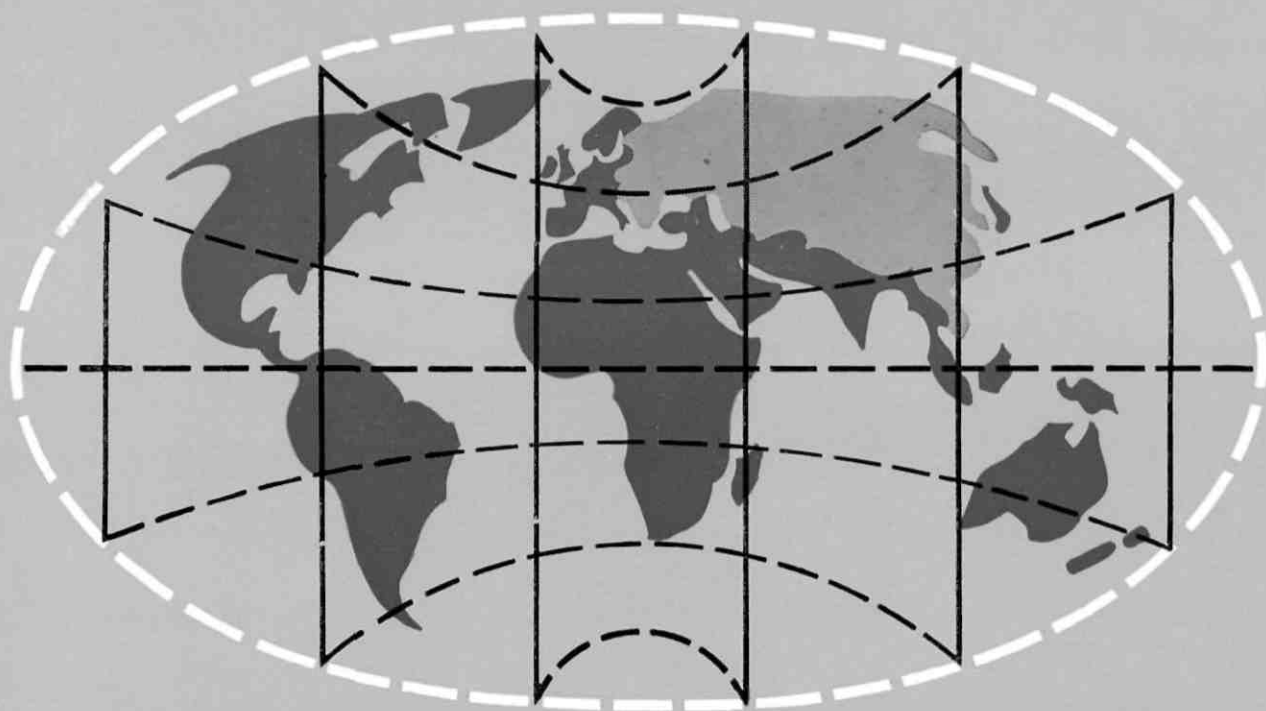


LONDON CONGRESS ISSUE

Vol XIV No 7/9 Aug.-Sept. 1954



ITF

**INTERNATIONAL
TRANSPORT WORKERS' FEDERATION**

INTERNATIONAL TRANSPORT WORKERS' JOURNAL

Monthly of the ITF

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Forthcoming Meetings :

London	13 and 14 September	International Fair Practices Committee
Paris	14 and 15 October	Joint meeting of Railwaymen's and Road Transport Workers' Sectional Committees
Paris	16 October	Railwaymen's Sectional Committee



The twenty-third Congress of the ITF

by **Omer Becu**, General Secretary

THE TWENTY-THIRD CONGRESS OF THE INTERNATIONAL TRANSPORT WORKERS' FEDERATION (the sixth to be held in London) has come and gone, and we can look back on it and make comparisons with previous gatherings.

It was certainly a big Congress, the biggest in the history of the ITF. It brought together no less than 204 delegates, and thirty-one supernumeraries from eighty-three organizations in twenty-nine countries in all parts of the world who, with fraternal delegates and guests, and observers from no less than nine embassies (showing the interest with which ITF activities are watched) more than filled the famous County Hall in which it was held.

A representative Congress

It was a representative Congress. The fact that international trade union congresses are still mostly held in Europe means that in the past they have been at-

tended almost exclusively by delegates from European countries. Travel to Europe from the more distant countries involves considerable expenditure, which the smaller unions are unable to meet. In the case of our London Con-

gress this did not prevent the attendance of delegates from Canada (2), Cuba (1), Finland (8), India (1), Israel (2), Japan (2), Northern Rhodesia (1), Tunisia (2), Uruguay (1) and the United States (7), to which must be added an observer from Indonesia. This is no longer unusual at ITF Congresses, but they have never before been present in such numbers, and it is satisfactory to relate that this time they took a very active and constructive part in the discussions. This is as it should be, of course, for if the international trade union movement is to pull its full weight it is essential that it be truly representative of all regions of

the world, and that all regions shall influence its decisions.

There are reasons, of course, for the representative character of ITF Congresses. Not only have we always given special attention to the needs and interests of the smaller and more distant countries, but care has always been taken to prevent undue predominance of the bigger countries on our governing bodies, so that the smaller ones also have an opportunity to influence decisions.

It was a very hard-working Congress, a Congress that had met to face realities and to come to decisions that would lead to something being done to improve the lot of the group of workers it represented. ITF Congresses are always conscious of the ideals and the ultimate aims of the trade union movement, but they are not content to strike attitudes and adopt pious resolutions. They are aware that the International Transport Workers' Federation is a living force in the world, able to do things, and they make a point of embodying in their decisions positive instructions that are expected to yield positive results by the time the next Congress comes round.

Importance of sectional conferences

One of the reasons for this is the important place which has always been given, at ITF Congresses, to sectional conferences at which particular groups of transport workers can discuss their spe-



As usual, our interpreters had a busy time, but at least two of them managed to smile. On the right, J. L. Merle of the ITF Secretariat; on the left E. Hediger, of Geneva

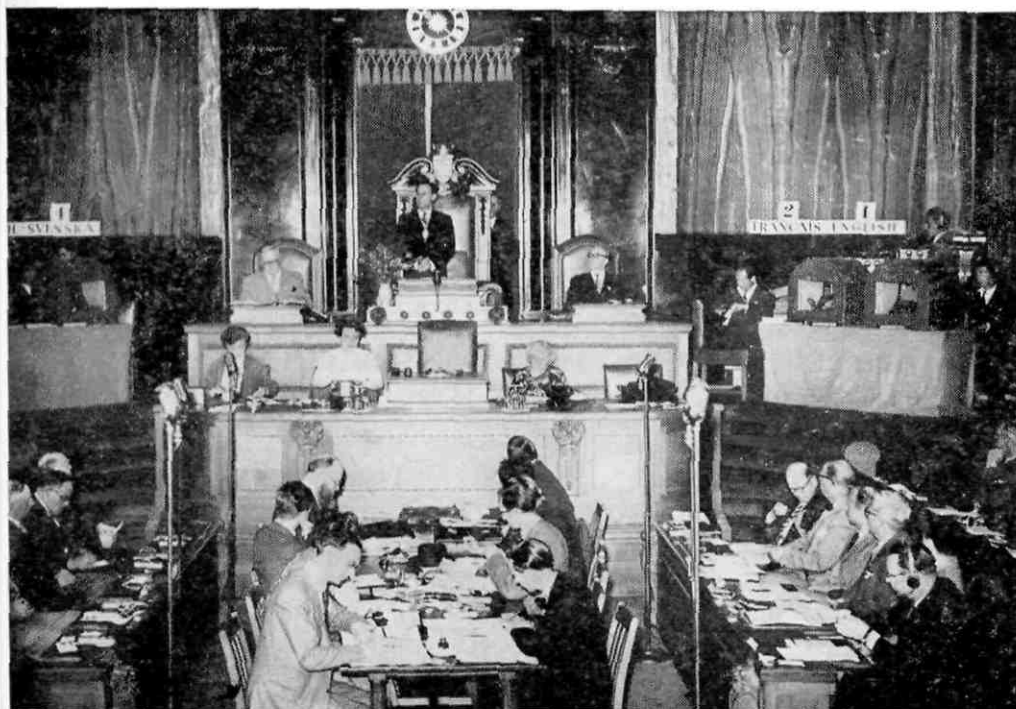
cial interests. And since the delegates attending them are intimately acquainted with the subjects discussed, they can get down to earth and avoid frothy abstractions. From the practical point of view they do a real job. Details of some of the more important decisions of these sections are given below.

The Civil Aviation Section is the youngest in the ITF, and has not yet attained the full degree of recognition which has long been accorded to the other sections. There is also a considerable lack of uniformity in the manner in which the workers in the different branches of the industry are organized. Of the three resolutions adopted by the Section Conference, one calls for affiliation of all groups with the ITF, so that greater cooperation may be achieved; a

second protests against the denial by the International Civil Aviation Organizations of proper recognition of the aviation workers' trade unions; and a third urges the Governing Body of the ILO to set up a special section to deal with the social problems of the civil aviation workers, and to appoint a special Commission for Civil Aviation, to advise the Governing Body on such matters.

The Fishermen's Section has long been urging the ILO to set up a Committee of Fishery Experts to deal with the social problems of fishermen. This has now been done, the four workers' representatives on the Committee being the nominees of unions belonging to the ITF. The first meeting will take place in October next, the subjects to be dealt with being minimum age on entry, medical examination, accident insurance and articles of agreement. A resolution adopted by the Section asks that such aspects of the Committee's recommendations as lend themselves to international action shall be placed on the agenda of the 1956 session of the International Labour Conference. Another resolution, inspired by a Japanese affiliated organization, expresses concern at encroachments of various kinds upon the traditional freedom of the seas, and calls upon the United Nations to take steps to prevent casualties resulting from thermo-nuclear experiments.

The Inland Waterway Workers' Section was concerned with measures to strengthen the organization of the workers in the French Rhine fleet, and further adopted a resolution aimed at se-



Principal speaker who welcomed Congress participants at the opening session was the Rt. Hon. Victor Mishcon, Chairman of the London County Council, who is here shown addressing the Congress

curing an international regulation equating travelling time with working time on inland waterways.

Joint sectional discussions

The Railwaymen's Section held a Conference in Rome in October last year, and was occupied this time more particularly with the implementation of the decisions then reached. Many of the matters the sectional conferences are

dealing with traffic accidents; urged unions to strive for the reduction of working hours, with a view to realizing the forty-hour week as soon as economic conditions permit or social conditions make it necessary; and asked the Executive Committee to set up a committee to help the Secretariat in its endeavours to secure the organization of European transport on a rational basis.

The work of the Road Transport

A resolution adopted instructs the Secretariat to consider and draft measures to ensure observance of the Standard Set of Rules for International Road Transport in Europe, as past experience has shown that they are not likely to be effective if special provision is not made for enforcing them.

Dockers' and seafarers' questions

On the initiative of the Greek Dockers'



Part of the large British delegation to the Congress. On the extreme right of the front row is Brother Tiffin, Assistant General Secretary of the Transport & General Workers' Union. On the left of the same row, J.S. Campbell, General Secretary of the NUR

called upon to deal with, however, are of interest to more than one section, so a further joint conference of the Railwaymen's, Road Transport Workers' and Inland Waterway Workers' Sections was also held in connection with the Congress. Resolutions adopted by this joint conference called for expert assessors, chosen in agreement with the trade unions, to be attached to courts

Workers' Section was largely in preparation for the joint conference with the Railwaymen's and Inland Waterway Workers' Sections which was to follow it. It was also concerned with difficulties the Belgian passenger transport workers were having with one-man working on trams and buses. This question is to be included in the agenda for the group's next conference.

Union, the Dockers' Sectional Conference laid down four fundamental international conditions for dock workers, to be incorporated in an international programme to be drawn up by a future conference of the Section. It also adopted a resolution promising support to the Bombay Port Workers' Union in its endeavours to secure implementation of the resolution on dock decasualization



A group of Spanish-speaking delegates share a joke during a lull in the proceedings. From left to right: Trifón Gómez (Spain); Antonio Pérez (Spain); Facundo Pomar (Cuba); and A. Soto (ITF)

schemes adopted by the Inland Transport Committee of the ILO in May 1949, and that on dockers' welfare facilities adopted by the same Committee in February 1954.

The Seafarers' Section, apart from dealing with a large number of internal matters, also adopted four resolutions. One of them urged the Governing Body of the ILO to convene a session of the Joint Maritime Commission in 1955, and to include on its agenda the question of convening a maritime session of the International Labour Conference not later than 1957, partly for the purpose of considering the revision of Convention No. 93, relating to Wages, Hours and Manning on Board Ship. The second protests against the tendency of shipowners to ignore the fact that international labour conventions and recommendations lay down *minimum* conditions; the third aims at early implementation of the 1948 Convention concerning the establishment of an Inter-Governmental Maritime Consultative Organization; and the fourth condemns conditions on the merchant ships of

Communist-dominated countries, and urges that the traditional rights of asylum should be extended to fugitives from such ships, who should be afforded opportunities of employment to the fullest extent permitted by security and economic considerations.

There was also a joint conference of the Dockers' and Seafarers' Sections, mainly to discuss developments in the ITF campaign against ships spuriously flying Panamanian and such-like flags. It was decided to ask the ILO to place

the question on the agenda for the next session of the Joint Maritime Commission, and that the question of the effects of flag transfers on the conditions of seafarers should form a major part of the Director-General's report to the proposed Maritime Session of the International Labour Conference in 1957.

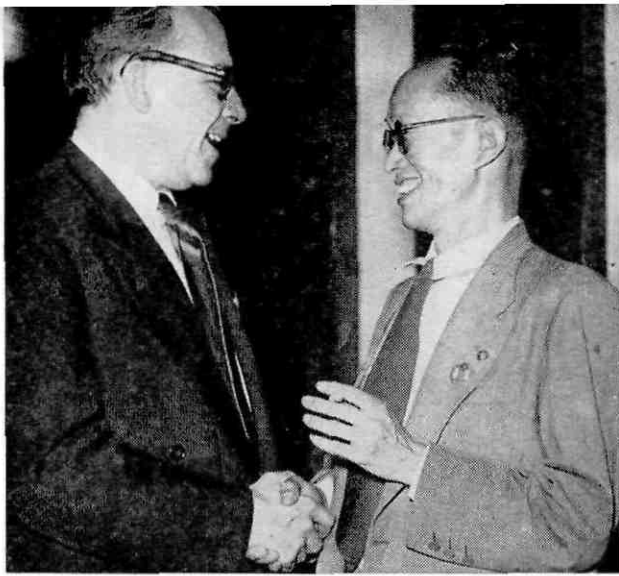
All this alone could be regarded as a good job of work for an international trade union congress, and indeed the number of days in session was hardly enough to deal adequately with the agenda. But on top of this there was the work of the full Congress.

