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International Transport Workers' Journal

In this issue:

Monthly Publication of the International Transport Workers' Federation

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Forthcoming meetings:

Athens	17-20 March 1958 Executive Committee
Amsterdam	23 July - 1 August 1958 25th Biennial Congress

Comment

SEAFARER'S UNIONS throughout the world are watching with great interest the efforts of the Italian Federation of Maritime Workers (FILM) to free itself once and for all from the yoke of Communist domination imposed on it since 1949. Last August, a general meeting of the union threw out the Communists, elected new officers dedicated to the principles of democracy and severed all ties with the Communist national centre.

These developments are of vital significance, for they may well serve as a pointer to possible future trends in the Italian trade union movement as a whole. At the same time, however, they provide an excellent object lesson in the need for constant vigilance on the part of democratic unions in the face of Communist infiltration.

The insidious tactics of the Communist Party are well exemplified by the way in which they secured control of the Maritime Workers' Federation. Not long freed from Fascist tutelage, the organization once again fell victim to totalitarianism shortly after the war when its former leader, Giuseppe Giulietti, was manoeuvred into accepting affiliation with the CGIL.

The union was thus effectively lost to the Italian seamen in favour of the Communist Party, despite the fact that the vast majority of them – as has been shown by recent events – were opposed to such ties.

Even after the union had decided to break with the Communists, the latter still made desperate attempts to retain control. After a campaign of personal intimidation, corruption, and vilification had failed, the Communists created a rival organization in Rome with an Executive Committee appointed by themselves. This, too, proved to be a failure, for the new Executive Committee itself repudiated the Communists and came out in favour of complete independence for FILM. Now the Communists are reduced to pretending that their own fake organization, which consists of a handful of paid officials with no membership, is still in existence. In fact, they have even gone so far as to affiliate this imaginary union with the WFTU, presumably in an attempt to create the impression that they still have influence among Italian seafarers.

That attempt will, of course, fool no-one but themselves and their friends, but the story illustrates once again not only how easy it is to lose an organization to the Communists if its members are not always on their guard, but also how difficult it is to throw off the chains once the Communists have succeeded in taking over control.

The negotiating machinery of British Railways

by J. CAMPBELL

Above: the late Jim Campbell (right), author of the accompanying article, arriving with Jim Stafford, former President of the NUR, at a Court of Inquiry into the wages dispute in 1954

GOOD INDUSTRIAL RELATIONS may not always be able to prevent industrial strife but they certainly reduce it to a minimum. That is why it is so very important to both sides of industry that there should be effective contact between workers and management at all levels. A means must be provided whereby the men on the job can voice their complaints and discuss their local problems with the management; at top level, the men's trade union leaders must be able to sit round the table with the heads of the industry. In other words, there must be comprehensive and effective negotiating machinery.

The bigger the industry, the more complex the problem. In an industry like British Railways, with 570,000 employees in several hundred separate grades spread over the whole country, it was a remarkable achievement by the management and trade unions to formulate such a scheme. An even greater achievement is its successful operation.

The present machinery came into operation in 1956. It is a modification of the 1935 scheme which, in turn, was basically the same as machinery introduced as long ago as 1921 when Britain's 400 separate railway companies were amalgamated into four main companies.

The principles underlying the negotiating machinery have been defined by British Railways as 'First, to ensure that every grade of employee covered by national agreements has, through freely elected representatives, a point of contact with the management, and second, that matters of common interest are considered at the appropriate level.'

The rights of the individual are an extremely important feature of the machinery. A matter which may seem trivial to others can be of considerable importance to the individual concerned. It is, therefore, an essential provision that an individual complaint, application or suggestion, shall receive the same thorough attention as a major issue affecting all staff.

Let us see how this works out in practice. Perhaps a Working Foreman at a goods depot feels that the work he is doing entitles him to a higher grading and rate of pay. He therefore makes a written application to his local officer. This officer is required to give a written reply within fourteen days. If the reply is unsatisfactory, the man can refer his case to Sectional Council. This is a body composed of an equal number of representatives (between seven and twelve) of management and staff. The staff representatives are elected by the men.

Before the case is dealt with by the Council, the men's representatives carefully examine it. If they are not clear on any aspect, they try to elucidate the fact by correspondence. If they feel it necessary, they may send one of their number to consult the man.

When the case comes before the full Council, one of the men's representatives will present it and try to persuade the management's representatives to concede it. The Council have power to settle and need not consult anyone above.

If the application is declined by the management's side, the man can pursue his case further. He can refer it to the headquarters of his trade union. If the case merits it, the trade union will press it with the railway headquarters. They will do this by correspondence and, sometimes, by discussion between a union leader and a railway official.

If the outcome is unsatisfactory, it is not necessarily the end of the man's case. If the union believes he has not been fairly treated, the case can be referred to the Railway Staff Joint Council. This Council consists of the senior Staff Officers of the railways and trade union officers and executive committee men.

The individual worker has the satisfaction of knowing that, at this level, his case is being presented and argued by one of the union's principal officers and carefully considered by a very high-standing railway official. This is as far as an individual case of this kind can be taken.

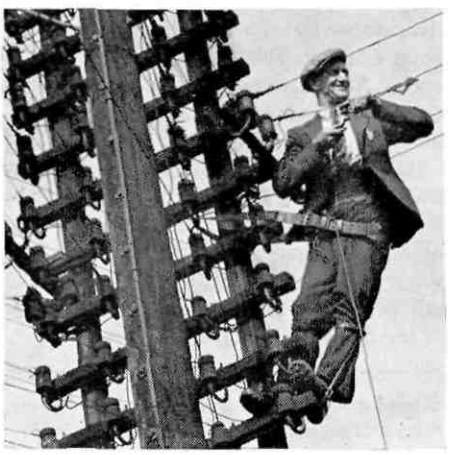
One of British Railways' newest diesel locomotives, first put into regular service last November. The vast railways' modernization plan will have a great impact on the railwaymen and the negotiating machinery will be put to a searching test in, for example, cases of redundancy or displacement (Photo: British Railways - Eastern Region)

Negotation at national level

It is, of course, in national wage negotiations that the negotiating machinery comes into prominence. With British Railways employing over half a million staff, it is not surprising that wage negotiations between the railway trade unions and the British Transport Commission attract considerable public attention. This interest has greatly increased since 1948 when the railways were nationalized.

