>Tucson, Ariz</td>
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<td>Santa Barbara, Calif</td>
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<td>410</td>
<td>Wheeling, W. Va</td>
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<td>400</td>
<td>Oklahoma</td>
<td>5</td>
<td>12,800</td>
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<td>2,260</td>
<td>Utica-Rome, N.Y.</td>
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<td>3,490</td>
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<td>4,910</td>
<td>Washington, D.C.</td>
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<td>Waterbury, Conn</td>
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<td>2,640</td>
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<tr>
<td>Sioux Falls, S. Dak</td>
<td>6</td>
<td>660</td>
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<td>5,980</td>
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<tr>
<td>South Bend, Ind</td>
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<td>Wheeling, W. Va</td>
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<td>2,050</td>
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<td>940</td>
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1 Includes data for each of the metropolitan areas that had 5 or more stoppages in 1961.

Some metropolitan areas include counties in more than 1 State, and hence, an area total may equal or exceed the total for the State in which the major city is located.

Stoppages in the mining and logging industries are excluded.

Intermetropolitan area stoppages are counted separately in each area affected; the workers involved and man-days idle were allocated to the respective areas.

Table 10. Work Stoppages by Affiliation of Unions Involved, 1961

<table>
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<tr>
<th>Affiliation</th>
<th>Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
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<tr>
<td>Total</td>
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<tr>
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<tr>
<td>Unaffiliated unions</td>
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<tr>
<td>Single firm unions</td>
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<tr>
<td>Different affiliations</td>
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</tr>
<tr>
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<td>.9</td>
</tr>
<tr>
<td>Not reported</td>
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<td>.1</td>
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</tbody>
</table>

1 Includes work stoppages involving unions of different affiliations—either 1 or more affiliated with AFL-CIO and 1 or more unaffiliated unions, or 2 or more unaffiliated unions.

2 Less than 0.05 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Contract status and size of stoppage (number of workers involved)</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Workers involved</th>
<th>Stoppages beginning in 1961</th>
<th>Number</th>
<th>Percent</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
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<td>All stoppages</td>
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<td>102</td>
<td>3.0</td>
<td>196,000</td>
<td>13.5</td>
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<td></td>
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<tr>
<td>100 and under 250</td>
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<td>123</td>
<td>3.7</td>
<td>44,000</td>
<td>3.0</td>
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<tr>
<td>250 and under 500</td>
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<td>76</td>
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<td>52,100</td>
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<td>500 and under 1,000</td>
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<td>58</td>
<td>1.7</td>
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<td>1,000 and under 5,000</td>
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<td>32</td>
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<td></td>
<td></td>
<td>2</td>
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<td>10,000 and over</td>
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<td></td>
<td>1</td>
<td>0.1</td>
<td>98,500</td>
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<td></td>
<td>57</td>
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<td></td>
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<td></td>
<td></td>
<td>224</td>
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<td></td>
<td>10</td>
<td>0.3</td>
<td>1,530</td>
<td>(1)</td>
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<tr>
<td>100 and under 250</td>
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<td></td>
<td></td>
<td>3</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
<tr>
<td>250 and under 500</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>0.1</td>
<td>1,900</td>
<td>(1)</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>1</td>
<td>0.1</td>
<td>1,830</td>
<td>(1)</td>
</tr>
<tr>
<td>1,000 and under 5,000</td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td>0.1</td>
<td>1,490</td>
<td>(1)</td>
</tr>
<tr>
<td>5,000 and under 10,000</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
<tr>
<td>10,000 and over</td>
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<td></td>
<td>1</td>
<td>0.1</td>
<td>1,900</td>
<td>(1)</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>196</td>
<td>5.8</td>
<td>10,200</td>
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<td></td>
<td></td>
<td>67</td>
<td>2.0</td>
<td>810</td>
<td>(1)</td>
</tr>
<tr>
<td>6 and under 20</td>
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<td></td>
<td>108</td>
<td>3.2</td>
<td>4,220</td>
<td>(1)</td>
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<td>20 and under 100</td>
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<td></td>
<td>15</td>
<td>0.4</td>
<td>2,100</td>
<td>(1)</td>
</tr>
<tr>
<td>100 and under 250</td>
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<td></td>
<td></td>
<td>4</td>
<td>0.1</td>
<td>1,510</td>
<td>(1)</td>
</tr>
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<td>250 and under 500</td>
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<td></td>
<td></td>
<td>2</td>
<td>0.1</td>
<td>1,490</td>
<td>(1)</td>
</tr>
<tr>
<td>500 and under 1,000</td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
<tr>
<td>1,000 and under 5,000</td>
<td></td>
<td></td>
<td></td>
<td>2</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
<tr>
<td>No information on contract status</td>
<td></td>
<td></td>
<td></td>
<td>5</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
<tr>
<td>status</td>
<td></td>
<td></td>
<td></td>
<td>10</td>
<td>0.1</td>
<td>1,080</td>
<td>(1)</td>
</tr>
</tbody>
</table>

1 Less than 0.05 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Number of establishments involved¹</th>
<th>Stoppages beginning in 1961</th>
<th>May-days idle during 1961 (all stoppages)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of total</td>
</tr>
<tr>
<td>Total</td>
<td>3,367</td>
<td>100.0</td>
</tr>
<tr>
<td>1 establishment</td>
<td>2,519</td>
<td>74.8</td>
</tr>
<tr>
<td>2 to 5 establishments</td>
<td>428</td>
<td>12.7</td>
</tr>
<tr>
<td>6 to 10 establishments</td>
<td>111</td>
<td>3.3</td>
</tr>
<tr>
<td>11 establishments or more</td>
<td>177</td>
<td>5.3</td>
</tr>
<tr>
<td>11 to 49 establishments</td>
<td>128</td>
<td>3.8</td>
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<tr>
<td>50 to 99 establishments</td>
<td>26</td>
<td>.8</td>
</tr>
<tr>
<td>100 establishments or more</td>
<td>2</td>
<td>.1</td>
</tr>
<tr>
<td>Exact number not known²</td>
<td>21</td>
<td>.6</td>
</tr>
<tr>
<td>Not reported</td>
<td>132</td>
<td>3.9</td>
</tr>
</tbody>
</table>

¹ An establishment is defined as a single physical location where business is conducted or where services or industrial operations are performed; for example, a factory, mill, store, mine, or farm. A stoppage may involve 1, 2, or more establishments of a single employer or it may involve different employers.

² Information indicates more than 11 establishments involved in each of these stoppages.

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 13. Work Stoppages Involving 10,000 or More Workers Beginning in 1961

<table>
<thead>
<tr>
<th>Beginning date</th>
<th>Approximate duration (calendar days)</th>
<th>Establishment(s) and location</th>
<th>Union(s) involved</th>
<th>Approximate number of workers involved</th>
<th>Major terms of settlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan. 10</td>
<td>14</td>
<td>New York Harbor Carriers (railroad tugboats, ferries, etc.), Port of New York; New York and New Jersey. 4</td>
<td>Railroad and Marine Division of Seafarers' International Union; National Marine Engineers' Benevolent Association; International Organization of Masters, Mates and Pilots.</td>
<td>$23,000</td>
<td>Agreement provided for a 4-percent pay raise, 2 percent retroactive to July 1, 1960, and 2 percent effective March 1, 1961, and elimination of the cost-of-living escalation clause. Captains and engineers received an extra 45-cent-a-day increase, retroactive to July 1, 1960, to reduce the New York-Philadelphia wage differential. The agreement also included changes in paid holidays and vacations, and establishment of a joint committee (headed by a neutral chairman) to work out changes in the railroad welfare program. The agreement called for the referral of the crew-size issue to a Presidential Commission.</td>
</tr>
<tr>
<td>Feb. 17</td>
<td>7</td>
<td>American Airlines, Inc.; Eastern Airlines, Inc.; Pan American World Airways, Inc.; Trans World Airlines, Inc.; Western Air Lines, Inc.; The Flying Tiger Lines, Inc. (44 States).</td>
<td>Flight Engineers' International Association.</td>
<td>73,000</td>
<td>Secretary of Labor Arthur J. Goldberg arranged a truce, under which the Flight Engineers agreed to return to work on all lines except 1 (Western Airlines, Inc.), 5 while a 3-man Presidential Commission (chaired by Professor Nathan P. Feinsinger), studied the dispute. The Commission made 2 reports to the President, May 24 and October 17, 1961, with recommendations for eventual merger of the Air Line Pilots Association and Flight Engineers' International Association; establishment of a Joint Committee on inter-union cooperation, with public members selected by each carrier, to aid in the accomplishment of the merger; Air Line Pilots Association to refrain from instituting legal proceedings to change existing rights of Flight Engineers, for a minimum period of 2 years; Flight Engineers to have a biding priority on the third seat (on 3-man jet crews), but that engineers would be required to take certain pilot training to qualify; all new flight engineer vacancies would be filled by pilots; that the 2 unions take appropriate steps to insure that members of each may continue to participate in existing retirement and insurance programs. No final agreement was reached by the end of 1961.</td>
</tr>
<tr>
<td>April 7</td>
<td>13</td>
<td>California Metal Trades Association (127 plants), Alameda, Contra Costa, San Francisco, and San Mateo Counties, California.</td>
<td>International Association of Machinists.</td>
<td>12,000</td>
<td>2-year contract provides for wage increases from 6 cents to 10 cents an hour retroactive to April 1, 1961, and 5 cents to 9 cents effective April 1, 1962; and improved health and welfare coverage. The cost-of-living escalator clause, discontinued in June 1959, will be reinstated in October 1962; increases will be limited to 1 cent for each 1/4-point change in the BLS Consumer Price Index, with a maximum of 3 cents an hour.</td>
</tr>
</tbody>
</table>

See footnotes at end of table.
Table 13. Work Stoppages Involving 10,000 or More Workers Beginning in 1961—Continued

