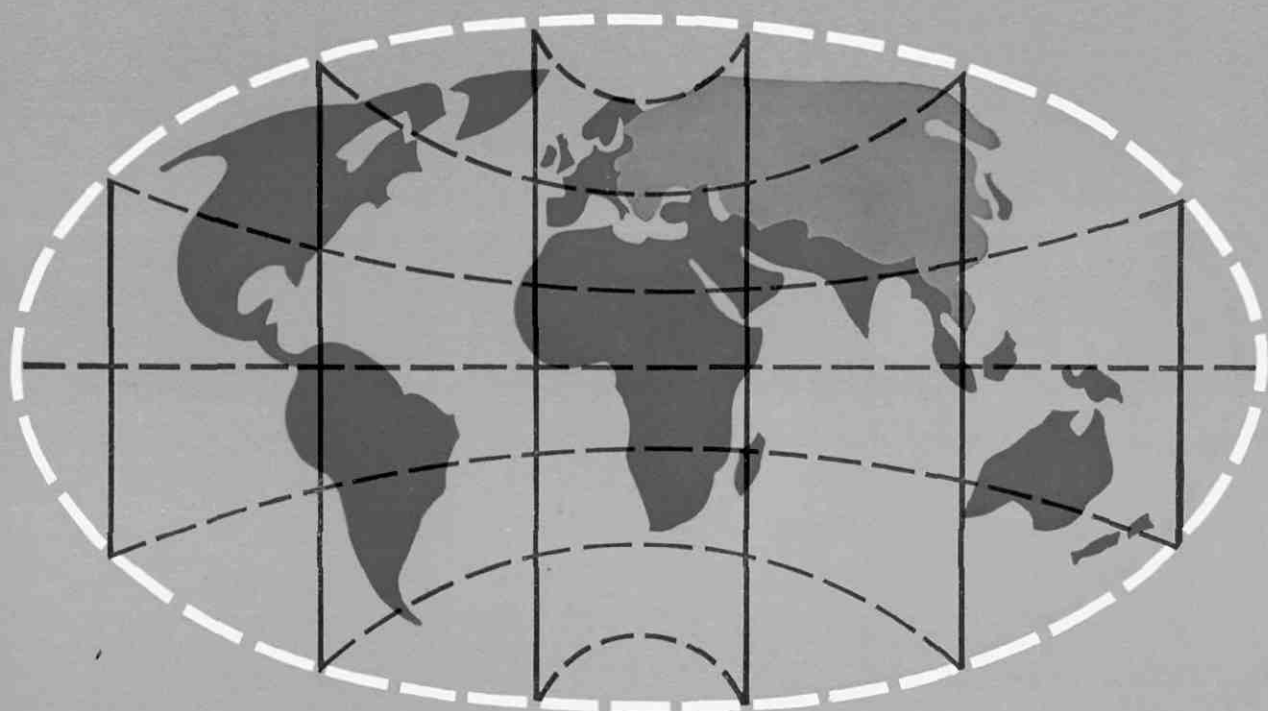


Vol XIII No 2 February 1953



ITF

**INTERNATIONAL
TRANSPORT WORKERS' FEDERATION**

INTERNATIONAL TRANSPORT WORKERS' JOURNAL

Monthly of the ITF

Head Office: Maritime House, Old Town, Clapham Common, London SW 4

Telephone: Macaulay 5501-2 Telegraphic Address: INTRANSFE

Branch Offices: USA 20 West 40th Street, 6th Floor, New York 18, NY

INDIA 204 Hornby Road, Fort, Bombay 1

LATIN AMERICA Palacio de los Trabajadores, Habana, Cuba

Contents

	PAGE		PAGE
The seafarers' reaction to the McCarran Act <i>by Omer Becu</i>	17	The role of the worker in Indian road transport <i>by Shri D. D. Sathe</i>	27
Tankers' increased share of international trade ...	18	India's first five-year plan	30
In the shadow of the gallows	19	Norwegian aid to Indian fisheries	30
Ivan follows through	20	US traffic control problems	30
We are satisfied, Mr. Censor	20	Foreign share of Norway's ocean trade	31
The new disciplinary code on the East German railways <i>by Paul Tofahrn</i>	21	Norway's £ 500,000,000 merchant marine	31
Electrification of Norwegian railways	23	Norwegians to try new whale-catching device ...	31
French railwaymen and increased productivity ...	24	US vessels carry over 50 per cent of MSA cargoes	31
Signalling experiment on German railways	25	Waterborne library for Danish fishermen	31
Post-war increase in Swiss Federal Railways traffic	25	Fewer British merchant seamen	31
Yugoslavs again outvoted on Danube Commission	25	Better library service for Norwegian seafarers ...	31
The Economic Conference for Rhine shipping ...	26	Average number of passenger journeys and passenger-kilometres by rail per inhabitant in certain European countries 1938, 1950 and 1951	32
New training school for Dutch Rhine boatman ...	26	Average length of passenger journeys in certain European countries 1938, 1950 and 1951	32
New plan for Rhine-Main-Danube canal	26		
New schools for French inland waterway workers' children	26		

Forthcoming Meetings:

Stockholm 2-3 March

Regional Meeting of the Seafarers' Section on the
North Sea trades

Rome 20-24 April

Railwaymen's Sectional Conference

Correction

We must apologize for an error in the article 'Edo Fimmen - an appreciation' in our last issue. In this, it is stated that an ITF conference was organized 'at the end of 1919 at Amsterdam'. This should be 'at the end of April 1919 at Amsterdam'.

The seafarers' reaction to the McCarran act

by **Omer Becu**, General Secretary of the ITF

THE MCCARRAN-WALTER ACT (officially called the 'Immigration and Nationality Act') has been causing quite a stir, both in the United States and elsewhere. In US Labour circles it has been described as a violation of American traditions in immigration policy and, in so far as that policy was already regarded as involving injustices, it is generally considered that the Act has confirmed and intensified them.

Concern in US Labour Movement

The Seafarers' International Union (AFL), which is affiliated with the ITF, expresses concern at the restrictions imposed upon alien seamen, serving in American ships, who have been members of the SIU for a long time. While pointing out that there is no radical change in the law except for the twenty-nine-day limit to shore leave, it says that it will need to be overhauled by Congress to relax its application to bona fide alien seamen who have been screened and who hold validated papers. The twenty-nine day limit to shore leave is a serious matter to European seamen who want to transfer from one ship to another in the USA, or who are sent there to join ship.

As regards the more general aspects of the Act, a pamphlet recently issued by the Department of Education and Research of the CIO conveniently summarizes under the following heads the arguments that can be brought against it: the quota system of immigration is perpetuated; new forms of racial discrimination are introduced; professors are brought under the quota system; grounds of exclusion are increased; the President is empowered to suspend immigration; arbitrary grounds for deportation are increased; revocation of citizenship is made easier, and the rights of citizens are invaded. Its analysis of the evidence leads inevitably to the conclusion that parts at least of the McCarran Act are inspired by a narrow and reactionary nationalistic spirit and call for the strongest protest.

Objections by the Administration

No less a person than President Truman strongly criticized the Act when he vetoed it last June, saying: 'The time to shake off this dead-weight of past mistakes is now. The time to develop a de-

cent policy of immigration - a fitting instrument for our foreign policy and a true reflection of the ideas we stand for at home and abroad - is now'. It is perhaps not irrelevant to mention here that a special committee, set up by President Truman to enquire into the probable effects of the McCarran Act, concludes its Report with the following words: 'The Immigration and Nationality Law includes policies and laws which are otherwise injurious to the nation. It rests upon an attitude of hostility and distrust against all aliens. It applies discrimination against human beings on account of national origin, race, creed and colour. It ignores the needs of the United States in domestic affairs and foreign policies. It contains unnecessary and unreasonable restrictions and penalties against individuals. It is badly drafted, confusing, and in some respects unworkable. It should be reconsidered and revised from beginning to end.'

According to the latest reports, opposition to the McCarran Act is growing in the United States to the extent of becoming a major political feature.

Its effect on seafarers

In full cognizance of these facts, the Committee of the Seafarers' Section of the ITF has recently been giving consideration to the Act, but since the Committee is only qualified to deal with matters affecting the life and work of the seafarers, it has confined its attention to the possible repercussions of the Act on the group of workers it represents.

In so far as it affects seafarers, the Act appears to have two chief aims. The first is to prevent the seafarers' occupation being used as a means of entry into the United States. Current statistics show that there has been quite a considerable and steady increase in such entries since 1947 and it is a fact that once a person

has disappeared into the interior of that vast country the immigration authorities find themselves unable to cope adequately with the situation. There is in the United States no police control to keep a check on aliens, nor is there any 'identity card' system such as is used in many European countries for that purpose. In the circumstances, it is difficult to challenge the right of the USA authorities to take steps to limit illegal entry into their country by way of the sea.

The second and by far the more important aim - which is closely related to the first - is that of maintaining internal security. The USA being probably the country whose residents - aliens and citizens - are least restricted and policed of any in the world; and furthermore a country where opportunities for employment without passing through official channels are still plentiful; illegally entered aliens - including those with subversive intentions, agents of dictatorial regimes and Communist organizations - find it easy to carry on their nefarious activities and propaganda disguised as regular and bona-fide residents and workmen. The sea offers them an easy means of contact or even of travelling back and forth. Many cases can be quoted where alien Communists, once solidly entrenched in American community life and protected by the existing liberal laws, have been able to fight for several years in the courts of the United States against endeavours of the US Department of Justice to deport them.

Exceptional times demand exceptional measures

That section of the McCarran Act which applies to seafarers attempts to bar from entry into the USA alien seamen who are members of Communist or other totalitarian organizations that advocate the overthrow of the Government by force or other unconstitutional means. Its effect will be that all whom the US immigration officers regard as potential saboteurs, spies, propagandists and agents of such organizations will be barred from entry into the United States, and this will, of course, apply to those

coming into the country as seafarers.

One can deplore the measures that have been adopted but we hardly believe that anyone who has had experience of the methods of totalitarian regimes or organizations will wish to criticize the intention of a democratic government to protect itself against the illegal infiltration of fifth columnists.

The Communists were naturally the first to protest against this section of the McCarran Act. Exploiting the innocence of the seamen, they have been moving heaven and earth to upset the Act and to cause it to be regarded as a violation of the traditional freedom of the seamen in the exercise of their vocation. I say 'naturally' because the Act will be a serious hindrance to them in their subversive activities and they will consequently have less chance of establishing their dictatorial methods in the United States. They probably hope that their campaign will draw attention away from the situation behind the Iron Curtain, where innocent and democratic seafarers have no freedom of movement whatsoever and are constantly exposed to the danger of prosecution - or of being thrown into prison or concentration camp without prosecution. However that may be, the Committee of the Seafarers' Section had no intention of falling into the trap or of howling with the Communist pack.