Whether this wider interest of the public in *their* railways is prompted by a genuine concern for the standard of living of railwaymen or the possible effect of wage increases on fares, is a matter of conjecture. The fact remains that railway wages claims are news and negotiations are conducted against a background of criticism, constructive and destructive, helpful and hostile, thoughtful and downright silly. It speaks well, therefore, for the negotiating machinery and the spirit in which men on both sides of the table operate it that industrial relations are good and even continue to improve.

In recent years there have been crises when industrial peace has been in the balance. But these were due to factors beyond the control of the unions or the British



A British Railways telegraph wireman at work. Most of his working conditions will be settled through the standard negotiating machinery (Photo: British Railways — Western Region)

Stages in the railway negotiating machinery

The first stage - Station or Depot level

Local Departmental Committee. Up to four elected men's representatives and a like number of local management representatatives.

There are separate Local Departmental Committees for different groups of grades, i.e., Traffic, Locomotive, Goods, Clerical, etc.

Function: Allocation of duties to trainmen;

Arrangement of rosters, meal intervals and working hours;

Holidays and consequential rearrangement of work to cover;

Tonnage bonus and piece work arrangements (where no separate Committee exists for this purpose);

Allowances for walking and travelling;

Accident prevention, safety measures and First Aid;

Staff accommodation, hygiene and welfare at the station or depot.

The second stage - Regional level

Sectional Councils. Not less than seven or more than twelve elected representatives of the men and an equal number of management representatives on each Council.

There are five separate Sectional Councils on each Region catering for (I) Clerical and Supervisory, (II) Locomotive, (III) Traffic, (IV) Goods, and (V) Permanentway and Signal & Telecommunications staff.

Function: To deal with a wide range of subjects, including:

The application of National Agreements on pay, hours and working conditions;

Claims which could not be agreed by the Local Departmental Committee;

Questions of Promotion and Redundancy;

Reclassification or regrading of posts.

The third stage - National level

Railway Staff Joint Council. National officers of the trade unions concerned and the Chief Staff Officers of the Regions.

There are separate Sections for (I) Salaried Staff; (II) Locomotive staff; (III) Traffic staff. There is also a General Section to deal with matters common to all staff.

Function: To deal with applications to vary National Agreements on wages or conditions of work, and matters on which Sectional Councils have failed to reach agreement.

The fourth stage - National level

Railway Staff National Council. Eight national officers of the trade unions and eight national officers of the British Transport Commission.

Function: To deal with all major issues upon which the Railway Staff Joint Council have failed to agree.

The Railway Staff National Council is the end of the *conciliation* machinery. There is, in consequence, an acceptance by both sides of the need, if at all possible, to reach agreement at this stage rather than go outside the railway-industry to independent arbitration.

The fifth stage - National level

Railway Staff National Tribunal

a) *Reference to Chairman.* The Chairman, who is a recognized Industrial Arbitrator, is appointed by the Minister of Labour with the agreement of the management and the unions. Either party may refer appropriate matters to him for his decision which is binding. Matters appropriate for decision by the Chairman are:

Issues involving interpretation of National Agreements on wages, hours and conditions of work, not settled at the Railway Staff Joint Council.

Issues of pay, hours and conditions of a major character on which the Railway Staff Joint Council have not agreed but which were not referred to the Railway Staff National Council.

b) *Reference to the Tribunal.* The Tribunal consists of Chairman and two members, one appointed by the management and one by the unions.

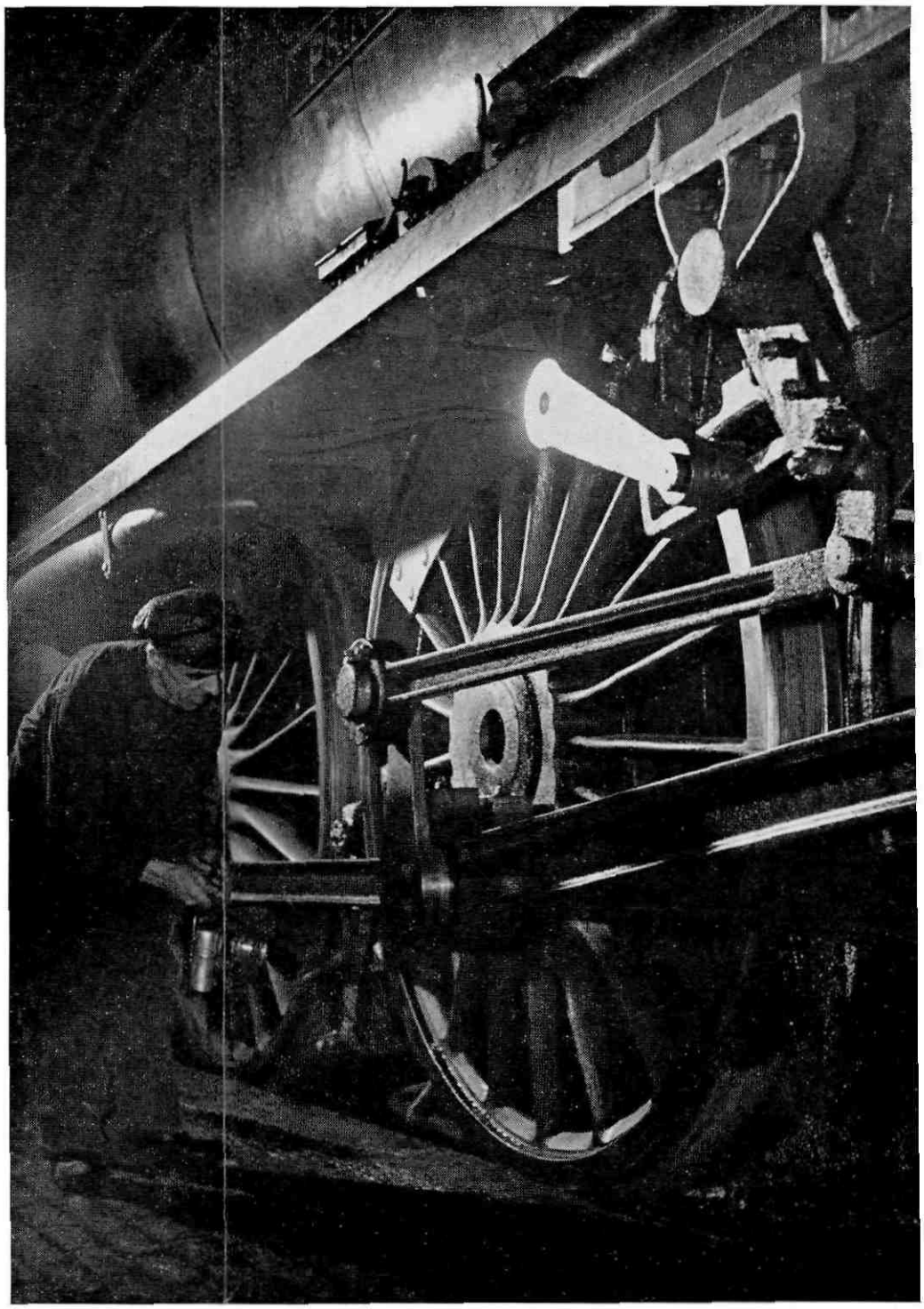
Function: . . . to hear and decide . . . issues as to standard salaries, wages, hours of duty and other standard conditions of service . . . or any proposal to vary a National Agreement . . . being an issue of major importance.