<table>
<thead>
<tr>
<th>Beginning date</th>
<th>Approximate duration (calendar days)¹</th>
<th>Establishment(s) and location</th>
<th>Union(s) involved ²</th>
<th>Approximate number of workers involved ²</th>
<th>Major terms of settlement ³</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 1—Continued</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>May 1</td>
<td>61</td>
<td>Construction industry, Philadelphia area, Pennsylvania.</td>
<td>International Union of Operating Engineers.</td>
<td>10,000</td>
<td>2-year contract providing for a 15-cent-an-hour wage increase each year, a 5-cent-an-hour increase in welfare contribution the first year, and a 1-cent-an-hour increase in pension payments each year. Agreement also called for hiring hall with 90-day recall clause, and work rule changes.</td>
</tr>
<tr>
<td>June 1</td>
<td>10</td>
<td>Sperry Gyroscope Co. and Ford Instrument Co. (13 plants), Division of Sperry Rand Corp., Queens and Nassau Counties, New York.</td>
<td>International Union of Electrical, Radio and Machine Workers.</td>
<td>12,000</td>
<td>Ford Instrument Co.: 3-year contract provides for 2% -percent annual increase effective in June of 1961, 1962, and 1963; cost-of-living allowance frozen at current 24-cents an hour for 1st year of contract; escalation resumed in 2d and 3d years; 3 weeks' vacation after 10 years' employment (was 12 years); 15-percent night-shift differential included in vacation pay of employees working nights 40 weeks of vacation year (7 1/2 percent for 20 weeks' nightwork); improved pension provision; company paid major medical insurance; a sixth day of paid sick leave.</td>
</tr>
<tr>
<td>June 1</td>
<td>58</td>
<td>Construction industry, Minneapolis—St. Paul, Minn.</td>
<td>Sheet Metal Workers¹ International Association.</td>
<td>10,000</td>
<td>Strike ended by Taft-Hartley injunction. (See appendix C.)</td>
</tr>
<tr>
<td>June 16</td>
<td>18</td>
<td>Maritime industry, East, Gulf, and West Coast ports.</td>
<td>National Maritime Union; Masters, Mates and Pilots; American Radio Association; Seafarers' International Union; Marine Engineers' Beneficial Association; Radio Officers Union; Staff Officers Association of America.</td>
<td>(⁴)</td>
<td>National Maritime Union (East and Gulf Coast companies): 4-year agreement called for immediate wage increases of 4 percent with additional increases of 2 1/4 percent in each of the 3 following years; increased annual vacation time to 60 days after 1 year of service with same company. The contract also provided an additional 50 cents per man-day company contribution to the union's pension and welfare fund, and improved provisions on food, lodging, and transportation costs; the issue of changes in working conditions and work rules to be submitted to a subcommittee for study and, if no agreement by December 15, 1961, unresolved issues to be submitted to arbitration. The issue of American-owned vessels operating under foreign flags to be studied by a public factfinding board appointed by the Secretary of Labor.</td>
</tr>
</tbody>
</table>

See footnotes at end of table.
## Table 13. Work Stoppages Involving 10,000 or More Workers Beginning in 1961—Continued

<table>
<thead>
<tr>
<th>Beginning date</th>
<th>Approximate duration (calendar days)</th>
<th>Establishment(s) and location</th>
<th>Union(s) involved</th>
<th>Approximate number of workers involved</th>
<th>Major terms of settlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 16—Continued</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Masters, Mates and Pilots and American Radio Association (East and Gulf Coast companies): 4-year contracts provided for same percentage increases in wages as NMU contract (ARA rates were increased by $10 a month before application of the percentage increases); company contributions to the unions' welfare and pension fund increased by $1.15 a man-day; MMP vacations were increased from 70 to 90 days annually after 1 year of service in the industry; no change was made in vacation schedules for ARA personnel. Similar agreements reached with 2 other employer groups operating from South Atlantic and Gulf ports.</td>
</tr>
<tr>
<td>June 21</td>
<td>1</td>
<td>New York Shipping Association, Port of New York; New York and New Jersey.</td>
<td>International Longshoremen's Association.</td>
<td>25,000</td>
<td>Workers returned without formal agreement after a 1-day protest against the Seamen's strike.</td>
</tr>
<tr>
<td>Sept. 6</td>
<td>20</td>
<td>General Motors Corp., Interstate (94 plants in 17 States).</td>
<td>United Automobile Workers.</td>
<td>239,000</td>
<td>The stoppage involved a number of contract issues at the plant and company level, mainly of a noneconomic character, such as relief periods, production standards, and rules relating to plant representation. General wage and supplementary benefit issues under the new master agreement had been agreed upon prior to the stoppage.</td>
</tr>
</tbody>
</table>

See footnotes at end of table.
Table 13. Work Stoppages Involving 10,000 or More Workers Beginning in 1961—Continued

<table>
<thead>
<tr>
<th>Beginning date</th>
<th>Approximate duration (calendar days)</th>
<th>Establishment(s) and location</th>
<th>Union(s) involved</th>
<th>Approximate number of workers involved</th>
<th>Major terms of settlement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct. 1</td>
<td>33</td>
<td>Caterpillar Tractor Co., Aurora, Decatur, and Peoria, Ill.; York, Pa.; and Davenport, Iowa.</td>
<td>United Automobile Workers.</td>
<td>18,000</td>
<td>3-year contract providing annual wage increases ranging from 6 to 9 cents an hour depending on rates of pay, with the first increase retroactive to October 2, 1961; continuation of escalator clause; 1 cent of the 18-cent cost-of-living allowances diverted to help pay improved pension and hospital-surgical benefits; improved pension plan for employees retiring after January 1, 1962, including establishment of survivorship option similar to American Motors, paid-up life insurance and option to continue hospital-surgical insurance. The contract also called for the company to assume full cost of improved hospital-surgical insurance for all employees; improved contributory life insurance and sickness and accident benefits; improved SUB, including increased separation pay, amount and extent of weekly benefits, short workweek benefits, and moving allowances, similar to American Motors; increased night-shift differential; and supplementary jury-duty pay.</td>
</tr>
<tr>
<td>Oct. 3</td>
<td>19</td>
<td>Ford Motor Co. (24 States)</td>
<td>United Automobile Workers.</td>
<td>116,000</td>
<td>See General Motors Corp.</td>
</tr>
<tr>
<td>Nov. 1</td>
<td>24</td>
<td>Construction industry, Houston, Tex.</td>
<td>International Hod Carriers', Building and Common Laborers' Union.</td>
<td>15,000</td>
<td>20-month contract providing two 10-cent-an-hour increases (effective November 27, 1961, and November 27, 1962), bringing rates to $2.30 an hour in 1962. Demands for exclusive hiring hall were dropped after the court ruled it would violate the Texas right-to-work law, but the contract included a contractors' cooperation clause, allowing the contractors to hire from any source, but the union will have equal opportunity to furnish the employees.</td>
</tr>
<tr>
<td>Dec. 1</td>
<td></td>
<td>The Great Atlantic and Pacific Tea Co., Inc.; American Stores Co.; and Food Fair Stores, Inc., Delaware, southern New Jersey, and eastern Pennsylvania.</td>
<td>Amalgamated Meat Cutters and Butcher Workmen of North America.</td>
<td>14,000</td>
<td>27-month contract providing for a $6-a-week increase immediately and an additional $5 a week in 15 months. The contract also provided a liberalized vacation plan and overtime pay for working more than 1 evening a week. Permanent committee established to determine the amount of meat a butcher would be expected to process in 1 night.</td>
</tr>
</tbody>
</table>

1 Includes nonworkdays, such as Saturdays, Sundays, and established holidays.
2 The unions listed are those directly involved in the dispute, but the number of workers involved may include members of other unions or nonunion workers idled by disputes in the same establishments.
3 Number of workers involved is the maximum number made idle for 1 shift or longer in establishments directly involved in a stoppage. This figure does not measure the indirect or secondary effects on other establishments or industries whose employees are made idle as a result of material or service shortages.
4 Adapted largely from Current Wage Developments, published monthly by the Bureau of Labor Statistics.
5 Western Airlines, Inc. discharged the engineers and replaced them with pilot qualified engineers; limited service was resumed in March.
6 Estimates in the press of the number of workers idle ranged from 20,000 to 70,000. However, after extensive checking with employers, unions, and State and Federal agencies relative to the number of vessels in port during the strike, the average number of crewmen per vessel, and the percent of union membership unemployed, the Bureau estimated the number idle at about 25,000.
7 See Current Wage Developments, October 1, 1961, for details of General Motors settlement.
8 Employees returned to work October 12, but walked out again October 29.
9 National agreement was reached October 11 and most workers returned to work by October 16; a few thousand were idle through October 21.
10 See Current Wage Developments, November 1, 1961, for details of Ford settlement.
Table 14. Work Stoppages by Duration and Contract Status Ending in 1961

<table>
<thead>
<tr>
<th>Duration and contract status</th>
<th>Number</th>
<th>Percent</th>
<th>Workers involved</th>
<th>Number</th>
<th>Percent</th>
<th>Man-days idle</th>
<th>Number</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>All stoppages</td>
<td>3,324</td>
<td>100.0</td>
<td>1,440,000</td>
<td>15,600,000</td>
<td>100.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 day</td>
<td>388</td>
<td>11.7</td>
<td>152,000</td>
<td>152,000</td>
<td>1.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 to 3 days</td>
<td>558</td>
<td>16.8</td>
<td>136,000</td>
<td>283,000</td>
<td>1.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 to 6 days</td>
<td>454</td>
<td>13.7</td>
<td>106,000</td>
<td>355,000</td>
<td>2.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 to 14 days</td>
<td>642</td>
<td>19.3</td>
<td>289,000</td>
<td>1,820,000</td>
<td>11.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 to 29 days</td>
<td>526</td>
<td>15.8</td>
<td>525,000</td>
<td>5,060,000</td>
<td>32.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 to 59 days</td>
<td>416</td>
<td>12.5</td>
<td>165,000</td>
<td>4,000,000</td>
<td>25.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 to 89 days</td>
<td>149</td>
<td>4.5</td>
<td>44,100</td>
<td>1,950,000</td>
<td>12.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 days and over</td>
<td>191</td>
<td>5.7</td>
<td>25,100</td>
<td>2,040,000</td>
<td>13.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Negotiation of first agreement or union recognition</td>
<td>505</td>
<td>15.2</td>
<td>35,900</td>
<td>945,000</td>
<td>6.0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 day</td>
<td>29</td>
<td>.9</td>
<td>2,640</td>
<td>2,640</td>
<td>.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 to 3 days</td>
<td>52</td>
<td>1.6</td>
<td>4,020</td>
<td>6,930</td>
<td>.5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 to 6 days</td>
<td>42</td>
<td>1.3</td>
<td>2,130</td>
<td>7,140</td>
<td>.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 to 14 days</td>
<td>94</td>
<td>2.8</td>
<td>5,470</td>
<td>40,500</td>
<td>.6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 to 29 days</td>
<td>77</td>
<td>2.3</td>
<td>6,320</td>
<td>86,700</td>
<td>.6</td>
<td></td>
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</tr>
<tr>
<td>30 to 59 days</td>
<td>92</td>
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<td>7,720</td>
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<tr>
<td>60 to 89 days</td>
<td>40</td>
<td>1.2</td>
<td>2,980</td>
<td>148,000</td>
<td>.9</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>90 days and over</td>
<td>79</td>
<td>2.4</td>
<td>4,590</td>
<td>449,000</td>
<td>2.9</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Renegotiation of agreement (expiration or reopening)</td>
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<td>44.4</td>
<td>1,010,000</td>
<td>12,700,000</td>
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<td>67,600</td>
<td>.4</td>
<td></td>
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<tr>
<td>2 to 3 days</td>
<td>148</td>
<td>4.4</td>
<td>42,200</td>
<td>42,200</td>
<td>.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 to 6 days</td>
<td>166</td>
<td>5.0</td>
<td>48,900</td>
<td>177,000</td>
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<td></td>
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<tr>
<td>7 to 14 days</td>
<td>320</td>
<td>9.6</td>
<td>149,000</td>
<td>1,070,000</td>
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<td>15 to 29 days</td>
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<td>7.8</td>
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<td>1,600,000</td>
<td>10.6</td>
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<td></td>
<td></td>
</tr>
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<td>1,370,000</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>During term of agreement (negotiation of new agreement not involved)</td>
<td>1,073</td>
<td>32.3</td>
<td>375,000</td>
<td>1,680,000</td>
<td>10.8</td>
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<td></td>
<td></td>
</tr>
<tr>
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<td>245</td>
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<td>78,900</td>
<td>79,000</td>
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<td></td>
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<tr>
<td>2 to 3 days</td>
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<td>9.1</td>
<td>82,500</td>
<td>178,000</td>
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<td></td>
<td></td>
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<td>4 to 6 days</td>
<td>241</td>
<td>6.4</td>
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<td>167,000</td>
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<tr>
<td>7 to 14 days</td>
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<td>5.3</td>
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<td>684,000</td>
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<td>15 to 29 days</td>
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<td>214,000</td>
<td>1.4</td>
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</tr>
<tr>
<td>30 to 59 days</td>
<td>37</td>
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<td>6,680</td>
<td>1,530,000</td>
<td>1.0</td>
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<tr>
<td>60 to 89 days</td>
<td>13</td>
<td>.4</td>
<td>3,000</td>
<td>126,000</td>
<td>.8</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 days and over</td>
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<td>.5</td>
<td>1,370</td>
<td>74,300</td>
<td>.5</td>
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<td>7,620</td>
<td>51,600</td>
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</tr>
<tr>
<td>1 day</td>
<td>11</td>
<td>.3</td>
<td>840</td>
<td>840</td>
<td>.1</td>
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<tr>
<td>2 to 3 days</td>
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<td>.6</td>
<td>4,680</td>
<td>11,000</td>
<td>.1</td>
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<td></td>
</tr>
<tr>
<td>4 to 6 days</td>
<td>5</td>
<td>.2</td>
<td>110</td>
<td>430</td>
<td>.1</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>7 to 14 days</td>
<td>8</td>
<td>.2</td>
<td>1,020</td>
<td>6,440</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 to 29 days</td>
<td>5</td>
<td>.2</td>
<td>670</td>
<td>8,830</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 to 59 days</td>
<td>2</td>
<td>.1</td>
<td>40</td>
<td>1,000</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 to 89 days</td>
<td>2</td>
<td>.1</td>
<td>30</td>
<td>1,360</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 days and over</td>
<td>3</td>
<td>.1</td>
<td>230</td>
<td>21,700</td>
<td>.1</td>
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<td></td>
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<tr>
<td>No information on contract status</td>
<td>214</td>
<td>6.4</td>
<td>11,300</td>
<td>218,000</td>
<td>1.4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 day</td>
<td>31</td>
<td>.9</td>
<td>2,210</td>
<td>2,210</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 to 3 days</td>
<td>36</td>
<td>1.1</td>
<td>2,590</td>
<td>5,080</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 to 6 days</td>
<td>27</td>
<td>.8</td>
<td>1,140</td>
<td>3,620</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7 to 14 days</td>
<td>43</td>
<td>1.3</td>
<td>1,960</td>
<td>13,800</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 to 29 days</td>
<td>30</td>
<td>.9</td>
<td>870</td>
<td>12,400</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 to 59 days</td>
<td>26</td>
<td>.8</td>
<td>1,830</td>
<td>53,100</td>
<td>.3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 to 89 days</td>
<td>7</td>
<td>.2</td>
<td>180</td>
<td>9,450</td>
<td>.1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>90 days and over</td>
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<td>.4</td>
<td>570</td>
<td>118,000</td>
<td>.8</td>
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</table>