Workers in undeveloped countries

For a long time past the need and duty to do more for the workers in the less fortunate regions of the world has been exercising the minds of the leaders of the ITF. Attempts have been made, and results have certainly been achieved, but perhaps never before has Congress realized how vast and how urgent the problem is, and never before has it formulated so clearcut a policy on the subject. A resolution on free trade unions in undeveloped countries recognizes that the ITF has a special task to encourage the formation and growth of free trade unions of transport workers in these countries, and makes an urgent appeal to

A new feature at the London Congress were our two stenotypists, Miss R. Sohler (French) and Miss T. Osborne (English). Many delegates were intrigued by their machines, which enable speeches to be typed phonetically at verbatim speed





A handshake from the General Secretary for Brother Nishimaki, International Secretary of the All-Japan Seamen's Union. Brother Nishimaki was elected to represent his country on the General Council

subject of discussion at ITF congresses—but freedom and democracy must be defended at all costs. A resolution adopted emphasizes that totalitarianism and Communism are the gravest threat to peace and freedom; pledges the utmost support of the ITF to the peace-promoting efforts of the ICFTU; urges the international control of war material; and calls upon affiliated unions to play their part toward securing freedom and peace. The ITF is unanimous in wanting a peace based not on intimidation and force, but on international agreement and understanding, and its efforts will always be directed to that end.

Altogether it was a Congress upon which we can look back with satisfaction. It has shown how strongly-knitted the ITF really is; something we may attribute to the efforts which have been made to eliminate power politics from its organization, to avoid discrimination and distinctions between groups and countries, and to provide that where decisions have to be come to it is by the whole of Congress, though sectional conferences afford an opportunity to put forth the greatest possible efforts on

transport workers' organizations in the more advanced parts of the world to make as generous a contribution as they can, morally and financially, to the work done in this field.

We hope and believe that the response will indeed be generous. As Arthur Deakin reminded us in his presidential address, 'solidarity is the fundamental basis of the trade union movement'. Help for the less fortunate has always been ITF policy, and the unanimity with which the resolution was adopted suggests that it always will be.

A resolution on international trade union relations also had this purpose in mind. Pointing out that few of the existing international trade secretariats are financially in a position to do really effective regional work, it suggests that they might join forces with each other, and in some cases with the ICFTU, to open regional offices. The Congress authorized the Executive Committee to proceed on these lines.

In this connection I may perhaps mention an amendment to our Constitution, moved by a Tunisian delegate, to make it clear that the ITF is opposed to colonialism (as well as to totalitarianism and aggression), and a resolution, moved by an African delegate from Kenya, opposing colour discrimination. There has, of course, never been any doubt as to the attitude of the ITF towards such matters, but it is as well to reaffirm it from time to time. Another resolution of a similar character backed the Tunisian Railwaymen's Federation in its campaign against discrimination, and still another that of the Japanese workers against the disabilities under which their trade unions have to work.

That the ITF is in earnest about its regional work is evidenced by the fact that arrangements are being made to hold an Asian Transport Workers' Conference as soon as possible, and a Latin-American Transport Workers' Conference in the early part of next year.

Threats to freedom

It is a sad reflection on the present state



A group of Dutch, British and Greek delegates. Wearing the light suit is P. de Vries of the Dutch Merchant Officers' Union. On his right is Mr Asep Ardi, who attended Congress as an observer from the Indonesian Railway Workers' Union

of affairs that the consequences of the stubborn determination of the Communist powers to force their creed upon an unwilling world should be a perennial

behalf of each group represented.

Now we must take off our coats and roll up our sleeves and provide material for the report to our next Congress.



Arthur Deakin – President of the ITF

by **Omer Becu**, General Secretary

DURING THE YEARS IN WHICH HE HAS SERVED AS LEADER of the world's largest and most heterogeneous union, Arthur Deakin has become a symbol not only of the best features of the British trade union movement but also of those qualities which we in other countries tend to think of as typically British.

Blunt, forthright, courageous, down-to-earth, practical, realistic – these are but a few of the adjectives (not always complimentary, by the way!) which have been applied to him during his period of office. Most of them are those which we normally associate with our mental picture of John Bull.

Realistic – perhaps that is the word which best sums up Arthur Deakin – a man who bases his thoughts and his ac-

tions on the hard facts of our world; who is sceptical (but not intolerant) of theories; who thinks in terms of his

members' welfare rather than of fine, but so often futile, gestures. He himself has said of the British trade union movement: 'We have always been Chartists, never Luddites', and he, probably more than any other, has demonstrated the truth of that statement, and the fundamental correctness of the attitude which underlies it.

On what he considers to be the rôle of a trade union leader, Brother Deakin has expressed himself with vigour and

clarity. For him, the trade union official cannot be a figurehead, nor yet a weathercock. He owes it to those who have elected him to display the essential characteristic of a leader – leadership, and to take decisions which are based, not on popular appeal or expediency, but on mature reflection and farsightedness. There is, as he expresses it, 'no royal road to success in handling the affairs of men. Prolonged and bitter are the disappointments encountered.'

I feel sure that Arthur Deakin would wholeheartedly support these words of Edmund Burke: 'Your representative owes you not his industry only, but his judgment; and he betrays you instead of serves you if he sacrifices that to your opinion'. And, in fact, he himself has expressed similar thoughts on several occasions and never more strikingly than when he said:

'I cannot and will not be a cipher. If your General Secretary is incapable of using that judgment, exercising that foresight and projecting those policies for the consideration of the members which it is their right to accept or reject, then he is not fit for the job.'

Few gatherings which Arthur Deakin attends can be described as dull. A man

who believes in, and is used to, speaking his mind, he injects his colourful personality into the most pedestrian proceedings with an ease which provokes both admiration and envy. A skilled debater who must be a tough nut for the employers with whom he negotiates, he is equally at ease in the rough-and-tumble of all-in controversy or the reasoned exchanges of sober discussion. From the floor he can dominate; from the Chair, control and guide. Deliberate but fluent in speech, his phrases, though often re-sounding and even striking, have remained homely and direct – the hallmark of a man who still feels himself close to the people. Finally – a great asset this – a sense of humour which enables him to see a joke against himself and laugh at it!

Some of us from other countries, brought up to associate the Labour Movement with Republicanism, may perhaps find it a little strange that Arthur Deakin should recently have been made a member of Her Britannic Majesty's Privy Council. And, indeed, even the *London Times* felt it necessary to point out that such an appointment was 'rare enough in itself to excite comment'. That appointment, however, is not only

the measure of the man Arthur Deakin but a significant pointer to the new rôle which the British trade union movement now plays in the nation's affairs. It is, in fact, a double tribute to Brother Deakin – on the one hand, a recognition of the services which he has rendered to the British people and, on the other, a recognition that the movement which he represents and has done so much to advance has become an essential feature of the country's life, assured of a place in its highest councils.

Arthur Deakin was born in Sutton Coldfield on 11 November 1890; he spent the first ten years of his life in this Warwickshire village, often listening in his father's cobbler shop to discussions on Socialism. In his tenth year his father died, and his mother, remarrying, took him in 1901 to Merthyr Tydfil in South Wales. For about three years he attended the Council School in Merthyr and then, at the age of thirteen years, went

The President meets the ex-President. Arthur Deakin welcomes our guest of honour, Charlie Lindley, shortly before the Congress opens. In the background can be seen L. Brosch, Secretary of the Austrian Transport Workers' Union



to work at the Guest Keen and Nettlefold Steel and Iron Works in Dowlais. It is recorded that his initial earnings were only four shillings a week and that, at the age of sixteen years, when he had to support himself, he found it necessary to work up to eighty hours a week to bring his wage up to £1.

But the times were exciting, for the Labour Movement was then developing rapidly in South Wales, with Socialist orators – among them Keir Hardie, whose influence on Deakin was especially strong – and socialist-minded preachers an integral part of the scene. Thus it was that, at seventeen years of age, he was already a staunch Socialist and trade unionist.

At the age of nineteen Deakin moved to Flintshire in North Wales, where his trade union career really began. Continuing to work in a steel mill, he spent much of his limited leisure time reading widely in social history and in studying mathematics and metallurgy at night school.

He joined the Dock, Wharf, Riverside, and General Workers' Union in 1911, and in 1919 became a full-time officer. In the previous year he had been made an Alderman of the Flintshire County Council.

In 1922, when the Transport & General Workers' Union was formed as the result of the amalgamation of fourteen separate unions mainly concerned with docks, waterways, and road transport, the dockers' group became part of it and Arthur Deakin was made Assistant District Secretary for the North Wales area. At that time the union had a membership of 297,000 compared with 1,309,000 at the present time.

It is noted in the *Record*, the official journal of the TGWU, that during the decade Deakin served in the capacity referred to above 'he had to grapple with the wage problems of members employed in trades that were gravely affected by the economic and currency disorders of the period after 1918. Time and time again the blast of world events upset wage standards which had been achieved after months of patient negotiation. It was a heartbreaking experience.'

With the implementation of the new constitution of the British Labour Party, Arthur Deakin took an active part in organizing the North Wales area. There was considerable demand for him as a speaker, and he was considered a

'menace' by opponents of Labour.

In 1932, when the repercussions of the economic collapse of 1929–31 were being acutely felt in Britain, and living standards all over the world were falling, Deakin was appointed National Secretary of the General Workers' Union and took up residence in London.

Three years later, he was appointed Assistant General Secretary of the entire union, second in command to Ernest Bevin, its leader. For five years, Bevin and Deakin worked hand in hand; then, in 1940, when Ernest Bevin received the Portfolio of Labour and National Service in the Coalition Government of Winston Churchill, Deakin was asked to take over as Acting General Secretary of the union, which was growing to be the largest in the world.

On the retirement of Ernest Bevin from the General Secretaryship of the TGWU on 9 March 1946, Arthur Deakin took office as General Secretary, having been elected by ballot vote to that position with a very clear majority.

Before the war, Brother Deakin attended a number of international conferences convened by the ILO as the representative of his union. Since the war he has played an increasingly important part in the international trade union movement. At our London Con-

Approaching seven million tons

THE NORWEGIAN MERCHANT FLEET – the third largest in the world – now numbers 5,884 vessels of altogether 6,900,000 gross tons. This estimate includes all vessels over 25 tons including fishing vessels and whalers, but large vessels of 2,500 gross tons and over account for 85 per cent of the total. Tankers amount to 3,800,000 tons or 55 per cent of the total tonnage.

In the second quarter of this year the Norwegian merchant fleet acquired 55 ships totalling 155,000 gross tons. A number of ships were sold, however, so that the net gain to the fleet was 33 ships of altogether 76,000 tons.

At the end of last year, Norwegian merchant navy personnel amounted to 42,231, of which 4,851 were engaged in coastal traffic and 37,380 on ocean-going vessels. Non-Norwegians employed in the merchant service numbered ten in coasting and 4,780 (i.e. thirteen per cent) in ocean-going traffic. The latter were classified as deck 1,930,

gress, Sir Vincent Tewson reminded us of his rôle in the drama which was played out within the WFTU and of his patience in the face of Communist provocation and duplicity. We remember, too, the energy with which he threw himself into the task of helping to create a new international organization which would carry on a tradition which the Communists had attempted to debase and corrupt. And finally, we recall with gratitude and affection his services to our own International and the countless occasions on which he has enlivened our proceedings by his forthright opinions, his wise counsel, and, last but most certainly not least, his strongly-developed sense of humour.

As most of our readers will know, Brother Deakin is due to retire from the leadership of his union during the course of next year. His period of office as President of the ITF will therefore be short. That is something which is regretted by us all, but we may console ourselves with the thought that he has already given a great deal of time to our International in other capacities. We can be sure, too, that his retirement will not mean the complete severance of his relations with us. As *The Times* wrote recently: 'No-one could expect him to retire from public life and write his memoirs'.

engine room 1,487, and general services 1,235. In terms of nationality there were 1,307 Danes, 626 of British nationality, 404 Dutch, 390 Swedes and 369 of German nationality.

Greek shipping legislation

THE GREEK GOVERNMENT, which is anxious to encourage the return of Greek shipowners to their country's flag and also to attract foreign capital to Greek shipping, has recently passed a series of sweeping legislative measures with this object in view.

These measures are designed to eliminate the factors which have hitherto discouraged American banks and other financial institutions from becoming involved in loans to vessels under Greek registry. These factors are: unfamiliarity with Greek Mortgage Law and its provisions; foreign exchange restrictions; the impossibility of changing the registry of a vessel; fear of frequent requisition; the uncertainty of the tax laws; and the relatively high Greek operating costs.



Our new Vice-President, Hans Jahn

HANS JAHN, NEWLY ELECTED VICE-PRESIDENT OF THE ITF, is President of the German Railwaymen's Union. Joining the Blacksmith's Union in 1903 at the age of eighteen, Hans Jahn can thus look back on over fifty years of trade union activity. Today, in addition to being President of the German Railwaymen's Union he is also a member of the Administrative Council of the German Federal Railways and a Social Democrat member of the West German Federal Parliament.

Hans Jahn worked on the German railways as a fireman from April 1914 and as a locomotiveman from October 1917. In 1920 he became Secretary of the Works Council Department of the German Railwaymen's Association.

In May 1933, free trade unions were wiped out in Germany as the result of

Nazi legislation, but for two years after that – a period during which he was three times arrested – Hans Jahn continued the fight underground. Finally forced to flee from the Gestapo, he took refuge in Holland. Expelled from there, he spent five years in Belgium and Luxembourg, and when the Nazi forces in-

vaded those countries in 1940, he fled through France, Spain and Portugal, and eventually reached England.