Provisions need revision

But while recognizing justification for some of the purposes of the McCarran Act, the Committee was not so happy at the manner in which the Act was being applied to the seamen or the interrogation to which they were subjected under it. The first reports coming to our notice suggested that the methods employed bordered on the infantile and ridiculous. The reasons given by some of the American immigration officials for not allowing shore leave were sometimes nonsensical and completely unacceptable, and the fundamental aims of the Act appeared to have been lost sight of. It began to look as though the real victim would not be the Communist but the upright well-behaved genuine seafarer. Fortunately the higher authorities in the USA are beginning to realize this.

The Committee of the Section felt that, as representatives of a group of workers affected only to a limited degree and in a special manner by the operation of the Act, they were hardly

qualified to pronounce on its more general aspects, with which they were not concerned. They considered that it would be more than unrealistic to close their eyes to the flagrant way in which fifth columnists have been abusing the special status and privileges of seafarers for the purpose of evading the immigration laws of the United States. They wished to dissociate themselves positively from Communist-inspired attacks on the Act and to declare their willingness to cooperate in finding the means of preventing such abuses. It is in this context that the following two resolutions, which were adopted unanimously, should be read:

I

The Seafarers' Sectional Committee of the ITF, meeting in London on 19 and 20 January 1953, after careful study and consideration of the provisions of the McCarran-Walter Act relating to seafarers, sympathizes with the general purpose of that law in so far as it is designed to safeguard the democratic way of life.

'The ITF has ever stood in the forefront of the struggle against totalitarian regimes and fifth-column machinations. Because of their deep conviction and experience that such regimes aim to suppress the freedoms of the workers and tend inevitably towards aggression and war, the seafarers of the ITF voice the

opinion that it is the duty of all freedom-loving people to welcome measures designed to expose those who knowingly or unknowingly have become the tools of dictatorships, be they the "People's Democracies" or any other totalitarian regime. They accordingly declare their willingness to cooperate to the full with any government which takes action to meet the challenge and threat of totalitarianism of any kind.

'It must be realized that the ITF is concerned with the welfare and wellbeing of genuine seafarers. The Seafarers' Sectional Committee therefore urges very strongly that in the application of regulations under the McCarran-Walter Act everything possible be done to prevent avoidable hardships to seafarers or irksome restrictions upon their traditional freedom of movement, and requests the Secretariat of the ITF to make the necessary representations to the United States authorities with a view to simplifying the procedure applied to seafarers under the Act.'

II

'The Seafarers' Sectional Committee of the ITF, meeting in London on 19 and 20 January 1953, deplores the indignities, injustices and acts of violence committed upon seafarers who arrive in Communist-dominated ports. In these ports seafarers are not only denied elementary freedom of movement ashore or even permission to go ashore, but in many cases have been arbitrarily arrested and sometimes sent to concentration camps without any form of trial.

'The Committee protest most strongly against this treatment, which violates all democratic laws and humanitarian principles. It draws the attention of public opinion to the situation and requests all affiliated organizations to intervene with their respective Governments with a view to protecting seafarers in the exercise of their calling.'

Tankers' increased share of international trade

FIGURES GIVEN RECENTLY in the 'United Nations' Monthly Bulletin of Statistics' reveal that since 1929 there has been a continuous increase in liquid as against solid cargoes. This development, in the opinion of shipping experts, reflects the growing importance of oil at the expense of coal in international trade. In 1929, the percentage for dry cargoes was 85. Eight years later, this had dropped to 78 per cent of the total tonnage. By 1950, tankers were carrying 43 per cent, i.e. more than two-fifths of the total tonnage on the sea.

Along with this increase in tonnage carried as against dry cargoes, there has also been a marked rise in the size of the world tanker fleet.

The analysis of world tanker tonnage (vessels of 500 tons gross and over) compiled by Messrs. Davies and Newman, Ltd., London, shows that by 1 January the world total, including tonnage launched but not yet completed, had increased by some 1,600,000 tons deadweight, compared with figures given six months earlier. The total deadweight, at 32,373,775 tons, which does not take into account US Government-owned

vessels, is now twice the 1939 figure, while the effective deadweight, because of the increase in size and speed of tankers, is more than doubled. The British fleet represents 22.37 per cent of the world total, having increased by about 190,000 tons to 7,247,807 tons d.w. The American fleet, on the other hand, has shown little change during the past six months, and, at 7,069,168 tons d.w., is 21.5 per cent of the world total. Norway has increased her fleet by about 235,000 tons and now owns 15.4 per cent of the total. Steamers still account for 52.2 per cent of the world's tankers, while 16 per cent are more than 18 years old, two-fifths of this percentage being over 27 years old.

Messrs. Davies and Newman estimate that a further 14,542,100 tons of tanker vessels are building or are under contract, Britain having the largest share, at 3,909,000 tons d.w., Norway being next, with 3,659,500 tons, followed by the Panamanian flag, with 1,884,300 tons. It is worth noting that at present there are 148 vessels of 20,000 tons or over afloat, while a further 259 are under construction or on order.

In the shadow of the gallows

.....

Readers of the ITF Press Report of 5 January 1953 will recall that we published a protest by the Secretary of the ITF Railwaymen's Section, Brother Paul Tofahrn, against the summary trial and execution of a Hungarian railwayman named Imre Molnar, who was alleged to have been responsible for a railway accident which occurred in a Budapest suburb during the Christmas period.

That protest has since been broadcast to a number of Eastern European countries by Radio Free Europe. In addition, it has found an echo in at least two countries close to the Iron Curtain. In a recent issue, the Swiss Social Democratic newspaper Berner Tagwacht drew the attention of its readers to an article on the trial which originally appeared in the Austrian Wiener Arbeiter-Zeitung. Although we have already spoken in the name of the railwaymen of the democratic world and on behalf of those who are no longer free to express themselves, we make no excuse for reproducing this article, which is indicative of the widespread revulsion felt in democratic countries at the barbaric methods used by the Communists to maintain their power.

.....

A SENSATIONAL PIECE OF NEWS throws a vivid light on the conditions under which workers in the so-called People's Democracies have to live. An abrupt announcement from Radio Budapest informs us that a railway worker named Imre Molnar has been found guilty of partial responsibility for a railway accident in a Budapest suburb and sentenced to death by a special tribunal. The sentence was carried out immediately. According to the Hungarian radio, the official investigation shows that the accident, in which a number of people lost their lives, was due to the negligence of several railway workers – including Molnar. The bare announcement is made – nothing more. No word as to exactly when the accident occurred, what the death-roll was, or the nature of the alleged negligence of the railway workers and, in particular, of Molnar. All we hear is: special tribunal – sentenced to death – sentence carried out immediately.

Furthermore, it is worthy of note that the news reaches us through the Socialist, not the Communist, Press.

Railway accidents occur in every country. But what happens after a railway accident in countries which are not under the heel of a Communist dictatorship? The first thing is that the Press carries full reports on it, an official communique is issued, and the public discusses the responsibility of all bran-

ches of the railway, from the signalman to the management. Public-safety officials investigate the accident and, on completion of their findings, submit their report to the appropriate Court. The judge presiding over the Court of Inquiry now comes into the picture. He studies the causes and nature of the accident and, assisted by a team of experts, goes into the question of responsibility. Those persons whose acts are held to have contributed to the accident are examined and witnesses called. The findings of this preliminary Court will decide whether and against whom any charges will be brought. If charges are brought, the accused come before the judge normally responsible for trying such cases. The whole accident is again gone into in all its details. The accused and their counsel are given the same opportunity to speak as the Public Prosecutor, witnesses and experts are interrogated and, in many cases, further experts are called in at the instance of the counsel for the defence. When judgment is pronounced, an appeal can be entered and this will be considered in a higher Court. The Press will again carry full reports on the case.

That is how things are done in a democracy. Nothing is concealed and there are no secret hangings. In these countries court procedure is perhaps somewhat lengthy and involved but for that reason all the more thorough,

providing every legal safeguard against arbitrary decisions, safeguards to which any citizen may have recourse when he is held to have committed an offence. In a democracy, nobody can be sentenced to death for negligence but at the most only imprisoned – and only negligence can be the cause of an accident.

Imre Molnar, however, did not live under a democracy. That is why he was brought before a special tribunal, and that is why he was hanged. No newspaper was allowed to report on the accident until the news of his execution was made public, nobody spoke in his defence, and no union moved a finger to save him. Nor would there have been any time to do any of these things, for while the special tribunal was sitting, the gallows on which he was to be hanged was already being erected. Why did Imre Molnar have to die, and, above all, why was the sentence, in the words of the Budapest radio, 'carried out immediately'?

There are special reasons for that. The Communist rulers of the so-called People's Democracies are angry with Imre Molnar. They are accusing the railwaymen of shirking their duties and of sabotage. The truth of the matter is that the railways in the Communist satellite States are in a pretty bad way. Passenger traffic has been reduced to a minimum in favour of goods traffic. Fully laden goods trains destined for Russia must be given priority everywhere. Excessive demands are being made on engines and rolling stock, and there is usually no time for repairs. The railwaymen themselves are in similar case. Rest days and holidays? There is no time for that! Just as formerly in Hitlerite Germany, the wheels in the Communist satellite States must be kept moving for victory, only this time it is for the victory of the Soviet Union in the cold war. The pace is being speeded up more and more, and ever-increasing demands are being made on the drivers, guards, train-despatchers, and signal and pointsmen. Not only builders, miners, steel workers, and fitters but railwaymen too must turn themselves into industrial shock-brigades.

The railway workers cannot cope with these excessive demands. They are striving to defend themselves against this dictatorial compulsion and Communist exploitation. In all the satellite States the Communists are calling the railwaymen idlers, shirkers and saboteurs. Everywhere complaints can be heard that they are not keeping pace with the 'great strides' made in industrial production. Only a short while ago the Central Committee of the Rumanian Communist Party and the entire Government publicly accused the railway workers of sabotage. Similar reports are coming in from Hungary, Czechoslovakia and Eastern Germany. It is precisely because of this dissatisfaction with the railwaymen that it was considered necessary in Hungary to give them a warning. And what, they asked themselves, would be the most effective warning? The answer, to the way of thinking of the Communist rulers, was - an execution. If the workers will not obey we will show them what to expect if they lag behind in production - the hangman's rope!

That is why the railway worker called Molnar had to die a few minutes after the special tribunal had passed sentence of death on him. In a People's Democracy no railway worker has the right to get tired; in a Communist satellite State the brakes have no right to fail. No matter what happens, a scapegoat has to be found. It may be a Slansky or a Clementis, or, as now, an Imre Molnar. The hangman's rope - that is the highest wisdom known to the Government under a Communist dictatorship. With this threat hanging above them the workers of a People's Democracy must slave - and stagnate.

Ask any Communist, if you can still find one to whom it is worth while talking, why Imre Molnar had to die. Ask him, too, why no 'World Federation of Trade Unions' or 'World Peace Council' has raised its voice in protest against this barbaric sentence - against the execution, or rather the murder, of a worker!