1 Less than 0.05 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 15. Mediation and Type of Government Mediation in Work Stoppages by Contract Status Ending in 1961

<table>
<thead>
<tr>
<th>Mediation, type of government mediation, and contract status</th>
<th>Stoppages</th>
<th>Workers involved</th>
<th>Man-days idle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent of total</td>
<td>Number</td>
</tr>
<tr>
<td>All stoppages</td>
<td>3,324</td>
<td>100.0</td>
<td>1,440,000</td>
</tr>
<tr>
<td>Government mediation</td>
<td>1,474</td>
<td>44.3</td>
<td>1,090,000</td>
</tr>
<tr>
<td>Federal</td>
<td>1,056</td>
<td>31.8</td>
<td>879,000</td>
</tr>
<tr>
<td>State</td>
<td>210</td>
<td>6.3</td>
<td>2,700</td>
</tr>
<tr>
<td>Federal and State mediation combined</td>
<td>190</td>
<td>5.7</td>
<td>126,000</td>
</tr>
<tr>
<td>Other</td>
<td>18</td>
<td>.5</td>
<td>53,400</td>
</tr>
<tr>
<td>Private mediation</td>
<td>19</td>
<td>.6</td>
<td>5,490</td>
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<td>No mediation reported</td>
<td>1,831</td>
<td>55.1</td>
<td>352,000</td>
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<tr>
<td>Negotiation of first agreement</td>
<td>505</td>
<td>15.2</td>
<td>35,900</td>
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<tr>
<td>Government mediation</td>
<td>177</td>
<td>5.3</td>
<td>17,900</td>
</tr>
<tr>
<td>Federal</td>
<td>127</td>
<td>3.8</td>
<td>13,000</td>
</tr>
<tr>
<td>State</td>
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<td>1.2</td>
<td>2,810</td>
</tr>
<tr>
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<td>10</td>
<td>.3</td>
<td>2,100</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Private mediation</td>
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<td>(*)</td>
<td>70</td>
</tr>
<tr>
<td>No mediation reported</td>
<td>327</td>
<td>9.8</td>
<td>17,800</td>
</tr>
<tr>
<td>Renegotiation of agreement (expiration or reopening)</td>
<td>1,476</td>
<td>44.4</td>
<td>1,010,000</td>
</tr>
<tr>
<td>Government mediation</td>
<td>1,110</td>
<td>33.4</td>
<td>945,000</td>
</tr>
<tr>
<td>Federal</td>
<td>800</td>
<td>24.1</td>
<td>756,000</td>
</tr>
<tr>
<td>State</td>
<td>130</td>
<td>3.9</td>
<td>16,600</td>
</tr>
<tr>
<td>Federal and State mediation combined</td>
<td>166</td>
<td>5.0</td>
<td>120,000</td>
</tr>
<tr>
<td>Other</td>
<td>14</td>
<td>.4</td>
<td>51,900</td>
</tr>
<tr>
<td>Private mediation</td>
<td>6</td>
<td>.2</td>
<td>1,190</td>
</tr>
<tr>
<td>No mediation reported</td>
<td>360</td>
<td>10.8</td>
<td>67,100</td>
</tr>
<tr>
<td>During term of agreement (negotiation of new agreement not involved)</td>
<td>1,073</td>
<td>32.3</td>
<td>375,000</td>
</tr>
<tr>
<td>Government mediation</td>
<td>121</td>
<td>3.6</td>
<td>119,000</td>
</tr>
<tr>
<td>Federal</td>
<td>75</td>
<td>2.3</td>
<td>108,000</td>
</tr>
<tr>
<td>State</td>
<td>31</td>
<td>.9</td>
<td>4,790</td>
</tr>
<tr>
<td>Federal and State mediation combined</td>
<td>11</td>
<td>.3</td>
<td>5,330</td>
</tr>
<tr>
<td>Other</td>
<td>4</td>
<td>.1</td>
<td>1,540</td>
</tr>
<tr>
<td>Private mediation</td>
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<td>.4</td>
<td>4,230</td>
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<td>No mediation reported</td>
<td>940</td>
<td>28.3</td>
<td>251,000</td>
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<td>No contract, or other contract status</td>
<td>56</td>
<td>1.7</td>
<td>7,620</td>
</tr>
<tr>
<td>Government mediation</td>
<td>4</td>
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<td>290</td>
</tr>
<tr>
<td>Federal</td>
<td>1</td>
<td>(2)</td>
<td>60</td>
</tr>
<tr>
<td>State</td>
<td>1</td>
<td>(2)</td>
<td>180</td>
</tr>
<tr>
<td>Private mediation</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No mediation reported</td>
<td>52</td>
<td>1.6</td>
<td>7,330</td>
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<td>No information on contract status</td>
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<td>11,300</td>
</tr>
<tr>
<td>Government mediation</td>
<td>62</td>
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<td>2,710</td>
</tr>
<tr>
<td>Federal</td>
<td>53</td>
<td>1.6</td>
<td>2,200</td>
</tr>
<tr>
<td>State</td>
<td>7</td>
<td>.2</td>
<td>350</td>
</tr>
<tr>
<td>Federal and State mediation combined</td>
<td>2</td>
<td>.1</td>
<td>170</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Private mediation</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No mediation reported</td>
<td>152</td>
<td>4.6</td>
<td>8,630</td>
</tr>
</tbody>
</table>

1 Includes 6 stoppages involving 1,710 workers in which private mediation was also involved.
2 Less than 0.05 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Contract status and settlement</th>
<th>Stoppages</th>
<th>Workers involved</th>
<th>Man-days idle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>All stoppages</td>
<td>3,324</td>
<td>100.0</td>
<td>1,440,000</td>
</tr>
<tr>
<td>Settlement reached</td>
<td>2,918</td>
<td>87.8</td>
<td>1,268,000</td>
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<tr>
<td>No formal settlement</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(with old or new workers)</td>
<td>356</td>
<td>10.7</td>
<td>155,000</td>
</tr>
<tr>
<td>Employer out of business</td>
<td>37</td>
<td>1.1</td>
<td>1,850</td>
</tr>
<tr>
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<td>13</td>
<td>.4</td>
<td>1,290</td>
</tr>
<tr>
<td>Negotiation of first agreement or union recognition</td>
<td>505</td>
<td>15.2</td>
<td>35,900</td>
</tr>
<tr>
<td>Settlement reached</td>
<td>357</td>
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<td>28,000</td>
</tr>
<tr>
<td>No formal settlement</td>
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<td>4.1</td>
<td>7,320</td>
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<td>.3</td>
<td>360</td>
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<td>3</td>
<td>.1</td>
<td>220</td>
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<td>44.4</td>
<td>1,010,000</td>
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<td>971,000</td>
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<td>41,100</td>
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<td>760</td>
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<td>.1</td>
<td>120</td>
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<td>During term of agreement (negotiation of new agreement not involved)</td>
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<td>32.3</td>
<td>375,000</td>
</tr>
<tr>
<td>Settlement reached</td>
<td>965</td>
<td>29.0</td>
<td>271,000</td>
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<tr>
<td>No formal settlement</td>
<td>96</td>
<td>2.9</td>
<td>103,000</td>
</tr>
<tr>
<td>Employer out of business</td>
<td>11</td>
<td>.3</td>
<td>670</td>
</tr>
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<td>(1)</td>
<td>50</td>
</tr>
<tr>
<td>No contract, or other contract status</td>
<td>56</td>
<td>1.7</td>
<td>7,620</td>
</tr>
<tr>
<td>Settlement reached</td>
<td>34</td>
<td>1.0</td>
<td>4,920</td>
</tr>
<tr>
<td>No formal settlement</td>
<td>18</td>
<td>.5</td>
<td>1,850</td>
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<td>Insufficient information to classify</td>
<td>4</td>
<td>.1</td>
<td>850</td>
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<td>6.4</td>
<td>11,300</td>
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<td>Settlement reached</td>
<td>172</td>
<td>5.2</td>
<td>9,670</td>
</tr>
<tr>
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<td>1,560</td>
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<tr>
<td>Employer out of business</td>
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<td>50</td>
</tr>
<tr>
<td>Insufficient information to classify</td>
<td>3</td>
<td>.1</td>
<td>50</td>
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</tbody>
</table>