In England, with the help of the ITF, Jahn continued his underground work, organizing sabotage groups of railway and other workers. In 1943 and 1944, he was in Bari, Italy, where he was active in the reorganization of the Italian trade unions. At the end of the war in 1945 he returned to Germany where, as a member of the Executive of the German TUC, he has been active in the reconstruction of the German trade union movement.

(continued on the next page)

At almost every ITF Congress, one or more members of our Executive Committee find it necessary to relinquish their office for reasons of retirement or ill-health. Although always sad, such partings provide us with an opportunity of paying a well-earned tribute to



Robert Bratschi



P. Ferri-Pisani

The retiring members of the Executive Committee

ROBERT BRATSCHI, the popular and respected ex-President of the ITF, officially severed his connection with the ITF on 1 January last, on which date he took up an appointment as Managing Director of the Berne-Lötschberg-Simplon Railway Company.

Robert Bratschi's association with the ITF goes back to 1921, when, at the age of thirty and barely a year after he had been elected General Secretary of the Swiss Union of Railwaymen, he attended the ITF Congress at Geneva. At the Paris Congress (1926) he became a substitute member of the General Council for the Austrian, Hungarian and Swiss group, being elected a full member at the 1930 Congress in London. On

that occasion he was also elected to the Executive Committee.

At the first ITF Congress to be held after the war, the Zürich Congress of 1946, he was again elected to the Executive Committee. The highest peak of Robert Bratschi's association with the ITF, however, was reached in 1950 at the Stuttgart Congress when he was elected President – an office which he filled with characteristic tact and understanding.

Robert Bratschi carries with him the best wishes of the ITF in his new tasks.

BROTHER P. FERRI-PISANI, who is also retiring from the Executive Committee, is the President and former General Secretary of the French Seamen's

Federation. His close association with the ITF goes back to the year 1929 when he first participated in the deliberations of the Seafarers' Section. He was elected to the Executive Committee at the Stuttgart Congress, 1950.

Pierre Ferri-Pisani, who is now fifty-two years of age, was only twenty-six when he began to run the Marseilles Seamen's Union. He held the office of General Secretary in this Union until July 1941 when he was confined to his house and put under police surveillance by the Vichy government. Earlier, in 1929, he had been elected General Secretary of the French Seamen's Federation but relinquished this office on becoming a Municipal Councillor and Deputy Mayor of Marseilles.

Arrested by the Gestapo in March 1943, he survived the rigours of the Buchenwald concentration camp, returning in 1945 to find that the Communists had taken over the Seamen's Union. Refusing to front for the Communists, Ferri-Pisani went back to the docks as a workman.

In 1950, the Communists controlled some 2,400 of the 3,000 dock workers of Marseilles. To counter their activities in this and other ports, the ITF set up Vigilance Committees and Ferri-Pisani went to work to clear the docks of Communist influence. Within a year, he had succeeded in wresting control from the Communists in a free election and gave a new impetus to democratic trade unionism.

(continued from page 137)

As an experienced underground fighter against Hitler, Hans Jahn has no illusions as to the threat which totalitarian ideologies represent to free and democratic unions. One of the greatest tragedies of our times', he has said, 'is that the German unions did not fight to prevent Hitler taking power in 1933. And now we are living in a situation similar to 1933 in Germany – but with the Communists in Hitler's place. This time however we in the unions are ready to fight – either against the Communists or some new Hitler'. As part of the campaign against Communism, Hans Jahn has organized a 'Union Action Commit-

tee' for underground work behind the Iron Curtain. In addition, he is editor of the 'Voice of Freedom', the East German working man's 'window opening on the West' as Jahn himself has described it. Every month some 75,000 copies of this compact twelve-page paper, packed with news, cartoons and comment to keep the spirit of anti-Communism alive, are smuggled into the Eastern Zone. It is estimated that it is read there by no fewer than half a million East Germans.

In Hans Jahn the ITF has a Vice-President who has fought, and will continue to fight for the ideals of a free and democratic trade union movement.

New members of the Executive Committee

FERNAND LAURENT, General Secretary of the Force Ouvrière Railwaymen's Union since October 1950, began his trade union activities when, at the age of nineteen, as a member of the Regional Co-operative of Charentes, he joined the local Union of Commercial and Industrial Employees. One year later, in 1933, he became administrative secretary of this union, holding office until 1937, when he entered the service of the French railways.

Laurent continued his trade union activities with the railwaymen, becoming secretary of the clerical workers' section of the Paris Railwaymen's Union (Western Branch). During this period he made every effort to combat the Communists' attempts at union domination.

On the outbreak of the war, he was called up and saw service at the front until taken prisoner in June 1940. He was released to take up his railway duties and immediately joined the northern group of the liberation movement. Arrested in 1943, he was again released, but continued to work for the underground intelligence service.

At the end of the war, he was elected to the federal office of the French Railwaymen's Union, and found himself one of a minority fighting against the Communist domination of the union. At the end of July 1947, together with Brothers Lafond and Bodeau, he formed a Trade Union Committee of Action which was later to join others in setting up a railwaymen's union free of Com-

munist influence – the Force Ouvrière Railwaymen's Union of which he became General Secretary in October 1948.

In addition, Fernand Laurent is President of the Industrial Disputes Committee of the French TUC (FO) and a member of its Federal Committee.

ANDREAS THALER entered the service of the Austrian railways in 1918 at the age of twenty-three as a permanent way worker. The following year he was elected shop steward. Some years later he was appointed representative of the maintenance workers on the Central Staff Committee of the Austrian Federal Railways. In 1926 he was also elected to the Industrial Council (Wages and Salaried Staff).

He held these offices until the advent of the Fascist régime under Dollfuss in 1934 when he was dismissed from the service of the railway in company with others who were associated with the Social Democrat Party. During the next four years, up to the annexation of Austria by Hitler's armies in 1938, Andreas Thaler was active in keeping alive the spirit of free trade unionism in Austria, in maintaining contact with other railwaymen, victims of the régime, and in assisting them by means of aid from the ITF and other organizations.

During the Nazi occupation, Andreas Thaler was under constant surveillance by the Gestapo until 1942, when he was thrown into prison and later sent to a concentration camp.

In 1945 at the end of the war, he returned to the service of the Austrian railways and resumed his trade union work, being elected General Secretary of the Austrian Railwaymen's Union in 1946 – an office he has held ever since. In 1949 he was elected Vice-President of the re-established Industrial Council (Wages and Salaried Staff). He has been a member of the ITF's General Council since the Stuttgart Congress.

(continued from page 160)

ployees, to expel the Communist menace from its fold.

Our program for the future includes:

- 1) Negotiation of changes in rules governing working conditions in existing agreements with some forty railroads in the United States and Canada.
- 2) Prosecution of the fight for a welfare plan providing for increase of vacation with pay from two weeks to twenty days; pay of double time for work on holidays; a health and welfare plan providing death benefits, hospital, medical and surgical care, without expense to porter, and rights to free transportation.
- 3) A continued fight for FEPC (Fair Employment Practices Code) which, incidentally, was originated by the Brotherhood in 1941.
- 4) Organization of the few unorganized porters on the railroads in the United States and Canada.
- 5) Broadening and extension of our regional educational and organizational conferences, which elaborate and refine the techniques and methods for the adjustment of day-to-day grievances and claims that arise between the porters and the management of the carriers, and the development of our over-all workers' education and leadership program.
- 6) Expansion and strengthening of the committees for non-partisan political action in the various local divisions.
- 7) A redoubled fight against the so-called 'right to work' laws that are designed to hamstring union shop contracts and weaken, if not destroy, the trade union movement.
- 8) Renewed opposition to the full crew bill that would drive Negro train porters off the head-end of trains.

Fernand Laurent



Andreas Thaler



Resolutions adopted by the London Congress

ITF CONSTITUTION

Amendment to Preamble of Constitution

That the third sentence of the Preamble to the Constitution of the ITF be amended to read as follows:

'It stands for the defence of democracy and freedom, and is opposed to *colonialism*, totalitarianism, and aggression in all their forms.'

POLITICAL AND ECONOMIC

Resolution against the colour bar

Whereas African workers in Kenya and other African territories are barred from skilled employment in the transport industry.

This Congress asks the Executive Committee to make representations to the governments of the mother countries concerned with a view to obtaining the repeal of all discriminatory industrial legislation based on colour.

Resolution on colonial workers and the ILO

This Congress

Endorses the claim of workers in dependent countries and territories to direct representation at the International Labour Conference and on the Governing Body and all other committees of the ILO where their interests are concerned; and

Asks the Executive Committee to make representations in appropriate quarters with a view to the establishment in Africa of an agency of the ILO charged with supervising the implementation of conventions and recommendations applicable to workers in dependent countries and territories.

Resolution on experiments involving thermo-nuclear weapons

The Congress

Expresses its heartfelt sympathy with the Japanese workers in their sufferings

resulting from the recent thermo-nuclear experiment; and calls upon the appropriate authorities to ensure that workers shall not again be the victims of atomic experiments.

Freedom and world peace

Considering that another world war would plunge mankind into horrors which defy human imagination and entail the downfall of civilization for generations to come,

Considering that Totalitarianism and Communism are the gravest threat to both the freedom of the peoples and peaceful progress,

Considering that all the nations of the world and all sections of society should do everything they can to prevent the calamity of war, and

Considering that the international control of atomic energy and supervision of the manufacture of war materials are vital if the world is to be spared such a fate:

This Congress of the International Transport Workers' Federation, meeting in London from 16 to 24 July 1954,

Urgently appeals to the United Nations to continue to make every effort to ensure that atomic energy is used exclusively for peaceful ends and that the manufacture and movement of war materials are placed under effective international supervision,

Pledges the utmost support of the ITF to the peace-promoting efforts of the ICFTU, and

Calls upon transport workers' unions affiliated with the ITF to bring all pressure to bear upon their national legislatures and otherwise to play their part towards securing freedom and peace.

Emergency Resolution on Tunisia

Whereas the Executive Committee of the ITF has supported the claims presented by the Tunisian Railwaymen to the French Government and the authorities in Tunisia, but has only obtained partial and inadequate satisfaction;

Whereas the Tunisian Government,

which had promised to meet the claims of the Tunisian members of the ITF, resigned in June last before being able to keep its promise;

Whereas the personnel policy of the Tunisian Railways not only is not making any advance towards a greater measure of justice, but since the resignation of the Tunisian Government tends in the opposite direction;

Whereas the trade unions of the Tunisian Railwaymen are hampered in their regular and legal activities by the arbitrary attitude of the public authorities, on the one hand, and by the policy of reprisals followed by the railway companies on the other;

Whereas the Tunisian Railwaymen's Federation is calling for an end of the *management of the railways by foreign companies*, and for their operation by an administration depending directly on the Tunisian State, with a view to securing for the Tunisian personnel more sympathetic and equitable treatment;

Whereas the claims of the Tunisian members of the ITF are inevitably associated with the general aims of other Tunisian workers and citizens, who wish to have a larger part in decisions which affect the economic, social, cultural and civic progress of their country;

Whereas the actions of the Tunisian Government and the French authorities are dictated by private interests based on a policy of colonial oppression and whereas they have established a fully-fledged dictatorship in Tunisia and refuse to dispense the vitally necessary social justice demanded by the free trade union movement;

Whereas only a democratic and autonomous regime can ensure harmonious relations between Frenchmen and Tunisians;

The Congress

Approves the action undertaken by the Executive Committee of the ITF on behalf of the Tunisian railwaymen;

Demands the complete raising of the

penalties inflicted on the Tunisian railwaymen who took part in the strike of 1 April 1952:

Supports the demand of the Tunisian Railwaymen's Federation that all the country's railways be managed by a body responsible directly to the Tunisian State; and

Expresses its sympathy with the Tunisian democrats who are striving for the emancipation of the workers of that country and stresses the fact that the free trade union movement has more than ever before a vital role to play in order to fulfil its mission of contributing to the creation of a brotherhood of all mankind, of emancipation of the working class within a social order which respects the freedom of the individual and of the community.

Resolution on World Trading Relations

The Congress welcomes the slight easing of world trading relations and calls upon its affiliated organizations to make representations to their respective governments urging that friendly trading relationships should be speedily developed with all countries willing to enter into general trade agreements.

TRADE UNION MOVEMENT

Resolution on International Trade Union Relations

The Congress of the International Transport Workers' Federation, meeting in London from 16 to 24 July 1954,

Convinced of the importance of close cooperation between the international trade secretariats and the International Confederation of Free Trade Unions, particularly for the purpose of establishing and strengthening the influence of the free trade union movement in the more remote and underdeveloped countries and regions of the world;

Realizing that few of the existing international trade secretariats are financially in a position to do really effective work on their own in such countries and regions, while some are able to do none at all;

Believing that this work would be greatly facilitated if the number of trade secretariats could be reduced, and their effectiveness increased, by a process of amalgamation; and

Believing, also, that an important contribution could be made by opening

regional offices, jointly in some cases with the ICFTU and in others with other international trade secretariats interested in the region concerned;

Declares its willingness to cooperate with other international trade secretariats in realizing these aims, on the clear understanding that it is unalterably opposed to any form of integration that would diminish in any way the activities of the ITF, and that it shall preserve such independence of action as is necessary to maintain and expand these activities;

Approves the line followed by the Executive Committee and Secretariat of the ITF, in respect of relations between the ICFTU and the international trade secretariats, since the Stockholm Congress; and

Authorizes the Executive Committee to enter into negotiations with the ICFTU, and any or all of the international trade secretariats, with a view to drafting proposals to achieve these aims.

Resolution on Free Trade Unions in under-developed countries

Considering that the raising of the living and working conditions of the peoples of the under-developed regions is an essential condition for the economic stability and social development of these parts of the world;

Considering that political freedom of the non-self-governing countries is essential in the interests of democracy and of the progress of these countries;

Considering that a decent standard of life is not only a natural right of the workers, but also one of the means of arresting Communist or any other form of totalitarian encroachment, thus ensuring world peace;

Considering that the attainment of such objectives depends primarily upon the existence of strong and democratic trade union movements in these regions, and

Considering, therefore, that the utmost importance attaches to the efforts being made by the ITF and the ICFTU to promote the development of free trade unionism in the regions in question,

This Congress of the International Transport Workers' Federation, meeting in London from 16 to 24 July, 1954,

Addresses a strong and urgent appeal to transport workers' organizations in the most advanced parts of the world to make as generous a contribution as they

can, morally and financially, to the work being done in this field, in order that

1) The ITF may carry on as effectively as possible the special task it has to perform in encouraging the formation and growth of free trade unions of transport workers in under-developed countries; and

2) May also co-operate and participate as fully as possible in the regional work of a general character being done by the ICFTU.

