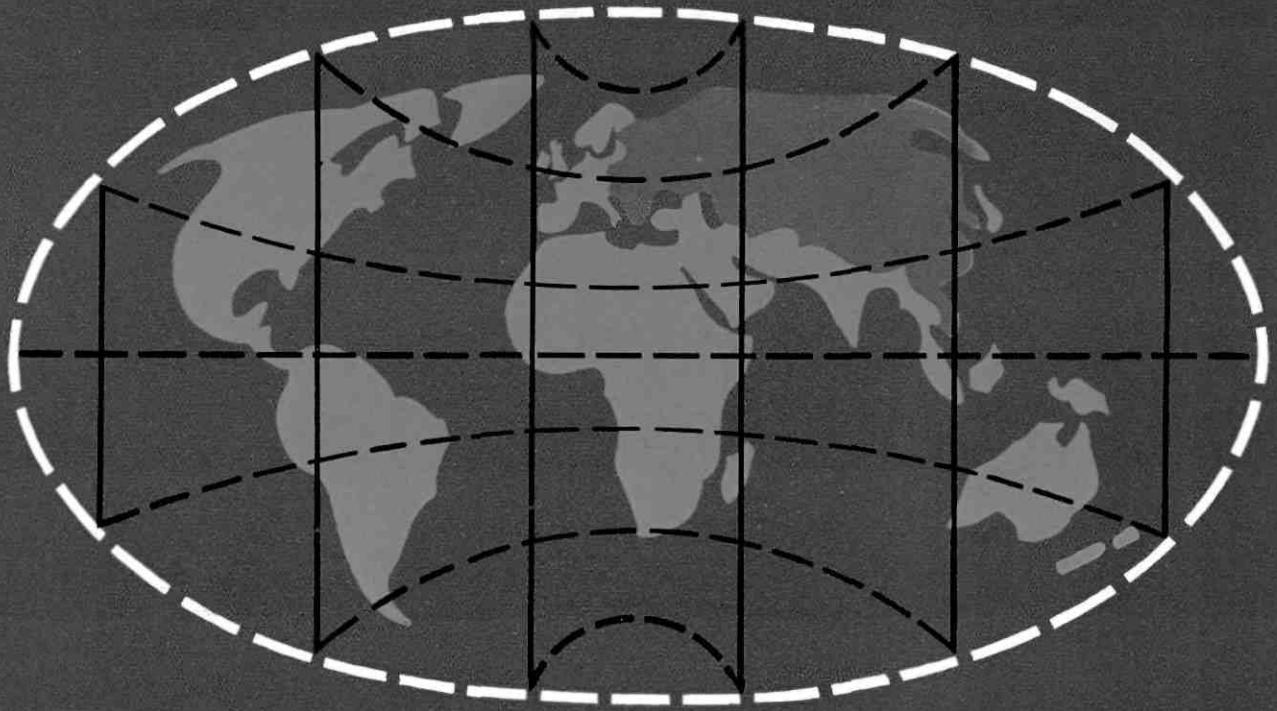


Vol XV No 10 October 1955



***ITF***

**INTERNATIONAL  
TRANSPORT WORKERS' FEDERATION**

---

**International  
Transport Workers'  
Journal**

*Monthly Publication of the ITF*

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

Telephone: Macaulay 5501-2

Telegraphic Address: INTRANSFE

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

INDIA - 4 Goa Street, Ballard Estate, Fort,  
Bombay 1

MEXICO - Calle Nuevo León  
No. 126 Apto 7, México, D.F.

*Forthcoming Meetings:*

Mexico City      11-13 October  
Conference of Latin American Zonal Presidents

**Contents**

	page
Danger signs in the Saarland...	181
Free trade unions' policy on use of atomic energy .....	183
Safety on the permanent way in Holland <i>by F. de Jong</i> .....	184
An international radio medical centre for seafarers	186
ICFTU conference calls for European transport authority ...	190
Book review .....	190
Railwaymen in East Africa.....	191
More seafarers employed in Greek Merchant Navy .....	195
British transport in a blind alley	196
The Canadian District of the SIU	197
Too many taxis in Lausanne?...	199
Persecution of Venezuelan trade union officials .....	199
Lodging turns on the German Federal Railways .....	200
A union writes its history .....	200
Increase in German merchant fleet	200

# Danger signs in the Saarland



WHAT IS HAPPENING IN THE SAARLAND? Are Nazi elements there making use of the referendum on the proposed Saar Statute to stage a comeback? How similar is the position in 1955 to that which existed prior to the Nazi take-over in 1935? These are questions which vitally affect every man and woman in Europe today – particularly those in our own trade union movement. Unfortunately, the answers to them are far from encouraging.

Let us take a look at the situation in the Saar today and the events which led up to it.

In October 1954, during the Foreign Ministers' meeting in Paris, talks were held between the then French Prime Minister, M. Mendes-France, and the Federal German Chancellor, Dr. Adenauer, on the general question of Franco-German relations, with special reference to the future of the Saar Territory. During the course of these discussions, an agreement was reached whereby the two parties accepted a settlement of the Saar question on the basis of a 'European

Statute for the Saar within the framework of the Western European Union', which would remain in force until the signing of a German peace treaty.

In other words, until a peace treaty came into being, the Saar would be given European status. A European Commissioner would represent Saar interests in the fields of foreign affairs and defence, and would supervise the implementation of the Statute. To ensure strict impartiality, he would not be a Frenchman, a German, or a Saarlander, and would be appointed by the Council of Ministers of the Western European

Union, with responsibility to that Council. In all other fields, the Government and organs of the Saar would have exclusive competence.

Provision is made in the Franco-German agreement for the holding of a referendum in which the people of the Saar will be asked to express themselves for or against the proposed European Statute. If the Statute is approved, then the necessary changes will be made in the Saar Constitution and the Saar Government will arrange for new elections to the Landtag (Parliament) within a period of three months. For their part, the Governments of France and the Federal Republic of Germany pledge themselves to guarantee the European Statute of the Territory until such time as a peace treaty is signed between them.

The referendum on the Statute is now due to be held on 23 October and the

*This photograph of the leader of the Saar Democratic Party, Dr Schneider, taken at a pre-war Nazi rally in Berlin, was printed by 'Deutsche Saar' with the comment that the DPS leader had 'kept faith with the oath which he took on that occasion'*

nicht ... hatten,  
ne Nein-Mehr-  
mokratische Le-  
b.  
angenör  
letzten K  
form trug, als französischen Innen-  
minister hinzunehmen?  
Dr. Schneider.

tsch-  
änd-  
elches  
die  
1955  
.,mit  
um  
n!

Dr. Heinrich  
23. Oktober 1955  
erneuern. Dieser  
at! Wahr bleibt  
1934 wurde dieser  
ssenversammlungen  
sah mit dem ver-  
ren Führern der  
enfalls von der  
Schwörenden,

ung die Tat-  
damals die  
ann den sei-  
tlers Sturz zu-



campaign carried on between those who favour the Europeanization of the Saar and those who wish it to be a part of Germany is in full swing. It is the way in which that campaign – certain to rouse passions – is being conducted which is causing grave disquiet among those who remember the Hitler period and cannot help making comparisons with the methods which were used in the very similar referendum held almost exactly thirty years ago.

Among the most vociferous oppo-

its resemblance to the latter is something more than superficial is borne out by the sly anti-Semitism in which its Editor frequently indulges.

An example of this is to be found in the issue of 6 August where a photograph of the Saar Ambassador in Paris, Dr. Emile Strauss, a Jew, is printed in a prominent position on the front page over the caption: 'It doesn't really matter who Dr. Emile Strauss is. We won't say a word.' The same paper reprints, with undisguised approval, a reference

with satisfaction that Dr. Schneider has kept faith with the oath which he took on that occasion.'

The leaders of the 'Democratic' Party of the Saar have, in fact, made no secret of their past associations with the Nazi movement nor have they been over-anxious to disguise the fact that their sympathies still lie in that direction. All the familiar ingredients are to be found in both their speeches and their Press: the snide references to Jewish blood; the peculiar use of certain words with Nazi overtones; the crude and insulting references to their opponents; and – perhaps most significant of all – the veiled threats of what might happen to those to whom the DPS refers as 'Separatists'.

Indeed, nationalist and Communist elements – for the unholy alliance between these two groups exists once again in the Saar – have not stopped at mere threats. Our affiliate in the Saarland has recently informed us of cases in which Frenchmen have been attacked and beaten up on the open streets, whilst Saarlanders connected with French interests have been threatened by gangs of thugs. In addition, extremely disturbing reports have reached us on the disorders which took place recently in the town of Neunkirchen during a public meeting held in support of the Saar Statute. In fact, it may be useful to describe what happened in Neunkirchen in order that readers may judge for themselves how close is the parallel between the present political struggle in the Saar and the events which led to the Nazis taking over the Territory in 1935.

The Neunkirchen meeting was arranged by the Saarland European Movement and was held during August in the local Evangelical Meeting House. A number of extremely well-known public figures, including the Saar Prime Minister, Herr Hoffmann, were invited to speak and the meeting not unnaturally aroused considerable interest in the district. It is estimated that between six and seven thousand persons actually set out to attend it and by 7.15 p.m. the doors of the hall had to be closed because it was packed to capacity. Several thousand people remained outside in the streets in the hope of being able to listen to the speeches over the loudspeaker relay system.

In the meantime, however, it had become obvious that the parties which oppose the Europeanization of the Saar – including the Communists and the

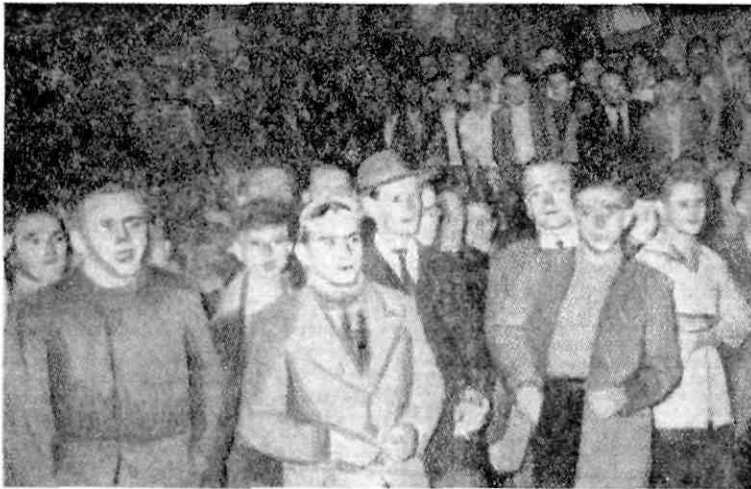
## Die Wahlkampfes nicht mehr gewährleistet

en dieser  
1 unzuwei-  
anständi-  
den abge-  
opakuand-  
rheit aufs

ieber die-  
n Gegner  
der Eu-  
ist zwei-  
alkampfes  
Mitglieder  
die das  
rden er-  
Gedanken  
gemacht

reten!

er Straße  
ien Kom-  
e auf, ob  
opäischen  
Saar be-  
auch der  
nister Dr.  
hne Ein-  
den wahr-  
der Bun-  
Bundes-



Das sind die „Störtruppe“. Junge Menschen, viele von ihnen unter 20 Jahren, die von gewissenlosen Elementen in unverantwortlicher Weise für politische Zwecke mißbraucht werden. Das Bild spricht für sich.