1 Less than 0.05 percent

NOTE: Because of rounding, sums of individual items may not equal totals.
Table 17. Procedure for Handling Unsettled Issues in Work Stoppages by Contract Status Ending in 1961

<table>
<thead>
<tr>
<th>Procedure for handling unsettled issues and contract status</th>
<th>Stoppages</th>
<th>Workers involved</th>
<th>Man-days idle</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Percent</td>
<td>Number</td>
</tr>
<tr>
<td>All stoppages covered</td>
<td>528</td>
<td>100.0</td>
<td>278,000</td>
</tr>
<tr>
<td>Arbitration</td>
<td>110</td>
<td>20.8</td>
<td>60,200</td>
</tr>
<tr>
<td>Direct negotiations</td>
<td>130</td>
<td>24.6</td>
<td>75,700</td>
</tr>
<tr>
<td>Referral to a government agency</td>
<td>59</td>
<td>11.2</td>
<td>29,300</td>
</tr>
<tr>
<td>Other means</td>
<td>229</td>
<td>43.4</td>
<td>112,000</td>
</tr>
<tr>
<td>Negotiation of first agreement or union recognition</td>
<td>61</td>
<td>11.6</td>
<td>2,870</td>
</tr>
<tr>
<td>Arbitration</td>
<td>11</td>
<td>2.1</td>
<td>390</td>
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<tr>
<td>Direct negotiations</td>
<td>17</td>
<td>3.2</td>
<td>1,500</td>
</tr>
<tr>
<td>Referral to a government agency</td>
<td>31</td>
<td>5.9</td>
<td>810</td>
</tr>
<tr>
<td>Other means</td>
<td>2</td>
<td>.4</td>
<td>170</td>
</tr>
<tr>
<td>Renegotiation of agreement (expiration or reopening)</td>
<td>110</td>
<td>20.8</td>
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<td>39</td>
<td>7.4</td>
<td>40,200</td>
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<tr>
<td>Direct negotiations</td>
<td>57</td>
<td>10.8</td>
<td>56,000</td>
</tr>
<tr>
<td>Referral to a government agency</td>
<td>12</td>
<td>2.3</td>
<td>24,600</td>
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<tr>
<td>Other means</td>
<td>2</td>
<td>.4</td>
<td>23,000</td>
</tr>
<tr>
<td>During term of agreement (negotiation of new agreement not involved)</td>
<td>331</td>
<td>62.7</td>
<td>129,000</td>
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<tr>
<td>Arbitration</td>
<td>56</td>
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<td>19,400</td>
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<tr>
<td>Direct negotiations</td>
<td>50</td>
<td>9.5</td>
<td>17,800</td>
</tr>
<tr>
<td>Referral to a government agency</td>
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<td>1.7</td>
<td>3,570</td>
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<tr>
<td>Other means</td>
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<td>40.9</td>
<td>88,900</td>
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<tr>
<td>No contract, or other contract status</td>
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</tr>
<tr>
<td>Arbitration</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Direct negotiations</td>
<td>3</td>
<td>.6</td>
<td>330</td>
</tr>
<tr>
<td>Referral to a government agency</td>
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<td>.2</td>
<td>10</td>
</tr>
<tr>
<td>Other means</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No information on contract status</td>
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<td>4.2</td>
<td>1,300</td>
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<tr>
<td>Arbitration</td>
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</tr>
<tr>
<td>Direct negotiations</td>
<td>3</td>
<td>.6</td>
<td>110</td>
</tr>
<tr>
<td>Referral to a government agency</td>
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<td>1.1</td>
<td>290</td>
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<tr>
<td>Other means</td>
<td>9</td>
<td>1.7</td>
<td>760</td>
</tr>
</tbody>
</table>

1 Excludes stoppages on which there was no information on issues unsettled or no agreement on procedure for handling.
2 Less than 0.05 percent.

NOTE: Because of rounding, sums of individual items may not equal totals.
<table>
<thead>
<tr>
<th>Industry</th>
<th>Number of Workers Involved</th>
<th>Number of Man-days Idle, 1961</th>
<th>Manufacturing—Continued</th>
</tr>
</thead>
<tbody>
<tr>
<td>All industries</td>
<td>3,367</td>
<td>459,900</td>
<td>16,300,900</td>
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<tr>
<td>Manufacturing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Transportation equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Motor vehicles and motor vehicle equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Aircraft and parts</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Ship and boat building and repairing</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Railroad equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Miscellaneous transportation equipment</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Miscellaneous transportation equipment</td>
</tr>
<tr>
<td>Primary metal industries</td>
<td>1126</td>
<td>74,400</td>
<td>665,000</td>
</tr>
<tr>
<td>Blast furnaces, steel works, and rolling and finishing mills</td>
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<td></td>
<td></td>
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<tr>
<td>Iron and steel foundries</td>
<td>31</td>
<td>12,000</td>
<td>162,000</td>
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<tr>
<td>Primary smelting and refining of nonferrous metals</td>
<td>8</td>
<td>6,110</td>
<td>78,300</td>
</tr>
<tr>
<td>Secondary smelting and refining of nonferrous metals and alloys</td>
<td>1</td>
<td>20</td>
<td>2,040</td>
</tr>
<tr>
<td>Rolling, drawing and extruding of nonferrous metals</td>
<td>20</td>
<td>13,100</td>
<td>123,000</td>
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<tr>
<td>Nonferrous foundries</td>
<td>19</td>
<td>3,160</td>
<td>17,560</td>
</tr>
<tr>
<td>Miscellaneous primary metal industries</td>
<td>15</td>
<td>3,890</td>
<td>58,200</td>
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<tr>
<td>Fabricated metal products, except ordnance, machinery, and transportation equipment</td>
<td>191</td>
<td>96,600</td>
<td>1,130,000</td>
</tr>
<tr>
<td>Metal casings, handrails, and general hardware</td>
<td>7</td>
<td>2,000</td>
<td>31,600</td>
</tr>
<tr>
<td>Heating apparatus (except electric) and plumbing fixtures</td>
<td>14</td>
<td>3,420</td>
<td>112,000</td>
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<tr>
<td>Fabricated structural metal products</td>
<td>76</td>
<td>18,100</td>
<td>295,000</td>
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<tr>
<td>Screw machine products, castings, bolts, nuts, screws, rivets, and washers</td>
<td>11</td>
<td>1,590</td>
<td>22,000</td>
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<tr>
<td>Metal stampings and forgings</td>
<td>22</td>
<td>43,700</td>
<td>390,000</td>
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<tr>
<td>Coating, engraving, and allied services</td>
<td>12</td>
<td>470</td>
<td>10,400</td>
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<tr>
<td>Miscellaneous fabricated wire products</td>
<td>8</td>
<td>1,370</td>
<td>12,500</td>
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<tr>
<td>Miscellaneous fabricated metal products</td>
<td>32</td>
<td>7,040</td>
<td>168,000</td>
</tr>
<tr>
<td>Ordnance and accessories</td>
<td>6</td>
<td>6,160</td>
<td>51,400</td>
</tr>
<tr>
<td>Ammunition, except for small arms</td>
<td>2</td>
<td>230</td>
<td>6,900</td>
</tr>
<tr>
<td>Tanks and tank components</td>
<td>1</td>
<td>1,980</td>
<td>39,500</td>
</tr>
<tr>
<td>Sighting and fire control equipment</td>
<td>2</td>
<td>3,910</td>
<td>4,500</td>
</tr>
<tr>
<td>Small arms ammunition</td>
<td>1</td>
<td>50</td>
<td>480</td>
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<tr>
<td>Electrical machinery, equipment, and supplies</td>
<td>114</td>
<td>67,100</td>
<td>716,000</td>
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<tr>
<td>Electrical transmission and distribution equipment</td>
<td>30</td>
<td>6,710</td>
<td>82,400</td>
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<tr>
<td>Electrical industrial apparatus</td>
<td>16</td>
<td>4,230</td>
<td>36,600</td>
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<tr>
<td>Household appliances</td>
<td>12</td>
<td>4,840</td>
<td>40,300</td>
</tr>
<tr>
<td>Electric lighting and wiring equipment</td>
<td>27</td>
<td>8,570</td>
<td>130,000</td>
</tr>
<tr>
<td>Radio and television receiving sets, except communication and accounting products</td>
<td>6</td>
<td>6,450</td>
<td>36,400</td>
</tr>
<tr>
<td>Communication equipment</td>
<td>9</td>
<td>4,290</td>
<td>96,900</td>
</tr>
<tr>
<td>Electronic components and accessories</td>
<td>9</td>
<td>4,860</td>
<td>46,500</td>
</tr>
<tr>
<td>Miscellaneous electrical machinery, equipment, and supplies</td>
<td>11</td>
<td>27,100</td>
<td>196,000</td>
</tr>
<tr>
<td>Machinery, except electrical</td>
<td>176</td>
<td>89,100</td>
<td>1,240,000</td>
</tr>
<tr>
<td>Engines and turbines</td>
<td>10</td>
<td>11,600</td>
<td>105,000</td>
</tr>
<tr>
<td>Farm machinery and equipment</td>
<td>13</td>
<td>3,840</td>
<td>25,700</td>
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<tr>
<td>Metalworking machinery and equipment</td>
<td>24</td>
<td>9,860</td>
<td>164,000</td>
</tr>
<tr>
<td>Special industry machinery, except metalworking machinery and equipment</td>
<td>28</td>
<td>3,840</td>
<td>130,000</td>
</tr>
<tr>
<td>General industrial machinery and equipment</td>
<td>39</td>
<td>20,400</td>
<td>148,000</td>
</tr>
<tr>
<td>Office, data processing, and accounting machines</td>
<td>5</td>
<td>1,560</td>
<td>15,900</td>
</tr>
<tr>
<td>Service industry machinery, except electrical</td>
<td>20</td>
<td>5,530</td>
<td>168,000</td>
</tr>
<tr>
<td>Miscellaneous machinery, except electrical</td>
<td>18</td>
<td>6,100</td>
<td>98,800</td>
</tr>
</tbody>
</table>

See footnote at end of table.
Table A-1. Work Stoppages by Industry, 1961—Continued