Ivan follows through

CLOSE ON THE HEELS OF THE NEWS of the execution of the Hungarian railway worker Imre Molnar for his alleged part in a railway accident in a Budapest suburb, comes the report in the official

organ of the ITF-affiliated German Union of Railway Workers that some twenty higher-grade employees and a number of shunting foremen have been arrested in Germany's Eastern Zone.

All these men, employed in the Erfurt Region of the State Railways, were arrested in the middle of December last by Soviet security police on the charge of having 'delayed transport trains for the Soviet army by faulty planning'.

Just how much truth there is in these accusations is revealed in a statement obtained from an employee working in


the same district. According to information given by him, the extensive delays which occurred in Soviet army rail transport during December of last year are solely attributable to the numerous cases of faulty track on practically every route. As a consequence, the trains operated under the orders of the occupying Power were forced to make considerable detours. During the latter part of December, the Erfurt regional control office was receiving up to as many as twelve reports of faulty track per day from individual stations.

We are satisfied, Mr Censor

FROM ONE OF OUR AFFILIATED ORGANIZATION in Vienna, still occupied by the war-time Allies, we recently received the slip reproduced here:

<input type="checkbox"/>	= Im Briefumschlag keine schriftliche Mitteilung.
<input type="checkbox"/>	= Die erwähnten Beilagen waren nicht vorhanden als der Brief geöffnet wurde.
<input type="checkbox"/>	= Dieser Brief erreichte die Zensurstelle in beschädigtem Zustande.
<input type="checkbox"/>	= Dieser Brief wurde beim Öffnen beschädigt.
<input checked="" type="checkbox"/>	= Dieser Brief wurde wegen Verwendung von Stenographie zurückgeschickt.
<input checked="" type="checkbox"/>	= Wegen Verstoß gegen die Zensurbestimmungen wurden die erwähnten Beilagen entfernt.

z. 1/4 (4 Presseberichte)



It was accompanied by a letter, beginning as follows:

'The four copies of the last Press Report sent to us have been confiscated by the Allied Censorship Office as contravening the censorship regulations. The Allied Censorship Office in Austria is operated exclusively by the Russian Occupation Authorities and we assume that the latest Press Report contained something about conditions in the countries east of the Iron Curtain which was not acceptable to the Russian censors.'

The Press Report referred to contained the ITF's protest against the savage execution of the Imre Molnar, and it was presumably this item which the Russian censor could not stomach.

We note the censor's action - ineffective though it be - with no little satis-

faction. For his intervention merely confirms certain impressions which we already had on the Imre Molnar affair. Firstly, that the Communists are extremely discomfited by the publicity which the execution has received in democratic countries and are afraid that protests such as our own might be heard by those whom they have already gagged and whose ears they would like to stop. Secondly, that our reporting on events behind the Iron Curtain is not without effect and that consequently our publications are still closely scrutinized. Finally, that the Russian censorship, despite all its efforts, has not succeeded in muzzling free expression in Austria. Otherwise we would not be able to reproduce on this page an article on Imre Molnar which originally appeared in a Viennese newspaper.

You're wasting your time, Mr Censor!

Sondernummern für die Schaltung bei der Deutschen Reichsbahn

Fahrt frei

REDAKTION: BERLIN W8, MAUERSTRASSE 44
FERNSPRECHER: 22 53 71 - BASA 23 506

PREIS 5 PF.

Verstärkt das Verantwortungsbewußtsein

Von R. Staimer, stellvertretender Generaldirektor

Bis 1933 war die Weimarer Regierung trotz einiger Sparmaßnahmen bestrebt, das Verkehrsnetz zu verbessern und weiter auszubauen. Diese Politik änderte sich grundlegend bei der Machtübernahme durch den Faschismus. Die großwahnwitzige Politik Hitlers, der auf Kosten der Reichsbahn ein breites Netz sehr kostspieliger Anlagen anlegte,

fernzubalten, da sie durch eine eventuelle Mäßreglung all ihrer Privilegien verlustig gegangen wären. Dies war eine der Ursachen für diesen Konservatismus, wie wir ihn bis 1945 bei der Eisenbahn hatten und den wir trotz großer Erfolge bis heute noch nicht ganz überwinden konnten. Daran ergibt sich eine neue Aufgabe für die Eisenbahn.

Staates. Durch Ehrlichkeit, Sauberkeit und Gewissenhaftigkeit, Verantwortungsbewußtsein im Dienst sowie die Einhaltung der Gruppennormen gibt er seiner Achtung den Kollegen und anderen Werktätigen gegenüber und der Anerkennung ihrer Leistungen Ausdruck.

1. Vorschuldtamliches Tragen der Uniform.
2. Korrekte und antzündliche Behandlung der Fahrgäste und Kunden.

Disziplin sichert erfolgreiche Arbeit

Von Generaldirektor Erwin Kramer

Der Beschluß der II. Parteikonferenz der SED zum planmäßigen Ausbau des Sozialismus in der Deutschen Demokratischen Republik hat zweifellos bei unseren Eisenbahnern die vollste Zustimmung und Bereitwilligkeit gefunden. Zur Durchführung dieser verantwortungsvollen Aufgabe sind jedoch Maßnahmen erforderlich, die unsere Anlagen vor den Angriffen unserer Gegner schützen. Die Erfüllung dieser Aufgaben durch unsere Werktätigen ist aber auch von der Einstellung zu einer bewußten Arbeitsdisziplin abhängig. Das hat mit dem Untertanengeist vergangener Zeiten nichts zu tun. Während im kapitalistischen Staat die Anwendung einer Disziplinarordnung dazu führen sollte, die Ausbeutung durch die herrschende Klasse zu betreiben, bezieht die Disziplin in der sozialistischen Gesellschaft auf völlig neuen Grundsätzen, die durch die veränderten Produktionsverhältnisse bestimmt werden. Träger und Schöpfer dieser neuen bewußten Arbeitsdisziplin sind die werktätigen Menschen selbst, weil sie Besitzer der Produktionsmittel sind.

gen haben und die in jedem Augenblick erkennen lassen, daß ihnen die Sicherheit des Betriebes und der Schutz des Volkseigentums oberstes Gesetz sind. Diese Sicherheit kann aber nur dann erreicht werden, wenn neben einem guten fachlichen Wissen eine strenge, aber gerechte und eiserner Disziplin der Leitgedanke jeder Handlung ist. Jede auftretende Schamperl und jede minute für Sekunden vernachlässigte Wachsamkeit lassen Fehler und Mängel entstehen, die sich zu größten Störungen auswirken können. Darum tragen unsere Eisenbahnner eine große und hohe Verantwortung. Sie sind ein Teil der deutschen Arbeiterklasse, die entscheidende Positionen des Staates und der Wirtschaft in ihren Händen hält.

Mit Stolz und Freude erfüllt es uns, daß sich das Bewußtsein unserer Eisenbahner grundlegend geändert hat.

Sie sind sich ihrer Aufgabe als Träger einer neuen, fortschrittlichen Entwicklung bewußt geworden und führen den Kampf um die laute Verbesserung unserer Lebenshaltung. Große Fortschritte sind in der Entfaltung des sozialistischen Weltbewußtseins gemacht worden, und die Erfolge zeigen sich durch die bewußte Erfüllung unserer

The new disciplinary code on the East German railways

by Paul Tofahrn, Assistant General Secretary of the ITF

IN RECENT YEARS we have become accustomed to hearing a great deal of pompous talk about railway discipline from all the countries behind the Iron Curtain. The so-called German Democratic Republic has now toed the ideological line and introduced its railwaymen to a new disciplinary code. Communist propaganda is at great pains to impress upon East German railwaymen that this is something quite new in the way of disciplinary regulations; in fact as new as, say, the discovery of the philosopher's stone.

Generaldirektor (General Manager) Erwin Kramer, for instance, had this to say about it:

'Whereas in the capitalist State the application of disciplinary regulations is intended to facilitate exploitation by the ruling class, in a Socialist society discipline is based upon completely new principles, conditioned by the changed relations in the productive process.'

The lowlier purveyors of Communist propaganda in the railway depots and workshops ape their masters and babble vaguely of 'education for a higher State consciousness', 'strengthening socialist consciousness', and 'the establishment of Socialism', etc.

Out of the capitalist book

Perusal of this epoch-making document, however, does not result in any surprises. On the contrary, one meets with a whole collection of platitudes. You are, for instance, not telling any railwaymen in the world something new, when you say that the 'scrupulous execution of (his) duties . . . guarantees ordered operation of railway transport, free from interruptions and accidents'. Nor is it any novelty that every railwayman is bound to

- a) the prompt and conscientious execution of all service duties;
- b) honestly, vigilance, a good knowledge

of his own field of activity and the continual perfection of that knowledge;

h) sobriety whilst on duty;

i) observance of the hours of duty laid down for him (in the case of continuous shifts, the railwayman must remain at his post until the arrival of his relief); . . .

l) politeness towards all railwaymen as well as to politeness, helpfulness and attentiveness in his relations with passengers and operators of transport.'

Such stipulations are to be found, either literally or by implication, in most railway codes throughout the world, or are considered so self-evident that they are not committed to paper.

Completely normal too, is the wording of para 9, Section 2, which reads: *'Breaches of discipline are punishable by:*

- a) caution
- b) reprimand
- c) severe reprimand
- d) disqualification from better-paid employment (for a maximum of one year)

e) transfer to lower-paid employment (for a maximum of one year)

f) dismissal.'

However, it becomes less normal when one reads it in conjunction with Section 3: 'In cases of reprimand, the wage complement is forfeited for a period of six months, and, in the case of the punishments provided for under 2(c) to (e), for a period of one year.' If the 'wage complement' referred to is a worthwhile proportion of total earnings, then any railwayman in the free world would reject Section 3 as an example of reaction and exploitation.

Return to autocracy

Of particular importance are paragraphs 11 and 15, which deal respectively with the investigation of breaches of discipline and the right of appeal. From them it appears that the investigation of alleged breaches of discipline is left entirely to the appropriate 'Disciplinary Officer', i.e. the boss, and that the hearing of appeals is the exclusive responsibility of the appropriate superior Disciplinary Officer. In the eyes of railwaymen throughout the democratic world, the granting of such autocratic powers to railway officials and the abandonment of railway workers to their arbitrary decisions which is implicit in these two paragraphs constitute a return to the blackest reaction of the nineteenth century. And it is sheer mockery for Kramer to assert that 'the upholders and creators of this new conscious labour discipline are the working people themselves, for they are the owners of the means of production!'

Military mumbo-jumbo

Characteristic of the 'new' spirit is paragraph 3, which is given below in extenso:

'Wearing of railway uniform

1. *The railwayman's uniform is his badge of honour. The railwayman in uniform is a representative of our democratic people's regime (Volksmacht); he should be conscious of this whether on or off duty and wear his uniform in the prescribed manner.*

2. *Railwaymen express their high regard for each other by raising their right hand to their caps in greeting. On special occasions (e.g. the playing of the National Anthem of the German Democratic Republic, etc.) only the General Manager, Chief Regional Officers, Works' Managers, Chief District Officers and*

their representatives may salute in this manner.'