Resolution on Trade Union rights and labour disputes in Japan

Whereas Japanese law forbids strikes on the railways and in urban transport, and subjects labour disputes in these industries to compulsory arbitration;

Whereas the law in question gives the authorities exercising the function of employer the right to reject or amend the arbitral award, but denies the same right to the workers and their trade unions;

Whereas the Administration of the Japanese State Railways has, during the last five years, with the concurrence of the Government, four times refused to apply in full an arbitral award providing for wage increases for its 400,000 employees;

Whereas the reaction of the National Railway Workers' Union of Japan to these arbitrary, autocratic and unjust acts has been to call upon its members to observe working rules strictly and scrupulously for determined periods, and to take advantage of the holiday rules to leave their work in mass;

Whereas the Railway Administration has taken reprisals by dismissing from their employment the President, Vice-President and General Secretary of the union, as well their successors and fifteen other leaders;

Whereas the Administration refuses to recognize the Railway Workers' Union because it has elected dismissed railwaymen to hold office in the union and that this attitude constitutes an act of unwarranted interference in the internal affairs of the union;

Whereas there has been a similar conflict in the transport services of the municipality of Sapporo, which has led to the dismissal of the five chief leaders of the trade union of the workers concerned;

Whereas compulsory arbitration in labour disputes is an inadequate sub-

Resolutions adopted by the London Congress (continued)

stitute for the right to strike, since by depriving the workers of freedom of action it deprives them of the ultimate means of obtaining justice;

Whereas a system of compulsory arbitration which destroys the freedom of the workers, but maintains that of the employers, makes the will of the employer the supreme arbiter and subjects the worker to autocracy, and is therefore doubly to be condemned; and

Whereas the law in question is unworthy of a democratic and civilized country, and the dealings of the Railway Administration and the Municipality of Sapporo are flagrant denials of justice and acts of oppression worthy only of totalitarian régimes;

Whereas the Japanese Government is considering amending these laws in such a manner as to aggravate the disadvantage of the railwaymen and transport workers' trade unions in relation to the employers;

Whereas this reactionary social policy is calculated to harm the railwaymen and transport workers, not only in Japan but in all other countries in Asia and the world in general;

The Congress

Urges the Japanese Government to amend its existing legislation in such a manner as to adapt it to the ideas of the democratic world as expressed in many of the instruments of the ILO, and in particular the Resolution on Industrial Relations in Inland Transport adopted in 1947 by the Inland Transport Committee of that Organization;

Offers its sympathy to the Japanese transport workers, and encourages them to persevere in their endeavours to set up in their own country a real democracy dedicated to the ideal of justice; and

Instructs the Secretariat of the ITF to bring the present resolution to the notice of the Japanese Government.

Resolution on personal contacts between workers of different countries

Whereas personal contacts between members of the ITF engaged in the same

branch of transport in different countries would be calculated to facilitate international trade union action in the transport world,

The Congress

Requests the Executive Committee and Secretariat to do all they can to encourage bilateral arrangements between affiliated organizations for international exchanges of workers in the same branch of transport, and to give organizations making such arrangements all possible help.

RAILWAY, ROAD TRANSPORT, INLAND NAVIGATION

Resolution on Responsibility for Traffic Accidents

Whereas the causes of accidents in modern railway and road traffic are often very complex and determinable only by experienced specialists;

Whereas the courts which have to investigate traffic accidents are mostly composed of persons who lack the technical knowledge and special experience required to appreciate with certainty the responsibility of the authors and victims of such accidents;

Whereas the legitimate interests of transport workers on trial on charges of having caused accidents are consequently often in danger;

The Congress

Demands that expert assessors shall be attached to courts called upon to deal with traffic accidents, and that the appropriate trade unions shall have the right to take part in the choice of such expert assessors.

The Congress further confirms the decision of the Committees of the Railwaymen's and Road Transport Workers' Sections in favour of an enquiry into legislation relating to traffic accidents.

Resolution on the 40-Hour Week

The Congress stresses the vital import-

ance of a strict limitation and regulation of working hours and rest periods in transport.

Disregard of the Convention of 1919 on the Eight Hour Day, while at the same time the density of traffic and speed on road and rail have become ever greater, has had devastating effects both upon the safety of transport and road users and upon the personal safety of the workers employed in transport. The alarmingly high and rapidly growing figures of accidental deaths and injuries, with all their material, financial and personal consequences are due, to a large extent, to inadequate regulation of working hours and rest periods, or to disregard of the appropriate regulations.

The Congress urges affiliated organizations and the authorities concerned to examine regulations relating to hours and rest periods now in force with a view to improving them in the interest of traffic safety, and, in addition, to ensure that the strictest possible observance of regulations with regard to hours and rest periods shall be ensured by effective measures for supervision and control.

Further, Congress declares that the present stage of technological development calls for a reduction of working hours to forty a week, with full compensatory adjustment of wages. It calls upon all transport workers and their trade unions to strive unremittingly for the reduction of working hours in order to bring about, as soon as economic conditions in their country permit, or social conditions make it necessary, the realization of the forty-hour week.

Resolution on the Organization of European Transport

Whereas the economic integration of Europe is necessary for the welfare and prosperity of its peoples, and the rational organization of transport is a condition for the success of endeavours to achieve such integration;

Whereas economic nationalism in the transport policy of the European countries leads to the irrational organization of transport, and therefore constitutes an obstacle to the economic integration

of Europe, and

Whereas nationalist transport policy involves overinvestment and uneconomic competition of which taxpayers, users of transport and transport workers bear the cost;

The Congress

Instructs the Executive Committee to set up, in conjunction with the affiliated unions in the Western European countries concerned, a committee to assist the Secretariat in its task of keeping in touch with the activities of the governmental and non-governmental international bodies concerned with European transport, and to try to influence the activities of these bodies towards the elimination of ideas of rivalry from the transport policies of the European countries, and towards promotion of the conclusion of bilateral and multilateral agreements laying down rules for the sharing of traffic, based on the concept of the solidarity of the European peoples.

Resolution on Enforcement of the Standard Set of Rules for International Road Transport in Europe

Whereas international road transport between the countries of Europe is steadily growing in importance;

Whereas the working and social conditions of the motor drivers engaged in such transport are variously regulated in the different countries concerned;

Whereas the circumstances in which such transport is at present effected do not afford adequate guarantees of safety;

Whereas the introduction of the Standard Set of Rules for International Road Transport in Europe will provide for minimum social conditions binding upon those countries which ratify them; but,

Whereas experience in the past has shown that Rules of this kind are not likely to be effective if special provision is not made for enforcing them;

This Congress

Instructs the Secretariat of the ITF to consider and draft measures calculated to ensure observance of the Standard Set of Rules and maintenance of the maximum degree of safety in international road transport.

SHIPPING

Resolution on the Problem of Flag Transfers

Having considered a report on the continuing problem raised by the ever-increasing number of transfers of vessels from the registers of legitimate maritime countries to those having no regulations, or completely insufficient regulations, concerning the conditions of employment of seafarers and the safety of vessels; and

Bearing in mind also the valuable work done by the tripartite committee of the Governing Body of the ILO, which investigated conditions in Panama flag vessels in 1949;

This Congress

Resolves to ask the Director General of the ILO:

1) That the Governing Body of the ILO be requested to place the question of the conditions of work of seafarers employed in the vessels of runaway-flag countries, i.e. Panama, Honduras, Liberia, Costa Rica, etc., on the Agenda of the next session of the Joint Maritime Commission;

2) That in the meantime the ILO prepare a report based on the replies of the Governments concerning their views on the report and decision of the Committee on Conditions in Panama flag vessels, and where appropriate, information concerning the effect given by the Governments concerned to the recommendations of the Committee; and

3) That the question of the effect of flag transfers on the conditions of seafarers form a major part of the Director-General's report to the proposed Maritime Session of the International Labour Conference in 1957.

Resolution on the Revision of Convention No. 93 concerning Wages, Hours and Manning on Board Ships

This Congress

Having noted the resolution adopted by the Tripartite Sub-Committee of the Joint Maritime Commission in April 1954 proposing:

a) That a JMC session be held in 1955 to consider the desirability of holding an International Maritime Labour Conference;

b) That a Tripartite Sub-Committee of the JMC be convened to consider revision of Convention No. 93 when the ILO has carried out a further consultation of governments and the two sides of the JMC on the subject;

c) That the ILO prepare a detailed report on conditions of seafarers in smaller ships; and

Having noted further that the Governing Body of the ILO has approved those parts of the resolution concerning the further consultation on the subject and the preparation of an ILO study on conditions in smaller ships but has deferred its decision on the convening of a JMC session in 1951 and a Tripartite Sub-Committee;

This Congress re-affirms the unanimous conclusions of the Tripartite Sub-Committee of the JMC of April 1954 and urges the Governing Body of the ILO to convene a session of the JMC in 1955 and to include in its agenda the question of convening a maritime session of the International Labour Conference not later than 1957.

This Congress further requests the JMC to consider at the proposed 1955 meeting the desirability of regarding the envisaged meeting of the Tripartite Sub-Committee of the JMC on the revision of Convention No. 93 as a Tripartite Technical Maritime Conference, similar to the one which was held in Copenhagen in 1945, which would be asked to discuss not only the question of the revision of Convention No. 93, but also the other items on the agenda of the proposed Maritime Conference for 1957, and thus fulfil the requirements of the first discussion in the double discussion procedure of the ILO.

Resolution on the Misinterpretation of ILO Decisions

Whereas it is clearly understood under the procedure of the International Labour Organisation that the standards formulated by the Conventions, Recommendations and Resolutions adopted by the International Labour Conference shall be regarded as international minima, and shall in no way prejudice more favourable conditions already obtained or subsequently obtained in the national sphere; and

Whereas attention has been drawn to attempts sometimes made by shipowners' circles in certain countries to use international declarations for the purpose

Resolutions adopted by the London Congress (conclusion)

of undermining existing national standards in respect of hours of work or other conditions of employment on board ship;

This Congress

Strongly deprecates such misinterpretation of the sense and the intention of the International Labour Organization, and

Pledges its utmost support to national seafarers' organization in meeting such attacks on acquired rights.

Resolution on the implementation of IMCO Convention

Having noted with deep regret that a number of important maritime countries still fail to ratify the 1948 Convention concerning an Inter-Governmental Maritime Consultative Organization;

Having noted, further, the resolution adopted in March last by the Economic and Social Council of the United Nations asking the Secretary-General to pursue consultations with governments of eligible states which have not yet ratified;

Considering the need for a United Nations shipping agency to be as urgent as ever;

This Congress

Re-affirms the resolution which was adopted by the ITF Seafarers' Sectional Conference in April 1954 and invited the fourteen governments having ratified to consider the possibility of achieving the purposes of the IMCO Convention by means of voluntary machinery; and

Expresses the hope that the consultations being conducted under ECOSOC auspices will be terminated as expeditiously as possible, in order that IMCO may finally be established and perform the urgent tasks awaiting attention.

Resolution on Escapes from Iron Curtain Countries

This Congress

Expresses its sharp condemnation of the

intolerable conditions of material hardship and spiritual suffering prevailing in merchant ships of Communist-dominated countries and its feelings of profound sympathy for seamen who can endure them no longer and seek refuge in the free countries;

Considers that the traditional rights of asylum should be extended to seamen and other fugitives from political oppression; and

Urges that opportunities of employment should be accorded in such cases to the fullest extent permitted by security and economic considerations.

PORTS

Resolution on working conditions of Bombay Dock Workers

Having received a report from the Bombay Dock Workers' Union about the unsatisfactory nature of the decasualization scheme in existence at the port of Bombay and about the tendency to reduce the number of workers registered under the scheme and thus to defeat the object of decasualizing the dock industry; and

Having noted also complaints of the failure to provide adequate welfare facilities at this port, such as baths, rest sheds, sleeping sheds for night workers, canteens, clean drinking water, protective clothing and equipment for handling dangerous cargoes and call-stands;

This Congress

Recalls the resolution adopted on the subject of dock decasualization schemes at the third session of the Inland Transport Committee of the ILO in Brussels in May 1949, and that on the subject of dockers' welfare facilities at its fifth session in Geneva in February 1954;

Notes that Indian Government representatives voted for these resolutions and that the Indian Government is therefore committed to implementing them to the fullest possible extent; and

Promises all possible support to the Bombay Port Workers' Union in its attempts to ensure implementation of the ILO resolutions in India, to secure better

working conditions for dock workers.

Resolution on fundamental conditions of Dock Workers

This Congress

Endorses the following principles formulated by the Dockers' Section of the ITF as fundamental international conditions for dock workers:

- a) Guaranteed minimum monthly wage financed by employers' contributions or a levy upon goods handled by the industry;
- b) Annual holiday with pay;
- c) Retirement pension at the age of sixty;
- d) Invalidity pensions related to the heavier physical requirements of dock work; and

Decides that these principles shall be incorporated in the international programme of demands to be drawn up by a future conference of the Dockers' Section.

FISHING

Resolution on Fishermen's questions and the ILO

This Congress

Having noted with satisfaction that the Governing Body of the ILO has decided to set up a Committee of Experts on Fishermen, and having further noted that the Committee is to hold its first session in October of 1954 to consider the four aspects of fishermen's conditions of work, viz. minimum age for entry, medical examination, accident insurance and articles of agreement, and to make recommendations to the Governing Body of the ILO as to which of these aspects is ripe for international action and as to the nature and the scope of such action as should be taken;

Resolves that the Director-General of the ILO, in the light of the recommendations of the first session of the Committee of Experts on Fishermen, be asked to request the Governing Body of the

ILO to place on the Agenda of the 39th Session of the International Labour Conference (1956) those aspects of fishermen's conditions of work which are recommended for international action by the Expert Committee.