<table>
<thead>
<tr>
<th>Industry</th>
<th>Number</th>
<th>Workers involved</th>
<th>Man-days idle</th>
<th>Manufacturing—Continued</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leather and leather products</td>
<td>25</td>
<td>18,200</td>
<td>70,400</td>
<td>Professional, scientific, and controlling instruments; photographic and optical apparatus; and associated equipment 119 12,500 170,000</td>
</tr>
<tr>
<td>Leather tanning and finishing</td>
<td>3</td>
<td>120</td>
<td>1,510</td>
<td>Engineering, laboratory, and scientific research instruments 2 8,980 93,000</td>
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<tr>
<td>Industrial leather beltings and packing</td>
<td>1</td>
<td>30</td>
<td>480</td>
<td>Instruments for measuring, controlling, and indicating physical characteristics 11 2,960 46,200</td>
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<tr>
<td>Boot and shoe cut stock</td>
<td>17</td>
<td>16,900</td>
<td>63,100</td>
<td>Optical instruments and lenses 1 40 600</td>
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<tr>
<td>Footwear, except rubber</td>
<td>1</td>
<td>60</td>
<td>130</td>
<td>Surgical, medical, and dental instruments and supplies 4 290 18,800</td>
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<tr>
<td>Luggage</td>
<td>1</td>
<td>60</td>
<td>130</td>
<td>Photographic equipment and supplies 2 210 11,400</td>
</tr>
<tr>
<td>Handbag and other personal leather goods</td>
<td>2</td>
<td>1,050</td>
<td>5,370</td>
<td>Miscellaneous manufacturing industries 56 10,400 125,000</td>
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<tr>
<td>Food and kindred products</td>
<td>177</td>
<td>80,000</td>
<td>599,000</td>
<td>Jewelry, silverware, and plated ware 1 30 1,760</td>
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<tr>
<td>Meats</td>
<td>41</td>
<td>24,080</td>
<td>122,000</td>
<td>Musical instruments and parts 1 1,080 30,300</td>
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<td>Dairy products</td>
<td>22</td>
<td>22,000</td>
<td>130,000</td>
<td>Toys, amusements, sporting and athletic goods 11 1,300 14,500</td>
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<tr>
<td>Canning and preserving fruits</td>
<td>18</td>
<td>3,470</td>
<td>13,500</td>
<td>Pens, pencils, and other office and artist’s materials 2 110 560</td>
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<tr>
<td>Vegetables, and sea foods</td>
<td>12</td>
<td>3,680</td>
<td>13,500</td>
<td>Costumes jewelry, cosmetics, novelties, buttons, and miscellaneous notions, except precious metal 9 300 2,350</td>
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<tr>
<td>Grain mill products</td>
<td>8</td>
<td>500</td>
<td>5,410</td>
<td>Miscellaneous manufacturing industries 37 7,560 75,000</td>
</tr>
<tr>
<td>Printing, publishing, and allied industries</td>
<td>10</td>
<td>2,230</td>
<td>13,300</td>
<td>Nonmanufacturing industries 1,194 555,000 6,500,000</td>
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<tr>
<td>Newspapers: Publishing, publishing and printing</td>
<td>50</td>
<td>8,850</td>
<td>93,500</td>
<td>Agriculture, forestry, and fisheries 31 10,900 80,600</td>
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<tr>
<td>Periodicals: Publishing, publishing and printing</td>
<td>10</td>
<td>2,330</td>
<td>31,300</td>
<td>Mining 154 37,700 310,000</td>
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<tr>
<td>Books</td>
<td>2</td>
<td>640</td>
<td>21,900</td>
<td>Metal 14 11,100 180,000</td>
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<td>Commercial printing</td>
<td>26</td>
<td>6,620</td>
<td>51,800</td>
<td>Bituminous coal and lignite 117 25,100 90,700</td>
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<td>Manufacturing forms manufacturing</td>
<td>3</td>
<td>480</td>
<td>2,280</td>
<td>Crude petroleum and natural gas 19 90 5,830</td>
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<td>Bookbinding and related industries</td>
<td>3</td>
<td>580</td>
<td>1,610</td>
<td>Mining and quarrying of nonmetallic minerals, except fuels 17 1,020 29,300</td>
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<tr>
<td>Service industries for the printing trade</td>
<td>4</td>
<td>120</td>
<td>2,390</td>
<td>Contract construction 524 217,000 3,490,000</td>
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<td>Chemicals and allied products</td>
<td>14</td>
<td>2,800</td>
<td>12,400</td>
<td>Transportation, communication, electric, gas, and sanitary services 243 211,000 2,710,000</td>
</tr>
<tr>
<td>Industrial and miscellaneous chemicals</td>
<td>94</td>
<td>16,100</td>
<td>441,000</td>
<td>Railroad transportation 9 24,500 169,000</td>
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<tr>
<td>Plastics materials and synthetic resins, synthetic rubber, synthetic</td>
<td>25</td>
<td>5,000</td>
<td>255,000</td>
<td>Local and suburban transit and interurban passenger transportation 56 17,800 291,000</td>
</tr>
<tr>
<td>and other man-made fibers, except glass</td>
<td>16</td>
<td>4,010</td>
<td>86,600</td>
<td>Motor freight transportation and warehousing 105 14,900 153,000</td>
</tr>
<tr>
<td>Drugs</td>
<td>8</td>
<td>1,500</td>
<td>12,700</td>
<td>Water transportation 31 57,800 359,000</td>
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<td>Soap, detergents and cleaning preparations, perfumes, cosmetics, and</td>
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<td>1,490</td>
<td>13,300</td>
<td>Transportation by air 5 77,500 515,000</td>
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<tr>
<td>other toiletries preparations</td>
<td>3</td>
<td>2,280</td>
<td>12,300</td>
<td>Transportation services 2 260 4,720</td>
</tr>
<tr>
<td>Paints, varnishes, lacquers, enamels, and allied products</td>
<td>12</td>
<td>580</td>
<td>5,410</td>
<td>Electric, gas and sanitary services 16 9,350 141,000</td>
</tr>
<tr>
<td>Agricultural chemicals</td>
<td>17</td>
<td>980</td>
<td>21,700</td>
<td>Wholesale and retail trade 130 62,400 716,000</td>
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<td>Miscellaneous chemical products</td>
<td>8</td>
<td>570</td>
<td>22,000</td>
<td>Wholesale trade 185 24,600 238,000</td>
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<td>Petroleum refining and related industries</td>
<td>17</td>
<td>15,000</td>
<td>316,000</td>
<td>Retail trade 128 37,900 478,000</td>
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<td>Petroleum refining</td>
<td>9</td>
<td>14,500</td>
<td>310,000</td>
<td>Finance, insurance, and real estate 4 230 3,000</td>
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<tr>
<td>Paving and roofing materials</td>
<td>7</td>
<td>410</td>
<td>5,760</td>
<td>Insurance 1 70 1,600</td>
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<td>Miscellaneous products of petroleum and coal</td>
<td>1</td>
<td>20</td>
<td>430</td>
<td>Real estate 3 160 1,400</td>
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<td>Rubber and miscellaneous plastics products</td>
<td>65</td>
<td>22,600</td>
<td>215,000</td>
<td>Services 103 9,070 173,000</td>
</tr>
<tr>
<td>Tires and inner tubes</td>
<td>9</td>
<td>7,700</td>
<td>76,000</td>
<td>Hotels, rooming houses, camps, and other lodging places 9 380 21,600</td>
</tr>
<tr>
<td>Footwear</td>
<td>2</td>
<td>1,500</td>
<td>15,900</td>
<td>Personal services 20 2,300 22,300</td>
</tr>
<tr>
<td>Reclaimed rubber</td>
<td>3</td>
<td>270</td>
<td>960</td>
<td>Automobile repair, automobile services, and garages 18 700 6,010</td>
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<tr>
<td>Fabricated rubber products, not otherwise classified</td>
<td>20</td>
<td>8,270</td>
<td>69,800</td>
<td>Miscellaneous repair services 8 230 3,400</td>
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<tr>
<td>Miscellaneous plastics products</td>
<td>31</td>
<td>4,780</td>
<td>52,400</td>
<td>Motion pictures 3 110 650</td>
</tr>
<tr>
<td>NOTE: Because of rounding, sums of individual items may not equal totals.</td>
<td></td>
<td></td>
<td></td>
<td>Amusement and recreation services, except motion pictures 9 910 39,500</td>
</tr>
<tr>
<td>1 Stoppages extending into 2 or more industries or industry groups have been counted in each industry or group affected; workers involved and man-days idle were allocated to the respective industries.</td>
<td></td>
<td></td>
<td></td>
<td>Medical and other health services 2 310 25,000</td>
</tr>
<tr>
<td>2 Man-days idle for the printing and publishing industries for the printing trade</td>
<td></td>
<td></td>
<td></td>
<td>Educational services 2 220 3,820</td>
</tr>
<tr>
<td>3 Stoppages extending into 2 or more industries or industry groups have been counted in each industry or group affected; workers involved and man-days idle were allocated to the respective industries.</td>
<td></td>
<td></td>
<td></td>
<td>Museums, art galleries, botanical and zoological gardens 1 130 4,390</td>
</tr>
<tr>
<td>4 Nonprofit membership</td>
<td></td>
<td></td>
<td></td>
<td>Government 28 610 15,300</td>
</tr>
<tr>
<td>5 Government 28 610 15,300</td>
<td></td>
<td></td>
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<td></td>
</tr>
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Table A-2. Work Stoppages by Industry Group and Major Issues, 1961

<table>
<thead>
<tr>
<th>Industry group</th>
<th>Total</th>
<th>General wage changes</th>
<th>Supplementary benefits</th>
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Agriculture, forestry, and fisheries | 31 | 10,900 | 80,600 | 6 | 8,020 | 8,960 | - | - | - | - | - |
B | Mining | 154 | 37,700 | 310,000 | 16 | 3,240 | 57,200 | 4 | 620 | 11,600 | - | - |
C | Contract construction | 824 | 217,000 | 3,490,000 | 222 | 105,000 | 1,620,000 | 31 | 3,830 | 93,700 | - | - |
E | Transportation, communication, electric, gas, and sanitary services | 263 | 211,000 | 1,710,000 | 94 | 53,200 | 568,000 | 12 | 2,450 | 70,900 | - | - |
F | Wholesale and retail trade | 308 | 62,400 | 716,000 | 180 | 55,400 | 579,000 | 14 | 600 | 12,500 | - | - |
G | Finance, insurance, and real estate | 4 | 230 | 3,000 | 3 | 160 | 1,400 | - | - | - | - | - |
H | Services | 103 | 9,070 | 173,000 | 52 | 5,330 | 77,000 | 1 | 10 | 20 | - | - |
I | Government | 28 | 6,610 | 15,300 | 21 | 5,960 | 13,600 | - | - | - | - | - |

See footnotes at end of table.
Table A-2. Work Stoppages by Industry Group and Major Issues, 1961—Continued

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Table A-2. Work Stoppages by Industry Group and Major Issues, 1961—Continued

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Table A-2. Work Stoppages by Industry Group and Major Issues, 1961—Continued

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<td>39</td>
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<table>
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<tbody>
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<td>A</td>
<td>Agriculture, forestry, and fisheries</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>B</td>
<td>Mining</td>
<td>4</td>
<td>290</td>
<td>9,080</td>
<td>4</td>
<td>490</td>
<td>1,710</td>
<td>8</td>
<td>1,080</td>
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<td>C</td>
<td>Contract construction</td>
<td>7</td>
<td>310</td>
<td>6,020</td>
<td>8</td>
<td>28,200</td>
<td>154,000</td>
<td>8</td>
<td>850</td>
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<td>Transportation, communication, electric, gas, and sanitary services</td>
<td>2</td>
<td>2,760</td>
<td>6,980</td>
<td>14</td>
<td>32,400</td>
<td>40,000</td>
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<td>80</td>
<td>300</td>
<td>5</td>
<td>470</td>
<td>2,160</td>
<td>2</td>
<td>100</td>
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<td>G</td>
<td>Finance, insurance, and real estate</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>H</td>
<td>Services</td>
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<td>I</td>
<td>Government</td>
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<td>1</td>
<td>10</td>
<td>20</td>
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</table>

1 Stoppages affecting more than 1 industry group have been counted in each group affected; workers involved and man-days idle were allocated to the respective groups.
2 Includes other finished products made from fabrics and similar materials.
3 Excludes ordnance, machinery, and transportation equipment.
4 Idleness in 1961 resulting from stoppage that began in 1960.
5 Includes professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks.