No issue can be referred to the Tribunal which has not been previously considered by the Railway Staff National Council.

Hearings of the Tribunal, which may take up to three days, may be in public or private as agreed by the parties.

Decisions of the Tribunal are not binding on the parties.

Below: a driver examines his locomotive. Most of the footplatemen on British Railways are in fact organized by the Associated Society of Locomotive Engineers and Firemen and the others belong to the National Union of Railwaymen, both ITF affiliates (Photo: British Railways Eastern Region)



Transport Commission – the need for frequent wage claims to keep up with rising prices, and the financial difficulties of the Commission. If the machinery of negotiation had not functioned so effectively and industrial relations had not been as good as they were, there would certainly have been a very different story to tell.

The Railway Staff National Council

In my view, the Railway Staff National Council, is by far the most important stage in the negotiating machinery. This is because there is an acceptance by both sides that, at this stage, any issue which is capable of settlement should be settled. There is no doubt whatever about the *power* to settle. The eight representatives of the British Transport Commission are top men in the industry. When issues of great importance are under negotiation, it is usual for the Vice-Chairman and high-ranking officials to be present.

With representation at this level, it is not necessary, as it used to be, for negotiations to be frequently interrupted or deferred for consultation with higher authorities.

On the trade union side, representation usually comprises the General Secretary, President and members of the Executive Committees of the unions. If, therefore, the two sides can find the basis for a settlement, they can agree on the spot, subject only to confirmation by the Union executive committees.

It is only when the Railway Staff National Council cannot conclude a settlement that arbitration comes into the picture. I think it true to say that neither the Commission nor the Unions like arbitration. Both would prefer to settle their disputes within the industry rather than have a settlement imposed from the outside. 'Imposed' is, perhaps, rather too strong a word because decisions of the Railway Staff National Tribunal are not, in fact, binding on the parties. Nevertheless, in practice the decisions *are* accepted. (Even in exceptional cases when a decision has proved completely unacceptable to one side, it has nevertheless been accepted and a supplementary agreement negotiated to avoid a crisis.)

Andreas Thaler

The machinery of negotiation which I have so briefly described does not apply to the 120,000 staff employed on engineering maintenance and construction. In addition to my own union, the National Union of Railwaymen, about 40 unions, mostly craft, cater for these workers, but the great preponderance are in membership of the NUR. Their separate negotiating machinery follows the same basic principles. It is, however, still related to the separate companies which existed prior to nationalization. Efforts are being made to bring the machinery into line with the modern set-up.

British railwaymen have not yet achieved a status which compares favourably with that of workers in many other industries. The railway unions will therefore continue to press for rates of pay and working conditions appropriate to the importance of the industry of the nation. The machinery of negotiation will be kept fully occupied. I believe that, operated in the right spirit, it is capable of meeting all the demands which will be made upon it.

(The late Jim Campbell wrote this article for the ITF shortly before leaving for Russia where he died so tragically.)

Annual holidays for Norwegian fishermen

THE NORWEGIAN MINISTER OF FISHERIES has recently urged a conversion to bigger and more modern fishing vessels. He said that such a move was essential to participate in offshore and ocean fisheries.

The Minister stressed the need to reduce the number of fishermen and for changing operating methods, and suggested that the question of holidays for the 7,500 year-round fishermen should be considered.

Many facts, he said, accounted for the low earnings of fishermen. Prices have risen and the technological development of fisheries is costly. Modernization has failed to produce bigger cod catches and in recent seasons both cod and herring fisheries had failed. At the same time, Norwegian fish and fish products are meeting keen competition in foreign markets. Fish exports are valued at about £50,000,000 a year.

Andreas Thaler retires

ANDREAS THALER HAS RETIRED from his position as General Secretary of the Austrian Railwaymen's Union and has therefore relinquished his seat on the ITF Executive Committee.

Thus he ended his formal connections with the trade union movement which he has served so loyally for some forty years. He was born in 1895, the son of a land worker, and joined the Austrian railways after the First World War. Within a year he had been elected as a shop steward and before long he became a member of the Austrian Federal Railways Central Staff Committee. In 1926 he was elected to the Industrial Council.

The advent of the Fascist régime in 1934 ended legitimate trade union activity in Austria, but together with other trade unionists Andreas Thaler attempted to keep in touch with the ITF, an activity which resulted in many of them being arrested and imprisoned. When Austria was annexed by Germany in 1938, Thaler and his colleagues attracted the attention of the Gestapo and after being under constant surveillance he was finally arrested and sentenced to four years' imprisonment.

In 1945 he returned from a concentration camp and immediately took up work in his union. One year later he became General Secretary and was re-elected to the post at subsequent congresses.

With his retirement, the ITF loses a staunch friend and a valued counsellor. Everyone will join in wishing him a long and happy retirement.