Resolution on encroachments on freedom of the seas

Whereas experiments with nuclear devices carried out on the high seas are fraught with grave danger to the life and health of fishermen and seamen engaged in their normal occupations;

Whereas the effects of radio activity caused by such experiments are calculated to cause serious damage to fish supplies, to the livelihood of fishermen and to the national economy of certain countries;

Whereas attempts have been made by certain countries to extend their territorial waters regardless of the welfare of other countries and regardless of the principles which have traditionally prevailed in this respect; and

Whereas there is a growing tendency to hold international conferences and to adopt international measures concerning fishing operations without consultation or participation of the workers of the industry;

This Congress

Expresses its deep concern at the encroachments of various kinds upon the traditional freedom of the seas;

Calls upon the United Nations to take effective and urgent steps to ensure that in case of defence and other experiments of a dangerous kind being carried out on the high seas precautions shall be taken, such as appropriate warnings and fixing of sufficiently wide safety zones, to avoid repetitions of casualties and accidents of the kind which have occurred; and

Urges once again upon governments that they include representatives of fishermen in their delegations to international conferences and inquiries concerned with the fishing industry.

INLAND NAVIGATION

Resolution on fair job evaluation on Inland Waterways

Whereas efforts on the national level to secure equation of travelling time with working time on the inland waterways

have so far failed because employers have always been able to give international competition as an excuse;

Whereas regulation of the matter on the national level by collective agreement within a single country would so upset the international competitive power of this country that sound competition would no longer be possible; and

Whereas it is simply not possible to counter this argument;

The 23rd Congress of the ITF, meeting in London from 16 to 24 July 1954.

Is of the opinion that a satisfactory regulation for the Inland Waterways Workers can only be secured on an international basis; and

Recommends the Secretariat of the ITF to approach the governments concerned with a view to securing by negotiation the equation of travelling time with working time, and thus achieving a fair evaluation of and remuneration for work on the inland waterways.

CIVIL AVIATION

Resolution on Consolidation of the trade unions of civil aviation workers

Whereas the steady growth of international civil aviation emphasises the need of internationally applicable solutions for the many social problems affecting the personnel of civil aviation undertakings and airports;

Whereas there is great diversity in the trade union organization of this group of workers in the different countries, and in some cases a part of them belong to trade unions which are not affiliated with the ITF; and

Whereas experience has already shown that the setting up and development of an adequate system of social security for the workers concerned cannot be accomplished by numerically weak organizations, many of them out of touch with one another, though the limitless range of air traffic, overstepping the boundaries of nations and continents, calls for closer international co-operation than ever;

This Congress

Urges such organizations, and all unions having employees of civil aviation undertakings and airports among their members, to increase their effectiveness by affiliating with the ITF; and to facilitate the achievement of this purpose;

Instructs the Secretariat of the ITF to get into contact with all trade unions which have such workers among their members and which do not yet belong to the ITF.

Resolution on ITF attendance at Inter-Governmental Civil Aviation Conferences

This Congress

Notes with concern the policy of the International Civil Aviation Organisation to deny consultative status to appropriate civil aviation trade union organizations which is considered necessary particularly when important issues affecting directly the safety of personnel are dealt with;

Protests against the exclusion of the ITF from the Conference on European Air Transport Co-ordination held in Strasbourg from 21 April to 8 May, 1954; and

Calls upon the International Civil Aviation Organisation to reconsider its attitude to trade union representation at such deliberations, and claims the right of attendance on a consultative basis at any subsequent regional or international civil aviation conference.

Resolution on ILO Joint Aviation Commission

This Congress

Recalling that a resolution was adopted at the ITF Civil Aviation (Flying Staff) Conference in Paris in June 1953 urging that the necessary machinery for dealing with the social problems of the industry be established by the International Labour Organization;

Expresses profound regret that the Governing Body of the ILO has not yet taken a decision on this vital matter;

Recommends

- a) that the Director-General of the ILO be requested to bring this question before the Governing Body at its Autumn 1954 Session;
- b) that the Governing Body again be urged to approve the early establishment of a special Commission for Civil Aviation which would serve as a technical advisory committee to the Governing Body on civil aviation social questions;
- c) that a special section be set up within the Secretariat of the International Labour Office to deal with these issues.

The Scandinavian Transport Workers' Federation

by John Christensson, General Secretary

IN THE INTERNATIONAL FIELD, the four northern countries are often known by the common designation Scandinavia. And, in fact, the four countries – Denmark, Finland, Norway, and Sweden – have much in common. Finland has a partly Swedish-speaking, partly Finnish-speaking population, and this makes the language problem a relatively easy one when Finns travel to other parts of Scandinavia. The languages of the remaining three countries are so similar that mutual comprehension creates no difficulties at all. The Scandinavian countries have much else in common. They have, for instance, gradually evolved legislative codes which, to a great extent, follow the same lines; and the adoption of more important laws is usually preceded by joint consultations aimed at producing texts which are as similar to one another as is possible. This applies particularly to maritime and land transport, as well as to general legislation in the social field.

The trade union movement, like the Scandinavian labour movement, developed in the south, being transmitted from Denmark to Sweden. The first person to preach Socialism in Sweden, the old tailor Palm, had previously worked in Germany and Denmark, countries from which he was deported because of his socialist activities. When he returned to Sweden, some trade unions had already been formed, most of them under Liberal influence; and a struggle developed between the new Social-Democratic view and the old Liberal idea of do-



minating the trade unions.

In the long run, the Social-Democratic view prevailed, and since then the trade union movement in Sweden, Norway, and Denmark has worked in close collaboration with the Social-Democratic Party. In Finland, as the result of special circumstances, it has not so far proved possible to adopt the policy to the same extent.

The need for cooperation between the Scandinavian countries made itself felt at a very early stage. Finland, however, was unable to participate in this cooperation until relatively late in the twentieth century, due to the fact that it was under Russian suzerainty, with the Russian authorities prohibiting relations with the other Scandinavian countries and periodically banning trade unions.

So far as the transport workers were concerned, joint activities began in 1907, with the holding of a preparatory conference in Kristiania (now Oslo). On 27 January 1908, a conference, at which Denmark, Norway, and Sweden were represented, met in Hälsingborg (Sweden). The principal item to be discussed was 'the possibility of creating a Scan-

M. C. Lyngsie (1864–1931). One of the great figures of the Scandinavian Labour Movement, he founded the Danish General Workers' Union, now Denmark's largest union, and was one of the co-founders of the Danish Trade Union Centre



Charles Lindley was one of those who took part in the conference which first discussed the possibility of a Scandinavian Transport Workers' Federation. He also submitted the first draft declaration setting out the Federation's basic aims

dinavian transport workers' union'. Among the delegates listed in the report of that conference we find many of the outstanding personalities of the Scandinavian trade union movement. As delegate of the Swedish Transport Workers' Union, for instance, there was Charles Lindley, who is known throughout the world, inter alia as President of the ITF for many years. From Denmark came the legendary M. C. Lyngsie, who represented the Danish TUC but was the founder and leader of the Danish General Workers' Union, now Scandinavia's largest trade union with its 250,000 members. From Sweden and Norway, representatives of the transport workers only attended the conference, whilst on the other hand Denmark also sent delegates from the Ship's Firemen's and Seamen's Unions.

After thorough discussion, it was decided to set up a committee consisting of representatives of the three countries attending the conference. This committee submitted, through Charles Lindley, the following draft resolution:

'Despite the fact that the dockers and transport workers of the three Scandinavian lands belong to different organizations and that the idea of a Scandinavian Transport Workers' Union must now be abandoned, Congress nevertheless feels that it should recommend a greater measure of cooperation between these organizations which are made up, either wholly or partially, of transport

workers. It is proposed that the following rules should govern their joint activities:

'That the organizations of the three countries concerned should exchange reports making possible uniform action in the case of disputes or wage movements and, in such ports where the organizational position allows of this, should boycott such vessels as have been declared black in other countries.'

Following consideration of this draft and of an alternative proposal which



Oskar Eriksson, one-time Treasurer of the Swedish Transport Workers' Union and General Secretary of the Scandinavian Federation from 1928 to 1933

was put forward, it was decided to accept the committee's resolution without any important changes.

The aims put forward in that resolution have ever since formed the basis for joint trade union activity in Scandinavia. The conference did not think it necessary to fix a date or a venue for the next meeting; that was left open until such time as the need for fresh consultation made itself felt.

Several years were to go by before the need was felt, for it was not until November 1913 that a new conference met with the aim of 'considering the question of joint financial support by the Scandinavian trade unions in trade disputes arising in the transport industry'.

The conference of 1913 had its origin in a decision taken by the Congress of

the Swedish Transport Workers' Union held earlier in the same year, which had instructed its Executive Committee to take up the question. It was attended by representatives of the Finnish Transport Workers' Union as well as by delegates from the three countries previously represented. In all, the unions taking part spoke on behalf of 16,721 transport workers. The conference dealt exhaustively with the problem of how mutual assistance could be given in industrial disputes, and during the discussions reference was made to an agreement providing for such assistance which had been arrived at between the Scandinavian national centres.

A resolution on the subject which was adopted by the conference provided for the acceptance of 'rules governing the rendering of obligatory assistance in case of disputes involving transport workers in Scandinavia and Finland'. These included the exchange of reports, Congress proceedings and auditors' reports, trade union organs, etc., as well as detailed stipulations on the way in which sympathetic support should be given. The latter, which are still in force, provide that during the first two weeks of a dispute the organization directly involved should be responsible for financing it. After that period, the union had the right to approach other organizations for financial assistance, which was granted on the basis of one öre per member per week for each one hundred workers involved in the dispute. The original union was, however, responsible for the first hundred of its members.



Over the years, these rules have been changed slightly in that one öre per member per week is payable for each one hundred workers in dispute at the rate of exchange applying in the country in which the Secretary of the Federation is domiciled, with the union directly involved being responsible for the first five per cent of its membership.

In addition, the conference of 1913 proposed that annual meetings should be held to discuss all problems arising out of the agreement or proposed amendments to it, and any other important questions affecting the transport workers of Scandinavia and Finland. Extraordinary conferences could also be convened at the request of any one of the countries concerned. The question of representation at such conferences was left open, each organization having the right to send as many delegates as it wished. However, voting strength depended on the number of members represented by the individual unions.

In essence, these stipulations have remained unchanged ever since. However, in the 1920s provision was made for a Secretariat, which originally consisted of one Secretary and two corresponding members. At a later stage, this Secretariat was enlarged to a total of five members, and a proposal which is to be submitted to this year's annual conference provides for an additional member. The original rules said nothing about affiliation fees, but there is now a stipulation that every organization belonging to the Scandinavian Transport Workers' Federation shall pay fifteen Swedish öre per full contribution member and eight öre per half contribution member.

During the course of the years all seafarers' organizations catering for ratings in the four Scandinavian countries have become members of the Federation, as have also those representing dockers, drivers and similar groups. As from 1948, it also became possible for ship's officer's unions to affiliate, and the engineer officers of Sweden, Norway, and Finland have already done so, together with the Swedish Stewards' Union. The total membership of the affiliated organizations is now approximately 191,000.

Nils Martensson, who was General Secretary from 1933 to 1948, had the difficult task of piloting the Scandinavian Transport Workers' Federation through the period of the Second World War

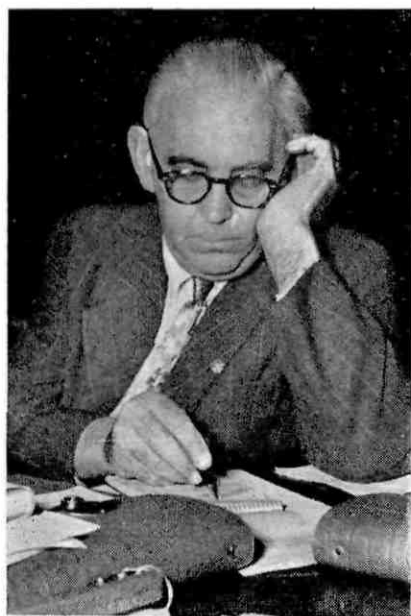
Since 1913, the Federation has held conferences every year, with the exception of 1918, when war conditions made it impossible, and the period 1940-44 during the second world war. In addition to these general conferences, a number of extraordinary meetings have been held at various times.

The latter have dealt with wage negotiations, protective measures of various kinds for the members, and problems arising in road transport, the maritime field, and civil aviation. Various measures have also been taken to assist in improving the conditions of the affiliated organizations' members.

Financial assistance to member-organizations has at times been on an extensive scale. In one case, for instance, one million Swedish kronor (a little less than £ 70,000) was granted to Finnish unions engaged in a dispute. Assistance on a similar scale was also given to the Norwegian Transport Workers' Union on one occasion. In one extensive conflict involving the Finnish Transport Workers' Union in 1928, the Secretary of the Federation took part in negotiations which resulted in its settlement.

Following the first world war, the Federation took the initiative in re-establishing the ITF, and on another occasion it set up a committee which drafted proposals concerning the ITF's Constitution. These were later submitted by the Scandinavian organizations at an ITF Congress.

The foregoing gives, in broad outline, some idea of the Federation's activities



in the past. Turning to the present, we find that the Federation has recently worked out wage statistics covering the four Scandinavian lands including comparisons with the position in other countries. These are intended to be used during contract negotiations in the various countries and should prove of great assistance to member-unions.

In addition, the Federation has, in recent years, developed an intensive educational and training programme. Scandinavian study courses are now provided annually for members of the affiliated organizations, and this year there has also been a course for full-time officials, held at La Brévière in the Compiègne Forest. A large number of conferences to discuss particular problems have taken place in the last few years and the results of these have, without exception, been extremely satisfactory.

The conduct of the Federation's affairs is, as has already been mentioned, entrusted to a Secretariat, which is elected annually. Day-to-day work is in the hands of a General Secretary, who is also the Federation's treasurer. In recent years, this position has been occupied by a Swedish trade union official. The Secretariat was once domiciled in Denmark for about two years and for approximately the same period in Norway. However, since the beginning of the 1920s the position of General Secretary has been held by an official of the Swedish Transport Workers' Union. The first of these was its Treasurer, Oskar Eriksson, who did much to develop and strengthen the Federation. After his death, Nils Mårtensson - also Treasurer of the Swedish Transport Workers' Union - took over as General Secretary. Mårtensson had the great responsibility of piloting the Federation through the difficult years of the second world war, and he made an extraordinary success of that task. During his period of office, the Federation's Secretariat became a rallying centre for those Danish and Norwegian colleagues who were forced to seek refuge in Sweden from the Nazis. Since Mårtensson's death in 1948, the present writer has acted as the Federation's General Secretary.