NOTE: Because of rounding, sums of individual items may not equal totals.
### Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961

<table>
<thead>
<tr>
<th>Industry group</th>
<th>Alabama</th>
<th>Arkansas</th>
<th>California</th>
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<tbody>
<tr>
<td></td>
<td>Number</td>
<td>Workers involved</td>
<td>Number</td>
</tr>
<tr>
<td>Stoppages beginning in 1961</td>
<td>Man-days involved</td>
<td>Stoppages beginning in 1961 (all stoppages)</td>
<td>Man-days involved</td>
</tr>
<tr>
<td>All industries</td>
<td>65</td>
<td>12,900</td>
<td>167,000</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>28</td>
<td>6,580</td>
<td>108,000</td>
</tr>
<tr>
<td>Primary metal industries</td>
<td>4</td>
<td>500</td>
<td>9,360</td>
</tr>
<tr>
<td>Fabricated metal products, except ordnance, machinery, and transportation equipment</td>
<td>6</td>
<td>1,340</td>
<td>27,300</td>
</tr>
<tr>
<td>Ordnance and accessories</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Electrical machinery, equipment, and supplies</td>
<td>1</td>
<td>50</td>
<td>3,330</td>
</tr>
<tr>
<td>Machinery, except electrical equipment</td>
<td>1</td>
<td>650</td>
<td>5,800</td>
</tr>
<tr>
<td>Transportation equipment</td>
<td>5</td>
<td>2,640</td>
<td>29,000</td>
</tr>
<tr>
<td>Furniture and fixtures</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Stone, clay, and glass products</td>
<td>2</td>
<td>120</td>
<td>5,470</td>
</tr>
<tr>
<td>Textile mill products</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Leather and leather products</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Food and kindred products</td>
<td>3</td>
<td>150</td>
<td>1,540</td>
</tr>
<tr>
<td>Tobacco manufactures</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Paper and allied products</td>
<td>1</td>
<td>280</td>
<td>830</td>
</tr>
<tr>
<td>Printing, publishing, and allied industries</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Chemicals and allied products</td>
<td>4</td>
<td>640</td>
<td>24,200</td>
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<tr>
<td>Petroleum refining and related industries</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Rubber and miscellaneous plastics products</td>
<td>1</td>
<td>220</td>
<td>1,110</td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Miscellaneous manufacturing industries</td>
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<tr>
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<td>37</td>
<td>6,330</td>
<td>58,700</td>
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<tr>
<td>Agriculture, forestry, and fisheries</td>
<td>1</td>
<td>20</td>
<td>560</td>
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<tr>
<td>Mining</td>
<td>10</td>
<td>4,180</td>
<td>16,500</td>
</tr>
<tr>
<td>Contract construction</td>
<td>7</td>
<td>380</td>
<td>1,030</td>
</tr>
<tr>
<td>Transportation, communication, electric, gas, and sanitary services</td>
<td>6</td>
<td>1,320</td>
<td>27,300</td>
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<tr>
<td>Wholesale and retail trade</td>
<td>7</td>
<td>440</td>
<td>13,200</td>
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<tr>
<td>Finance, insurance, and real estate</td>
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</tr>
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<td>Services</td>
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<tr>
<td>Colorado</td>
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<td>6,300</td>
<td>58,700</td>
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<td>Florida</td>
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<td>13,200</td>
<td>173,000</td>
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**See footnotes at end of table.**

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Federal Reserve Bank of St. Louis
Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961—Continued

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<th>Hawaii</th>
<th>Illinois</th>
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<td>Man-days idle during 1961</td>
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<td>7,900</td>
<td>11,900</td>
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<tr>
<td>Manufacturing</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Primary metal industries</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>250</td>
<td>5,980</td>
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<td>Ordnance and accessories</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>Furniture and fixtures</td>
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<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Stone, clay, and glass products</td>
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<td>40</td>
<td>150</td>
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<tr>
<td>Textile mill products</td>
<td>5</td>
<td>660</td>
<td>8,400</td>
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<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
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<td>-</td>
<td>-</td>
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<tr>
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<tr>
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<td>-</td>
</tr>
<tr>
<td>Paper and allied products</td>
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<td>40</td>
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<td>Rubber and miscellaneous plastics products</td>
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<td>-</td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
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<td>-</td>
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</tr>
<tr>
<td>Nonmanufacturing</td>
<td>17</td>
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<td>140,000</td>
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<tr>
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<td>-</td>
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<tr>
<td>Mining</td>
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<td>-</td>
<td>-</td>
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<tr>
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<td>7</td>
<td>1,710</td>
<td>15,600</td>
</tr>
<tr>
<td>Wholesale and retail trade</td>
<td>8</td>
<td>1,290</td>
<td>15,000</td>
</tr>
<tr>
<td>Finance, insurance, and real estate</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Services</td>
<td>2</td>
<td>30</td>
<td>600</td>
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<tr>
<td>Government</td>
<td>-</td>
<td>-</td>
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<table>
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<tr>
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<th>Iowa</th>
<th>Kansas</th>
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<tbody>
<tr>
<td></td>
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<td>Man-days idle during 1961</td>
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<td></td>
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<td>83,400</td>
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<td>-</td>
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<td>180,000</td>
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<td>Machinery, except electrical</td>
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<td>113,000</td>
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<td>Transportation equipment</td>
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<td>270,000</td>
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<td>80</td>
<td>6,600</td>
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<td>Furniture and fixtures</td>
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<td>1,510</td>
<td>15,400</td>
</tr>
<tr>
<td>Stone, clay, and glass products</td>
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<td>950</td>
<td>35,700</td>
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<td>Textile mill products</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
<td>1</td>
<td>70</td>
<td>980</td>
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<td>-</td>
<td>-</td>
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<tr>
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<tr>
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<td>300</td>
<td>300</td>
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<tr>
<td>Rubber and miscellaneous plastics products</td>
<td>1</td>
<td>120</td>
<td>2,220</td>
</tr>
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<tr>
<td>Miscellaneous manufacturing industries</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

| Nonmanufacturing | 36 | 6,260 | 33,800 |
| | 26 | 4,790 | 74,900 |

See footnote at end of table.
## Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961—Continued

<table>
<thead>
<tr>
<th>Industry group</th>
<th>Kentucky</th>
<th>Louisiana</th>
<th>Maryland</th>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>All industries</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number</td>
<td>Workers involved</td>
<td>Man-days idle during 1961</td>
<td>Number</td>
</tr>
<tr>
<td>67</td>
<td>15,100</td>
<td>110,000</td>
<td>34</td>
</tr>
<tr>
<td>Manufacturing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>7,640</td>
<td>65,700</td>
<td>9</td>
</tr>
<tr>
<td>Primary metal industries</td>
<td>3</td>
<td>2,450</td>
<td>2,970</td>
</tr>
<tr>
<td>Fabricated metal products, except ordnance, machinery, and transportation equipment</td>
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<td>310</td>
<td>8,830</td>
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<tr>
<td>Ordnance and accessories</td>
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<td></td>
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</tr>
<tr>
<td>Electrical machinery, equipment, and supplies</td>
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<td>1,350</td>
<td>1,600</td>
</tr>
<tr>
<td>Machinery, except electrical</td>
<td>1</td>
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<td>9,300</td>
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<tr>
<td>Transportation equipment</td>
<td>1</td>
<td>1,900</td>
<td>17,100</td>
</tr>
<tr>
<td>Lumber and wood products, except furniture</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Furniture and fixtures</td>
<td>2</td>
<td>500</td>
<td>8,600</td>
</tr>
<tr>
<td>Stone, clay, and glass products</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Textile mill products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
<td>2</td>
<td>620</td>
<td>1,780</td>
</tr>
<tr>
<td>Leather and leather products</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Food and kindred products</td>
<td>2</td>
<td>190</td>
<td>12,600</td>
</tr>
<tr>
<td>Tobacco manufactures</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Paper and allied products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Printing, publishing, and allied industries</td>
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<td>20</td>
<td>110</td>
</tr>
<tr>
<td>Chemicals and allied products</td>
<td>1</td>
<td>90</td>
<td>620</td>
</tr>
<tr>
<td>Petroleum refining and related industries</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rubber and miscellaneous plastics products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous manufacturing industries</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Nonmanufacturing | | | |
| Massachusetts | Michigan | Minnesota |
| Number | Workers involved | Man-days idle during 1961 | Number | Workers involved | Man-days idle during 1961 | Number | Workers involved | Man-days idle during 1961 |
| 49 | 8,020 | 53,600 | 25 | 3,590 | 58,400 | 25 | 6,980 | 99,600 | |
| Agriculture, forestry, and fisheries | 28 | 3,870 | 25,700 | | | | | | |
| Mining | 12 | 3,010 | 22,400 | 14 | 1,690 | 31,200 | 16 | 3,840 | 62,900 | |
| Contract construction | 5 | 1,090 | 5,990 | 7 | 1,700 | 21,900 | 6 | 3,100 | 36,000 | |
| Transportation, communication, electric, gas, and sanitary services | 2 | 40 | 220 | 3 | 210 | 5,250 | 2 | 10 | 650 | |
| Wholesale and retail trade | 2 | 190 | 12,600 | 70 | 70 | 70 | 2 | 330 | 410 | |
| Finance, insurance, and real estate | | | | | | | | | |
| Government | 2 | 20 | 200 | 1 | 10 | 20 | | | |

See footnotes at end of table.
### Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961—Continued