Aufgabe  
pruchung  
e Nerven  
ande der

The 'Saarländische Volkszeitung' published this photograph of some of the organized demonstrators, mainly young rowdies, who attempted to break up the meeting held by the Saar European Movement in Neunkirchen and to intimidate and terrorize those taking part in it. Similar attempts have also been made at other meetings

nents of the Europeanization of the Saar is the sadly misnamed Democratic Party of the Saar (DPS). It has made use of the slogan 'Wir sind wider da', which can be roughly translated as 'We're back'. For those who wonder who 'we' are, it should be mentioned that the DPS is headed by a Dr. Heinrich Schneider – who was a member of the Nazi SA before the Saar became part of Hitler's Germany – and is not particularly shy about using methods which were adopted many years earlier by the Party to which its leader once belonged. Its organ 'Deutsche Saar' (German Saar), bears a striking resemblance to the make-up of certain German newspapers of the Hitler period – notably to 'Der Stürmer'. That

by French settlers to the then French Resident-General in Morocco (formerly French Ambassador in the Saar) as 'the renegade Jew Hirsch-Ollendorff, known as Grandval, chum of the Abramovitch known as Mendès-France', and comments 'supposing we were to write that'.

Even more revealing, however, was the publication by 'Deutsche Saar' of a photograph of its leader taken at a Nazi rally in the Berlin Sportpalast in February 1934. This shows Dr. Schneider, in SA uniform and with swastika armband, raising his right arm in salute and swearing a Nazi oath that the Saar would be German once again under Hitler. The DPS paper comments: 'Our German-thinking fellow-countrymen will note

socalled pro-German parties – had laid careful plans to sabotage the meeting and to intimidate and terrorize those taking part in it.

The first groups of provocateurs began to arrive early in the evening. Many of them had been brought by special transport from other parts of the Saar Territory, including the capital Saarbrücken; it is also alleged that some were not even Saarlanders, but had been imported from the German Palatinate, which borders on the Saar. Some of these organized rowdies went into the meeting, from which they later had to be ejected after repeated attempts to shout down the speakers; others, predominantly youths, remained outside, but took up strategic positions close to the entrance.

About nine p.m., by which time the demonstrators numbered between four and five hundred, an attempt was made to rush the doors and break into the meeting. This move was, however, foiled by stewards; but immediately afterwards the latter were attacked with stones and clubs, and as a result a number were injured. At this, the small force of police which was on duty attempted to restore order and force the demonstrators back,

but they too were attacked with bricks, clubs, and even some type of tear-gas bomb. As a result, and only after several of his men had been injured, the responsible police official ordered that the streets should be cleared and that tear gas should be used.

Rioting, however, continued throughout the evening and reached its climax at the conclusion of the European Movement's meeting, when the mob turned its attention to the speakers and those who had been listening to them. As the latter left the hall they were subjected to insults, threats, and actual physical violence – all of which with the obvious intention of frightening them and others from attending future meetings in favour of the Saar Statute. Only further police intervention finally restored some measure of order.

In considering what happened in Neunkirchen, it should be borne in mind that the Agreement which was reached last year between France and Germany specifically provided that all living in the Saar should have an opportunity of expressing their opinion on the proposed Saar Statute in complete freedom. Political parties, associations, newspapers, and assemblies were to be exempted

from any form of licence, whilst intervention from outside designed to influence Saar public opinion was prohibited. In addition, a special European Commission was appointed to observe the referendum campaign and ensure that it was conducted according to democratic principles. This Commission, incidentally, held an emergency meeting to discuss the situation following the Neunkirchen disturbances.

It is thus perfectly plain that all parties in the Saarland are completely free to put forward their own point of view and conduct their campaigns without interference from either the Saar authorities or interested parties outside the Territory. The fact that certain groups have nevertheless attempted to stifle free debate and substitute for it the terror methods which have become familiar to us from the example of Nazi Germany and the so-called People's Democracies does not augur well for the future of either the Saar or Europe. A close watch should be kept on the situation in the Saarland, not least by the international trade union movement. We have had too much experience of this sort of thing in the past to excuse either apathy or inaction.

### **Free trade unions' policy on use of atomic energy**



A TRADE UNION PROGRAMME on the peaceful use of atomic energy has been adopted at a special conference on the subject held under the auspices of the International Confederation of Free Trade Unions (ICFTU) in Brussels.

The conference, which was attended by delegates from ICFTU affiliated organizations and the International Trade Secretariats, made the following recommendations:

A democratic control over the production and use of atomic energy should be established so as to ensure against any misuse of this source of energy, and the free trade unions should be associated with such control. International agreements should be concluded providing for the discontinuation of experiments with atomic weapons. Free and unimpeded access of all nations to fissionable materials for peaceful purposes should be ensured. Ample financial and technical assistance should be given to weaker and economically underdeveloped countries for the development of

an atomic energy industry which would contribute to raising the living standards of their peoples.

All necessary safety standards in plants extracting and producing fissionable materials, producing atomic energy and using its products should be taken, both in the interests of the workers employed and of the public at large. High social standards in such plants should be ensured, with the cooperation of the trade unions and, in the first place, by means of collective bargaining. Wherever the displacement of manpower might result from atomic developments, the rights and interests of the workers concerned should be adequately safeguarded. In order to safeguard the workers' interests, particularly in connection with the problems of the production and peaceful use of atomic energy, as well as with respect to safety, health and manpower problems, the free trade unions should be represented on all international, regional, and national bodies dealing with atomic energy.

The free trade unions also urged that an International Atomic Energy Agency be established immediately, that all mem-

bers of the United Nations and its specialized agencies be eligible to join it, that all members of the Agency have an equal voice in determining its policies, and that it be associated with the United Nations as a specialized agency. The Atomic Energy Agency should provide information and assistance only upon receiving suitable guarantees, including inspection, to ensure that nuclear energy is not used for weapons or other military purposes.

Finally, the Brussels Conference stressed that all nations should distribute the benefits arising from the use of nuclear energy equitably among their peoples and at all times take the greatest precautions to prevent harm of any kind in producing such energy.

The existing specialized agencies of the United Nations should expand the programmes of research in their fields and should inform the peoples of the world of the beneficent uses and vast potentialities of nuclear energy for improving the social and economic welfare of all peoples, particularly in the field of agriculture and food preservation, in medicine, industry and biology.

## Safety on the permanent way in Holland



by F. DE JONG, Treasurer, Dutch Transport Workers' Union



EVERY YEAR A LARGE NUMBER OF RAILWAYMEN LOSE THEIR LIVES whilst working on the permanent way. How to reduce this heavy toll is a problem which has long engaged the attention of the Railwaymen's Section of the ITF. A full-scale study of this question, which was discussed at the Conference of the Railwaymen's Section of the ITF in Rome, 1953, revealed that much could be done to improve the regulations intended to promote the safety of those working on or immediately adjacent to railway tracks. It was noted that, although many countries had laid down strict safety rules, there were a number of countries where to all intents and purposes the permanent-way gangs had to go about their work with no safeguards at all. The question of the safety of permanent-way workers has been given much attention in the Netherlands and the following review of the new safety regulations introduced is offered as an indication of what has been done in this country to minimize the risk of accidents to this type of worker.

The regulations in force on the Dutch railways make it clear that they refer to the performance of work both on and in the immediate vicinity of the permanent way, with special reference to available clearance. Such work therefore includes all activities in connection with track laying, maintenance, alterations to or

renewal of rails, points, overhead cables, signalling and other installations. It does not include routine servicing and track inspection, however. All work is supervised by a ganger. If more than one service department is concerned, each department has a ganger in charge. These agree among themselves as to who is to be

responsible for co-ordinating the safety arrangements.

In the event of the work being done by other than railway staff, the ganger is required to ensure: a) that the work is carried out correctly; b) that railway traffic is not endangered; and c) that all measures are being observed in respect of any threat to the safety of the men working. If railway staff are engaged on the job, the ganger has the additional responsibility of ensuring that personnel and appliances are being suitably employed. Gangers must be railway officials even when the work is being done by contractors. Exceptions to this rule are made in very special cases, for example when the work is being carried out by the Ministry of Transport. If the ganger is of the opinion that he cannot satisfactorily discharge the duties laid down under b) and c), he assigns a part of his duties to one or more railway staff who act as look-out men in accordance with detailed instructions.

In a number of cases, the appointment of look-out men performing no other duties is compulsory. This applies if work is being carried out within or immediately adjacent to the clearance area when the track is in use and a gang of ten or more is at work; when certain mechanical appliances are being used (whether or not riding on the rails); when thermit bands are being laid or when work is being done on crossing pieces; in the case of all work done between fifteen minutes after sunset and fifteen minutes before sunrise; and all work on or in the vicinity of the tracks indicated by the supervising official. The requirement to work with a look-out man can be limited to specified times of the day or to specified days. Stretches of track on which working with a look-out man is compulsory must be indicated in red by the permanent-way inspector on a diagram hung up in the workmen's store-room. The diagram must be dated and signed by the permanent-way inspector and any limitations on the employment of look-out men must also be shown.

The look-out man is required to perform a range of duties according to the

circumstances and the nature of the work being done. He must be fully instructed as to which duties he has to perform. These include deciding whether the rails and points are in a condition to allow trains to move over them at maximum permissible speeds and taking ap-

on the track clearance area. His equipment consists of a signalling horn and whistle; one or more red flags (replaced by red lanterns at night); rattles and a white armband worn on the left arm. In addition, he must carry a reliable watch and a diagram of the track showing the



*While his colleague is engaged in grinding down a point, the look-out man watches for approaching trains. When conditions are unfavourable more than one look-out is posted, of whom one stands by the gang and the others farther along the track*

propriate steps to allow movement at reduced speeds; that the clearance area is free of impediments to the movement of traffic; and that the workmen are warned in good time of the approach of any traffic. If the track cannot be cleared in good time, the look-out man must see to it that the train (or wagons) are brought to a halt in accordance with the correct signalling procedure laid down in the regulations.