Brother John Christensson, author of this article and General Secretary of the Federation from 1948 until the present day. He is an official of the ITF-affiliated Swedish Transport Workers' Union

Norwegian seamen in Congress

by **Ingvald Haugen,**

President of the

Norwegian Seamen's Union

DURING THE MONTH OF SEPTEMBER, the Norwegian Seamen's Union will be holding its Twelfth Ordinary Congress. The Congress, which meets every four years, is the supreme authority of the union. Delegates to it are elected from among the membership of the more than fifty union branches in Norway and abroad, representation being based on the size of the individual branches. It is estimated that this year's Congress will be attended by some 138 representatives, including the members of the Executive Committee and full-time Secretaries of the union's larger branches. The latter, incidentally, are elected officials.

The Congress will discuss annual reports and financial statements for the last four years, the union's rules, the national and international trade union situation, matters relating to the fishing industry, proposals submitted by the membership, and the election of a new Executive Committee and other executives of the union.

Among the last-mentioned are the President, Ingvald Haugen; the Vice-President Gunvald Hauge; the Secretary-Treasurer, Thor Sönstebj; and two Secretaries.

The existing President, Brother Haugen, has been in office since 1937. Earlier he had served as Secretary of the Haugesund branch, Secretary of the three Scandinavian seamen's union branches in Cardiff, Wales, and as Vice-President of the union during the



A crew-member of a modern Norwegian tanker looks out over the City of Oslo, which will be the scene this year of the 12th Ordinary Congress of the ITF-affiliated Norwegian Seamen's Union. In the centre foreground can be seen Oslo's modern City Hall

period between 1927 and 1937.

Brothers Hauge and Sönstebj have also both been in the service of the union for many years.

The Norwegian Seamen's Union has more than 40,000 members and is the fourth largest trade union in Norway. Seamen are practically one hundred per cent organized. How important the shipping industry is for Norway can be seen from a comparison of the union's membership figure with the country's population, which is less than 3½ million. The comparison shows that the Norwegian Seamen's Union organizes 1¼ per cent of the total population.

The union was founded on 25 September 1910. At the outset it comprised only two groups of seamen, deckhands and firemen, the organization being known as the Norwegian Sailors' and Firemen's Union. Later, other seafaring

groups also joined, and in 1933 the Norwegian Sailors' and Firemen's Union and the Norwegian Stewards' and Cooks' Union were amalgamated into one union, adopting the name which it bears today. A further organization, the Norwegian Radio Officers' Association merged with the union in 1936.

Since then, the Norwegian Seamen's Union has grown steadily. Whalers, deep-sea fishermen working for hire, electricians and other skilled workers have joined its ranks, and membership has also been opened to foreign seafarers serving on Norwegian ships. At the end of June 1954, membership totalled 40,800. Union headquarters are located in Oslo in a new building owned by the members. Under the same roof are the offices of the largest branch (Oslo), shipping offices, the seamen's medical service, and the Norwegian Government

Welfare Office for the Merchant Navy.

Union affairs are conducted by the seven-man Executive Committee, elected by the Congress. Between Congresses, policy-making authority is vested in a 19-member General Council, which is also elected by Congress. The General Council meets as often as necessary, but at least once a year. It is empowered to supervise the general activities of the union and to take any necessary action between Congresses.

The union has branch offices or representatives in most Norwegian ports. Abroad, branch offices have been established in New York, Baltimore, New Orleans, San Francisco, London, Newcastle, Liverpool, Cardiff, Rotterdam, Antwerp, Hamburg, and Gothenburg.

The main object of the union is to strive constantly for improved wages and working conditions for its members.



The meals served on board Norwegian merchant vessels are usually pretty substantial. In fact, a committee of inquiry set up in 1951 gave as one of its findings that too many meals were served in relation to their size and made suggestions for reducing them!



This is being done by means of collective agreements reached with the ship-owners' associations or individual ship-owners. At the present time, approximately one hundred collective contracts are in force. To give some idea of the results achieved by this side of the union's activities, it may be mentioned that the monthly basic pay of a seaman has increased from 170 Norwegian kroner (a krone equals approx. one shilling) in 1939 to 657 kroner today.

Should a member not get what he is entitled to by law or contract, the union will assist him with all the means at its disposal. If the grievance cannot be settled by the local union representative, it will be handled by a headquarters official specially appointed to deal with such matters. Two lawyers engaged by headquarters give members legal aid free of charge. During 1953, our branches and headquarters together collected more than £ 30,000 in back pay for members who either did not receive proper payment on board or had, for some other reason, asked the union's assistance

Sjømennenes Hus – the new headquarters building of the Norwegian Seamen's Union in Oslo. Opened in 1953, it also contains a hiring hall and the offices of the State Welfare Office for the merchant

ce in support of their wage claims.

Seamen's living and working conditions are to a large extent governed by law or by regulations made by public authorities. Through its own initiative and participation in public welfare committees, the union contributes to a steady improvement in the seamen's lot. Among the social and economic benefits thus achieved since 1946 are the establishment of a war pensions' scheme, the introduction of seamen's pensions, new berth regulations, an employment act, the establishment of a State Welfare Office for the merchant marine, improved health and unemployment insurance, new provisions on taxation and a central register of seamen, new manning regulations, and improvement of the Seamen's Act.

In the agreement signed with the Employers' Association, recognition is given to the principle of having union delegates on board ship. The delegates are elected by the members on board and act as their spokesmen in dealing with the shipmaster. These delegates perform a voluntary and unselfish task for the members and the organization. They are rightly described as the backbone of the union.

Group meetings on board ship not only stimulate union activities, but wel-

fare and cultural efforts as well. The union strongly supports such activities among its seagoing members.

The seamen's calling is to a great extent international in character. In recognition of this fact, the Norwegian Seamen's Union has long maintained close relations with the seamen's unions of other countries, first and foremost through the International Transport Workers' Federation.

Our organization has made every effort to secure unemployment benefits for seamen who are laid off in foreign ports. This has now been established in a number of such ports.

To be able to give at least partial assistance to members who have contracted tuberculosis, the union has established a tuberculosis relief fund. It also has its own insurance scheme, in which all members are automatically enrolled. Benefits are paid to members in the event of the death of his wife or children. Beneficiaries of members are entitled to death benefits amounting to one hundred kroner for each year of membership, up to 1,500 kroner after fifteen years of consecutive membership.

Many years ago, the union took the initiative in raising the question of a pensions scheme for seamen. The Act providing for such a scheme became effective on 3 December 1948 and also makes provision for dependants' and disability benefits.

Educational activities among members of the union are carried out under the auspices of a committee of four members, elected by the Congress. Close cooperation has been established with the Workers' Educational Association. Study groups dealing with trade union and organizational topics are organized both in the branches and on board ship. The union also has its own school, Leangkollen i Asker, which is used as a training centre for ships' delegates and study group leaders. Such courses are free of charge to members. In addition, scholarships are granted to members who attend courses arranged by the Workers' Educational Association or the Norwegian Federation of Trade Unions, both in Norway and abroad.

To maintain close contact with its members, the Norwegian Seamen's Union publishes a monthly magazine, in which members are given an opportunity of expressing their views on the union's activities and on matters relating to the shipping industry.



A bird's-eye view of the Norwegian Seamen's Union school at Leangkollen, Asker, a few miles outside Oslo. The school is used primarily as a training centre for ship's delegates and leaders of study groups. Study groups dealing with trade union and organizational topics are organized both in the branches and on board ship



Part of a recreation room at the Leangkollen School. In its recreational activities, the Norwegian Seamen's Union collaborates closely with the Norwegian Workers' Educational Association and the Norwegian Trade Union Federation. Union scholarships are granted to members who attend courses arranged by the latter

The ground services of Civil Aviation (1)

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

MAN'S STRUGGLE TO CONQUER THE AIR is one of the adventurous and fascinating chapters of the human story: knowledge, enthusiasm, daring – all were harnessed to his determination to master this unknown element and to provide a new mode of transportation. The regularity and comparative safety of airline operations are now accepted as commonplace, and much of the success of route flying is due to the 'back-room boys' of the industry. This article is therefore devoted to certain of the ground staff grades – it is impossible to mention them all – who render vital if unspectacular services in their specialist field.

Weather Forecasting

Pressurized aircraft capable of flying 'above the weather' are increasingly being used on the world's airlines. A few years ago the presence of scattered cloud or rain patches would have been sufficient to deter operations but today only a small proportion of flights are cancelled or delayed on account of bad weather. Meteorology is not yet an exact science, and although additional knowledge and sensitive instruments ensure that forecasts can be accepted with greater reliability, the vagaries of the weather still need to be treated with respect and no airline captain would miss the opportunity of discussing weather conditions with the qualified 'Met man'. It should be stressed that the latter serves only in an advisory capacity and has no mandate to refuse permission for an aircraft to take off, such decision remaining the undisputed prerogative of the aircraft captain.

The Meteorologist has many sources of information at his disposal in compiling his forecast. Weather observations (sometimes referred to as 'actuals' since they give a picture of the actual weather obtaining at a particular place at a specified time) are received in international code by teleprinter and are plotted on weather charts by his assistant or 'plotter'. Local observations of weather, surface wind speed and direction, cloud amount, type and height of base, temperature, humidity, horizontal visibility and barometric pressure are likewise recorded. Reports from aircraft in flight, coastguard stations, weather ships and – of prime importance to high flying aircraft – radio sonde readings of the upper air combine to present the Met. Officer with details of existing weather conditions over a very wide area. From these he is able to deduce the likely movement of pressure systems and the attendant weather to be experienced over a given route for a stipulated

period. He is thus equipped to furnish the captain with a full verbal explanation of the weather situation and its probable developments, and to supplement this with a written forecast. On the basis of this information the navigator, in conjunction with the captain, decides the route, height to fly, and estimated time on each stage of the flight. Additional meteorological data is supplied in flight by means of special broadcasts, and the captain can always obtain latest information on landing conditions at destination and alternate airports. The Meteorological Department thus plays an important part in the safety and regularity of air operations.

Technical efficiency

Aircraft operating in international scheduled services are subjected to enormous stresses and strains owing to the widely differing atmospheric conditions in which they are expected to fly. Temperatures alone may vary from over a hundred degrees Fahrenheit in the West Indies to well below freezing point at Gander (Newfoundland). The fast rate of climb of modern airliners entails that within approximately half-an-hour after take-off they have levelled out at anything from 20,000 to 40,000 feet with an increase in speed to between 350 and 500 miles per hour. Such rapidly changing conditions necessitate a high standard of workmanship in construction and maintenance. Since aviation is eminently an international industry, the International Civil Aviation Organization (ICAO) has prescribed certain minimum conditions for airworthiness and performance, and most major States have set up a national authority to ensure compliance with these requirements. In the United Kingdom the competent body is the Air Registration



The ITF Civil Aviation Conference held earlier this year in London discussed a number of problems concerning ground staff, including licensing requirements for engineers, organization, and pensions

The Meteorological Department plays an increasingly important part in the safety and regularity of air line operations

Board while in the United States the Civil Aeronautics Board is charged with these functions.

In addition to initial and periodic major checks and overhauls, daily servicing and minor repairs call for work of a high calibre. These duties are carried out by licensed aircraft maintenance mechanics. Since aircraft are complex machines, it is general practice to break down the licence into various categories: one engineer or mechanic may be qualified to concentrate on engines, another on airframes and yet another on radio and radar equipment. It is of course possible for one person to hold qualifications for more than one category (i.e. engines and airframes) but to become proficient on each, a separate course of training and practical experience are necessary.

The licensed engineer plays a vital if backstage role in airline operations since safety and reliability largely depend on him. His powers are autonomous and he alone decides whether, after inspection and overhaul, an aircraft can be returned to service as airworthy. Before he can do so he must record in the Serviceability Log all corrective action taken against every report of unserviceability and must sign the 'Certificate of Safety for Flight'.

An analysis of the licensing requirements for such personnel was made at the IATF Civil Aviation (Ground Staff) Conference held in London on 22 and 23 March 1954 which was attended by delegates from affiliated organizations in Belgium, France, Germany, Holland, Sweden, Switzerland, and the United Kingdom. With the likelihood of increased coordination and possible integration of air services, notably in Western Europe, it was felt desirable to examine practices in a number of countries. Virtual uniformity exists in respect of requirements for age and knowledge and the resultant privileges accorded a licence holder: the main discrepancy lies in the experience requirement. ICAO has recommended a minimum of four years for the full licence (engines and airframes) whereas individual States have allowed from three to six years. The question is under review by the IATF Secretariat who will ascertain practices in all countries and present a further



report to the next Ground Staff Conference.

Air Traffic Control

In pioneering days aircraft were navigated visually, often guided only by road maps and legendary luck. Slow speeds and sparse traffic permitted leisurely landings, and such control as existed was confined to an individual with handkerchief aloft or a bonfire whose smoke gave the pilot an indication of wind direction! The phenomenal increase in the volume and frequency of traffic as well as the development towards all-weather flying have necessitated a scientific and systematic check of aircraft movements, and the air traffic controller, who may be likened to a three-dimensional policeman, has assumed a key position.

As in other forms of transportation there are established regulations for safe passage, and although the Rules of the Air provide a considerable measure of safety in good weather, and a fair margin in reduced visibility in areas where traffic is not great, in the vicinity of major airports and along congested airways rigid control is essential and such control must be in the hands of persons aware of the total aircraft flow. There are four different types of air traffic control:

1) Aerodrome Control dealing with traffic flying visually in the airfield circuit, and with aircraft movements on the ground.

2) Approach Control handling aircraft arriving in bad weather when the pilot is flying 'blind'.

3) Area Control catering for traffic flying along well-defined routes.

4) Flight Information Regions from which the pilot can obtain information in flight, e.g., meteorological data, navigation warnings.