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<th>Industry group</th>
<th>Missouri Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>Nebraska Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
<th>New Jersey Stoppages beginning in 1961</th>
<th>Man-days idle during 1961 (all stoppages)</th>
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<td>16</td>
<td>1,690</td>
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<td>44,900</td>
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<tr>
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<td>910</td>
<td>12,300</td>
<td>2</td>
<td>230</td>
<td>960</td>
</tr>
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<td>10</td>
<td>110</td>
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<tr>
<td>Services</td>
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<tr>
<td>Mining</td>
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<td>16</td>
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<tr>
<td>Contract construction</td>
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</tr>
<tr>
<td>Transportation, communication, electric, gas, and sanitary services</td>
<td>11</td>
<td>910</td>
<td>12,300</td>
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<td>Wholesale and retail trade</td>
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<td>910</td>
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<td>2</td>
<td>230</td>
<td>960</td>
</tr>
<tr>
<td>Finance, insurance, and real estate</td>
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<td>60</td>
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<td>2</td>
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<td>1,580</td>
</tr>
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See footnotes at end of table.
Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961—Continued

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<th>Industry group</th>
<th>Oregon</th>
<th>Pennsylvania</th>
<th>Tennessee</th>
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<tr>
<td>All industries</td>
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<td>15,000</td>
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<td>3,990</td>
<td>43,900</td>
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<td>Primary metal industries</td>
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<td>10,070</td>
<td>17,000</td>
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<td>Ordnance and accessories</td>
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</tr>
<tr>
<td>Electrical machinery, equipment, and supplies</td>
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<td></td>
</tr>
<tr>
<td>Machinery, except electrical</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation equipment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumber and wood products, except furniture</td>
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<td>1,230</td>
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<td>Furniture and fixtures</td>
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</tr>
<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Leather and leather products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Food and kindred products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tobacco manufactures</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Paper and allied products</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Printing, publishing, and allied industries</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Chemicals and allied products</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Petroleum refining and related industries</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
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<td>150</td>
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<td></td>
<td></td>
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<td>185,000</td>
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<td></td>
</tr>
<tr>
<td>Mining</td>
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<td></td>
<td></td>
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<td>Services</td>
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<td></td>
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<tr>
<td>Government</td>
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See footnotes at end of table.
Table A-3. Work Stoppages in States Having 25 or More Stoppages by Industry Group, 1961—Continued

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<th>Wisconsin</th>
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<tr>
<td></td>
<td>Number</td>
<td>Workers involved</td>
<td>Man-days idle during 1960 (all stoppages)</td>
<td>Number</td>
</tr>
<tr>
<td>All industries</td>
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<td>109,000</td>
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<td>Primary metal industries</td>
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<td>3,130</td>
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<td>10</td>
<td>50</td>
<td>6</td>
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<tr>
<td>Ordinance and accessories</td>
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<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
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<td>130</td>
<td>9,020</td>
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<td>360</td>
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<td>-</td>
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<td>2</td>
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<tr>
<td>Lumber and wood products, except furniture</td>
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<td>70</td>
<td>2,800</td>
<td>2</td>
</tr>
<tr>
<td>Furniture and fixtures</td>
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<td>3,020</td>
<td>-</td>
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<tr>
<td>Stone, clay, and glass products</td>
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<td>Textile mill products</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Apparel and other finished products made from fabrics and similar materials</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>Leather and leather products</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Food and kindred products</td>
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<td>430</td>
<td>9</td>
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<td>Tobacco manufactures</td>
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<td>-</td>
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<td>Paper and allied products</td>
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<td>Printing, publishing, and allied industries</td>
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<td>72,700</td>
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</tr>
<tr>
<td>Rubber and miscellaneous plastic products</td>
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<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>Professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Miscellaneous manufacturing industries</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Nonmanufacturing</td>
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<td>450</td>
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<tr>
<td>Government</td>
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<td>20</td>
<td>500</td>
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</tr>
</tbody>
</table>

1 No work stoppages were recorded during 1961 for the industry groups for which no data are presented.
2 Idleness in 1961 resulting from stoppages that began in 1960. In some cases, the man-days of idleness may refer to more stoppages than are shown for the State and industry group since the man-days figures refer to all strikes in effect, whereas the number of stoppages and workers refers only to stoppages beginning in the year.
3 Part of interstate strike; fewer than 6 workers involved in this State.

NOTE: Stoppages extending into 2 or more industry groups have been counted in each industry group affected; workers involved and man-days idle were allocated among the respective groups. Because of rounding, sums of individual items may not equal totals.
Table A-4. Work Stoppages by Industry Group and Contract Status, 1961

<table>
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<tr>
<th>S.I.C. code (group or division)</th>
<th>Industry group</th>
<th>Total</th>
<th>Negotiation of first agreement or union recognition</th>
<th>Renegotiation of agreement (expiration or reopening)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Beginning in 1961 Number Workers involved</td>
<td>Man-days idle, 1961 (all stoppages)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
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<td>Mfg.</td>
<td>Manufacturing</td>
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<td>19</td>
<td>Ordnance and accessories</td>
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<td>6,160</td>
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<td>20</td>
<td>Food and kindred products</td>
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<tr>
<td>21</td>
<td>Tobacco manufactures</td>
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<td>22</td>
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<td>Apparel, etc.</td>
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<td>24</td>
<td>Lumber and wood products, except furniture</td>
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<td>70</td>
<td>12,500</td>
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<tr>
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<td>Furniture and fixtures</td>
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See footnotes at end of table.
Table A-4. Work Stoppages by Industry Group and Contract Status, 1961—Continued

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<td>Number of workers</td>
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<td>250</td>
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</tr>
</tbody>
</table>

1. Work stoppages extending into 2 or more industries or industry groups have been counted in each industry or group affected; workers involved and man-days idle were allocated to the respective groups.
2. Includes other finished products made from fabrics and similar materials.
3. Excludes ordnance, machinery, and transportation equipment.
4. Includes professional, scientific, and controlling instruments; photographic and optical goods; watches and clocks.

NOTE: Because of rounding, sums of individual items may not equal totals.
Appendix B: Data on Strike Issues

To make its strike statistics more meaningful in terms of current labor-management problems, the Bureau of Labor Statistics revised its classification of strike issues in 1961, resulting in the detailed data presented for the first time in table 5. This change resulted in the loss of continuity with data for previous years. For those interested in long term trends in strike issues, the listing presented on the following page provides a method of allocating 1961 data among the major issue groups used in previous years.
Major issues as identified in 1961 report

- General wage change:
  - General wage increase
  - General wage increase, plus supplementary benefits
  - General wage increase, hour decrease
  - General wage decrease
  - General wage increase and escalation
- Wages and working conditions
  - Wages and working conditions
  - Supplementary benefits:
    - Pensions, insurance, other welfare programs
    - Severance or dismissal pay
    - Premium pay
    - Other
- Wage adjustments:
  - Incentive pay rates or administration
  - Job classification or rates
  - Downgrading
  - Retroactivity
  - Method of computing pay
- Hours of work:
  - Decrease
- Union organization and security:
  - Recognition (certification)
  - Recognition and job security issues
  - Recognition and economic issues
  - Strengthening bargaining position, or union shop and economic issues
  - Union security
  - Refusal to sign agreement
  - Other union organization matters
- Job security:
  - Seniority and/or layoff
  - Subcontracting
  - New machinery or other technological issues
  - Job transfers, bumping, etc.
  - Transfer of operations or prefabricated goods
  - Other
- Plant administration:
  - Physical facilities, surroundings, etc.
  - Safety measures, dangerous equipment, etc.
  - Supervision
  - Shift work
  - Work assignments
  - Speedup (workload)
  - Work rules
  - Overtime work
  - Insubordination, discharge, discipline
  - Other
- Other working conditions:
  - Arbitration
  - Grievance procedures
  - Unspecified contract violations
  - Other contractual matters:
    - Duration of contract
    - Unspecified
- Interunion or intraunion matters:
  - Union rivalry
  - Jurisdiction — representation of workers
  - Jurisdictional — work assignment
  - Union administration
  - Sympathy
  - Other

1 Includes disputes between unions of different affiliation, such as those between unions affiliated with the AFL-CIO and nonaffiliates.
2 Includes disputes between unions, usually of the same affiliation or two locals of the same union, over representation of workers.
3 Includes disputes within a union over the administration of union affairs or regulations.
The emergency provisions of the Taft-Hartley Act were invoked once in 1961 to end the strike of maritime unions against shipowners and operators on the Atlantic, Pacific, and Gulf coasts. The highlights of this stoppage and government involvement are outlined below in chronological order.

June 16

Work stoppage of maritime workers began in Atlantic, Pacific, and Gulf ports after the maritime unions and the shipowners and operators failed to agree on the unions' demand that their contracts be extended to cover workers on ships owned and operated by United States interests but flying foreign flags. Other demands varied among the unions and related to inequities between licensed and unlicensed personnel with regard to vacations, travel, and lodging allowances, and work rules.

June 17

Secretary of Labor Arthur J. Goldberg, who upon request of the President had been directing mediation efforts in New York since June 15, asked all parties in the dispute to resume direct negotiations. Series of joint meetings conducted by the Federal Mediation and Conciliation Service ended with no progress reported.

June 23

Secretary Goldberg recommended to all parties that they submit their unresolved issues to an impartial public group for a period of 60 days for study and recommendation and subsequent negotiations and that meanwhile they resume operations. Ship operators agreed to this proposal; the unions rejected it.

June 24

President Kennedy ordered an investigation into the impact of the strike on the Nation's health, economy, and safety, preparatory to his decision on whether to invoke the emergency provisions of the Taft-Hartley Act. The Secretary of Labor ascertained that the stoppage of shipping was affecting a substantial portion of trade, commerce, and transportation, and that it would imperil the national health and safety if the stoppage were permitted to continue.

June 26

Board of Inquiry appointed by the President. Members: David L. Cole of Paterson, N. J., lawyer and former director of the Federal Mediation and Conciliation Service, Chairman; Samuel I. Rosenman, lawyer of New York City and former New York State Supreme Court Justice; and James J. Healy, Professor of Industrial Relations, Graduate School of Business Administration, Harvard University. In addition to the duties of the Board as required by the statute, the President requested that the Board direct its immediate attention to achieving a settlement. He instructed the Board to report to him on or before June 30.

June 27

The Board met in New York in public session briefly, then met privately with shipowners and union representatives to determine whether the Board could arrange prompt resumption of the deadlocked negotiations. The Marine Engineers' Beneficial Association and the International Organization of Masters, Mates and Pilots, through their attorneys, told the Board that their members were excluded from the provisions of the Taft-Hartley Act, because of their supervisory status.

June 28

Meetings continued, including both formal hearings and informal inquiries into the facts and issues under Board of Inquiry-Federal Mediation and Conciliation Service auspices. These meetings at times included both employers and unions; at other times they were held separately with different union and management groups.

June 29

President Kennedy postponed until 9 a.m., July 3, the deadline for the Board to report the facts of the dispute to him.

July 1

At a joint conference attended by the Director of the Federal Mediation and Conciliation Service and a member of the Board of Inquiry, the Marine Engineers' Beneficial Association reached agreement with the Pacific Maritime Association which laid the groundwork for movement of 150 ships.

July 2

The Board submitted two reports to the President. The main report outlined the disputes and indicated that, although there had been agreement between some of the parties, full accord had not been reached and the strike was continuing. The supplemental report outlined the mediation work the Board had undertaken at the President's request and reported their findings on the proposals made for minimizing the effect of the strike on national health and safety.