This paragraph should be read in conjunction with the following stipulations contained in the preamble to the Disciplinary Code, whereby railwaymen are required to:

'c) refrain from providing any person with information concerning State secrets or railway affairs - even after employment on the railways has been terminated; e) to oppose all attacks against our democratic people's regime.'

This rubbish might have been borrowed from the Labour Code of a Fascist State!

Copied from the Soviet Slave State

The Disciplinary Code of the German Democratic Republic states that:

'Labour discipline requires every employee of the railway industry:

...

k) to fulfil the working norms and output quotas for transport equipment by doing his utmost to improve the utilization of vehicles (turn-round of wagons and locomotives) and thus guaranteeing fulfilment of the industrial plan.'

All this has a very familiar ring, and the reason for its familiarity is obvious enough. It is, in fact, a direct imitation of the Soviet Russian system. In the free world it would be called nigger-driving or simply sweating.

However, the East German aping of Russian methods does not end there. We find, for instance, that those in positions of authority are expected 'to inculcate in railwaymen a spirit of conscious discipline and a sense of their responsibility for the punishment of breaches thereof.'

Shorn of its bureaucratic language that means that railwaymen are to be taught to inform against their colleagues.

But there is more: 'Failure to make proper use of disciplinary powers is a direct breach of discipline.'

The result of such a directive can only be the complete dehumanization of those in positions of authority!

That is no longer in the European tradition. That is pure Sovietism.

The new psychology

It is typical of the psychology of Eastern Germany's present rulers that stipulations on the rewards of labour are included in the Disciplinary Code. In the preamble to this document it is stated that:

'Railwaymen who carry out their

duties towards our people and State in an exemplary manner, will receive the recognition and advancement which is their due.'

There can be no possible objection to that. The types of reward provided for are:

'a) commendation

b) commendation for long service

c) money prizes

d) promotion to higher position

e) preferential selection for promotion courses

f) preferential entry to railway trade schools, railway colleges or similar educational institutions

g) presentation of a valuable personal gift.'

In theory, this system does not differ appreciably from the normal practice of railway undertakings in the 'capitalist' world. It remains to be seen, however, what degree of political nepotism will in fact result from it.

The strait-jacket technique

The principal novelty of the new Disciplinary Code lies in the reasons advanced to justify it and in the fact that the heavy artillery of Communist propaganda has been brought up in its support. Generaldirektor Kramer explains the purpose of the new Decree by saying that:

'Strict discipline aimed at unity of action and purpose is in our own interests, and will take us a long way along the road to the establishment of Socialism.'

Unity of action and purpose is thus still lacking in the German Democratic Republic, which apparently is just as riddled with 'enemies of the State' as was the Third Reich under Hitler and Goebbels. Kramer makes this comment.

'There are, however, a number of railwaymen who are not yet imbued with the new attitude towards our work and the higher social consciousness. They have not yet freed themselves from the old capitalist conceptions and still seek their own advantage at the expense of others.'

In the interests of the overwhelming majority of our railwaymen, the Party of the working class and our Government are carrying on an untiring struggle to eradicate the last vestiges of Capitalism in our country. In this task, they employ the method of persuasion. However, that does not exclude the possibility of a certain compulsion being used against consciously disruptive elements.'

The sting is in the tail. The railway-

men of Eastern Germany will be compelled to don the strait-jacket provided for them – or take the consequences.

Back to the barrack square

The new Code has also military significance. Deputy General Manager R. Staimer testifies to that in the following words:

'Precisely because a reliable and efficient railway system is of no little importance, not only for the fulfilment of our Economic Plan, but also for the strengthening of our national defence, discipline and order must be introduced with despatch. It is therefore essential that this necessary (social) consciousness should, without delay or compromise, be made common to all railwaymen.'

What significance the words 'national defence' have when used by a Soviet agent is no longer any secret since the outbreak of the Korean war. And if there were any doubts as to the meaning of 'without compromise', the recent Prague trial has dispelled them in a most convincing fashion.

As to the spirit in which the new Disciplinary Code is to be applied, Staimer puts it like this:

'That provides us with a new task, which, in addition to extreme vigilance, demands iron discipline, discipline stricter than any we have hitherto known in the history of our transport industry.'

That there is in fact nothing new about the whole business, that on the contrary the hoariest spirit of militarism was invoked and, indeed, dominated the drafting of the Disciplinary Code is admitted by Staimer in the following words:

'Discipline always meant – as it still does today – absolute submission to the will of one's superior and the punctilious execution of his orders and instructions.'

A link with the Penal Code

The new Disciplinary Code is thus not so harmless as it seems. But it contains yet another interesting stipulation, namely:

'Actions which are indictable by legal process will not be the subject of disciplinary action.'

Question: Which actions are indictable by legal process? On this point the Disciplinary Code is silent, but General direktor Kramer gives us the following explanation:

'It cannot be tolerated that saboteurs and agents are abetted in their filthy work

by faulty discipline and the neglect of vigilance.'

That means that any service offence can be linked with sabotage and punished by process of law.

Should any reader consider this interpretation exaggerated, I would recommend to him the careful study of the following two sentences from Kramer's pen:

'Anyone disrupting our peaceful work of construction will now be called to account under the stipulations of the new Disciplinary Code. He will receive the punishment provided by our laws.'

Here the interlocking of Disciplinary and Legal Codes could not be more direct or unequivocal. The meaning can only be that the primary aim of the Disciplinary Code is to ensure that the punishment provided by the law is in fact meted out. And what is provided by the law of the German 'Democratic Republic'? The concentration camp and all that goes with it!

Prelude to the Terror

The real reason for the new Disciplinary Code is not to be sought in the furtherance of 'State consciousness', 'the higher social consciousness', 'socialist consciousness' or any similar abstraction, but in the fact that all is not well with the railway system of the German 'Democratic Republic. Let us listen to Generaldirektor Kramer once again:

'Above all, the events of the recent past show quite clearly that the enemy is trying to disturb our peaceful development by all the means at his disposal. He employs the most insidious and contemptible methods and tries to endanger

the safety of our industry by outrages and sabotage.'

Earlier, on 8 June 1952, the East German Deputy Prime Minister, Walter Ulbricht, stated:

'During the past few weeks there have been repeated reports of attempts to sabotage goods trains or to blow up railway bridges.'

To what extent railway safety is endangered by their own mismanagement and to what extent by a resistance movement is best known to the East German Soviet agents. It is part and parcel of the methods of dictatorship that a whipping boy is made responsible for everything that goes wrong, and especially for the mistakes of the rulers themselves. One cannot rule out the possibility that they have invented bomb outrages or even engineered explosions in order to create the psychological atmosphere for a reign of terror.

Be that as it may, the railwaymen of Eastern Germany have now been told in no uncertain terms that henceforth every accident, every mistake, every neglect of duty, and every dispute with a superior may lead to suspicion of sabotage or of collusion with saboteurs. Against this danger, only the favour of Party big-wigs can offer effective protection. Henceforth, East German railwaymen are to be abandoned completely to the whims, stupidity, fear or malice of their superiors, for independent Disciplinary Boards and Appeals Tribunals with their own right of investigation and decision are 'vestiges of capitalism' which the State Railways of the East German satellite republic have already 'eradicated'.

Electrification of Norwegian railways

ON THE OCCASION of a recent meeting in Oslo of the managing directors of the Scandinavian railways, the managing director of the Norwegian railways spoke on the subject of his country's efforts to rationalize its railways and reduce running costs.

He was of the opinion that electrification was the best means to achieve these ends and recalled that during the war Sweden had benefited from almost a two-fold return of the capital it had invested in electrification. An extensive network of electrified lines was essential, however, if full benefit was to be obtained from electric traction.

The new Norwegian electrification scheme will extend over some 1150 kms. and cost Kr. 200,000,000. Earlier electrification had already resulted in a saving of Kr. 32,000,000 whilst freight space had been considerably increased due to the quicker turn-round of goods wagons. Further savings, assessed at sixty million Norwegian crowns, would also be effected consequent on its no longer being necessary to transport coal for railway consumption. The speaker concluded by pointing out that the capital invested in electrification of the railways had been saved several times over in the war and postwar period.

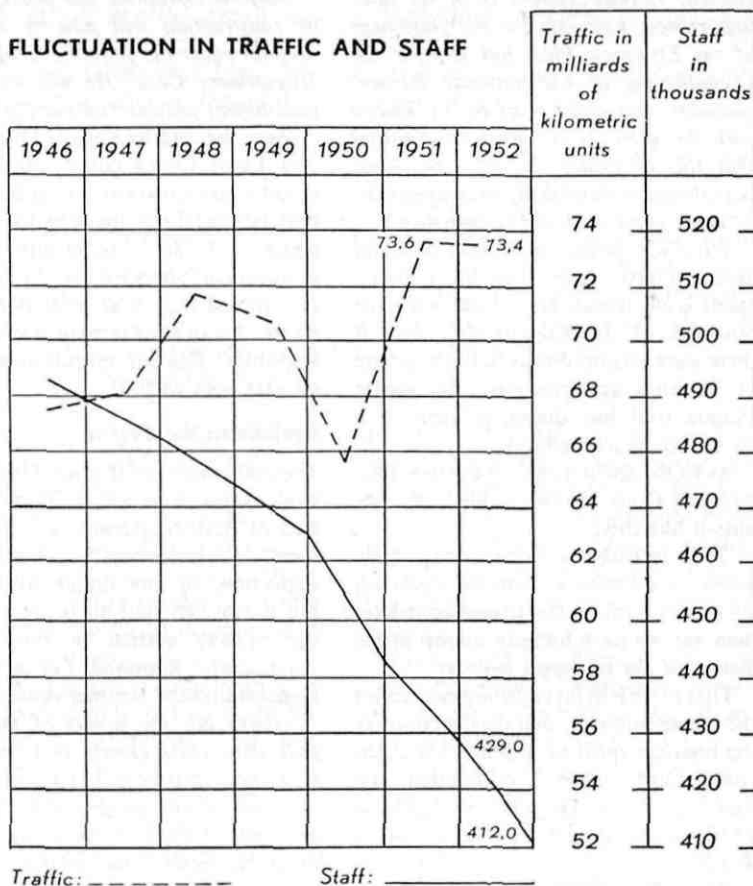
French railwaymen and increased productivity

It is not the fault of the French nationalized railways, much less that of its employees, if this increased productivity has not led to financial stability. The deficit is essentially the result of the conditions imposed on the railways by the controlling power, i.e. the State. Proposed economies, which could only result in losses to the railway workers, are bound to meet with strong opposi-

tion from French railwaymen. Productivity is increasing, the railways are carrying record loads in spite of a constant reduction in staff, and yet the railway workers have to subsist on wages described by them as on the starvation level. In these circumstances, they feel that the Government's reference to improved conditions as a result of increased productivity is a mockery.