Certain minimum conditions are laid down before a railway employee may act as a look-out man. He must be at least twenty-one years of age and have good eye-sight. He must also be familiar with safety regulations and signalling procedure as well as be fully informed

most important measurements relating to clearance.

The regulations lay down precise instructions as to where the look-out man must be stationed. He must, in all circumstances, be able to observe the approach of trains or wagons being shunted in good time and see that his 'clear-the-track' warning has been obeyed. He is required to satisfy himself that his warning signals can be seen or heard in spite of a strong wind or above the noise made by mechanical appliances.

*A typical look-out man on the Dutch permanent way. His equipment, which can be seen here, consists of a whistle, rattle, horn, red flag and white armband*

In the event of unfavourable conditions (curve in the track, buildings along the track, presence of trees, foggy weather, etc.), more than one look-out man must be posted, of whom one must stand by the gang, and the other, or others, be placed farther along the track in the direction in which the view is restricted, at a point where oncoming traffic can be seen in good time. The extra look-out man or men must take up a position where he or they can be seen by the man stationed beside the gang at work, who must then repeat his, or their, signals immediately.

In order to enable the men working on or in the immediate vicinity of the track to leave it without undue haste, certain specified warning signals must be given whilst the train is still at a given distance from the spot where the men are working. The distance depends on the maximum permissible speed of the train at the site and the nature of the work being carried out on the track. The look-out man's signals must be obeyed by the workmen who must move to either side of the track in the case of a single track; to the side nearest the track where the work is being carried out in the case of several tracks, to a position determined by the look-out man. As far as possible, this should be fixed before work begins. To cover unforeseen cases, the side to which the workmen should go may be indicated by means of a board with the inscription 'SAFE' (VRU) and an arrow giving the direction. If intervening lines have to be crossed, special attention must be paid to traffic on these.



Among the subjects proposed for discussion at the Maritime Session of the International Labour Conference to be held in 1957 is the provision of medical advice by radio to ships at sea. This question has in fact already figured on the agenda of the ILO/WHO Committee on the Hygiene of Seafarers at its Second Session in April 1954, when a number of recommendations on the manner in which such services should be operated were made. An ILO questionnaire on that occasion revealed that a number of maritime countries do already maintain services of this kind for the use of vessels which do not carry ships' doctors, and seafarers' unions reported that, in general, they were working satisfactorily. In most cases, requests for medical aid are made to coastal radio stations which pass the information on to hospitals or medical authorities and transmit the latter's advice back to the vessel, usually without charge. A more specialized and ambitious service exists in the 'International Radio Medical Centre' at Rome, which has been established for twenty years and owes its existence to the initiative of its founder and director, Dr. Guido Guida. The Centre provides free medical advice, on a twenty-four-hour basis, to ships of all nationalities, wherever they may be. For the following account of the Centre's work we are indebted to the International Labour Office.

## **An international radio medical centre for seafarers**



THE INTERNATIONAL RADIO MEDICAL CENTRE was founded in Rome in 1935 by Dr. Guido Guida. From that time until December 1953 the private offices of this specialist in eye, ear, nose and throat disorders served not only as the consulting rooms of a private physician but also as the centre of a large radio network, which received appeals in three languages for medical aid from ships of all flags throughout the world and transmitted expert medical advice in return. All the radio transmission and receiving equipment, except one teletype machine, have now been moved to larger quarters in the Italian Mercantile Marine Ministry, upon the roof of which the transmitting antenna is located.

Although situated in the centre of a large city, the equipment is said to be quite free from outside electrical interference in the sending and receipt of radio messages. Close to the radio-room in the Ministry is an office reserved for the use of staff doctors of the Centre. It is provided with desks, telephones and medi-

cal record charts, where the progress of each seafarer-patient can be followed continuously while he is undergoing the treatment prescribed by the Centre until he is cured or reaches a port. The staff doctor present need not be an experienced specialist, as his chief function is to give immediate interim advice in

emergency cases; he refers any serious or difficult problems to one or more of the fifty medical specialists who have agreed to give their expert assistance to this work without fee. The despatch and receipt of messages is also free of charge.

The Centre can also be reached by radio-telephone by fishing boats and other vessels that have such equipment on board, and by small islands in the Mediterranean that have no resident doctor. The Centre has two radio stations at its disposal, one of fifteen kilowatts power and the other of one kilowatt. It is said that the Centre can reach any part of the world's sea areas, either directly or by relay with other land-based stations or ships' radios, though contact may depend upon the time of day and local atmospheric conditions.

### **Service provided**

In addition to receiving urgent appeals for medical aid and sending appropriate advice by radio at any hour of the day or night, the Centre offers further services. In serious cases consultations and advice may be sent and received twice daily. If the information furnished by the master is insufficient to provide the basis for an adequate diagnosis, the doctor on duty at the Centre requests additional infor-

---

*On board ship, the master and one of his officers prepare a message for transmission to the CIRM in Rome. Dr. Guida has compiled a manual of instructions for doing this in Italian, English and French*







*Once the message is ready for transmission, the wireless operator can be reasonably certain of contacting the Centre at any hour, either directly or by relay through land stations or other vessels*

mation and a more detailed description of the symptoms. If the vessel concerned touches a port and the condition of the sick or injured seafarer requires his admittance to a hospital, the Centre makes contact with the hospital administration to ensure that the diagnosis and treatment established by radio consultation agrees with that established by the hospital, in order to improve the efficiency of the radio consultation service.

Every day from 8 to 10 a.m., from 12 noon to 1 p.m., from 8 to 10 p.m. and from 12 midnight to 1 a.m. GMT the Centre offers a radio dispensary service which gives medical advice concerning cases that are not of an urgent nature or that have been the subject of radio medical consultation and are no longer considered critical. Descriptions of the progress of patients who are receiving treatment prescribed by the Centre are received at this time.

Specific appointments are arranged at fixed hours for direct radio contact between the master of a vessel and the physician or group of physicians ashore for the purpose of obtaining the detailed information concerning the symptoms of a patient that the doctors require in order to make a satisfactory diagnosis. Twice daily, from 9 to 9.05 a.m. and from 9 to 9.05 p.m., all ships' radios are on the alert for receiving special calls from the Centre concerning the possible need for transferring sick or injured seamen from a nearby vessel or for retransmitting messages to another vessel with which the Centre is unable to establish direct radio contact.

The Centre also offers a course in elementary medicine for the benefit of ships' officers, in order to assist them in drafting radio requests for medical aid and to help them in sending an accurate description of a patient's symptoms when the need arises. This course is given three times a week over the Centre's station IRM on 12,500 kilocycles. These broadcasts are made in English, as well



*An injured seafarer is given treatment by the master in accordance with instructions received via CIRM. For less urgent cases, the Centre operates a daily radio dispensary service broadcast at fixed hours*

as in Italian, for the benefit of masters and officers of foreign vessels.

In co-operation with the Italian Air Ministry and the Ministry of the Navy, the Centre has established an air-sea rescue service for the transfer of seriously sick and injured seamen from vessels in the Mediterranean Sea to hospitals ashore or to other vessels in the area which have a doctor on board.

Dr. Guida has written and published a manual containing instructions in Italian, English and French for the compilation of radio messages requesting medical advice. This volume, which is required to be carried on all vessels of Italian registry, also contains a glossary of medical terms in the three languages.

Finally, the Centre has recently completed arrangements for extending its services to include the provision of medical advice by radio to the passengers and crews of commercial airlines, both while they are in the air and in case of accident.

An indication of the growth and magnitude of the demand for the services provided by this organization is given in the following table. It is of interest to note that at present approximately twenty per cent of the appeals for medical aid come from vessels in the Mediterranean area and the remaining eighty per cent from other sea areas of the world.

Year	Cases treated	Radio messages received and sent	Air-sea rescue missions
1935 . .	18	62	—
1936 . .	30	135	—
1937 . .	49	201	—
1938 . .	98	432	—
1939 . .	92	451	—
1940 . .	49	215	—
1947 . .	64	323	—
1948 . .	157	682	—
1949 . .	192	1,098	4
1951 . .	432	3,026	17
1952 . .	497	3,276	20
1953 . .	557	3,937	26
1954 . .	609	3,102	16

### Two examples

Two examples are given below of the way in which the services operate.

On 3 November 1948 the master of the vessel *Saguro* of the Pan-Transoceanic Company en route from Caripito, Venezuela, to Göteborg, Sweden, sent an

urgent message to the Centre that thirty-two of the thirty-six members of the crew of the vessel, which had left Caripito on 28 October, were suffering from irruptions of the skin resembling nettle-rash. The parts of the body most severely affected were hands, fore-arms, throat, abdomen and thighs. The patients had no fever but suffered from intense itching. The rash appeared to be contagious.

The consulting physician of the Centre informed the master that each patient should be given a dose of salts and placed on a light diet for a period of twenty-four hours. At the same time he requested further information.

The master replied: 'The rash appears between the fingers of the patients, who also have swollen fingers and blisters the size of grains of corn. The skin of some patients is inflamed, of others very pale. From some of the blisters a liquid is draining, but the majority are not open. General condition unchanged. No further difficulties to report except three-tenths to four-tenths degree of fever in some cases.'

Recalling that the vessel had just left a tropical region infested with small butterflies known as Yellowtails, the wings of which are covered with an irritating powder, the specialists of the Centre, taking into consideration the contents of the medical chest on board the

ship, recommended the following treatment: olive oil, camphor, alcohol, a paste made up of distilled water and boric talcum, and twenty drops of essence of menthol to be applied to the inflamed areas. In addition, in order to avoid possible secondary complications caused by incessant scratching of the itching areas, the physician recommended injections of penicillin, or, if this was not possible, the administration to patients having a fever of preparations with a sulphamide base.