Police helped to start Swiss taxi drivers' union

IF WE ARE TO BELIEVE AN ARTICLE which recently appeared in *Der VHTL*, official organ of the ITF-affiliated Swiss Transport Workers' Union, the present taxi drivers' organization in Switzerland owes a lot to the assistance – albeit unwittingly! – of the country's police force.

The article points out that, in common with most countries, the first Swiss taxi drivers were former coachmen or carters. They brought to their new job a good knowledge of local geography and the knack of getting on with the public, but they lacked cohesion and leadership as a trade group and had little contact with the trade union movement of the time.

The thing that really helped in organizing them was in fact the veritable campaign of petty persecution carried on against them by the police. The police took a delight in imposing fines for very minor offences, both real and imaginary, by the taxi drivers. A typical example was a fine of 10 francs imposed on the spot because a taxi was alleged to have 'emitted too much smoke'! One contemporary representative of law and order was heard to boast that the new stop watch which he had bought to check on taxis' speeds had more than paid for itself within two months.

At the same time, this campaign had its good side, for the then leaders of the Swiss Transport Workers' Union were able to make excellent use of the well-attended protest meetings called by the taxi drivers to spread the gospel of trade union organization. That the efforts were very quickly successful is shown by the fact that the first taxi-drivers' section of the union was established in Zurich as early as 1911 – since when the taxi-men have never looked back.

New information on Russia's fishing fleet

THE 1955-6 EDITION of the FAO's 'Yearbook of Fishery Statistics' contains for the first time figures charting the growth and present size of the Soviet fishing fleet. According to these, the Soviet fleet now comprises 60,000 vessels, of which 1,785 are trawlers. In 1938, says the Yearbook, there were only 107 trawlers and in 1948 only 329, but by 1954 the figure had increased to 1,379. The 1957 trawler fleet amounted to 549,300 tons.

The Yearbook also shows total catches during 1956 by the eight major fishing countries. Totals, in thousands of metric tons, were as follows: Japan, 4,763; United States, 2,936; USSR, 2,617; China 2,550; Norway, 2,129; Canada, 1,077; United Kingdom, 1,050; and India, 1,012.

The new German Merchant Seamen's Act

THE PROVISIONS OF THE NEW GERMAN MERCHANT SEAMEN'S ACT, the final text of which was approved by the Federal Parliament on 26 June 1957, take effect on 1 April 1958, with the exception of certain clauses bearing on the definition of an authority responsible for ensuring the implementation of the provisions having to do with health and safety at work. Separate legislation is needed to establish this body.

The new Act, which supersedes the Merchant Seamen's Ordinance of 1902 and numerous legislative enactments amplifying or amending it, affects some 40,000 seafarers serving on vessels flying the flag of the German Federal Republic whose interests are catered for by the ITF-affiliated German Union of Transport and Public Service Workers (OeTV). It contains 149 clauses covering practically all aspects of service at sea, the most significant of which are summarized in this article.

Application. The provisions of the Act apply to all vessels flying the flag of the German Federal Republic.

A ship's crew in terms of the Act is deemed to consist of officers, ratings and 'other employees'. The latter are defined as crew who, without being officers, are commonly regarded as salaried employees with particular reference to the managerial, supervisory and responsible nature of their duties. ('Hansa', the German magazine devoted to nautical affairs quotes electricians, chief stewards and head cooks). Members of the ship's crew carrying out radio-telegraphic duties rank as officers provided they hold a first or second class radio officer's certificate.

Service on board (mustering) is dependent on the possession of a 'seaman's book' issued by the maritime office. It can be withdrawn by the office in circumstances that would normally justify the withdrawal of a passport.

Wages and hours of work

The Act distinguishes between the basic wage, calculated on the basis of a thirty-day month, and lump-sum compensation or other forms of payment the amount of which is determined by the nature and extent of the duties performed or other variable factors.

Travelling expenses incurred in joining a ship are refundable, and the crew member is to be paid for the time he is travelling.

In the event of under-manning, the money so saved is distributable among those performing the extra duties thus entailed insofar as they are not compensated for in the form of overtime pay.

Hours of work at sea for watch-standing personnel based on a three-watch system may not exceed eight hours a day. Hours of work at sea for those not standing watch are fixed at eight on each weekday, between *the hours of six a.m. and six p.m.*

Hours of work in port may not exceed eight a day, Monday to Friday, and five on Saturdays (eight in the case of watch-standers).

In the case of catering personnel, stewards and nursing staff, hours of work at sea and in port are fixed at a maximum of eight a day.

The Acts sets out the special conditions under which the members of the crew may be employed for longer periods or at times when they would not normally be called upon to do duty.

Overtime and time off

The overtime rate is time and a quarter for the first sixty hours overtime in a month, time and a half for the ensuing thirty hours, and double time for any overtime hours in excess of ninety in a month. The basic hourly rate is taken as 1/200th of the monthly salary.

It may be noted that the Act lays down these rates 'in the event of the overtime rate not being fixed by means of a collective agreement'.

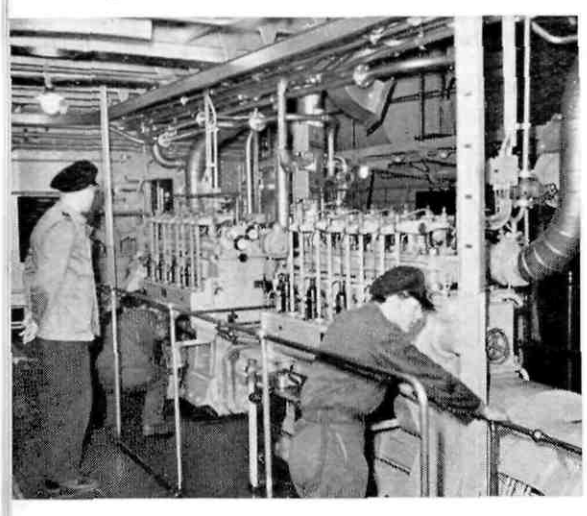
For non-watchstanding personnel, work at sea on Sundays and holidays, or between the hours of six in the evening and six the

following morning on weekdays, or in port during these hours Monday to Friday, or after one o'clock in the afternoon, is payable at time and a quarter. If these hours of work also constitute overtime, they are paid at the rate laid down by collective agreement or at the overtime rate fixed by the Act, except that the minimum rate for Sunday and holiday work is increased by a quarter of the basic hourly rate.