In whatever capacity the air traffic controller serves, his duties are essentially to promote the safe, regular and expeditious flow of air traffic by means of instructions sent out by wireless telegraphy, radio telephony or visual signals; the provision of aid to aircraft in distress; the avoidance of collision risks between aircraft and assistance in all aerial manoeuvres. Candidates for control duties must possess a sound educational background preferably with a knowledge of a language in addition to English, previous experience as a pilot or navigator in civil air transport or the Armed Forces and a general knowledge of Civil Aviation legislation. Additional assets – obvious when one considers the traffic density – are alertness, cool temperament, good personality and balanced judgment. British conditions stipulate that since the work is closely allied to security, no one who is believed to be a member of the Communist Party or a Fascist organization or who has been connected with either in such a way as to raise legitimate doubts as to his reliability can be entertained for such position.

The Trade Union Organization of Ground Personnel

As indicated in the opening paragraph there is a diverse number of ground

and at the recent ITF Conference discussion took place regarding the authorities responsible for aviation ground services and the trade union organization of personnel. Generally speaking, personnel can be divided into two broad categories:

1) 'Airport Administration' personnel, namely, airport managers, meteorologists, air traffic controllers and communications personnel who in the main are State or Public Servants:

2) Staff of airline companies.

The trade union organization of these groups varies. In some countries – notably France and Germany – they are all organized in the same association, whereas in others there is little or no cooperation between the two sections. What is obviously necessary, irrespective of the form of organization each country adopts, is to ensure sound cooperation between the various organizations within each country. The Conference recommended:

a) The desirability of the establishment of joint negotiating machinery in each country between the various bona fide democratic organizations catering for civil aviation ground staff; and,

b) Where such machinery exists, affiliated organizations should call upon other organizations with whom they cooperate nationally to consider affiliation with the ITF.

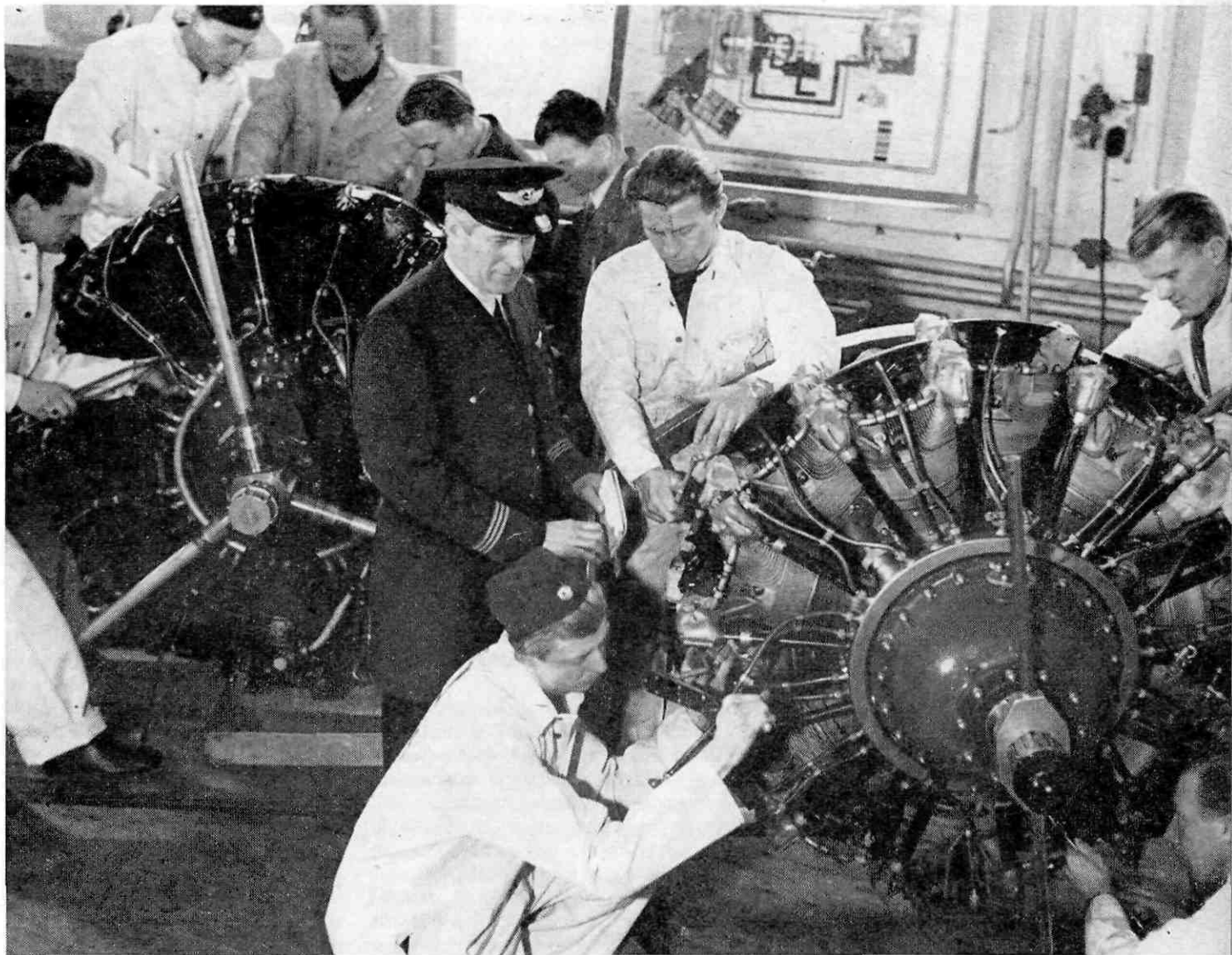
The organization of ground personnel is to be further considered at the forthcoming ITF Congress.

Retirement Pensions for Ground Staff

The question of retirement pensions for civil aviation ground staff also engaged the attention of delegates; the existence of a well-planned pensions scheme is one of the fundamental requirements in making retirement a simple and natural climax to an active career, its most important asset being the general effect on morale with enhanced feelings of security. Whilst the concept that workers and people generally are entitled, at a certain age, to a pension sufficient to maintain them in reasonable comfort is a well-established principle and as such staff grades contributing to the consolidation and expansion of the industry,



The air traffic controller, who may be likened to a three-dimensional policeman, has assumed a key position in the civil aviation industry of the present day



In addition to initial and periodical major checks and overhauls, daily servicing and minor repairs call for work of a high calibre

has been recognized by the State, the airline companies have not universally introduced a pensions scheme financed out of the industry. Such schemes as exist reveal wide differences in retirement age, pension amount and relation of pension to salary.

Considerable discussion took place on the optimum age for retirement, and whilst certain delegates felt that some grades should retire at sixty, it was generally regarded as doubtful whether pensions would be adequate at that age. Each affiliate would be free to work out detailed requirements on a national basis, but the Conference was anxious to formulate general guiding principles for international adoption. The following

Resolution was therefore carried unanimously:

'THIS Ground Staff Conference of the Civil Aviation Section of the ITF, meeting in London on 22 and 23 March 1954:

'HAVING EXAMINED the various airline retirement pension schemes for ground staff engaged in the civil aviation industry';

'HAVING FURTHER NOTED the wide discrepancy in regard to retirement age, pension amount and relation of pension to salary;

'RECOMMENDS the adoption of the following *minimum* requirements:

- a) *Age*
Retirement age shall be sixty-five years.
- b) *Pension Amount*

After thirty-five years of service, pensions, inclusive of any pension acquired under general social legislation, shall be seventy-five per cent of the average salary paid over the last three years of service.

'THE CONFERENCE CALLS upon affiliated organizations to impress upon the airline companies the necessity for an early implementation of these minimum conditions.'

This article has but touched the fringe of the many grades engaged in the ground services of civil aviation and has covered only a fraction of their problems. It is hoped to deal with other aspects of this section of the industry in future issues of the ITF Journal.

Training

air line steward personnel

by T. I. Pyle, Press Officer,

British Overseas Airways Corporation

THE FIRST ATTEMPT TO PROVIDE CATERING ARRANGEMENTS for passengers in aircraft was made thirty-two years ago when boxes of sandwiches and bottles of Vichy water were carried on Daimler Airways services between London and Manchester and London and Amsterdam. In 1927, Armstrong Whitworth Argosy airliners, operating on the London-Paris service, took the air with a small cabinet containing four gills of whisky, a dozen lagers, two siphons, twelve assorted bottles of mineral water, a packet of sandwiches and one or two thermos flasks of hot water with which the steward made coffee or bovril to nourish the passengers on what was often a three or four hours' flight - particularly if there were strong head winds.

By 1931 there were lunches on the 'Silver Wing' services to Paris, but it was not until the middle 'thirties, with the introduction of roomier and larger landplanes and flying-boats on the overseas route that full course meals began to be served in the air. Today, on the Speedbird routes of British Overseas Airways Corporation, passengers are supplied 20,000 to 40,000 feet above the earth with meals equal to those provided in any first-class hotel. To all who have flown on the BOAC network - and indeed to all in any way connected with the civil aviation industry - the smartness and efficiency of the steward and stewardess personnel are accepted facts. Not so well known, perhaps, is the 'back-stage' activity regarding personnel selection and training, and this article takes us behind the scenes to witness the many roles that must be repeatedly rehearsed before staff emerge in the public eye as fully qualified for flight service.

Potential qualities of staff

In a large former convent near Heston Airport, Middlesex, several hundred men and girls from all corners of Great Britain and from many parts of the world have been trained in the art of catering for air travellers. When they

pass out from their eight-week course from the BOAC Catering Training Centre to fly on the world-wide airline system, they are fully versed in the technique of ensuring the passengers' comfort and providing a first-rate service. Each is, in fact, well on the way to becoming the perfect steward or stewardess. What are the qualifications desirable in potential airborne catering staff? Many of the men have had previous catering experience; stewardesses, mainly selected between the ages of twenty-one and twenty-eight, should be educated to a high standard and have good personality, smart appearance, tact, enthusiasm, and a knowledge of one or more languages - and, in many instances, catering and nursing experience too. One final quality is 'the love of the game', the 'game' in this case being an attraction towards aviation, travel, meeting and caring for people. In short, they should ideally combine the attributes of caterer, diplomat, psychologist, and nurse. Their instructors are at pains to develop these characteristics to the full since it has long been recognized that a stewardess is far more than an airborne waitress - she is the friend and confidant of every passenger.

Staff must naturally satisfy the Corporation's Medical Department of their

fitness for flying duties, and, in common with other flight crew members, are required to undergo periodical examinations.

An intensive training syllabus

The serving of a meal to up to sixty passengers involves considerable skill and organization, and the training instructors repeatedly 'drill' the potential stewards and stewardesses in this art until near-perfection is acquired. Trainees learn to prepare food and present it attractively, and to dispense drinks; the comprehensive curriculum includes instruction in the care and use of equipment, the intricacies of health, passport and currency regulations, aircraft catering documentation, medical and first-aid care, BOAC organization, route geography, aircraft cleanliness and voyage procedure. Constantly stressed throughout the course is the importance of making food look tempting and appetizing, the instructors demonstrating the make-up of trays and individual plates, showing how a 'dish-and-plate' appeal can be obtained by using food of different colours. In 1950 the Corporation introduced the 'one-service' tray by the use of which it is possible to serve several courses at once, with a consequent saving of time and trouble to both passengers and catering crew. A major part of the syllabus is devoted to the preparation, reheating and serving of pre-cooked frozen food.

The Catering Centre pays much attention to training staff under conditions which as fully as possible simulate airborne requirements; an aircraft 'mock-up', a replica of an aircraft fuselage, identical in size to a real aircraft and containing all the necessary catering appliances, is used, and throughout the course frequent exercises are carried out by the trainees, their colleagues acting as 'passengers'. BOAC catering personnel naturally have to attend to the needs of passengers of many different nationalities, creeds, and professions, and, given adequate notice, the Corporation always endeavours to meet the requirements of those who for religious or health reasons need special foods. All such considerations are foreseen and provided for at the Training Centre, and, additionally, stewardesses are equipped to prepare baby foods so that they may be of assistance to mothers flying with small children. Because their calling brings them into contact with

people from all walks of life, staff are instructed in the use of correct titles for eminent people of all countries, and during the serving of a meal at the Centre, 'passengers' will range from Archbishops to Ambassadors and foreign potentates, the instructors listening very carefully to ensure that such are addressed in the correct manner.

Catering crew complement

The number of cabin staff carried on BOAC services differs with the type of airliner, the route on which it is flying and the type of service provided – 'standard' or 'tourist'. The Comet jet airliners, for instance, each carry one steward and one stewardess, while the sixty-seater double-decker Stratocruisers which nightly operate the North Atlantic routes carry a complement of three stewards and one stewardess. Not a moment is lost in attending to the needs of passengers and meals are served as quickly as possible – from start to finish, meal time is normally over in an hour and a half, the washing-up being left until the aircraft lands, when clean crockery is provided. Such service can be achieved only by thorough training, organizational skill and nimble movement, and it is true to say that the catering staff are engaged on one of the most physically active of all airborne tasks. Personnel fly up to a maximum of one thousand hours annually, which is that total prescribed for all flight crew members under British regulations. Although there are seats in various parts of the aircraft for the use of steward and stewardess personnel who use them mainly on take-off and landing – after having ensured that all passengers obey the 'No Smoking – Fasten Safety Belts' order – in-flight rest is not officially catered for as such. The BOAC system is to provide ample rest periods on the ground by operating a 'slip-crew' procedure on the long-distance routes. On a service to Tokyo, for instance, the aircraft is operated by some four different crews, each of which spend a day or two resting at points along the route. One crew operates from London to Rome, another from Rome to Karachi, a third from Karachi to Bangkok and a fourth from Bangkok to Tokyo. The adherence as far as possible to assigned schedules is important for a number of reasons, not least for equality in flying hours for staff, adequacy of rest periods at transit and familiarity with certain routes and their

1) *A steward and stewardess on a refresher course practice dispensing drinks. On the blackboard in the background are illustrations of 'dish and plate appeal', the part of presenting a meal upon the plate in the most attractive and tempting manner.*

2) *An instructor shows a trainee stewardess the correct method of preparing a tray. Other girls under training watch through a hatchway in the 'mock-up' pantry.*

3) *A steward on a refresher course at the BOAC Catering Training School serves a 'passenger' in the aircraft 'mock-up'.*

4) *A trainee stewardess is given instruction in the use of electric ovens at the BOAC Catering Training School at Heston.*

numerous attendant problems.