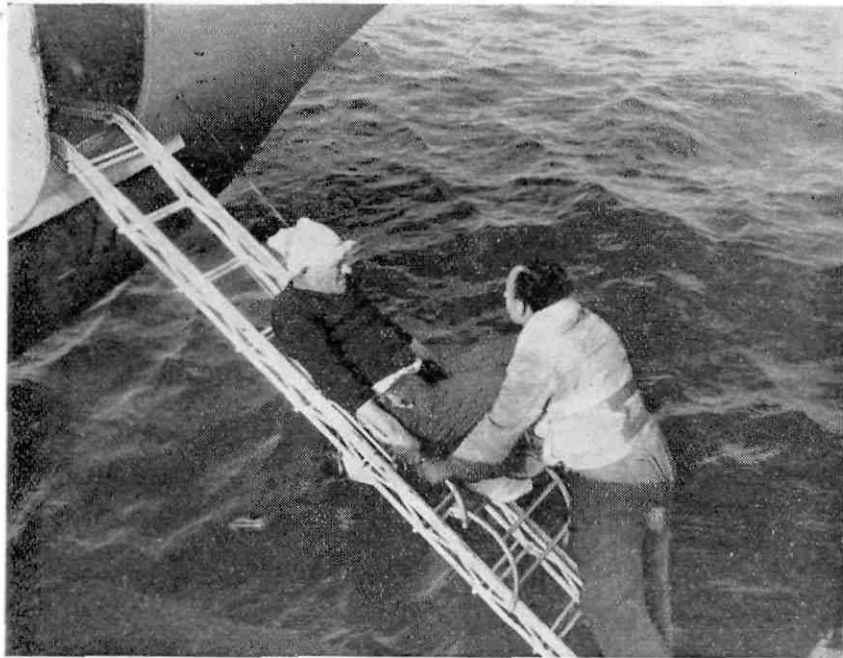
The following day the master of the vessel sent the following message: 'The local application of the treatment recommended has diminished the rash. A slight disappearance of the rash in some parts of the body has been noticed. An increase of the rash is found only on the hands.' The attending physician replied by suggesting the daily administration of two tablets of Urotropine dissolved in a bottle of mineral water and that the light diet should be continued for several days.

This diagnosis and treatment were later confirmed as being correct. The patients were all subsequently cured.

The following is an example of an air-sea rescue mission. On 20 August 1951 an Italian fishing vessel in the Mediterranean, *Nuova Maria*, sent out an urgent radio appeal for help. A member

The CIRM radio station is now installed in the Italian Ministry of Mercantile Marine. Radio operators have been assigned to it by both the Italian Navy and Air Force





Left: In cooperation with the Italian Navy and Air Force, the Centre has now established an air-sea rescue service for sick and injured seafarers on ships operating in the Mediterranean Sea area

Above: Back in port, the seafarer is transferred from the air-sea rescue seaplane to a waiting ambulance which will take him on to the nearest hospital

of the crew had suffered a serious accident in which his right leg had been crushed, there had been much loss of blood and his condition was critical. The vessel's message was received by Radio-Trapani and Radio-Anzio, stations which specialise in maintaining communications with fishing vessels. The appeal for aid was transmitted to the Centre in Rome, which sent an immediate message to the vessel giving instructions for stopping the haemorrhage and relieving the strain on the patient's heart. It soon became apparent that immediate surgery would be required to save the fisherman's life, and during the night the Centre made contact with the Air Rescue Unit at Vigna di Valle, and through this unit with the English and American Air Rescue Units in the Mediterranean area, to inform them of the case and the possible need of their assistance.

Early in the morning of 21 August three aircraft – an Italian Cant Z 506 based at Augusta, a British Lancaster from Malta and a United States Grumman from Tripoli were all in the air searching for the fishing vessel. After considerable difficulty the American aircraft sighted the vessel and came down in a rough sea to transfer the injured fisherman, whose condition was failing rapidly. The Centre kept in continuous touch with the vessel, the aircraft and maritime authorities at Mayzora, Tra-

pani and Lampedusa through Radio-Viminale, Radio Ciampino and Radio Vigna di Valle. Some hours after the aircraft took off the Centre was informed that the injured fisherman had been taken to the King George V Hospital in Malta, his leg had been amputated and he was out of danger.

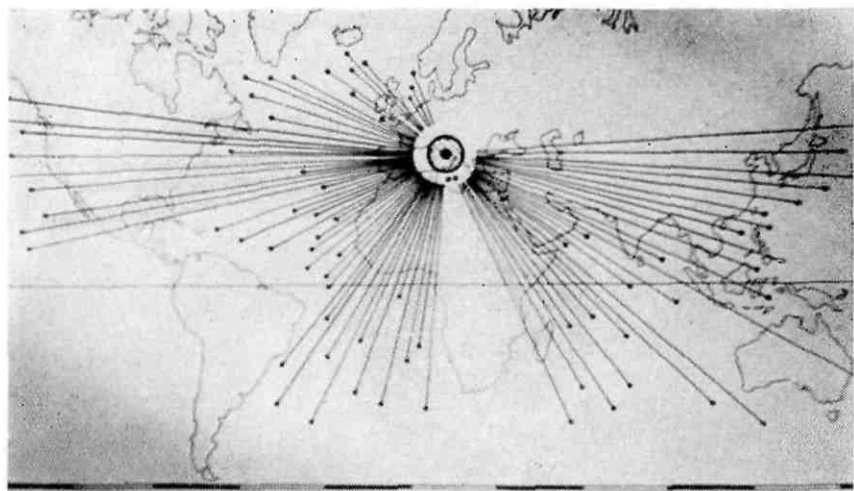
#### Unique features of the Centre

Although most of the countries of maritime importance in the world offer some type of medical service by radio to ships at sea the International Radio Medical Centre at Rome is unique in at least two important respects. First, it has been organized and functions for the primary purpose of providing medical advice to ships at sea (and more recently aircraft) by means of its own radio facilities and staff. As far as can be determined, the services of this type provided in other countries function in the following manner. When an appeal is received by a coastal radio station from a ship at sea, the radio operator, whose main duties consist of sending and receiving commercial messages, makes contact with the nearest hospital, where arrangements may or may not have been made in advance for receiving such requests and providing appropriate replies. In at least some cases, the staff doctor or interne on duty may have had little or no experience in making diagnoses at a long distance from the patient. In some cases –

where the advice of a specialist was required, or where the radio message was in a language other than that of the receiving country – there have been difficulties.

Secondly the organization and operation of the Centre at Rome differs from other such services in that it has been established and administered as a private, non-profit-making organization, chiefly through the efforts of one individual, Dr. Guida, often at personal expense to himself in both time and money. It would have been difficult, if not impossible, for one individual to organize and maintain the type of service now offered on an international basis by the Centre without the full co-operation of both private doctors and public agencies, but the results are a tribute to the organizational ability and humanitarian outlook of the founder and Secretary-General of the Centre. The origins and composition of the staff and equipment of the Centre are of interest in this connection. Five radio operators have been assigned to the Centre by the Italian Ministry of the Navy and another five by the Air Ministry; they are under the technical direction of a naval officer. Two translators (for handling messages in English and French) have also been assigned by the Air Ministry. One radio transmitter has been supplied by the Navy, another by the Director of Police. The radio-telephone equipment and two

This outline map of the world gives some idea of the extent of the CIRM's activities during the year 1954. Note the large number of calls which were received from distant waters. Only twenty per cent come from vessels in the Mediterranean area



teletype machines have been provided by the Ministry of Communications. The ships and planes for air-sea rescue work are provided as required and manned by the Air Ministry and the Ministry of the Navy. The medical specialists, numbering more than fifty, who donate their time and knowledge to the Centre are directors or staff members of many of the large clinics and hospitals in Rome.

### ICFTU conference calls for European transport authority

 A STATEMENT re-defining the attitude of the free trade unions towards European economic and social integration, and laying down the lines along which it should proceed in the immediate future, was adopted at a Conference for the Revival of the European Idea held in Brussels under the auspices of the European Regional Organization of the ICFTU. Noting that the Conference of Ministers of the European Coal and Steel Community and certain proposals made by the OEEC have given new impetus to the European idea, the statement outlines trade union objectives in connection with each of the proposals made by the Messina Conference.

It supports the progressive reduction of tariff barriers leading to the creation of a common market. In this connection, it will be necessary to harmonize the social and economic policies of European countries and to eliminate all unfair competition, as well as to ensure a greater mobility of labour. Support is given in the statement to the Messina proposal for a European investment fund, the special purpose of which would be the development of European regions which are at present underdeveloped.

Whilst in favour of closer economic and social cooperation and the integration of the entire economy of every democratic country in Europe, the statement recognizes the benefits of the integration of particular branches of industry, even when they initially embrace certain countries only. It therefore pro-

poses the immediate establishment of a European transport authority so as to provide Europe with 'an efficient, adequate, economical, and properly integrated transport system'.

Another field in which integration could and should make an immediate advance, it says, is the supply of energy. In connection with atomic energy, the Conference endorsed the declaration of the recent ICFTU conference on this subject and approved the Messina proposal for a common organization for the peaceful development of atomic energy. In view of the importance that these developments will have for industry and the workers, the statement adds, the production of atomic energy should not be left in the hands of private interests.


In the development of such partial integration, the statement recommends that advantage should be taken of the experience of the European Coal and Steel Community. As several new communities are likely to be set up in Europe, steps should be taken to ensure their close collaboration and cooperation. Welcoming the recognition given by the Messina resolution to the need for gradual harmonization of social conditions in Europe, it calls for practical measures leading progressively to an upward adjustment.

Calling on national trade union centres to carry on propaganda for the European idea among their membership, the statement notes that the support of the workers will only be secured if the trade unions are consulted in the elaboration of plans for integration, and are adequately represented at all levels in their execution.

### Book review

BORDEPERSONALDER SEESCHIFFFAHRT UND NACHWUCHSERZIEHUNG IM AUSLAND (Merchant Marine Seagoing Personnel and Training for Service at Sea in other Countries) by Gustav Adolf Theel.

Published by Carl Schünemann Verlag - Bremen; pp. 101; price DM 12.50

 A COMPACT BUT COMPREHENSIVE REVIEW of the basic principles, systems and practices observed in a number of European countries and the United States in the training of personnel for service at sea. An introductory section gives a general picture of the problem of ensuring a steady flow of trained personnel into the maritime industry whilst useful data is provided on the present state of the fleets and maritime labour forces of the various countries covered.

The second part of the work reviews the training facilities provided by the various private and government-sponsored establishments both in the field of pre-sea training and continuation courses for ratings and officer personnel. The method of treatment and layout allows useful comparisons to be made between the extent, methods and objects of the training systems in force in the various countries reviewed.

The book is the third in a series on the maritime industry sponsored by the Institute of Maritime Research - Bremen. Earlier books in the series are: Measures taken by Foreign Governments to Promote Shipbuilding and the Status of the Pilot when Aboard Ship.

ITF-affiliated unions in East Africa include the East African Railway Asian Union, the Trade Union of Port and Shipping Workers of East Africa, the Transport & Allied Workers' Union, and the Railway African Union. Although Kenya trade unions, and particularly those catering for Africans, are still facing serious difficulties due to the present emergency, there are welcome signs that in some industries at least the foundations of a non-racial policy are being laid, with trade unions or staff associations representing all three ethnic groups participating in negotiations on wages and working conditions. For some time past, for instance, the ITF has noted that the East African Railways and Harbours Administration is pursuing a planned multi-racial staff welfare policy, including the provision of rent-free housing, which well merits attention. The ITF has therefore approached the Administration with a request for details of activities in this field and has pleasure in reproducing the material sent in response to this request

## Railwaymen in East Africa



THE EAST AFRICAN RAILWAYS AND HARBOURS ADMINISTRATION is a State-owned undertaking which operates one of the largest transport systems in Africa and the biggest colonial railway. The system comprises over 3,100 route miles of railway, 2,000 route miles of road services and some 6,000 route miles of lake and river services. In addition, the principal ports of East Africa, including Mombasa, Dar es Salaam, Tanga and Mtwara, are controlled and operated by the Administration. East Africa consists of the three territories of Kenya, Uganda and Tanganyika and is peopled by Africans, Asians and Europeans throughout in that order numerically. This multi-racial character of the territory is reflected in the more than 61,000 staff of this transport organization. Of this total, Europeans number approximately 1,500, Asians 5,500, and Africans roughly 54,000.