One day off is allowed for every Sunday or holiday on which the vessel is less than twelve hours in port. Catering and nursing staff and stewards are to be given at least two days off in the month. Days off are to be in port where possible but a member of the crew may ask for and be granted his time off at sea. If a member of the crew has any 'credits' when he goes on leave, the day or days may be added to his leave unless there are good and urgent reasons preventing this, in which case he is to be paid for the time off standing to his credit.

Sickness or injury

Whilst on board or outside the territory of the German Federal Republic, members of the crew are entitled to medical treatment at the expense of the owner. In port, a crew member concerned may elect to receive treatment from his own health insurance company and the owner is required to refer the case to such a company if the patient cannot be treated satisfactorily on board.



Outside the territory of the German Federal Republic, the owner is empowered to ensure medical treatment in an appropriate hospital ashore if a crew member has been obliged to leave the ship owing to sickness or injury.

Pay entitlement continues until the crew member concerned leaves the ship and thereafter for a period of six weeks, dating from the day he stops work in the case of an officer and anyone ranking as salaried personnel, and, in the case of ratings, for the period laid down in general legislation on the protection of workmen in the event of sickness or injury. (An Ordinance dated May 1952, lays down that, in the event of injury, the employer makes up the difference between health insurance benefit and ninety percent of the insured person's average earnings from the first day of incapacity until working capacity is restored or invalidity begins. In the case of sickness, this 'difference' is payable for a maximum of six weeks in any calendar year, and is still payable for that period if the employer terminates the employment relationship during sickness.)

In the event of hospitalization, an appropriate daily allowance is payable by the owners to satisfy personal needs if the wages or salary are not being paid.

Annual leave

The Act lays down that crew members are entitled to 'appropriate' paid annual leave with particular reference to the period of service with the same owner or shipping company. Payment is at a daily rate equivalent to 1/30th of the monthly salary. 'Länder' legislation on the subject of annual leave applies only insofar as it lays down minimum entitlements.

The Act also makes provision for the possibility of leave being granted from abroad, in which case it does not start until the crew member reaches the Federal Republic, and travelling costs are payable by the shipowner.

Safety and health provisions

Under the Act, the shipowner is responsible for ensuring the safety and good working order of all installations and appliances and that, within the limitations imposed by life at sea, any threat to safety, health or moral welfare of the crew is removed. (The Act also defines the extent to which responsibility is delegated to the master.)

The authority established under industrial workers' protection legislation is empowered to ensure that its instructions in this connection are carried out.

Any member of the crew, having first drawn the attention of the master to a deficiency or danger in connection with the seaworthiness of the vessel, its safety appliances or food stores, may make a complaint verbally or in writing to the maritime office which is required to take appropriate action if the matter is not put right by the master.

The Act makes employment on board conditional on a medical examination and issue of a certificate to the effect that the person concerned is fit for service at sea, or for limited and prescribed duties. Appeal against the doctor's findings is to a board on which the seafarers' interests are represented by a person from his own calling.

A number of the clauses of the Act lay down restrictions and safeguards regarding the employment, duties and welfare of female staff and youths, whilst closing paragraphs of the Act deal with exceptions to the Act's provisions, e.g. two-watch vessels engaged in the near trade, salvage, fishing and whaling and ferry services.

Television as a look-out

A NEW NORWEGIAN TANKER which was launched recently has a television camera installed in the foremast. The camera transmits pictures to a television screen on the bridge which together with the rest of the ship's accommodation is aft. The television equipment maintains the same look-out as a man posted by the foremast. The builders claim that this is the first time that such a system has been put into use.

The tanker, the *Meline*, is of 20,500 tons with a cargo capacity of about 960,000 cu.ft.

Cabin attendants need better crash protection

'FOR TOO LONG A TIME, many of us have been too prone to look upon the cabin attendants – particularly if they were females – as a necessary evil and of little value other than to keep the passengers happy during the flight,' A. Howard Hasbrook, well-known US aviation expert, declared recently in Chicago. He emphasized that this attitude was outdated, and stressed the importance of cabin attendants to air transport.

Speaking at the fifth annual Air Safety Forum sponsored by the ITF-affiliated Airline Pilots' Association, Hasbrook said that if 'one looks at the picture objectively, one realizes that each crew member – pilot, engineer or the "lowly" cabin attendant–carries a terrible responsibility for the life or death of dozens of human beings.'

He added that in the past, 'crew members had – through their courage – saved many lives during evacuation from burning aircraft and during emergency ditchings.' They 'must be in a position – healthwise – to use this courage and fulfill their responsibility when the occasion arises.' 'To do this, the crew member must be given adequate crash-safety protection – and must utilize the protection provided,' Hasbrook said.

He noted that it 'has too often been the practice to fit the cabin attendants into whatever space was left after design and location of all other cabin components had been "frozen".' 'Consequently the cabin attendant,' Hasbrook continued, 'sometimes found himself sitting in an environment literally studded with 'ice-picks' – sharp, rigid corners on adjacent galley equipment, main door handles of sufficient mass to break the skull, baggage racks ready to spill heavily loaded suitcases on his head, fire extinguishers and other "loose" equipment directly in line with his head,' He described these as 'possible missiles with injury potentials of sledgehammers.'

Hasbrook declared that a 'critical eye must be used during the design stage if adequate crash-safety protection is to be given the cabin attendants.' 'Certainly,' he said, 'the degree of crash protection provided for the cabin attendants should be no less than that given the passengers – for the passenger's welfare may ultimately depend on the ability of the cabin attendants to perform their emergency duties. A badly injured or dead crew member is a liability, rather than an asset, in evacuating people from a burning aircraft, or in preparing life rafts after ditching.'

Hasbrook said that 'you, as crew members, carry the moral responsibility for the welfare of your passengers.' Since that is true, he said, 'serious design consideration must be given to designing all crew stations for maximum, practicable crash protection.' He summed up:

'The human body can be severely or fatally injured in low velocity accidents, if it strikes or is struck by rigid, sharp objects.

'Protection from such injuries can be provided by crash-safety design.