Conditions of employment

Despite allegations in certain quarters that the job of airline stewardess is losing its appeal due to the increasing speed of aircraft and the consequent pressure of work between airports, the experience of BOAC is that it is still the most sought-after of all openings in aviation for women. Out of a total of some 210 stewardesses, approximately forty leave annually, the great majority to get married and not to seek alternative employment. Pay for both stewards and stewardesses is at a basic commencing rate of £5 17s. 6d. per week, rising to £9 7s. 6d. for stewards and £7 17s. 6d. for stewardesses, plus £2 per week flying pay (during the initial training period and on the first two flights as a supernumerary crew member £5 per week is paid). Free meals and first-class accommodation are provided when in transit at overseas stations, and an allowance of 13s. 6d. per day is paid to cover out-of-pocket expenses when flying on long-haul operations. Staff conditions include annual leave on full pay, annual increments in salary subject to satisfactory service, a pension scheme, and after three months' service, certain entitlements to sick leave. The 'Speedbird Club' in London provides opportunities for a variety of social activities and the 'Airways Aero Club' with a fleet of light aircraft offers flying tuition at preferential rates – through this Club, staff may qualify for their private pilots' licences and thus be enabled to acquire a considerably closer understanding of the business of the Corporation.



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4



A. Philip Randolph, President of the US Brotherhood of Sleeping Car Porters. It took the Brotherhood twelve years of struggle before it won recognition and was able to send its representatives to sit at the conference table to negotiate with the management of the Pullman Company

One Union's story

by **A. Philip Randolph**, President, US Brotherhood of Sleeping Car Porters

THIS YEAR MARKS THE TWENTY-NINTH ANNIVERSARY of the US Brotherhood of Sleeping Car Porters. The Brotherhood was founded in August, 1925, when six Pullman porters in New York City initiated the beginnings of the Brotherhood. Of course, our union did not initiate the first efforts on the part of Pullman porters to organize. There had been prior attempts at organization by porters in the employ of the Pullman Company. Perhaps a half dozen or more Pullman porters' movements had been started from time to time. All of them failed, either because they were manoeuvred into accepting company benevolence or because, as a result of intimidation through the loss of jobs, no effective progress was made.

The basic problem encountered by the Pullman porters in their attempt to build a union was the same faced by all workers seeking to develop self-organization; namely, winning recognition from the management as a bona fide bargaining agent. During the Twenties management, to block self-organization and in line with the climate of the period, which reflected the 'American Plan' philosophy of the company union and the 'yellow dog' contract, projected a plan of 'employee representation' to lull the porters into a false sense of security.

While this plan seemed to be no expense to the porters, there being no joining fee, dues or tax, in very truth it was the most expensive luxury porters ever paid for, inasmuch as it cost them decent increases in wages, reasonable reductions in hours of work and major improvements in working conditions.

Under this company union arrangement, misnamed a plan of 'employee representation', emphasis was never placed upon the wage income of porters but rather upon tips they were expected to receive from a Lady Bountiful public. It was a matter of common knowledge

that when the Brotherhood of Sleeping Car Porters was born in 1925, the porters' minimum monthly wage was \$67.50 and their maximum monthly wage income did not reach \$100.

As to hours of work, porters operated under what was known as an 11,000-mile system, which was equivalent to 300 to 400 hours a month. Little attention was ever directed to working conditions. There were no rules covering conditions in the so-called agreement under the company union plan. The management had absolute and final say with respect to conditions.

The employee representation plan was a device under which the management sat on both sides of the bargaining table. The porters' representatives under the plan were subject to dismissal for any defiance of the will and desires of the management. Consequently, bargaining between the company and the employees, instead of reflecting and expressing sound principles of democracy, amounted to sheer mockery.

Naturally, there was no such thing among porters at that time as job security.

The old problem of the organization

of Pullman porters was impossible of solution until the plan of employee representation, or company union, was completely scrapped and thrown into the ashcan of annihilation. But this was not an easy job. The company union was built upon fear. The porters were afraid refusal to support the company union would cost them their jobs. Some of the outstanding militant leaders of the porters were victims of the axe of discharge. When elections under the plan were held for officials of the plan, porters were afraid not to vote.

It was not until the Railway Labor Act was amended in 1934, early in the Roosevelt New Deal, that the opportunity came for the porters to exercise their rights of choice, free from coercion, intimidation or interference, between a bona fide and a company union.

Immediately after the Railway Labor Act was amended, the Brotherhood of Sleeping Car Porters invoked the services of the National Mediation Board to assist in the settlement of the dispute involving representation for Pullman porters. In 1935 the Board staged the first national election under the amended act for the determination of the bargaining agent for Pullman porter personnel. The Brotherhood of Sleeping Car Porters won the election by a landslide. The company union, which had assumed the title of Pullman Porters and Maids Protective Association, was overwhelmed, 6 to 1.

The Brotherhood, following its victory over the company union, sought a conference with the company and, for

the first time in a period of twelve years' struggle to build a trade union, representatives of the porters sat down around a conference table with representatives of the Pullman Company and proceeded with the business of negotiating an agreement concerning rates of pay and rules governing working conditions. This was a tough and tremendous task. When the skilled representatives of this powerful monarch of industry got through telling the leaders of the porters how poor the Pullman Company was, we were almost persuaded to take a tin can and go out on the streets to solicit charity to help the company.

The negotiations for the first agreement with the Pullman Company extended over a period of two years. It was not until 1937 that the signatures of the representatives of management and the porters' union were affixed to an agreement. As a result of this first agreement, wages of the porters were increased by \$12. This was the largest single increase in wages that porters had ever received. In the past they had received increases of \$2.50 to \$5 a month.

The long fight on the part of the porters to build a real union of their own to serve as a bargaining agent was given strength and force and assurance by affiliation with the American Federation of Labor, in the form of federal unions, in 1929. Porters, through these federal unions, sent representatives to the conventions of the American Federation of Labor from year to year, and at the convention they told their story of the low wages, long hours, poor working conditions and lack of effective representation because of industrial tyranny and oppression.

But even prior to affiliation with the AFL through federal unions, the late President William Green – at a time when the porters' movement to organize a trade union had its back up against the wall, having proclaimed a nationwide strike on Pullman cars in June, 1928 – used his good offices in helping the porters' movement to weather this storm and remain intact, so as to be able to carry on a campaign of organization and education of the public upon the needs, aims and objectives of the porters.

While the strike never occurred, having been called off upon the advice and intercession of William Green, it served dramatically to place the cause and problems of the porters before the

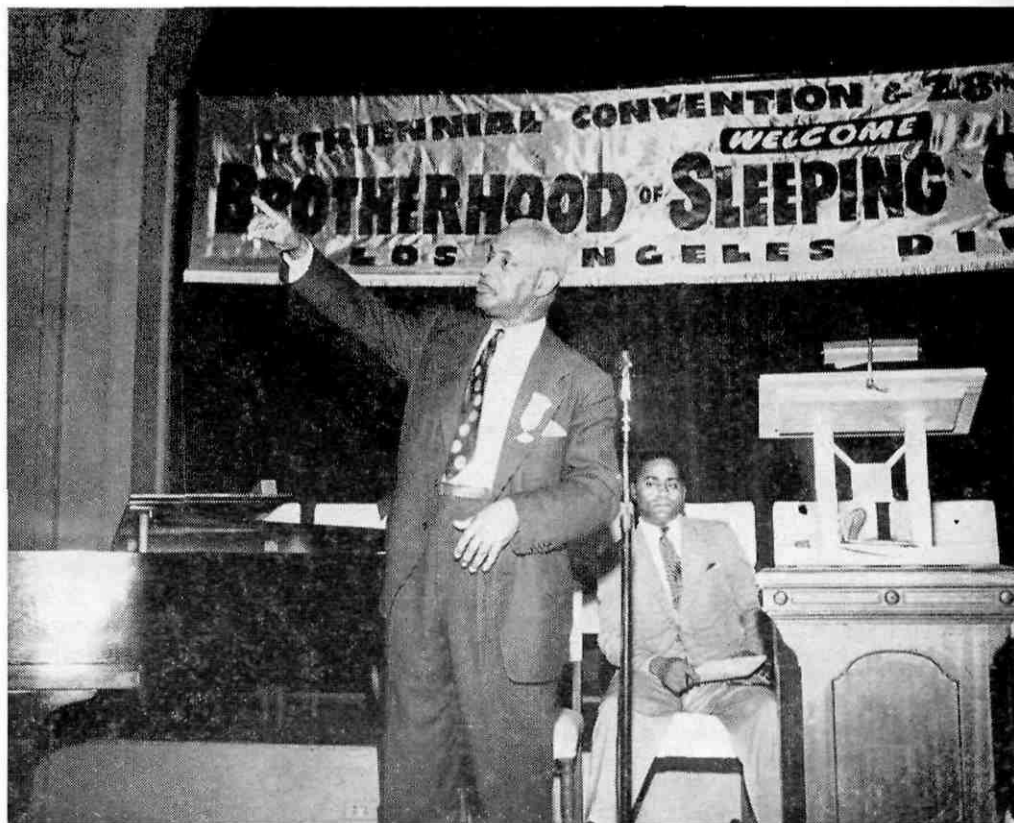
American public. The nation as a whole became aware of the fact that Pullman porters were more than just 'Georges' by which they were popularly known and called by the travelling public, but were serious-minded working men on the railroads who were, along with engineers, firemen, train conductors, brakemen and other railway employees, concerned about building a trade union with which to fight for decent wages, better hours of work and improved working conditions and all other interests, advantages and benefits other organized railway workers sought to secure, including human dignity.

Following hard upon the winning of an agreement from the Pullman Company in 1937, an international charter was granted to the Brotherhood of Sleeping Car Porters by the AFL Executive Council and presented in 1938 by

in the labor movement of the country as one of the international unions of the American Federation of Labor.

Today, as a result of a long, systematic and consistent fight for wage improvements and advancements along the lines of working conditions and hours of work, as well as for the promotion of self-organization, porters have securely established the Brotherhood of Sleeping Car Porters. The union maintains friendly relations with the Pullman Company through one of the best agreements employees have on the railroads. Machinery for the adjustment of grievances and claims provides job security for this class of railroad employees.

Porters have received all the increments in wages all the non-operating employees of the standard railroad unions have received from time to time, so that today the minimum monthly



International Secretary-Treasurer, Ashley L. Totten, speaking on the programme of Labor's Cultural Hour at the first triennial Convention of the Brotherhood. The US Brotherhood of Sleeping Car Porters is affiliated with the ITF through the Railway Labor Executives' Association which has some 900,000 members in Canada and the VS

William Green in a great public rally of porters in Chicago. The Brotherhood, having also secured jurisdiction over train porters, coach porters and attendants, began to play an important role

wage of the porters is \$293.93, with a maximum of \$304.93. But this is not the whole story with respect to the wage income of porters. There is overtime of time and one half after 240 hours – a



Off to the Brotherhood Convention. Some of the delegates to the 1953 Convention with their ladies. The Brotherhood has agreements on wages and working conditions with more than forty railroads in the United States of America and Canada.

stretch of time much too long but quite an improvement over the old days.

Extra porters, who don't enjoy a regular monthly wage but are paid by the hour, are in a much improved position over and above the days of the company union; in addition to their receiving the same rates of pay as regular porters upon a basis of service age, they are paid on extended tour movements of seventy-two hours or more, eighteen hours out of each twenty-four-hour period, which provides a compensation of \$27 a day. Of course, this is not an everyday affair; extended tour movements are not too frequently conducted.

While the work month of the porter, under the company union plan, practically had no beginning or end, today there is the 205-hour work month, which followed the 240-hour work month that was secured by the union in its first agreement. The porters have also included, in their contracts with the Pullman Company and some thirty or forty railroads of the country, an escalator clause that provides for changes in rates of pay in relation to changes in the cost of living.

Besides the achievements of the Brotherhood in terms of wages, working conditions and hours of work, the union has established agreements providing for paid vacations of two weeks with the Pullman Company and the many railroads which employ train and coach porters and car attendants.

Realizing that the porters are an important and integral part of the railway labor personnel and that their organization should be affiliated with the other national railway trade unions, not only to fight for common benefits and goals but also to bear its share of the financial burden for the attainment of these benefits and goals, the Brotherhood of Sleeping Car Porters joined the Railway Labor Executives' Association more than two years ago and seeks to play its part with the other railway unions in maintaining decent wages, hours and working conditions for rail workers.

Not only has the Brotherhood waged a consistent and relentless struggle for material benefits for the porters. It has also led the fight among Negro workers - on and off railroads - against the Communist menace, realizing at the very outset of the struggle to build a union that the purpose and aim of Communists and communism were to rule or ruin trade unions, with a view to using the trade union movement of the United States for the furtherance and advancement of the foreign policy of the Russian Communist state.

Communists, in harmony with their practice of seeking to capture trade unions and Negro movements, made a supreme attempt to infiltrate the Brotherhood of Sleeping Car Porters and use it in their national and international struggle for world domination and power. The Brotherhood always de-

feated and prevented Communist infiltration to any effective or considerable extent. The union has been maintained free and independent of Communist forces and has been employed to serve as the most executive force against communism among Negroes in the nation, if not the world.

Because of the Brotherhood's militancy, integrity and aggressiveness in fighting the battles of its members, as well as its consistent and relentless fight for civil rights and its comprehensive, persistent and systematic exposure of Communist tactics, trickery and treachery, agents of the Kremlin never constituted a serious internal threat to this labor organization.

Despite the eagerness of Communists to take over trade unions and Negro movements, it is highly doubtful that, in our long struggle to build and maintain our union, a single Communist ever rose to the chairmanship of a single committee in a single local union in our far-flung movement in the United States and Canada. If he did, he has remained as quiet as a mouse.

The Brotherhood of Sleeping Car Porters not only continues its fight against Communism as the foe of free trade unionism, democracy and the freedom and progress of minorities in general and Negroes in particular, but it also cooperates with its sister union in the rail industry, the Dining Car Em-

(continued on page 139)

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



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INTERNATIONAL TRANSPORT
WORKERS' JOURNAL
INTERNATIONALE TRANSPORT-
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PRESS REPORT Two separate
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