For many years past the Railways and Harbours Administration has fostered the advancement of Asians and Africans. Following the report of a Salaries Commission, issued in 1954, common salary scales were introduced for Europeans, Asians and Africans engaged in similar work and a Grading Committee under the Chairmanship of the Administration's Industrial Relations Officer is working in close consultation with the staff organizations of the three races to assess the value of posts and to evolve grading standards applicable to a non-racial salary structure.

In its salary structure the Administration provides for an inducement addition to attract candidates from overseas for posts which cannot be filled locally, but it is the Management's policy to staff the undertaking to the greatest extent possible by local recruitment and

promotion within the service. To this end training grades are provided in the new salary structure which are designed to facilitate the advancement of employees of particular promise to posts in the higher grades. These training grades will also be used for new entrants to the service, the educational qualifications

of the candidates being the main factor in determining the grade of entry. The limit of an employee's advancement is set solely by his qualifications and ability.

Generally, the minimum entry point in the salary scales for the lowest grade of unskilled worker is shs. 60/- a month rising through four grades to shs. 189/-. In addition, he receives a cost of living allowance at the current rate of ten per cent of salary, plus free housing or a cash allowance in lieu, free medical attention for himself and his family, and three weeks paid leave a year. At certain main centres, to compensate for the higher cost of living, local allowances are paid. Thus in Nairobi the minimum wage for a railway employee is shs. 83/60 a month, plus an



*Representatives of the Asian, African and European Railway Staff Organizations, who met with representatives of the Management in Nairobi in October, 1954, to discuss the Administration's proposals for implementing the Report of the East African Salaries Commission*

*Stefano Mungai, a Kikuyu locomotive driver pictured with his family in their Railway house. Stefano has served twenty years with the Railways, for twelve of which he has been a driver. He at present draws an average wage of £40 per month*

under the Trade Union Ordinances, and registration in Tanganyika is expected to be effected during the present year. Separate unions are necessary because inter-territorial unions are not legally sanctioned, but close co-operation is maintained which eventually may lead to unification. About half the total of Asian employees are members of their Unions, but membership of the African Union is as yet at a much lower level.

The policy of the Railways and Harbours Administration is to encourage and promote the development and utilization of machinery for voluntary negotiation between Management and the employees. Meetings are held at frequent intervals between representatives of the staff organizations and the Management, which provide a valuable opportunity for the discussion of staff problems. Works Councils have been set up in the Chief Mechanical Engineer's Workshops at Nairobi and Dar es Salaam whose chief functions are to facilitate the settlement of minor grievances and complaints, and to further good relations between supervisors and workmen. Negotiating machinery of a

additional shs. 13/- house allowance if a railway quarter is not available.

The salary scales of the clerical and allied grades, artisans and footplatemen all start at £102 a year, while the most senior post in the clerical group (to which any employee may aspire, regardless of race, provided he has the necessary qualifications and ability) carries a basic salary of £1,224 a year (These figures are exclusive of cost of living allowance, and inducement allowance where payable). An African station master in a senior post draws a salary of about £240 a year in addition to the various allowances and privileges mentioned above, and he has prospects of advancement to posts which, by force of circumstances, have hitherto been filled by European or senior Asian staff.

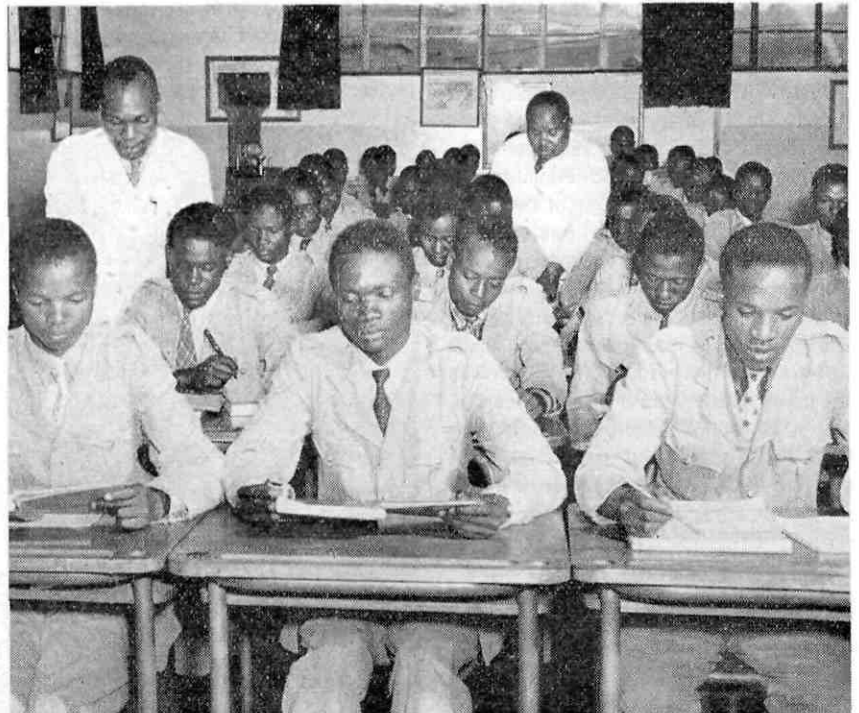
Employees in the unskilled grades earn a retiring gratuity calculated at the rate of one twelfth of one month's salary at the date of retirement for each completed month of service. All staff on the permanent establishment above the Group 'C' level (i.e. other than unskilled workers) receive a free pension.

#### **Negotiating machinery**

All three races have properly constituted staff organizations whose representa-

*A class of African students seen studying under African teachers at the Traffic Training School shortly before being passed out as Assistant Station Masters*

tives are closely in touch with the Management. The European Staff Association has its headquarters in Nairobi and branches at the main centres throughout the territories; its membership comprises about half the potentiality. There are two Railway Asian Unions, one covering Kenya and Uganda and one in Tanganyika. The African staff have a union in each territory. These unions are registered in Kenya and Uganda





*African railwaymen's families prepare to move into their new quarters in a recently constructed block of flats at Mombasa*

similar kind will gradually be established at all the main centres on the system and eventually, it is envisaged, all grades of employees will be represented on sectional councils organized on a departmental basis.

### **Welfare**

A comprehensive welfare service is administered from railway headquarters in Nairobi, under the direction of the Principal Welfare Officer. Beneath him, at the principal centres, serve European Welfare Officers aided by African Welfare Assistants. A European female Welfare Officer deals with child welfare, including nursery schools.

Whilst welfare activities cover the whole of the three races, it will be appreciated that, owing to their numerical superiority, and greater need, the Africans enjoy practically all the welfare activity.

Owing to the multi-racial characteristics of the staff and their wide dispersal, the welfare activities of the railway must cover an extensive and varied field.

In a European, or similar, community a minimum standard of education and culture can be taken for granted. In East Africa the level of education amongst the bulk of the African population is low, or virtually non-existent, and a pressing need is to increase the standard of literacy and knowledge. It is, therefore, to basic education that the Welfare organization devotes much of its efforts, typical examples being the free distribution to the African and Asian staff of locally printed vernacular newspapers and the fostering of a library scheme (in conjunction with the East African Library Bureau), domestic economy, etc.

The education of the African is not merely confined to the furtherance of literacy – although classes are held in both Swahili and English – for education in Africa has a much wider connotation, and among other amenities the Administration's Welfare organization provides sewing and housewifery instruction for the women and nursery schools for the children. Maternity cen-

tres and clinics have been opened on the principal housing estates. The policy of helping the African to help himself is demonstrated by the starting of co-operative trading enterprises in the Administration's housing estates. Four years ago, with a loan from the Administration, an African Retail Co-operative Society was formed and registered in Nairobi, the committee being all African with European Secretary/Managership. Membership of the Society has risen to over 1,000 and in 1954 its trading turnover amounted to £100,000.

Societies of this description are fostered and encouraged by the Management as a useful contribution to the happiness and well-being of the staff.

### **Staff housing**

The Railways and Harbours Administration are fully alive to the truth that a worker's efficiency increases with his domestic contentment. It is the policy of the Administration to provide free housing for all races and, with the rapid development of East Africa's transport

*Maternity centres and clinics are organized in all large African Estates for the care of mothers and their children*

system, a commensurate increase in housing is required. In 1954, 1,030 staff quarters were built - 854 African, 146 Asian and thirty European - and a yearly expenditure of more than £1½ million is being incurred on housing alone. The control and administration of housing is in the hands of Housing and Welfare Committees comprised of representatives of each department, under the chairmanship of a senior officer.

In 1939 the number of staff in the service of the old Kenya and Uganda Railways and Harbours and of the Tanganyika Railways and Ports Services was approximately 32,000. During the war there was little, if any, increase in staff and very little building done, so that the total increase in staff of approximately 30,000, and in the consequential number of extra houses wanted may be considered to be almost entirely a post-war problem. That the problem is being tackled vigorously is illustrated by the following figures: -

	<i>Houses actually built in 1948-1954</i>	<i>Authorized and being built</i>	<i>Total</i>
European	283	144	427
Asian	719	436	1,155
African	3,571	3,494	7,065
	4,573	4,074	8,647

These figures, which include new quarters built on the Southern Province Rail-



way in Tanganyika, and on the Western Uganda Extension, and the new large Changamwe scheme shortly to be undertaken at Mombasa, represent a total cost of well over £4 million, or a rate of expenditure of approximately £600,000 a year.

While some staff of all races prefer to make their own housing arrangements, and are in a position to do so, they are comparatively few. Be it at wayside stations and permanent way gang camps where there is little or no housing, or at main centres where housing is generally desperately short, the vast majority of the staff want to be housed, and indeed have to be housed. The problems of recruitment, both local and overseas, and the retention in the service of a contented staff, are indissolubly linked with the problem of the provision of a good standard of living accommodation for men and their families. At every turn, be it the engaging of additional drivers, the posting of further staff to undermanned stations, the training of more men to replenish increasing establishments, the first problem which always arises is - HOUSING.