'This crash-safety design includes the delethalization of the crew member stations and the provision of adequate restraint for the human body in those environments which do not lend themselves well to delethalization.

'The strength of the restraining devices, including shoulder harness, safety belts, seats, seat anchorages, and the floor should be equal to the over-all strength of the fuselage in relation to its resistance to collapse in survivable accident conditions.

'The degree of crash protection given to cabin attendant stations should be equal to that given other crew member stations, since all have an equal responsibility to the passengers in a crash.

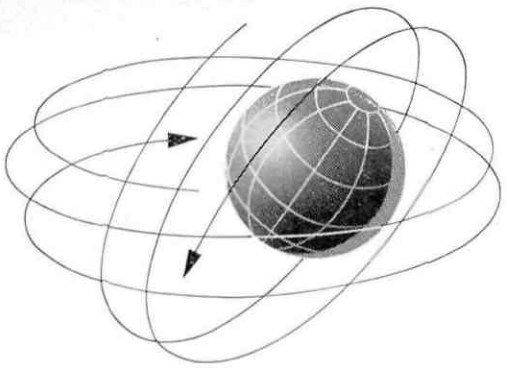
'Once the crash-safety design requirements for a particular aircraft are agreed upon by all concerned, a periodic evaluation should be made of the crew member stations during development of the prototype to make sure that a hazardous environment does not develop unknowingly.

'Since most severe but survivable airline crashes occur during the take-offs and landings – it is imperative that all crew members use any protective device – such as shoulder harness – that is provided.

'By adhering to these concepts, our crash-safety and that of our passengers will reach an all-time high.'

Photo of Stewardess Mercedes Tait provided by British Overseas Airways Corporation

Round the World of Labour



Apartheid again

TWO RECENT ITEMS OF NEWS again underline the extent to which the present Nationalist Government in South Africa is interfering with trade union and labour freedoms through its policy of enforcing apartheid by law in every sector of the Union's life.

The first is that African and Asian garment workers have taken strike action in protest against the Minister of Labour's decision to reserve occupations in the South African clothing industry for white persons only. The categories so reserved are machinists, supervisors, cutters, choppers-out, and table hands, which together account for about half to the total jobs available in the industry. This arbitrary decision has been roundly condemned not only by the Garment Workers' Union itself but also by the South African Trades Union Council. In a statement on the issue, the TUC declares that far from safeguarding the jobs of the 7,000 whites employed in this sector of the industry, the Minister's action endangers them, since their work and their wages and conditions depend on the continued employment in the industry of the 35,000 non-white workers whose occupations have now been reserved for whites.

It states that 'never in industrial history has any government taken action such as this which cold-bloodedly takes from the workers their right to work, to earn their living and to feed and clothe their families'.

The second example is given by the news that the British Amalgamated Engineering Union has now decided to end its connection with all South African branches of the union. This has been done because the South African Industrial Conciliation Act will force all unions in the country to amend their constitutions to provide for separate branches catering for white and Coloured members respectively and for exclusive white membership of their executive bodies. Since such a system is opposed to the principles of the parent AEU it has decided to end its links with branches in the Union.

In an interview with the British *News Chronicle* on this break, the leader of the South African Labour Party, Mr. Alex Hepple, commented as follows:

'The case of the AEU illustrates once again how the Strydom Government is driving South Africa into isolation. The trade union movement throughout the civilized world cannot fail to be alarmed at the undemocratic tendencies in South Africa's recent labour legislation.'

Trains without crews?

ROBOT FREIGHTS AND CREWLESS COMMUTER TRAINS may sound like fiction, but complete remote control operation of United States railroads is 'more than a remote possibility', according to the magazine *Railway Progress*, published by the Federation for Railway Progress.

An article on the subject by Sidney A. Levy entitled 'Will Tomorrow's Trains be Robots?' has this to say:

With recent developments in signalling and electronic controls, America's railroads already possess the technical know-how and most of the equipment to convert to fully automatic operation. Actually, Levy points out, any train today can be run by remote control provided there is an operator at the control point.

An engineer on the Toledo & Ironton Railroad, George P. Dutton, says: 'It is not hard to imagine combining automatic speed control (through present signal systems) with automatic acceleration (as presently used in electric cars) and wheel-slip control (now employed on diesel locomotives) to make a fully automatic train – one that could run with no one aboard and no remote control operator.' Dutton adds that with signalling and control equipment now in use it would not be difficult to set up a signal system to start and stop the trains at desired points and to control speed.

All crewmen are equal

ACCORDING TO HI-YAM, a magazine published by the Friends of the Israel Maritime League in South Africa, on the Israeli ship *Palmach*, a cargo vessel of 2,730 tons which made its maiden voyage from Germany to Haifa last year, the captain and the cabin boy draw the same pay, eat in the same mess, and feel that they are equally responsible for the ship. Apparently the crew as a whole receive a share of the 'company's profits', and this share is divided equally among the crew members. Work on board is assigned by a crew committee elected by the members, and another committee, also elected, organizes cultural activities. There is no imposed discipline, and officers wear no distinguishing uniforms. Nor are women barred from the crew, for the *Palmach* carries a female radio officer, and it is said that when six similar ships go into operation, more women will probably be added to the crew list. Reporting this, *Shipbuilding and Shipping Record* comments that it may be that the owners – the Atid Navigation Company and the Kibbutz Hammeuchad movement– are doing no more than follow an old Israeli custom. It recalls that in the days of St. Paul it was customary for the crew to consult together before any decisions were taken.

US unions aprove ship's phones - on conditions

THE AMERICAN RADIO ASSOCIATION AND THE RADIO OFFICERS' UNION (both ITF affiliates), which between them organize US marine radio officers, recently stated that they would not object to the installation of bridge-to-bridge telephones provided they were used only for navigation purposes and under certain conditions.

The unions, which are now operating a mutual co-operation agreement, issued their statement after the US Federal Communications Commission had asked them for their opinion on the matter. They said that as an aid to radar equipment these telephones would greatly reduce the danger of accidents at sea, but they felt that some companies might try to use phones as an economy measure and a means of doing away with radio operators. They therefore wished to prevent the radio telephone being used as a substitute for the international radio network. In their view the use of bridge telephones should be limited to supplementing the vessel's radar equipment and not as a means of carrying messages or

Robert Bratschi

personal conversations. They should also be in the charge of the radio officer.