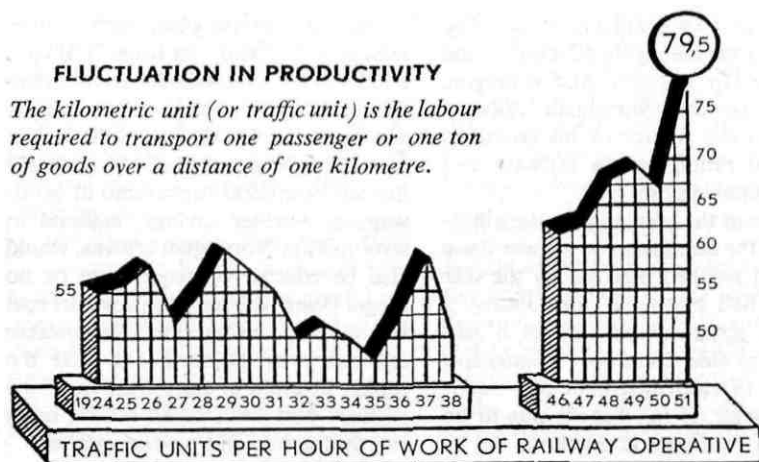
AT ITS CONGRESS, held from 12 to 15 November 1952, the French Railwaymen's Union decided to withdraw its representatives at the Inter-union Centre for the Study of Productivity. Maintaining that up to the present increased productivity had in no way profited salaried staff, it stated that the study of the subject of productivity as conceived by governmental and managerial circles was a farce in which it was determined to have no part. The ITF-affiliated French Railwaymen's Union quoted the railways as a glaring example of increased productivity bringing no advantages to the workers. In 1929, the best year for traffic in the pre-war period, the productivity of a French railway worker was 60 kilometric units; by 1938 it had decreased to 49 units. Since then, owing to modernization and an improvement in methods, coupled with increased efforts on the part of the railway workers, it has continued to rise so that in December 1952 it exceeded 80 units. The graphs reproduced here give some idea of the fluctuation in productivity of the French railwaymen.

FLUCTUATION IN TRAFFIC AND STAFF



FLUCTUATION IN PRODUCTIVITY

The kilometric unit (or traffic unit) is the labour required to transport one passenger or one ton of goods over a distance of one kilometre.



The year 1952 has shown a slight drop in traffic, mainly in relation to goods, whilst passenger traffic has remained stable. The drop in goods traffic is, in the eyes of the French union, an illustration of the ineffectiveness of the Government's present policy which, the Union asserts, is leading the country to economic stagnation. The graph shows a rapid decline in the number of employees which by the end of 1953 will not exceed 400,000. It might with justice be argued from this that increased productivity has up to the present resulted in a reduction in staff rather than an improvement in the conditions of the workers. Small wonder then that the French Railwaymen's Union at their

Congress placed on record that, 'the golden test of any experiment in productivity is to enquire how fairly it operates in practice.' Drawing its own conclusions from the palpable lack of fairness as shown by the discrepancy between productivity and number of employees, the Union has recalled its members from the body set up to study productivity, a body whose only achievement apparently has been to produce graphically a demonstration that, whoever may have benefited from increased productivity on the French railways, it certainly has not been the worker.

Signalling experiment on German railways

CLAIMING that it is the first experimental installation of its kind in the world, the German Federal Railways have recently put into operation at Nuremberg a fully automatic signal box for the remote control of the signals along the 100 kms. of line to Regensburg.

Favoured by their system of centrally operating, the USA have long been familiar with the practice of remote control of signals and points over considerable distances. In Europe, however, where decentralized operating has been the rule, the remote control of signals was at first approached with hesitation. The first experimental installations on the American pattern were put into operation on the Paris-Le Havre route in 1933, followed in 1949 on the Dijon-Blaisy-Pas sector. Owing to the different conditions under which the German Federal Railways are operated, the existing remote control systems could neither be used nor adapted for use, it being necessary to devise an entirely new system to conform with German conditions. Consequent on the electrification of the Regensburg-Nuremberg line, this sector was chosen for the first experimental installation, and the work of planned development began in 1947.

There can be little doubt as to the operational advantages which will follow the introduction of modern signalling installations including the automatic recorder panel, sector sealing, remote control, automatic train number and type reporting, and recording of track-running. The experience gained from this first experimental installation will point the way to increased operational efficiency and economy.

Post-war increase in Swiss Federal Railways traffic

THE OFFICIAL STAFF ORGAN of the Swiss Federal Railways for November 1952 publishes some interesting figures on the number and hours of work of Swiss engine-drivers. We reproduce a table showing traffic figures for the month of July going back to the year 1937 from which it can be seen that miles driven and the number of engine drivers show a steady increase since the end of the war. Compared with 1937, mileage has increased by 37 per cent and the number of drivers by 38 per cent, so that, although there have been some fluctuations, the mileage per driver per month has tended to become stabilized at 2,905 kilometres, which is approximately 1,815 miles.

Table 1

July	No of kms driven	No of engine-drivers	Kms per driver per month*)
	<i>In millions</i>		
1937	4.85	1,650	2,940
1940	5.09	1,720	2,960
1945	4.94	1,825	2,705
1946	5.84	1,975	2,775
1947	5.95	2,100	2,835
1948	5.99	2,200	2,720
1949	6.29	2,200	2,860
1950	6.42	2,210	2,905
1951	6.64	2,285	2,905

*) Includes shunting (1 hour shunting = 6 kms)
1 km. = $\frac{3}{8}$ mile

Table 2 shows the number of engine-drivers employed during the month of July in the years 1937, 1945, and 1951 and their distribution over the different types of service.

Table 2

No of drivers engaged on:	July 1937	July 1945	July 1951
<i>Line service</i>			
elec. 1-man	734	998	1,240
elec. 2-man	255	276	348
steam	223	88	108
<i>Shunting</i>			
elec. 1-man	115	228	304
elec. 2-man	33	65	54
steam	290	170	231
Total drivers	1,650	1,825	2,285

A percentage breakdown of the time worked in the various services shows that 74 per cent is spent on normal passenger and goods traffic, the remaining 26 per cent being taken up by marshalling duties. Whereas in 1937 sixty per cent of the total hours worked was on electric line services, this has increased to 70 per cent in the last three years. The figures for steam working show a consequent decrease, from 14 per cent to 5 per cent in the same period, the decrease, however, not being so marked in the use of steam traction for shunting which today stands at ten per cent.

A comparison of electric and steam traction shows a steady increase of the former (69 per cent of all hours worked in 1937 against 85 per cent today) and a decrease of the latter which today accounts for only 15 per cent of the total hours worked (10 per cent on shunting and 5 per cent on line services).

Yugoslavs again outvoted on Danube Commission

ACCORDING TO A RADIO REPORT from Belgrade, a Yugoslav proposal aimed at reorganizing the Danube Commission to eliminate Soviet predominance was overruled on the occasion of this body's recent meeting in Galatz, Rumania. The proposal was not even discussed, the Commission ruling that the present organization, set up in 1949, was satisfactory.

Yugoslavia proposed an executive

committee consisting of members of all the States on the Commission instead of the present secretariat, whose members are chosen by a majority of votes. The proposals also called for the replacement of the present secretary-general, who has full powers between sessions of the Commission, but is responsible only to his own Government, by a president of the executive committee, responsible to the Commission only.

The Economic Conference for Rhine Shipping

THE ECONOMIC CONFERENCE FOR RHINE SHIPPING which has been holding a series of meetings under the auspices of the Central Rhine Commission has recently concluded its labours in Strasbourg. The Conference, consisting of delegates from the Governments concerned, together with representatives of the Rhine shipping interests, had as its main task the study of ways and means of meeting the recurrent crises in Rhine shipping. It was also engaged in studying the possibility of voluntary agreement among the ship-owners to reduce losses resulting from uncontrolled competition; to provide for a more even distribution of available freight among the carriers in the event of a slump; and to study matters affecting the equality of rights of Rhine shippers and conducive to better co-operation with other transport interests.

The findings of the Conference were submitted to the Central Rhine Commission early in November in the form of four reports. The first report dealt with the restrictions on the freedom of movement of Rhine shipping, amongst which it listed commercial pools, the limitations imposed on the right to establish shipping undertakings abroad, and currency regulations. It noted that there was a common desire and will to eliminate these obstacles as soon as possible, to which end the adoption of the re-

commendations in the second and third reports would create a favourable atmosphere.

The second report is concerned with the regulation of the freight market, with particular reference to the conclusion of agreements to include certain associations of owner-skipper. It was recognized that the problem of owner-skipper could be solved only on an international basis by means of agreements according them participation in the traffic on a percentage basis.

The adapting of the total available shipping space to the effective demand forms the subject of the third report, which recommends the control of building programmes and of the laying-up of vessels during times of recession. The laying-up programme should be co-ordinated by a commission to be set up under international agreements, and financed by an operators' pool, not from State subsidies.

In its final report the Conference recommended the establishment of a permanent organization to represent the interests of the Rhine shippers, similar to the inland waterways association which was set up in September with its headquarters in Brussels to represent shipping interests on a European basis. The statutes of such an organization had already been drawn up but had not been finally accepted.

New training school for Dutch Rhine boatmen

CONCERNED AT THE SMALL NUMBER of boys now entering the Rhine shipping industry, two Dutch inland navigation companies have established a training school on board a converted barge.

With the assistance of the Ministry of Labour, thirty-two boys were selected from among ninety-two candidates following medical and educational examinations designed not only to determine aptitude for the Rhine boatman's calling, but also to take into account the fact that they might eventually assume more responsible duties.

The training course will include caulking, painting, cleaning, navigation and engine maintenance. After three months,

the pupils, who are from fifteen to seventeen years old, will be engaged as cabin boys on one of the companies' vessels. There they will work under the same conditions as pupils of the Royal Dutch Navigation School, being paid twenty-seven guilders per week from which seventeen guilders are deducted for board and lodging. Whilst on board, they will be given lessons in theory and prepared for their Rhine boatman's certificate. Upon the conclusion of their contractual period they will be free to take employment wherever they wish.

During their initial training at the school, pupils are lodged and fed, and given a uniform and 2.50 guilders pock-

et money per week. The two companies have calculated that each pupil will cost them 600 guilders, but consider the scheme a good investment.

The school contains a thirty-bed dormitory, a dressing room, a recreation room, a canteen, shower bath cubicles, an office, staff rooms and a sick-bay.

International plan for Rhine-Main-Danube canal

FOLLOWING THE MEETING of the canal interests in Innsbruck in July last, the Danube-European Institute in Vienna, which has assumed the conduct of the business affairs of the Austrian Rhine-Main-Danube and Shipping Association, has been particularly active.

On the occasion of the Innsbruck meeting, a member of the Executive Committee of the Institute read a paper on the possibilities of an earlier completion of the waterway and set his arguments down in the form of a memorandum stressing both the Austrian and international interest in seeing the canal completed as quickly as possible.

That part of the memorandum dealing with the possibility of the scheme being financed with the help of an international loan has been submitted to the International Bank. The plan is expected to give rise to an international exchange of opinion as it is the first systematic and comprehensive work to put forward the suggestion of an international financing of the Rhine-Main-Danube waterway. The Rhine-Main-Danube Company has stated that the proposals must be thoroughly studied by the interested parties, both in Germany and in other countries, before a final opinion can be expressed.