*In the Nursery Schools found in the major Railway African Estates, African children are taught their alphabet and, as shown in this picture, to recognize everyday objects by means of coloured blocks*

**£6 million more?**

It is estimated that as many as another 12,000 houses or housing units, mostly African but including a large number of European and Asian, costing perhaps another £6 million, will have to be built before the position is reasonably satisfactory. These are sobering figures. It is hoped that the House Ownership Scheme, recently launched to allow members of the staff of all three races to purchase or build their own houses, will help in some measure without adding to the Administration's financial burden. And the tackling of the actual building problem in large, but manageable segments, each year is gradually easing the position. But the pressure is still great and the problem, as indicated by the figures quoted, is probably the most difficult and at the same time the most urgent one now facing the Management.

In some of the bigger centres, such as Nairobi and Mombasa, the Administration is concentrating on multi-storey buildings so as to ensure that employees are housed relatively close to their work. Shortage of suitable land and increasing numbers of staff makes no other solution possible. In other areas separate houses and blocks of single-storey houses are still the normal standard.

In certain urgent cases, to meet spe-





*An aerial view of the new flats for African staff being constructed in Nairobi*

cial circumstances, temporary prefabricated housing has been built; in other cases private houses have been bought as they stand. Other houses have been leased, for instance a whole block of twelve new European flats has recently been leased in Nairobi. And while the vast majority of houses are being designed and built by the Administration's Civil Engineering Department because it is cheaper to do so, in several cases the services of outside private contractors are having to be used.

### Recreation

In the larger housing estates, clubs have been formed, usually at the request of the staff themselves, under the presidency of a European member of the supervisory staff. These clubs cater for a variety of interests and their facilities and activities include reading rooms, tea parties, dances, social evenings, and the usual pastimes of a civilized community. The subscriptions of the mem-



bers vary in accordance with the salary received.

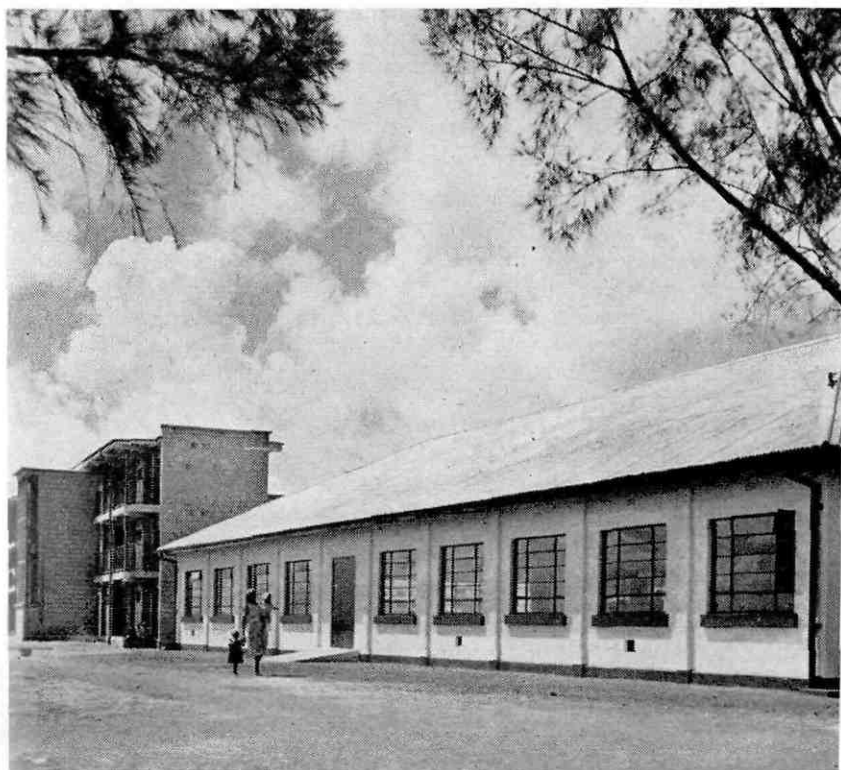
In certain of the larger estates wireless and gramophone equipment has been provided and each Welfare Officer has a sixteen mm. film projector with which regular film shows are given in the districts. Charges are made in some instances to cover film rental but where

the films are provided without cost, such as the productions of the Administration's own film unit, no charge is made.


Sport plays a very large part in the spare time of the younger members of the staff and trophies for various sports create keen competition. The Annual Athletic meeting held in Nairobi on an all-races basis attracts entrants from all over the system and free travel facilities are provided.

The Management's aim is at all times to maintain a close and understanding relationship with the staff, at all levels, and to encourage and respect good and loyal service.

*A new Social Hall in the African Estate at Makongeni, Nairobi; one of the blocks of flats for African railwaymen and their families is shown in the background*



### More seafarers employed in Greek Merchant Navy

 THE GREEK MINISTER OF MERCANTILE MARINE announces that since 1954, when new legislation designed to favour the shipping industry came into force, thirty-four vessels totalling 210,524 tons have hoisted the Greek flag, with the prospect of further ships, particularly those now under construction, applying for Greek registry. The Minister points out that most of the shipping recently added is newly-built.

As a result of the development of the Greek merchant marine the number of seafarers employed has more than doubled. There are now about 35,000 seafarers compared with 17,000 at the end of 1952.

*In a statement to the British House of Commons on July 21 the Tory Minister of Transport announced that he was to call a halt to the disposal of the British Transport Commission's road haulage trunk service. It had been common knowledge for some time that the government were having embarrassing difficulty in selling to private enterprise the lorries taken over to public ownership under the Labour Government's Transport Act of 1947.*

*The Tory Transport Act of 1953 provided for the disposal of the most profitable part of the nationalized transport system – British Road Services – although sections of opinion not normally among the advocates of public ownership had questioned at the time whether private enterprise could provide a better service. Their views have now been vindicated by the Tory Minister himself, who, in announcing his decision to allow the British Transport Commission to retain 7,750 vehicles to operate their trunk service, paid tribute to the 'good service to industry and commerce' which the Commission had rendered.*

*The following article from the British TUC's journal 'Labour' reflects the concern the TUC has long felt over the breaking-up of what promised to be an integrated and efficient publicly owned British transport system – a concern which was heightened by the discovery of deteriorating conditions of work and excessive hours which road haulage workers were experiencing under their new private employers.*



## **British transport in a blind alley**

LAST YEAR BRITAIN'S NATIONALIZED TRANSPORT WAS IN THE RED for the first time since 1950. Not by the standards of private companies' accounts but by the more rigorous standards adopted by the nationalized industries. For the undertakings under the British Transport Commission's control earned surpluses of £45½ millions.

But after paying central charges, mainly interest, the BTC had a deficit of nearly £12 millions. In 1953 there was a surplus of more than £4 millions.

For the Commission's setback last year two main causes sprang directly from the Tory Transport Act of 1953. That was what put the nation's wheels into reverse.

First was the break-up of British Road Services. Net traffic receipts of the nation's lorries were almost as high as in 1953 – £8.7 millions compared with £8.9 millions. They would have been several millions higher but for the forced sale of assets.

### **From profit to loss**

The BTC's own report puts it coolly but clearly: 'the peak twelve months in British Road Services operations... was a year which ended about the middle of 1954, when profits of well over £10 millions were earned. Since then the cumulative effect of disposals has been making large and increasing inroads into the profits.'

Left alone, BRS would have made a handsome and ever-growing contribu-

tion to the Commission's revenues. Instead, the contribution is falling sharply and the Commission's financial difficulties are mounting accordingly.

Further justification for the criticism of the denationalization of road haulage is provided by another recently published report – this time from the Road Haulage Disposal Board.

### **Fiasco of sale**

This report confirms that the sale of

publicly-owned road haulage assets is a sale that nobody really wants. Nearly half of the vehicles so far offered for sale have been put up for sale two or more times, and nearly a third of them have been offered for sale at least three times. Even then, sales have only been achieved by breaking up the units originally offered into smaller lots of vehicles without premises. Of the 4,100 units sold to date, two-thirds consisted of only one or two vehicles.

When the Disposal Board attempted to sell large and medium-size units with premises an utter fiasco resulted. Disposal list S.4 published in March of this year consisted of 6,115 vehicles in 160 units with premises. No bids were received for nearly half of the vehicles. And, despite its eagerness to push sales, even the Disposal Board found the tenders for most of the remainder too low to be acceptable. Only twenty-four units including 544 vehicles were sold.

The Board met further trouble when it tried to sell BRS vehicles hired out on contract to industrial and commercial firms. Many of the firms did not trust the prospective purchasers of the vehicles. They would not agree to the transfer of the contracts.

Now comes a sorrier chapter in the already sorry story of road haulage disposals. Where possible the BTC is to give notice to terminate the hiring contracts and to surrender the A-licences (public carriers' licences entitling the holders to use authorized vehicles to carry goods for hire or reward) of the vehicles involved. The vehicles will then be sold as 'chattels' – without any licences and consequently at a much lower price. Meanwhile, the private hauliers' organization – the Road Haulage Association – is to be notified of contracts which are terminated so that its members can get contracts from the firms concerned without paying anything for the privilege.

### **Waste of time**

Apart from losing its profitable road haulage services, the BTC is being put to much additional trouble and cost by the Tory Transport Act, and having to waste much time which could be better devoted to improving the nation's transport services.

Four-and-a-half million catalogues, lists, booklets and notes for the guidance of bidders have had to be published by the BTC in connection with the disposal of road haulage.

Earlier this year, delegates from scores of autonomous unions comprising the powerful Seafarers' International Union of North America (an affiliate of the ITF) began the sessions of the union's seventh Biennial Convention in Montreal, Canada. This was the first time in the history of the SIU that the Convention had been held outside the United States and the first time that representatives of this 96,000-strong union had met in Canada. Delegates came from as far afield as Texas and Alaska. Host to the Convention was the Canadian District of the SIU and, to mark the occasion, we reproduce in slightly abridged form the history of the SIU Canadian District as it appeared in the official organ of the union, 'The Canadian Sailor'.



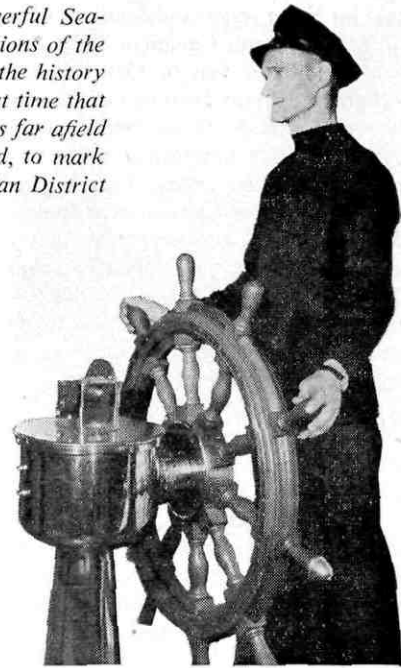
## The Canadian District of the SIU

THE SIU CANADIAN DISTRICT bears a proud ancestry. It is a direct descendant of the first organized sailors' union in the world, the Pacific Coast Seamen's Union, which was formed in 1885 on the Pacific Coast of the United States under the leadership of that great fighter for seamen's rights - Andrew Furuseth. Today, the Pacific Coast Seamen's Union is known as the Sailors' Union of the Pacific (SUP). It is the mother union of the Seafarers' International Union of North America and an important partner of the Canadian District and all the other Districts which help to make up the international structure of the SIU.