The use of these phones was recommended by the Federal Communications Commission following the disastrous collision between the *Andrea Doria* and the *Stockholm*, in which the *Andrea Doria* was lost. It seems that both these vessels were relying on their radar systems alone.

SAS will install electronic brain for bookings

AN ELECTRONIC BRAIN capable of answering complicated booking questions in a split second is to be installed this year by Scandinavian Airline System (SAS) at its central booking office in Copenhagen. SAS is stated to be the first non-American company to introduce the system.

SAS central booking office in Copenhagen collects up-to-date booking information for the entire company network and connecting lines of other air carriers. Such data will now be stored in the 280,000 'memory cells' of the brain and kept up to date by electronic editing, adding and erasing. The brain will know what the space situation is on all SAS routes for at least seventy days ahead.

Reservation requests will come to the brain from a network of inquiry sets which are connected to it by direct lines. This network will gradually be extended to cover the whole of Scandinavia and the major SAS offices in the rest of Europe.

The inquiry set looks something like a calculating machine. When a request is received at an SAS ticket office regarding available space between any two points, the SAS ticket agent will press a series of buttons designating month, date and destination – and the prospective passenger will have his answer in half a second, with as many as ten alternatives to choose among.

More Swiss seafarers

QUARTERLY STATISTICS published by the Swiss Maritime Board concerning the composition of crews serving in Swiss deep-seagoing merchant vessels, reveal that, as on 30 September 1957, the percentage of Swiss nationals had grown to 52.14. At the end of 1947 only 7% of the crews were Swiss nationals.

On 30 September last, there were 22 vessels flying the Swiss flag. They were crewed by 677 seafarers, of whom 353 were Swiss. The increase in Swiss nationals serving in these vessels applies to both ratings and officers. Only one master was of Swiss nationality, however.

Of nationals other than Swiss, the Italians lead with 245 (36%) of whom eleven were masters, i.e. exactly one half. Germany came next with forty-four (eight masters), followed by the Netherlands (17), Spain (5), Great Britain (4), Denmark (2), and Yugoslavia, Norway, Austria and Portugal with one apiece.

Swiss shipping companies are following a policy of encouraging Swiss nationals to take up service at sea. One shipping company's vessels are crewed by Swiss nationals to the extent of 85%. Only three small companies operating in the coasting trade have no Swiss among their crew members.

The trend whereby Swiss-flag vessels are being crewed by more and more Swiss nationals is expected to continue.

Robert Bratschi president of Swiss National Council

ROBERT BRATSCHI, for many years a prominent figure in the ITF and its President from 1950–1954, was elected recently to the Presidency of the Swiss National Council, one of the two chambers of the Swiss legislature.

He was elected with a huge majority, a testimony to the very high esteem and affection with which he is held. Thus his parliamentary colleagues have crowned a lifetime's career in the service of the trade union movement, the Swiss Social Democratic Party and the Swiss Federal Railways.

He has been a member of the National Council since 1922, having joined the Social Democratic Party three years earlier. He was a member of the Berne canton Grand Council from 1930 to 1952 (presiding in 1941 and 1942) and a member of the Berne City Council from 1922 to 1932.

There is hardly a single high office in the Swiss trade union movement which he has not filled. Becoming a railway official in 1908, he joined the newly-formed Swiss Railwaymen's Federation in 1918 and in 1920 became its General Secretary, holding this position until 1953. From 1946 to 1953, he was, at the same time, the Federation's national President. From 1922 to 1953, he headed the Federation of Trade Unions of Public Service Workers and last, but by no means least, he was President of the Swiss Trade Union Federation for 20 years – from 1934 to 1954.

His links with the ITF date back almost to the beginning of his trade union career. From 1930 to the time that he relinquished the Presidency of the ITF, he was a member of the Executive Committee and long before that he had played a part in the ITF's activities. His resignation from the ITF was accepted with great regret, but it is a source of very real satisfaction to his many friends that he has been able to pursue his political activities with such success that he should be now acknowledged as one of his country's leading statesman.

The ITF has conveyed its warmest congratulations to Robert Bratschi on the great distinction which his country has bestowed on him.

Biggest pay claim by Irish affiliate

ONE OF THE LARGEST INDIVIDUAL CLAIMS ever to be brought before the Labour Court in Dublin has recently been submitted by our affiliate, the Irish Pilots' and Marine Officer' Association. The claim, for an increase of £12 7s. 3d. per week ($34.61), was put forward on behalf of a dockmaster employed at Dublin by the Irish nationalized transport undertaking. It was designed to secure for him parity with the assistant harbour master whose annual salary was exactly £645 higher than that of the dockmaster. It was pointed out in our affiliate's submission that the latter was a master mariner, with full responsibility for the docks and a large percentage of the vessels using the Port of Dublin. Prior to the claim he received a weekly wage of only £9 1s 11d., which was lower than that paid to an ordinary port and docks seaman!

Medical services on the Swedish State Railways

Photos: Swedish State Railways

THE NUMBER OF DAYS LOST THROUGH ILLNESS (including injury) on the Swedish State Railways is still a serious problem in spite of the advances made in medical science in recent years. In 1954, they amounted to 1,250,000 spread over a staff of 65,700. This gives an average per capita of 19.2 days. In 1955, the corresponding figure was 1,070,000, giving an average per capita incidence of 16.7 days among a staff of 64,000.

As with other nationalized undertakings, the medical treatment of Swedish railways personnel has been entrusted to company doctors, a system which has come in for considerable criticism not only from the railway staff but also from national medical bodies. When the national health insurance scheme took effect at the beginning of 1955, the company doctor system was retained for the employees of the State Railways except that, if there was no suitable company medical officer the management was empowered to refer staff to a medical practitioner of its own choice (a so-called recommended doctor). This has meant in practice that only those doctors who were specifically trained and experienced as company doctors remained in the railway service, and that, in general, the railway management entered into agreements with practitioners to provide medical treatment free of charge to railway staff. These doctors were concerned only with specific medical treatment of railway staff. All other matters in connection with staff health generally were referred to medical consultants specializing in this work.