New school for children of French inland waterway workers

THE EDUCATION of the children of inland waterway workers is a thorny problem in most European countries and particularly in France with its extensive network of canals. Following representations from those most closely affected, the French Minister for Education, in association with the Ministry of Trans-

(continued on page 30)

The rôle of the worker in Indian road transport

by **Shri D. D. Sathe**, Motor Transport Controller, State of Bombay

FOLLOWING THE NATIONALIZATION of the major part of passenger road transport in certain States like Bombay, the conditions under which road transport services are being operated have changed for the better. Even in these States, however, goods transport is still privately operated, whilst in a number of other States both passenger and goods transport are owned and run by private individuals.

Most of these operators own only a very small number of vehicles, in some cases just one or two, a driver and a cleaner being employed to look after the vehicles in all respects. With a few exceptions, these operators have neither the will nor the capacity to offer their workers anything like satisfactory conditions of work as regards security of tenure, wages, provident fund, uniforms, quarters, etc. Naturally, it was only the unfortunate, the neglected, the ill-equipped, and the ill-trained among workers who took to employment in road transport services.

It is a common sight on our highways to see a broken-down lorry standing beside the road with the driver and the cleaner trying to repair it on the spot under the most difficult conditions. Dependent on their own wit and resources for what progress they can make, they frequently have to remain in such

lonely spots sometimes for a couple of days or more till they receive the parts and tools from the nearest town.

The vehicles travel from one place to another as occasion demands, but their crew seldom find overnight accommodation at any of their places of call en route. Normally, the vehicle is parked on the road and the crew are at the mercy of the nearest hotel keeper, or the pavement or the roadside provides their only shelter. In the case of passenger transport, the buses terminate at a convenient spot inside the town and the vehicles are parked at the roadside. The driver and conductor sleep in the bus and eat what they can get in the nearest hotel where there are no sanitary conveniences or any facilities for rest.

Conditions under private ownership

Turning to the workers on the workshop side, we find the position is no better.

The majority of the workshops consist of a few tin sheds and the workers have to manage with a few obsolete tools, doing the best they can with the means at their disposal.

There are no regulations on working hours, nor are there any facilities or conveniences provided. It should be emphasized that the majority of the transport vehicles are kept in running order or repaired in these ill-equipped, dingy workshops.

Each operator of a passenger or a goods vehicle has his small complement of workers and there is absolutely no uniformity in pay or service conditions. In fact, there are no regular service conditions at all, the workers being at the mercy of the employer.

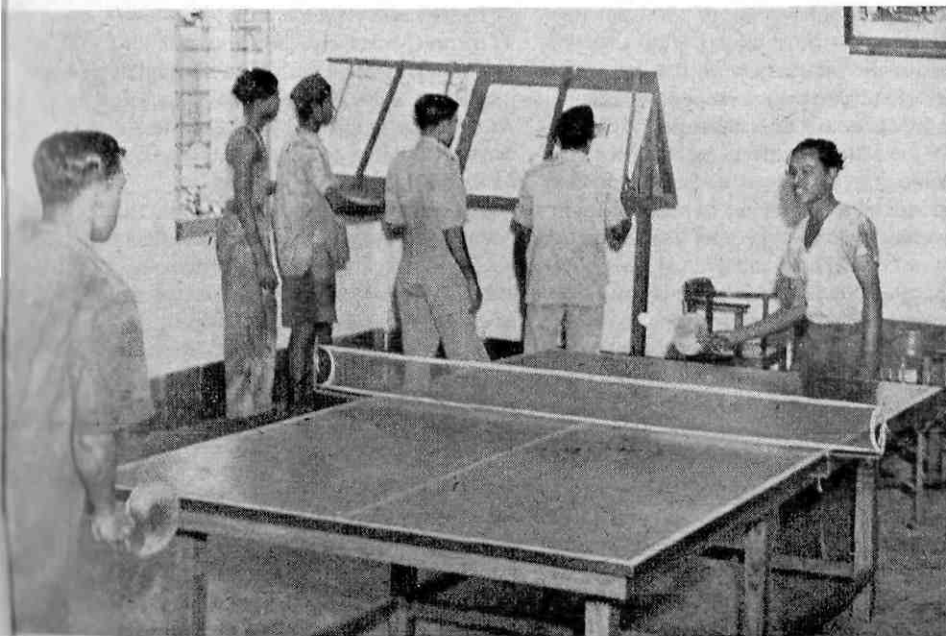
When the Bombay State Transport was set up, the employees of the former operators were given priority of engagement, and figures were collected showing the wages paid them by the former employers. The data collected showed wide divergencies in the wages paid and, except for four or five better organized companies, miserably low scales of pay.

An argument that will not hold water

The normal argument adduced in support of the continuation of this miserable state of affairs is that the workers manage to get extra money by other means, and are thus able to make both ends meet. Fundamentally this is wrong, for, in this way, the worker is encouraged to behave illegally and dishonestly, which, in the long run, can only lead to his degradation.

It will thus be seen that the conditions of work are such that only a certain type, prepared to face the rigours of this calling and content to make money by means which are certainly far from honest, is retained or attracted. This leads to the very unfortunate situation in which the educated and the better type of employee look down on the road transport worker with the result that this calling is left to

A reading and recreation room provided for Bombay State Transport employees



persons who are prepared to lead the lives of ignorant, apathetic nomads.

Transport workers not given a chance

It is a tragedy that an important and vast activity such as road transport has thus been allowed to grow in such a manner that those workers employed in it were not given a chance to develop to their full stature as workers or to improve their lot except by questionable means.

They have had no opportunity to improve their skill; no chance to live like respectable citizens with a family, with satisfactory service conditions and with a sense of security which a modern citizen demands everywhere.

Bombay State Transport's objective

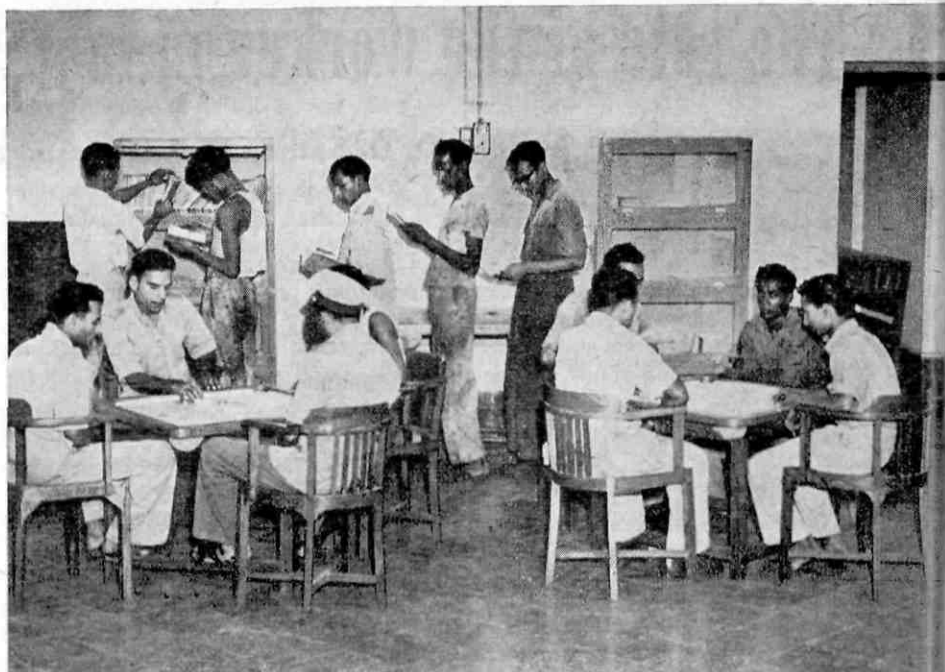
To transform this ill-equipped, ill-trained and ill-paid rabble into a well-organized, disciplined, well-trained, and above all self-respecting army of workers, taking pride in their work, alive not only to their privileges (such as reasonable pay, security, housing, uniforms, etc. to which they are undoubtedly entitled) but also to their duties to the public – this is one of the difficult but vital objectives which progressive and modern road transport organizations such as the Bombay State Transport have to set before themselves.

The task of realizing this objective bristles with difficulties, most of which derive from the bad legacy of the past. It is bad enough to have to start from scratch, but it is worse to have to wipe off a huge liability from the past, before anything can be done to make a start in the positive direction.

As mentioned above, when the Bombay State Transport was set up, the employees of the private operators were given priority. The physical and psychological (one may almost say spiritual) lag which had to be made up before they could become suitable material for proper training and generous treatment was considerable.

A new deal is offered

While sympathizing with the transport worker's lot, we have to understand his past and see how we can bring him up to a minimum standard. What is more important, we have to ensure that the new blood infused into the profession is of the right type, and that is possible



Other Bombay State Transport staff facilities include a library and restaurant

only if we root out the disabilities from which the old workers suffered.

State Transport having taken these men over, its first task was to make them take a pride in their work and realize that they are also useful and honourable members of society.

That an efficient and well-organized road transport service is an indispensable unit in any modern economic set-up, that the role of such an organization will become even more vital for the defence of the country at a time of national emergency, and that the workers of such an organization are as much entitled to care, attention and the esteem of their fellow-citizens as the workers belonging to any other sector of our economy – these facts are being brought home to the workers of the Bombay State Transport, and I have no doubt that this is exactly what the nationalized road transport organizations in other States are trying to do. But it is no easy task. It has to be done much more by example than by precept, much more by deeds than by words.

Bombay State Transport has, therefore, been diligently striving to give its workers an infinitely better deal than they could ever have dreamed of getting under the past regime where the main motive force of employers was the making of private profit.

Pay-scales: then and now

Let us now take a few specific cases of substantial improvement. The scales of pay for different categories of workers in State Transport were based on the scales of Government servants of similar status and occupation. The private operators paid much less, and most of them had no such system of either regular scales or annual increments.

To take one instance, a driver in State Transport gets a basic wage of Rs.50/- per month to start with, and an annual increment of Rs.3/- per year of service. After completing one year's service, a driver in Bombay gets a monthly salary of Rs.140/-.

Those workers taken over from the former operators were given increments based on their previous service. The average basic wage under the private operators was Rs.40/- per month, and allowances and increments depended not on years of service but on the mere caprice of the employer.

Allowances are now systematized

Under the regime of the private operators, there was no system of regular allowances for various kinds of special services. In State Transport, on the other hand, various kinds of allowances are paid to workers according to certain

prescribed rules. There are, for example, the cost-of-living allowance, the compensatory allowance, and travelling allowance. Further, there is a system of line allowance, night-out allowance, overtime allowance and mail allowance, determined by the special circumstances of the work to be done.