### Progress

It was between the two world wars that trade unionism made its greatest strides on the North American continent, but

up to the beginning of World War II it was often a bloody battle made worse by militant shipowners during the depression doing everything in their power to destroy the unions, including the use



of troops, guns, police and trained strike-breakers. For many years, the West Coast of the United States was the bastion of bona fide unionism on the ships.

Shortly after the First World War, the AFL chartered a three-department union on the East Coast of the United States and Canada, known as the International Seamen's Union (ISU). It was the fate of this union, however, to fall into the hands of racketeers and Communists. It was therefore powerless to protect the sailors' interests when the shipowners' onslaught came in the 'thirties. While the sailors in the SUP on the West Coast were striking - and gaining most of the major issues for which they were fighting - the ISU, divided against itself and with the Communists confusing the situation, failed to get any clear-cut issues settled.

### AFL steps in

Alarmed at the turn of events within the ISU, the American Federation of Labor took action. It invited the Sailors' Union of the Pacific to Washington to discuss ways and means of forming a strong organization to bolster the

*The 'Beaverbrae' was one of the vessels involved in the abortive strike organized in 1949 by the Communist-dominated Canadian Seamen's Union. It was this strike which finally discredited CSU in the eyes of Canadian seamen (Keystone)*

fight for better wages and conditions for all American and Canadian Seafarers. The upshot was that in 1938 the SUP was granted an international charter by the AFL for the Seafarers' International Union of North America, covering seafaring and allied crafts. The Sailors' Union of the Pacific, under the leadership of Harry Lundeberg, immediately sent organizers into the East Coast and Gulf ports; representatives of the Canadian seamen were received and taken into the SIU structure; and the work of organizing and re-organizing on a continent-wide basis was begun. With the help of the SUP organizers, young Districts of the SIU were put on their feet, the Canadian District having Toronto as its base of operations. With renewed strength, agreements began to be signed, all districts calling strikes where they were needed to obtain recognition, and membership continued to grow.

### The Commies again

The Communists, however, had not yet acknowledged defeat. In 1936 the Canadian Seamen's Union (CSU) had been founded and chartered by the SIU. Although never more than ten percent, the Communist element, however, dominated the policies of the union. With the SIU bitterly opposed to Communists and all their activities, a break was inevitable. It came in 1944 when the Canadian Seamen's Union was expelled after refusing to throw out the Communists and pursue an industrial policy to secure wage increases for its members.

In 1946, the charter was given to a young anti-communist group of sailors on the West Coast of Canada known as the British Columbia Seamen's Union. With the Communist leadership of the CSU now openly hostile to the SIU, the newly chartered Canadian District in Vancouver faced difficult days, and was barely able to hold its own against the methods employed by the Communists to destroy the SIU in Canada.

Concerned with the lack of headway made by the Canadian District, although other Districts of the SIU had gained ground in the United States, the SIU in 1947 sent Hal Banks, an executive member of the SUP, to make a survey of conditions in Canada. His report disclosed an unsatisfactory picture as far as the Canadian District was concerned - unpaid debts, lack of prestige and leadership initiative and a re-

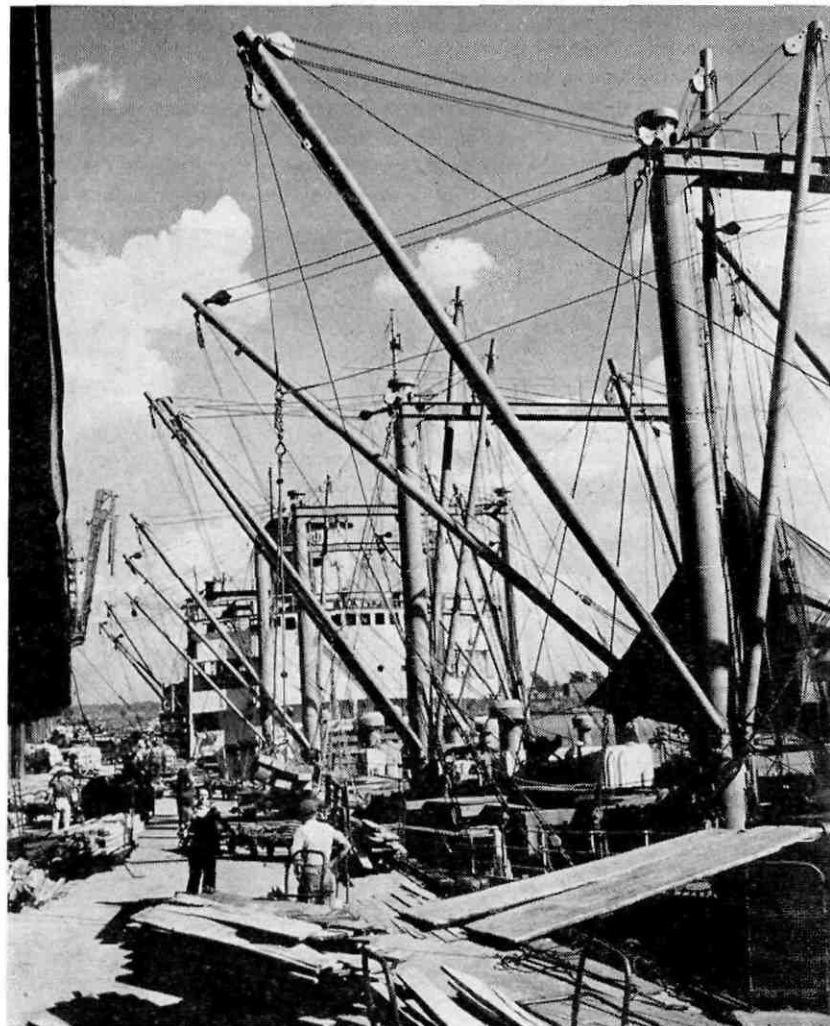
sultant poor morale. The labour situation on Canadian ships was worrying AFL and TLC labour men in other fields and the SIU was urged to provide dynamic leadership and the tools necessary to clean up the Canadian shipping picture. The CSU had split wide open on the Great Lakes and a company-sponsored splinter union had been formed. The resulting battle was having harmful effects on the labour cause in Canada generally. CSU leaders were actively involved in the Canadian spy trials and were now openly following Moscow's orders with regard to actions on Canadian vessels.

### SIU takes over

It was in this situation that the Executive of the SIU sent Hal Banks to Canada to confer with Canadian labour leaders and contact crews on Canadian

vessels. With their support, he then approached a number of steamship companies for an agreement. Representatives of the company-sponsored union, the CLSU, were given the choice of making way for a bona fide trade union, which was the original choice of the sailors, or getting into a three-cornered fight. The CLSU was glad to move over. It had had no intention of being a company union, but the actions of the Communists had left the sailors no option. Agreements were then signed with three of the companies when the wishes of the crews had been made known to them. Although the Communist-dominated CSU continued its tactics of violence, by the Spring of 1949, the battle on the Great Lakes had resulted in a clear-cut victory for the Canadian District, with the acquisition of over a hundred contracted ships.

*Loading cargo in the port of Montreal. Montreal, Canada's largest city, was the scene earlier this year of the first convention of the SIU to be held outside the United States*



Communist-inspired activity continued unabated, however, in the CSU. This took the form in particular of strikes against the Marshall Aid plan for Europe in spite of a Conciliation Board report (to which the CSU was a party) covering the deep sea agreement whereby the CSU was expected to continue to sail the deep-sea ships. It repudiated the award of the Board and ordered its members out on strike without going to the trouble to take a strike vote. With the SIU Canadian District signing a somewhat better agreement than the earlier one handed down by the majority

*Brother Hal. C. Banks, Canadian Director of the SIU, and H. N. McMaster go over plans to finalize a merger which transferred all vessels under contract with McMaster's union to SIU jurisdiction, thus making the latter the sole bargaining representative of all Canada's seafarers*

report of the Board on deep-sea ships, battle was joined again. By 1950, with support from the American sister-districts and from affiliates of the AFL and TLC, the job was finally finished and the remnants of the CSU were ousted altogether from the Great Lakes.



### Too many taxis in Lausanne?

**T** FOR SOMETHING LIKE A YEAR NOW, the town of Lausanne in Switzerland has been watching the number of taxis on the streets increase at a prodigious rate. There are now some two hundred plying for hire – in a town with a population in the region of 107,000.

A number of people have interested themselves in the problems posed by this surfeit of taxis, including the municipal authorities, but to date no one has had the courage to tackle the real problem, i.e., the social problem: the hours of work of the drivers, their wages and working conditions, and their behaviour towards other road users. The result is a succession of complaints, of charges of all kinds, and of conflicts in matters ranging from the trivial to the most important.

The Swiss conciliation tribunals are kept well in the picture regarding the situation, since hardly a week goes by without their being called upon to listen to grievances or to adjudicate in cases where taxi-drivers are claiming recovery of a few hard-earned coppers out of which they have been swindled by some shady profiteer anxious to get rich quickly at the expense of the drivers, whose rates of pay, in spite of a number of adjustments, are still well below normal standards. Rates of pay must be considered as particularly inadequate when the hours of work are taken into consideration – twelve a day from six in the morning to six in the evening or from seven to seven according to the firm.

Wages work out very uniformly at 450 francs a month (about £37) to

which may be added tips amounting to something like £8 to £12 a month – not forgetting, however, that a twelve-hour day is worked. Many drivers cut short their mid-day meal break solely because they cannot afford to miss their tips. For this reason, too, they have to drive at break-neck speeds, jump the queue whenever they get a chance, cruise up and down in front of the main station at the risk of causing serious traffic congestion, station themselves at tramway stops in the hope of stealing a few passengers from the trams and, at night and in the early hours of the morning, race between the railway station and the districts of Saint François and Chauderon at reckless speeds.

The increasing number of road accidents is due to the system of 'catch-as-catch-can' cruising which taxi-drivers in Lausanne are forced to operate in order to earn a living. This system in turn results from the fact that taxi undertakings of the town are neither founded nor run on sound principles. In addition, there are too many of them. They are consequently forced into a 'big fish eat little fish' way of life. Only a municipal ordinance could introduce some semblance of order into this chaotic state of affairs and such a regulation is a matter of the greatest urgency.