Agreements were signed by a group of Gulf Coast shipowners with two unions—Masters, Mates and Pilots and the American Radio Association.

July 3

The President directed the Attorney General to petition the U.S. District Court for the Southern District of New York for an injunction. Judge Sylvester J. Ryan issued a temporary 5-day restraining order. Attorneys for the National Marine Engineers' Beneficial Association, Seafarers' International Union, and the International Organization of Masters, Mates and Pilots sought a stay of the restraining order until a hearing of the appeal which had been filed by these defendants from that order. Judge Clark of the U.S. Circuit Court of Appeals denied the stay.

July 6

Agreement reached between National Maritime Union and the American Merchant Marine Institute after a series of conferences held under joint auspices Board of Inquiry and Federal Mediation and Conciliation Service.

Sailings of American ships in ports on three coasts were nearly normal. More than half of the 950-ship United States flag-fleet were able to sail under agreements reached with unions or under contracts with other unions not involved in the strike.
July 7

Hearing was held on the Government's motion for a preliminary injunction and the temporary restraining order was extended until July 12.

July 10

Judge Ryan extended the temporary restraining order to an 80-day injunction under the emergency provisions of the Taft-Hartley Act preventing any renewal of the walkout until September 21. He directed the unions and the six company groups to continue collective bargaining in an effort to settle their differences before expiration of the injunction. Judge Ryan dismissed the argument offered by the Masters, Mates and Pilots and the Marine Engineers' Beneficial Association that they were beyond the purview of the Act because their members were supervisory personnel rather than employees.

Agreement was reached between the American Radio Association and East Coast dry-cargo companies after many meetings between the parties, participated in by members of the Board of Inquiry and the Federal Mediation and Conciliation Service.

August 17

The U.S. Court of Appeals held hearings on the union petition to dismiss the injunction.

August 22

The President reconvened the Board of Inquiry and meetings were held in New York. Working with the Board, Federal mediators resumed meetings with maritime groups in an effort to bring about an agreement. The U.S. Court of Appeals upheld a U.S. District court injunction of July 10 against renewal of the maritime strike before September 21.

August 24

The threat of a renewal of the strike virtually disappeared as the Marine Engineers' Beneficial Association announced agreements completed with Atlantic and Gulf dry-cargo and tanker companies.

August 25

Tanker companies reached agreement with the International Organization of Masters, Mates and Pilots on the East Coast.

The National Labor Relations Board mailed last-offer ballots to members of maritime unions. Ballots were mailed in advance to ports where the union members' ships were scheduled to put in.

September 1

Final report of the Board of Inquiry submitted to the President. The Board reported that the following disputes remained in progress: The Alcoa Steamship Co. and the Seafarers' International Union; the Pacific Maritime Association and the International Organization of Masters, Mates and Pilots; the Pacific Maritime Association and the American Radio Association. The report included the last offer made by the companies to the unions that had not agreed on a contract.

September 7

Masters, Mates and Pilots indicated rejection of the NLRB balloting due to eligibility of voters being limited to those employed—approximately one-third of the membership. American Radio Association refused to negotiate with Pacific Maritime Association pending outcome of dispute with the Masters, Mates and Pilots.
September 9

Officers of West Coast ships were voting in various world ports on contract offers submitted by the Pacific Maritime Association to the International Organization of Masters, Mates and Pilots and the American Radio Association and by the Alcoa Steamship Co. to the Seafarers' International Union.

September 16

Board member James J. Healy, was retained as a special mediator to try to settle the Pacific Coast maritime disputes prior to expiration of the injunction.

American Radio Association reached agreement with Pacific Coast shipowners during conferences held under joint auspices of Federal Mediation and Conciliation Service and the Board of Inquiry. The contract was promptly ratified by the membership.

September 18

Secretary Goldberg announced the appointment of a committee to study the foreign flag issue and make recommendations. Members: Under Secretary of Labor, W. Willard Wirtz, chairman; Edward Gudeman, Under Secretary of Commerce; and Donald B. Straus, New York, labor arbitrator.

September 20

Masters, Mates and Pilots rejected the "final offer" of Pacific Maritime Association. National Labor Relations Board suspended tabulation of the voting because of apparent error in last offer submitted to Masters, Mates and Pilots employed members.

September 21

The 80-day injunction expired. Alcoa Steamship Co. and the Seafarers' International Union concluded a 1-year agreement a few hours before the expiration. Federal mediators continued to take part in negotiations in the Pacific Coast dispute involving the Masters, Mates and Pilots. ²

September 25

The injunction was dissolved by Federal Judge Sylvester J. Ryan on motion by the Government, effective September 21.

January 25, 1962

The President submitted to Congress a report on the dispute. He concluded with the information that the injunction had been lifted, effective September 21, and that settlements were reached by all parties to the dispute.

² Strike involving this union and the member companies of the Pacific Maritime Association began at Pacific Coast ports September 28. This dispute was the only part of the national maritime strike which was not settled before the expiration of the injunction. By October 4, 28 ships were tied up. On October 5, the Secretary of Labor appointed a Board of Inquiry, composed of W. Willard Wirtz, Under Secretary of Labor; William E. Simkin, Director, Federal Mediation and Conciliation Service; and James J. Healy, member of the President's Board of Inquiry. Settlement was reached October 11, and the union voted to ratify the contract and return to work. Negotiations were to continue on some issues.
Appendix D: Scope, Methods, and Definitions

Work Stoppage Statistics

The Bureau's statistics include all work stoppages occurring in the United States involving as many as six workers and lasting the equivalent of a full day or shift or longer.

Definitions

Strike or Lockout. A strike is defined as a temporary stoppage of work by a group of employees (not necessarily members of a union) to express a grievance or enforce a demand. A lockout is a temporary withholding of work from a group of employees by an employer (or group of employers) in order to induce the employees to accept the employer's terms. Because of the complexities involved in most labor-management disputes, the Bureau makes no effort to determine whether the stoppages are initiated by the workers or the employers. The terms "strike" and "work stoppage" are used interchangeably in this report.

Workers and Idleness. Figures on "workers involved" and "man-days idle" include all workers made idle for one shift or longer in establishments directly involved in a stoppage. They do not measure secondary idleness—that is, the effects of a stoppage on other establishments or industries whose employees may be made idle as a result of material or service shortages.

The total number of workers involved in strikes in a given year includes workers counted more than once if they were involved in more than one stoppage during that year. (Thus, in 1949, 365,000 to 400,000 coal miners struck on 3 different occasions; they accounted for 1.15 million of the year's total of 3.03 million workers.)

In some prolonged stoppages, it is necessary to estimate in part the total man-days of idleness if the exact number of workers idle each day is not known. Significant changes in the number of workers idle are secured from the parties for use in computing man-days of idleness.

Idleness as Percent of Total Working Time. In computing the number of workers involved in strikes as a percent of total employment and idleness as a percent of total working time, the following figures for total employment have been used:

From 1927 to 1950, all employees were counted, except those in occupations and professions in which little, if any, union organization existed or in which stoppages rarely, if ever, occurred. In most industries, all wage and salary workers were included except those in executive, managerial, or high supervisory positions, or those performing professional work the nature of which made union organization or group action unlikely. The figure excluded all self-employed persons; domestic workers; workers on farms employing fewer than six persons; all Federal and State Government employees; and officials, both elected and appointed, in local governments.

Beginning in 1951, the Bureau's estimates of total employment in non-agricultural establishments, exclusive of government, have been used. Idleness computed on the basis of nonagricultural employment (exclusive of government) usually differs by less than one-tenth of a percentage point from that obtained by the former method, while the percentage of workers idle (compared with total employment) differs by about 0.5 of a point. For example, the percentage of workers idle during 1950 computed on the same base as the figures for earlier years was 6.9, and the percent of idleness was 0.44, compared with 6.3 and 0.40, respectively, computed on the new base.

"Estimated working time" is computed by multiplying the average number of workers employed during the year by the number of days typically worked by most employees. In the computations, Saturdays (when customarily not worked), Sundays, and established holidays as provided in most union contracts are excluded.

Duration. Although only workdays are used in computing man-days of total idleness, duration is expressed in terms of calendar days, including nonworkdays.

State Data. Stoppages occurring in more than one State are listed separately in each State affected. The workers and man-days of idleness are allocated among each of the affected States. The procedures outlined on the preceding page have also been used in preparing estimates of idleness by State.

Metropolitan Area Data. Information is tabulated separately for the areas that currently comprise the list of standard metropolitan areas issued by the Bureau of the Budget in addition to a few communities historically included in the strike series before the standard metropolitan area list was compiled. The areas to which the strike statistics apply are those established by the Bureau of the Budget. Information is published only for those areas in which at least five stoppages were recorded during the year.

Some metropolitan areas include counties in more than one State, and, hence, statistics for an area may occasionally equal or exceed the total for the State in which the major city is located.

Unions Involved. Information includes the union(s) directly participating in the dispute, although the count of workers includes all who are made idle for one shift or longer in establishments directly involved in the dispute, including members of other unions and nonunion workers.

Source of Information

Occurrence of Strikes. Information as to actual or probable existence of work stoppages is collected from a number of sources. Clippings on labor disputes are obtained from a comprehensive coverage of daily and weekly newspapers throughout the country. Information is received regularly from the Federal Mediation and Conciliation Service. Other sources of information include State boards of mediation and arbitration; research divisions of State labor departments; local offices of State employment security agencies, channeled through the Bureau of Employment Security of the U.S. Department of Labor; and trade and union journals. Some employer associations, companies, and unions also furnish the Bureau with work stoppage information on a voluntary cooperative basis either as stoppages occur or periodically.

Respondents to Questionnaire. A questionnaire is mailed to the parties reported as involved in work stoppages to obtain information on the number of workers involved, duration, major issues, location, method of settlement, and other pertinent information.

Limitations of Data. Although the Bureau seeks to obtain complete coverage, i.e., a "census" of all strikes involving six or more workers and lasting a full shift or more, information is undoubtedly missing on some of the smaller strikes. Presumably, allowance for these missing strikes would not substantially affect the figures for number of workers and man-days of idleness.

In its efforts to improve the completeness of the count of stoppages, the Bureau has sought to develop new sources of information as to the probable existence of such stoppages. Over the years, these sources have probably increased the number of strikes recorded, but have had little effect on the number of workers or total idleness.

Beginning in mid-1950, a new source of strike "leads" was added through a cooperative arrangement with the Bureau of Employment Security of the U.S. Department of Labor by which local offices of State employment security agencies supply monthly reports on work stoppages coming to their attention. It is estimated that this increased the number of strikes reported in 1950 by about 5 percent, and in 1951 and 1952, by approximately 10 percent. Since most of these stoppages were small, they increased the number of workers involved and man-days of idleness by less than 2 percent in 1950 and by less than 3 percent in 1951 and 1952. Tests of the effect of this added source of information have not been made since 1952.

As new local agencies having knowledge of the existence of work stoppages are established or changes are made in their collection methods, every effort is made to establish cooperative arrangements with them.

2 The same procedure is followed in allocating data on stoppages occurring in more than one industry, industry group, or metropolitan area.