Service Code means security of tenure

It is true that, however attractive the wage and allowance may be, there can be no satisfaction to the employee unless he has a feeling of security of employment. Realizing this, the State Transport administration has prescribed terms and conditions of service based on various legislative enactments pertaining to labour. Workers have been protected from arbitrary dismissal, etc. Service conditions of employees are covered by a carefully prepared 'Service Code'.

Recreations and amenities provided

In order to give concrete expression to the Administration's concern that the lives of its workers shall be happy and comfortable, State Transport has established Staff Institutes where facilities for rest and recreation, including indoor and outdoor games, canteens, library, radio, water-cooler, etc., are provided.

I attach more importance to the correct approach to the problem of human relations and to the outlook which a progressive and enlightened organization should develop in such matters than to the actual amenities, some of which I have listed above.

To take, for instance, the water-cooler which Bombay State Transport has provided in most of its bus stations and Staff Institutes; it is not the thing itself that matters, but the idea behind it. To me it is perfectly clear that, aware as we are of the dehumanizing environment in which road transport workers have been forced to live, we must make a determined effort to create in the workers a new zest for life.

All hopes of a better life have vanished in them. So neglected are they, so callous is the treatment meted out to them by private operators and the public that most of them have developed a morbid and fatalistic attitude to life, believing that life is one long drudgery, and that however hard they may work, their conditions will remain as bad as ever. It is from this morass of despair that

nationalized organizations like State Transport want to rescue the workers.

Other worthwhile benefits

I have heard people observe that to give to our workers such facilities as modern bathrooms, water-coolers, good libraries and reading rooms, will prove wasteful, because they will not use them properly, and will spoil them by misuse or rough handling. I entirely differ from this view. It is only by giving them an opportunity to know and to feel what the essentials of a full life are that we can really make them deserve these things and create in them the urge to use them carefully and correctly. It does not matter if occasionally a water-cooler here or there is not used properly.

What an immeasurable benefit it is when the workers see these modern gadgets of convenience, understand that there are new horizons of comfort awaiting those who are prepared to work hard and earn more! In fact, it is only then that they will realize the pleasure of living. It is our hope that we shall be able to impart a new interest, a new purpose, a new joy in life to those who today are just eking out a miserable existence, their bodies weary, and their minds given over to utter despair, indiscriminately blaming either 'kismet' or their employers.

Nationalized transport brings a change in outlook

When a driver returning to the Staff Institute after his duty, goes to the bathroom and has a good bath under a cool shower, refreshes himself with wholesome and appetizing food provided by his own cooperative canteen, plays a few indoor games with his fellow-workers or reads in the library and then retires to his apartment, provided again by his benevolent employer, it is surely natural that both his personal and family life should take on a new meaning and a new purpose. It is this change in his entire outlook - call it his material or spiritual outlook, it does not matter - for which progressive institutions like State Transport are striving, and striving against distrust and lack of faith in some quarters.

It is my humble but unshakable conviction that to bring about this revolutionary change for the better in the standard of life of the road transport workers, the present private operators of passenger and goods vehicles (who are large

in number but small in their resources and narrow in their outlook) should be replaced by large, resourceful, enlightened and nationalized undertakings.

Two essentials for efficiency

I believe that only such organizations could create conditions under which a worker can work efficiently and honestly and, at the same time, live as a respectable citizen having a definite social standing. To achieve the first part, the Road Transport undertaking must provide good vehicles, efficient workshops and amenities, such as rest-rooms, canteens, and above all, offer opportunities whereby a worker could improve his skill in his profession. Unless a human being is given an opportunity to aspire to something better in his profession, he will stagnate and lose all interest in his work. Opportunity must be given to the humblest worker to learn and to rise to the highest positions by dint of sheer merit. To spur him on to this task of self-improvement, there must be incentive schemes and rewards for proficiency in work or for display of special capabilities.

The second objective, enunciated above, is more in the nature of social welfare, but managements should not forget the fact that a worker can work efficiently only if he is contented at home. This can be achieved only by the provision of reasonable housing facilities, of arrangements for provident fund, insurance, and pension schemes, of educational and medical facilities, as also of such amenities as holiday homes, clubs, etc. The management should realize that the family of the worker is as close to the organization as the worker himself. There should be a live interest in seeing that these workers' children are given every opportunity to train for the profession to which they are suited.

We have made a beginning

I realize that it is impossible for any Road Transport undertaking in India to create the state of affairs visualized above in a short time, but I shall be satisfied if these objectives are kept in view, and a beginning, however small, is made in each direction, so that as the resources of the undertaking grow, the workers may also share the benefits and feel that they are active partners in the undertakings.

With acknowledgements to *Free Press Journal - India*

India's first Five-year plan

INDIA'S FIRST FIVE-YEAR PLAN, involving an expenditure of Rs. 2,069 crores (one crore being £725,000) during the period 1951-6, was presented to both Houses of Parliament on 8 December 1952. For the development of inland fisheries the Plan recommends priority for measures relating to the survey of waters, the supply of fish-seed for stocking culturable waters, and research on the artificial spawning of carp. It also recommends the development of inland fisheries and pisciculture within the framework of the agricultural education schemes.

Deep-sea fishing is to be encouraged and expanded by giving priority to any measures aimed at providing gear and by mechanization. On the marketing side, a general development of marketing facilities is planned, including the provision of ice and cold storage together with improved means of transport. Priority is also proposed for any measures designed to assist the introduction of mother-ship operations and the provision of off-shore fishing with larger power vessels such as purse-seiners and trawlers.

Based on these priorities, the Plan provides for the mechanization of 140 craft and the introduction of 14 mechanized boats of multi-purpose type, 2 vessels for mother-ship operations, two purse-seiners for off-shore fishing and three trawlers for deep-sea fishing in the Bay of Bengal and the Arabian Sea. Harbour and marketing facilities will be improved by the provision of a dredger for harbour clearance, 9 ice factories and cold storage plants and 9 insulated road vans for fish storage and transport.

It is anticipated that, as a result of the scheme outlined above, fish production will increase by about 50 percent from 1,000,000 tons in 1950-1 to 1,500,000 tons in 1955-6.

The development programme for

shipping envisages an increase in the total gross registered tonnage in the coastal and overseas trade to about 600,000 by 1955-6. The National Planning Commission has recommended an amount of Rs. 15 crores as a central loan to shipping companies for the purchase of ships. It also hopes that some assistance will be forthcoming from the International Bank for Reconstruction and Development towards the acquisition of additional tonnage.

In the programme for transport and communications, a little less than four-fifths of the total outlay is on railways. The most serious problem facing the Indian railways today is the task of rehabilitation and the provision of adequate equipment. During the war, abnormal arrears of renewals and replacement accumulated, and internal facilities for rehabilitation were considerably curtailed. It is estimated that the total stock which will have reached the normal age for replacement by March 1956 will be 2,092 locomotives, 8,535 coaches, and 47,533 wagons. In addition, the condition of the track has also deteriorated during the last two decades.

The Central Government has set up a workshop at an estimated cost of Rs. 15 crores with an eventual target of 120 locomotives and 50 spare boilers per annum, although only 300 locomotives are expected to be built during the period of the Plan. In addition to these, during the same period some 200 are expected from the Tata Locomotive Engineering Company, in whose capital structure the Government is participating to the extent of Rs. 2 crores.

To enable the railways to handle passenger and goods traffic efficiently at around present levels, the Commission considers it necessary to provide Rs. 400 crores for the five-year period. In addition, the provision of Rs. 50 crores for basic industries and transport

elementary schools near the waterways (at St. Mammes, Dombasle, and close to Soissons), in conjunction with three floating technical schools. It is thus hoped to provide better educational facilities than the present, which are acknowledged to be inadequate.

will also help the railway development programme, as a substantial part of this sum will be utilized on railways. Of the total expenditure of Rs. 400 crores, the Central Revenues will contribute Rs. 80 crores, the balance being raised by the railways from their own resources.

Norwegian aid to Indian Fisheries

A NORWEGIAN DELEGATION sent to India to examine the best means of using a £1,000,000 Indian aid fund contributed by the people of Norway has returned to Oslo after a six weeks' tour. It is understood that among the proposals it has submitted to the Norwegian Government is one for a Fisheries Community Development programme in Travancore-Cochin State.

The aims of the project include the provision of engines for local fishing vessels; the building of refrigerator stores; the establishment of cooperative sales organizations; the raising of health and sanitary standards among the fishing population; and, in general, a higher standard of living for the community in the project area.

The Travancore project will be embodied in a special agreement between the United Nations, the Government of Norway, and the Government of India, provided that the Norwegian Government, having considered the draft of the agreement, gives its approval.

The Indian aid scheme was initiated by the Norwegian Government. Parliament has already made a grant of £500,000 and a nation-wide campaign is being organized to raise another £500,000 among the public.

US traffic control problems

FACED WITH THE NEVER-ENDING PROBLEMS of traffic control in all its aspects, the major cities of the USA are constrained for the most part to limit their traffic rules to the capacity of the police to enforce them. It is interesting to note, however, that the percentage of the police force assigned to traffic duties in the five towns of over one million inhabitants varies considerably. Los Angeles and Chicago, for example, deploy 25 per cent of their police strength, New York, however, only a little more than 10 per cent, although it leads numerically with 2,043.

(continued from page 26)

port, is at present studying the possibilities of extending educational facilities for children of inland waterway workers.

There is some indication that budgetary credits will be made available in 1953 towards the establishment of three

That the number of prosecutions for driving offences will also vary, is perhaps inevitable. This is borne out by the figures for 1951, the latest available, which show that the Los Angeles police made 417,333 arrests for violations of the traffic code in that year. In Detroit, 290,302 people had to answer charges of speeding, improper turning, ignoring traffic lights etc., whilst in Chicago 241,076 found themselves in court on the same or similar charges. The figure for New York for the same period is 234,987, and Philadelphia closes the list with 175,000.

A far greater degree of uniformity is revealed by the percentage of convictions which stands at 99 for all these cities with the exception of Chicago.

Foreign share of Norway's ocean trade

IN A RECENT ISSUE of the British shipping journal *Fairplay*, its Oslo correspondent draws attention to the fact that, despite the size of her merchant marine, more than half of Norway's sea-borne trade is carried in foreign vessels. Moreover, in contrast to the development in other countries, Norway's own share of this traffic is today even lower than before the war.

Norway's £ 500,000,000 merchant marine

ACCORDING TO Norwegian insurance expert Tord Wikborg, Norway's merchant fleet is today valued at £ 500,000,000. The value of single ships he puts at up to £ 1,250,000, or even £ 2,000,000 where favourable freight contracts are in operation. Mr. Wikborg states that when new ships now on order are delivered in 1956-7, the value of the Norwegian merchant fleet will be about £ 900,000,000 or roughly twenty-five per cent of Norway's insurable capital assets. He says that the number of merchant ships now under the Norwegian flag is roughly the same as before the first world war, but that the tonnage is two-and-a-half times as great.

Between 1946 and 1951, 1,215 vessels of 3,850,000 gross tons were added to the Norwegian merchant fleet. During the same period, sales abroad and other causes resulted in its reduction by 541 vessels of 1,120,000 tons. On 1 January 1952, the fleet totalled 5,790,000 g.r.t. with 1,401 motor and 771 steam vessels.