In a comment on the situation, a correspondent in *Le Cheminot*, official organ of the ITF-affiliated Swiss Railwaymen's Federation, writes as follows:

'It could be argued that to a certain extent this evil is necessary; but what is to be done with the taxi-drivers operating under municipal licence? At the moment they are treated with contumely, it perhaps being forgotten that they, too, are human like the rest of us, that they are probably good citizens

and family men. There may be, it is true, one or two black sheep among them, but one should not generalize from that but rather give to their calling the honour which is due.

'Turning to the public transport enterprises – the tramways, trolley-buses, and buses – we find that although these are deficient in some respects they must at least be accorded the merit of paying their staff wages which are sufficiently high to enable them to live decently without having to depend on charity in the form of tips to eke out their earnings. In addition, these undertakings observe their social commitments by providing retirement pensions and health and welfare schemes. Above all, their employees, unlike the taxi-drivers, enjoy an eight-hour day. There seems no good reason why these benefits should not be enjoyed by the taxi-drivers too.'

### Persecution of Venezuelan trade union officials

**T**HE INTER-AMERICAN REGIONAL ORGANIZATION OF THE ICFTU reports that imprisonment, exile, torture and assassination continue to be the lot of democratic trade unionists in Venezuela. Since the most combative elements of the resistance against the dictatorship have been the free trade unionists, they have been the principal victims of tyrant Perez Jimenez and his notorious police chief, Pedro Estrada.


One of the most recent victims of this persecution of the free labour movement is Dinisio Alvarez Ledezma, leader of the Bus Drivers' Union. After his arrest, he was submitted to interminable interrogation, badly beaten up in the headquarters of the National Security Police, and then was transferred to the so-called

'Model Jail' in Caracas, where he remains today.

Another official of the Bus Drivers' Union, Eloy Martinez Mendez, whose house was destroyed by the National Security Police, using a bulldozer, and whose relatives, including a sixteen-year-old nephew, were all jailed, is also imprisoned. He has been in the San Juan de los Morros prison for several years.

Jose Luis Figueredo, a dock workers' leader from Puerto Cabello, has made a virtual tour of the country's prisons. He was first put in the Carabobo Provincial Jail, and from there moved to Trujillo Prison, and thence to the Guasina concentration camp. Later, he was moved to another concentration camp on the island of Sacupana and from there was taken to the Ciudad Bolivar jail. He is now in the 'Model Jail' in Caracas, awaiting his turn for deportation. However, since he has no money and cannot pay his passage as demanded by the dictatorship he will be forced to spend a further period in prison, in permanent danger, until the government 'can study his case', as the official spokesmen for the tyranny put it.

### Lodging turns on the German Federal Railways

 AFTER A DAY'S DUTY, whether as driver, fireman, conductor, or as one of the team of stenographers provided by the Federal Railways on certain trains for the benefit of businessmen anxious to get through their correspondence, German train personnel need have no fear that, having finished their trip

some hundreds of miles from their own home, they must start looking for somewhere to spend the night.

At all stations where staff may be required to spend the night, the railway has its own hostels offering sleeping accommodation and light recreational facilities. In many cases, these lodgings are duplicated, one hostel being near the railway station and the other, for foot-plate staff, near the sheds and workshops, which are often some miles from the actual station.

The hostel in one major town of Western Germany is a four-storey building with accommodation for some five hundred railwaymen a day, many of the rooms being used on a three-shift basis. The actual number of rooms is 105 with a total of 187 beds. Fourteen of the rooms are available for staff travelling on service journeys. For staff whose turn of duty allows of only a couple of hours sleep there are couches upholstered in leather, whilst for those who can get from five to eight hours' sleep there is a bed available in one of the double rooms. Bathrooms, shower-baths and washing facilities, all with hot and cold water, have not been forgotten, whilst a 'quiet room' has also been provided for those wishing to read and write. Adjacent to this is the canteen.

Except for the reception desk with the many keys hanging up behind it, the hostel in no way resembles a hotel. It is managed by the local railway administration and the needs of the service determine the manner in which it is run. Thus, although mattresses and bed-covers are supplied, the railway employee has to bring his own bed linen. This, however, is supplied by the railway to each staff member accompanying a train; he, or she, carries it about with him on trips and is responsible for laundering. It becomes the employee's property after four hundred lodging turns. 'Guests' must make their own beds, whilst time being the most important element in railway operations, every precaution is taken to ensure that they are woken up at the proper time - down to getting a signature at the bedside certifying that they

---

*It's not home, but the next best thing. German railway employees on lodging turns can look forward to bright and cheerful accommodation at one of the many hostels run by the German Federal Railways for the benefit of their workers*

have been called at the correct time. This regulation, incidentally, does not apply to the 'train secretaries' or female train attendants, who sleep in a separate part of the building!

### A union writes its history

 THE GERMAN TRANSPORT WORKERS' UNION - or, to give it its full title - the Union of Public Service and Transport Workers (Gewerkschaft Öffentliche Dienste, Transport and Verkehr) has written its history under the title 'öTV - The History of a Union' (öTV - Die Geschichte einer Gewerkschaft). Compiled by Franz Josef Furtwängler and published by the Union in Stuttgart, this richly documented record of the German transport workers' union tells the story of the union's development and struggles from the day it was founded until the present time when, with its 840,000 members, catering for eight industrial branches, it constitutes the second largest of the sixteen unions forming the German Federation of Labour (DGB).

In a preface to the book, Adolph Kummernuss, President of the öTV, remarks that it is impossible to do justice to the present-day trade union movement without considering the long years of struggle by the unions to secure recognition for the dignity of labour, and it is in this framework of trade union endeavour, of social and industrial legislation, that the author has told the colourful story of the öTV. The book's 643 pages thus, at the same time, constitute a valuable contribution to the social history of Germany during the last hundred years, so much so, in fact, that it is a matter of some regret that it is available only in the German language.

### Increase in German Merchant Fleet

 ON 1 AUGUST, German seagoing merchant ships totalled 2,805,000 tons gross. The West German Trade Ministry reports that this represents an increase of a quarter of a million tons since the beginning of the year. The Trade Ministry's register shows that the fleet included 2,023 cargo vessels of 2,257,000 tons gross, eighty-six tankers of 302,149 tons gross, and sixty passenger ships totalling 38,171 gross tons. The seagoing fishing fleet operating under the flag of the German Federal Republic consisted of 852 vessels of 153,212 tons.



# International Transport Workers' Federation

Acting President: H. JAHN

General Secretary: O. BECU

Asst. General Secretary: P. TOFAHRN

**7** industrial sections catering for

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

- Founded in London in 1896
- Reconstituted at Amsterdam in 1919
- Headquarters in London since the outbreak of the Second World War
- 160 affiliated organizations in 54 countries
- Total membership: 6,000,000

#### *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;

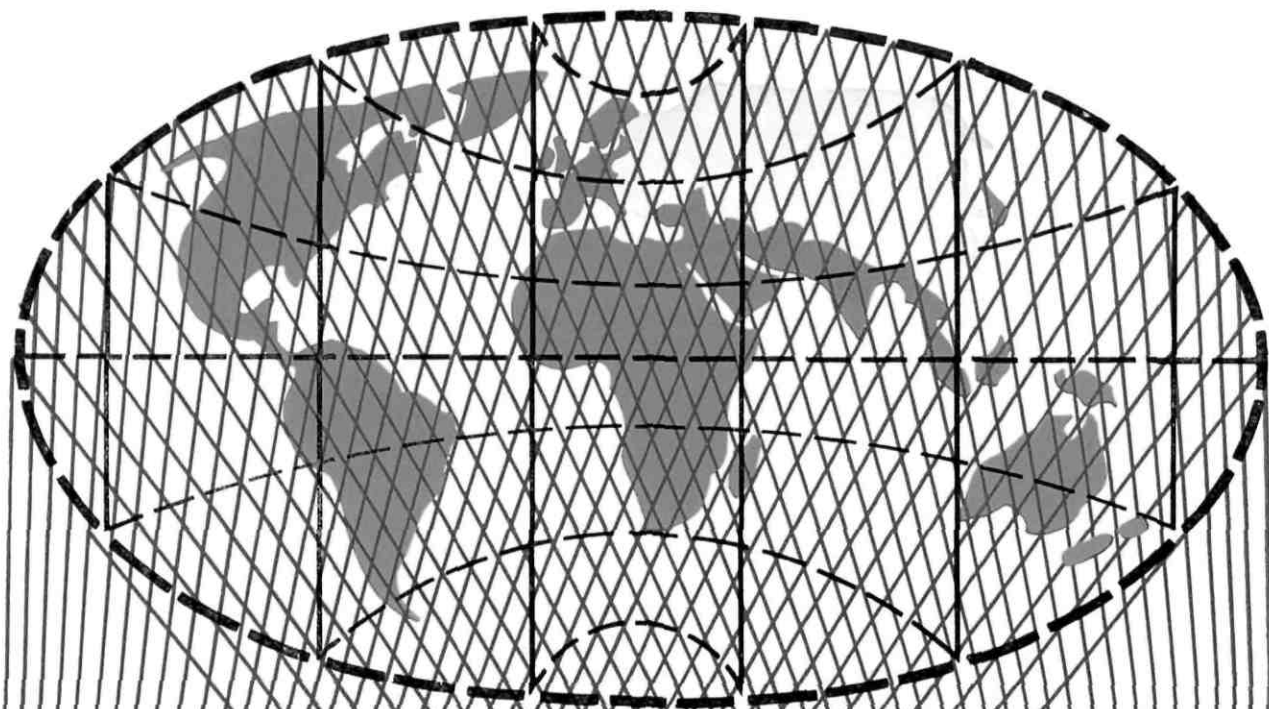
to defend and promote, on the international plane, the economic, social and occupational interests of all transport workers;

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  
Chile ● Colombia ● Cuba ● Denmark  
Ecuador ● Egypt ● Estonia (Exile) ● Finland  
France ● Germany ● Great Britain  
Greece ● Grenada ● Hong Kong ● Iceland  
India ● Israel ● Italy ● Jamaica  
Japan ● Kenya ● Lebanon ● Luxembourg  
Mexico ● The Netherlands  
New Zealand ● Nigeria ● Norway  
Nyasaland ● Pakistan ● Poland (Exile)  
Republic of Ireland ● Rhodesia  
Saar ● St. Lucia ● South Africa  
Spain (Illegal Underground Movement)  
Surinam ● Sweden ● Switzerland  
Syria ● Trieste ● Trinidad ● Tunisia ● Uruguay  
United States of America



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

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