Norwegian to try new whale-catching device

TWENTY-FIVE of the Norwegian whaling-boats taking part in operations in the Antarctic this winter will be using a new device invented by Arne Skontorp, master harpoonist of the Jahre Whaling Company. The device, called 'the whale scarer', is intended to make the whale rise to the surface by means of ultrasonic waves, and is fitted in a metal dome beneath the catcher boat. It emits the ultra-sonic waves in three directions.

US vessels carry over 50 per cent of MSA cargoes

IN ITS RECENT REPORT to Congress, the Mutual Security Agency revealed that American-flag vessels carried more than fifty per cent of MSA cargoes during the fiscal year ending 30 June 1952.

Between 1 July 1951 and 30 June 1952, some 10,100,000 tons of dry-bulk cargo left the United States for Europe. Of this, seventy-nine per cent was moved in American-flag vessels. Dry-cargo shipments totalled 2,100,000 tons, of which fifty-four per cent was carried in United States bottoms.

The MSA report states that 'cargo liftings for the Far East more than met the fifty-fifty requirements, and our commercial vessels carried seventy-one per cent of all military items shipped under the Mutual Defense Assistance Program'.

Under the provisions of the Mutual Security Act, American-flag dry-bulk

vessels, dry-cargo liners and tankers must carry at least fifty per cent of the respective cargoes shipped by MSA. During the fiscal year under review, tankers were not available at reasonable terms and so came under the 'non-availability' clause of the Act.

Waterborne library for Danish fishermen

ACCORDING TO A REPORT FROM UNESCO, the regular library of the Danish province of Svendborg has organized a waterborne library service for the benefit of the fishermen and farm labourers on the many small islands off its coast.

A high-powered motor boat has been equipped with some five hundred books and now makes journeys back and forth among the islands. A librarian is on board to help and advise borrowers.

Fewer British merchant seamen

DURING DECEMBER 1952, the total strength of the British Merchant Navy (excluding Asiatic seamen signed on in Asia) showed a net decrease of 732. This was the fourth successive monthly decline. The total for December was 145,092 compared with 145,824 in November. Only four groups recorded gains during December: apprentices and cadets (15), certificated engineer officers (7), radio officers (24), and miscellaneous personnel, including surgeons (8).

Better Library service for Norwegian seafarers

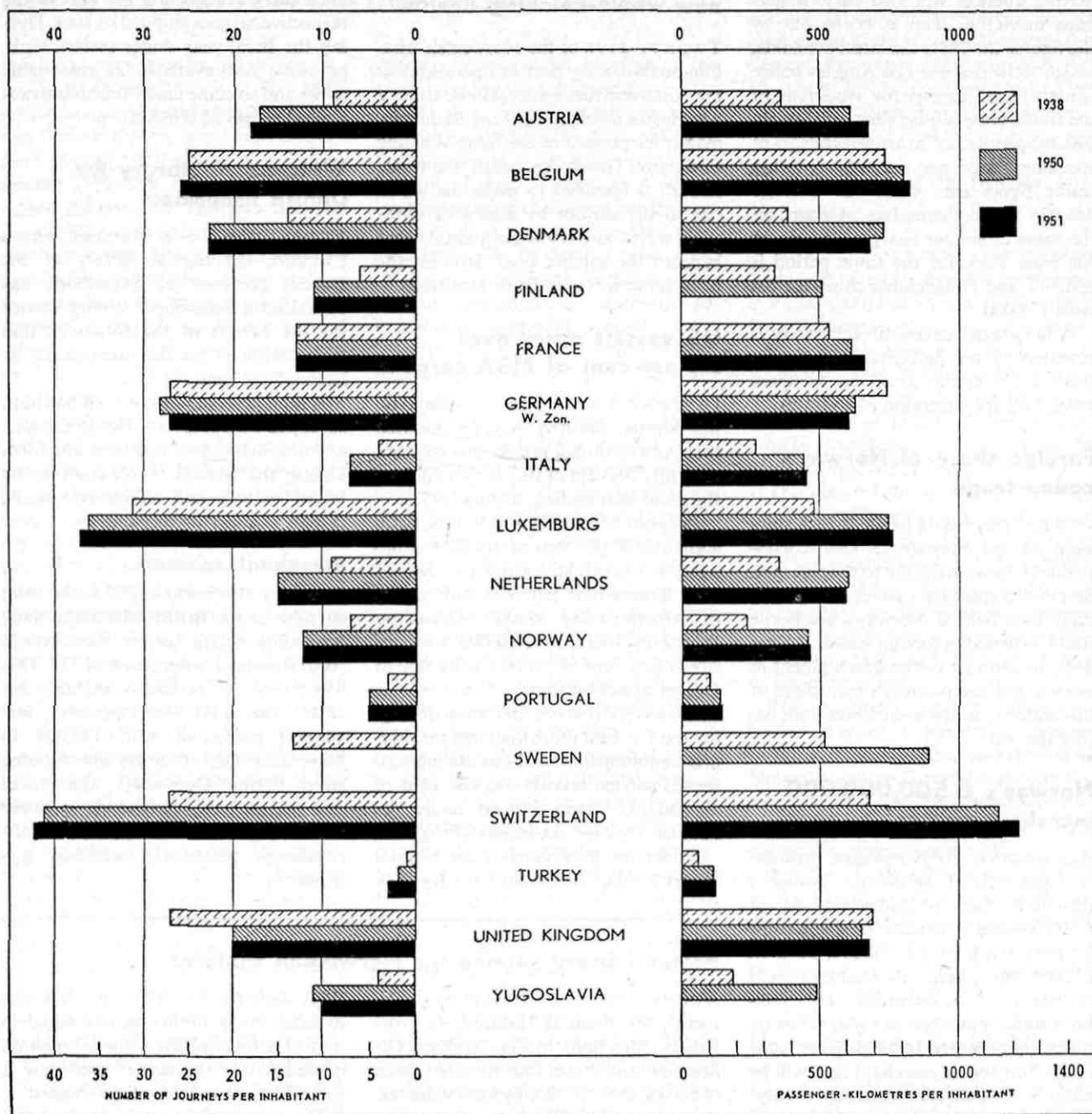
ACCORDING TO a statement by its Director, Mr. Frederik Haslund, the Norwegian Merchant Marine Welfare Office now distributes four hundred cases of books, each containing forty volumes, per annum. These four hundred cases, however, are far from being sufficient to supply the needs of Norwegian seafarers. Nor has it been possible to keep pace with losses from wear and tear, which account for some fifty cases every year, by means of renewals.

Mr. Haslund states that, in his opinion, the welfare service is too heavily burdened by what is after all a purely library service, and that the problem of providing books for seafarers in adequate numbers is one which the service cannot be expected to solve on its own.

With some forty to fifty thousand men to cater for, a library service equal to that of a town of the same population is needed, and the cost of providing it should be borne by the State budget.

The same applies to the existing film service for seafarers, says Mr. Haslund. At the present time, there are some hundred Norwegian vessels with sixteen mm. sound projectors. This number is being steadily increased, despite the fact that it is, even now, practically impossible to meet the demand for films. Mr. Haslund estimates that it would cost the welfare service some 400,000 kroner per annum to provide every vessel equipped with a projector with one film per voyage. Sufficient funds, however, are not available to do this.

AVERAGE ANNUAL NUMBER OF PASSENGER JOURNEYS AND PASSENGER-KILOMETRES BY RAIL PER INHABITANT



AVERAGE LENGTH OF PASSENGER JOURNEY

	Kilometres		
	1938	1950	1951
Austria	40.5 ^a	37.3	37.7
Belgium	29.8	32.5	32.3
Denmark	28.7	32.3	30.0
Finland	54.1	47.5	..
France	40.8	47.8	51.1
Germany (Western Zones)	27.7 ^b	22.9	22.6
Italy	70.2	61.0	60.3

Luxembourg	22.6	21.3	21.1
Netherlands	38.5	39.7	40.5
Norway	32.4	39.4	40.0
Portugal	31.0	27.4	28.3
Sweden	39.9	44.1	..
Switzerland	25.3	27.9	29.0
Turkey	48.6	48.4	47.7
United Kingdom	26.1	33.1	33.4

^a 1937 • ^b 1937 all Germany
ECE Annual Bulletin of Transport Statistics 1951

INTERNATIONAL TRANSPORT WORKERS' FEDERATION

President : R. BRATSCHI General Secretary : O. BECU Asst. Gen. Secretary : P. TOFAHRN

Founded in London in 1896. Reconstituted at Amsterdam in 1919.
Headquarters in London since the outbreak of the Second World War.
147 affiliated organizations in 50 countries. Total membership: 6,000,000

Seven industrial sections catering for

RAILWAYMEN · ROAD TRANSPORT WORKERS · INLAND WATERWAY WORKERS · DOCKERS
SEAFARERS · FISHERMEN · CIVIL AVIATION STAFF

The aims of the ITF are

to support national and international action in the struggle against economic exploitation and political oppression and to make international working class solidarity effective;
to cooperate in the establishment of a world order based on the association of all peoples in freedom and equality for the promotion of their welfare by the common use of the world's resources;
to seek universal recognition and enforcement of the right of trade union organization;
to defend and promote, on the international plane, the econ-

omic, social and occupational interests of all transport workers;
to represent the transport workers in international agencies performing functions which affect their social, economic and occupational conditions;
to furnish its affiliated organizations with information about the wages and working conditions of transport workers in different parts of the world, legislation affecting them, the development and activities of their trade unions, and other kindred matters.

Affiliated unions in

ARGENTINA (ILLEGAL) AUSTRALIA AUSTRIA BELGIUM BRITISH GUIANA CANADA CEYLON CHILE CHINA
COLOMBIA CUBA DENMARK ECUADOR EGYPT EIRE ESTONIA (EXILE) FINLAND FRANCE GERMANY
GREAT BRITAIN GREECE ICELAND INDIA ISRAEL ITALY JAMAICA JAPAN KENYA LEBANON LUXEM-
BOURG MEXICO THE NETHERLANDS NETHERLANDS WEST INDIES NEW ZEALAND NORWAY NYASALAND
PAKISTAN RHODESIA SAAR ST. LUCIA SOUTH AFRICA SPAIN (ILLEGAL UNDERGROUND MOVEMENT)
SWEDEN SWITZERLAND SYRIA TRIESTE TRINIDAD TUNISIA URUGUAY UNITED STATES OF AMERICA



EDITIONS OF JOURNAL
INTERNATIONAL TRANSPORT
WORKERS' JOURNAL
INTERNATIONALE TRANSPORT-
ARBEITER-ZEITUNG
TRANSPORTE

EDITIONS OF PRESS REPORT
PRESS REPORT Two separate
editions in English issued in
London and Bombay
PRESSEBERICHT
PRESSMEDDELANDEN
COMMUNICATIONS DE PRESSE
COMUNICADO DE PRENSA