A study of the problems involved in connection with the introduction of the national health insurance scheme, together with the findings of a medical working party which had been making a number of spot checks with the object of obtaining data on the incidence of sickness among railway personnel, led to the establishment of a medical service more closely associated with the railways management. This railways medical organization, set up in April 1956, consists of six medical superintendents and eighteen medical officers of health. Each region has its own regional medical superintendent who is responsible to the regional manager in all matters concerning the medical welfare of staff. His duties therefore include such matters as: disability pensions, transfers to lighter work, medical welfare and sanitary conditions in workshops and offices, staff medical examinations, etc. One of his main functions is to reduce the incidence of sickness among railway staff by preventative methods.

The Railways' medical organization is staffed by six medical superintendents and eighteen medical officers of health. Each region of the State Railways has its own regional medical superintendent

At appropriate centres within the regions a number of medical officers of health are stationed, with functions and duties similar to those of the superintendents. They are called 'liaison' officers of health in order to stress their function as intermediaries between the general practitioners and the railway staff and management. They represent a body of expert medical opinion to which both staff and management can turn. Not the least important of their functions is to know every medical practitioner in their district and establish contact between them and the railways management. Organizationally, they are responsible to the regional managers.

The Railways' medical services have some of the finest modern equipment at their disposal. Here a reading is taken from a cardiogram

The board of management of the Swedish State Railways appreciates the importance of making the best medical advice available to its staff and has appointed a number of specialists in various fields as medical consultants. Formerly, such specialists had been called in mainly for the purpose of settling doubtful cases of pension claims on the grounds of ill health or to establish the degree of incapacity following sickness or injury. Today their services are available when the medical officers in the service of the railways find it necessary to consult medical specialists not available locally.

No one would suggest that Sister Birgit was anything but very competent but for our money she would be nice to have around even if she wasn't

One of the railway medical organization's most important tasks is to carry out regular medical examinations among the railway's employees

US union promotes study of permanent way employment

THE UNITED STATES BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYEES (a member of the US Railway Labor Executives' Association, an ITF affiliate) recently promoted an independent study by economists of the problems caused by labour displacement in the permanent-way grades of US railroads.

Over the last twenty-seven years, the fore-word to the published study explained, 'employment in maintenance of way work has dropped by more than half and the proportion of maintenance of way employees to all railroad employees has dropped from about one-fourth to one-sixth. In the view of the authors of this report the drop in maintenance of way employment is not over. Associated with the long-term drop in maintenance of way employment have been sharp seasonal and cyclical fluctuations in employment'.

The Brotherhood commissioned the study because it felt that it needed an independent survey of the problems of what the union has often called 'a job slaughter'. The study was undertaken by four economists headed by Professor William Haber of the University of Michigan and from the outset it was made clear that it was to be published when completed.

The result is over 200 pages of facts and conclusions from the facts with copious graphs and tables to illustrate the text. It must be one of the most thorough investigations of its kind ever undertaken at the behest of a trade union and the Brotherhood is to be congratulated on its initiative. The last chapter is taken up with the economists' findings and with recommendations designed to minimize the harmful effects of wholesale lay-offs and in some cases to avoid them by smoothing out seasonal and cyclical fluctuations. Most of the recommendations have been embodied in a ten-point plan for more job security which the Brotherhood recently launched and has had written into a collective agreement with the Montana Western Railroad, the first agreement of its kind to be signed.

The Branch Officer goes to school

'THEY HAVE ONLY BEEN THREE DAYS AT SCHOOL. But enough happens in these three days to make them seem like three years. On Sunday a speech has to be prepared and delivered in the evening before an audience, who then go on to criticize it. After this baptism, the student feels comparatively easy about taking notes from a lecture – which are then collected and marked – taking part in a branch debate, framing motions and amendments, and sorting out facts from shelves full of large books.'

The students referred to are taking part in a Branch Officers' Training School organized by the ITF-affiliated British Transport & General Workers' Union, and in the words of a writer in the union's magazine they are 'in the throes of getting adjusted to the very exciting routine of the training course'. But if the course is tough, he writes, living conditions are soft. The waiter-served meals at the College (the Royal Agricultural College, Cirencester) have a reputation with the union's members who have attended the courses which has spread from one end of Britain to the other. The richly-carpeted main lounge, a beautiful sixteenth century oak-beamed hall, is a pleasure to sit in. An excellently-equipped bar inside the College operates during club hours. With a billiards room, tennis and squash courts and a cricket field for recreation, every student enjoys a week's rich living.

But the school is by no means a holiday camp, stresses the writer. The union demands that students take the training courses seriously. It has to. They represent a costly investment in the membership which must not be wasted.

Arthur Deakin, who was General Secretary of the TGWU when the courses started back in 1951, was a particularly careful husbandman of the union's finances, yet he reckoned this particular investment worth making. 'We can't make a tidy balance sheet as we can with other union benefits' he wrote, 'What we can do is show confidence in our members, and have faith in their ability to make good use of the facilities offered them. I have no doubt about the value of the investment.'

Brother Frank Cousins, the present General Secretary, has expressed a similar opinion. 'We must regard the training courses as an investment in the Union,' he said, 'and draw particularly upon younger members who will have to carry the future burden of office at all levels. The present branch officers must, of course, be fully trained, but they must be backed up by reserves of trained younger members ready to step into their shoes. We cannot afford long gaps of second-rate service while new officers learn the ropes.'

The syllabus of the course is accordingly arranged to enable the student to get the fullest possible benefit from the time available. Nobody can tackle the exacting work of study for twenty-four hours a day, but the training courses stretch the students to their fullest extent. Six-and-a-half hours per day are spent in the class-room, and many hours afterwards are taken up with reading and preparation. For many students it is intensive and unfamiliar work, involving considerable nervous strain. They have to speak before a large audience, and listen to them criticize the speech afterwards, draft reports, minutes and letters, take notes from speeches and books, work up information from text books and documents. Though enjoyable, it is serious work. At the end of a day of this, the students deserve a comfortable bar to drink in – they need it!

Wretched conditions for Malaya's fishermen

FISHERMEN ON MALAY'S EASTERN COAST live almost in a state of serfdom. Their catch is in pawn before it is caught, their life and possessions are in the hands of a 'middleman' or agent. This was revealed in an article in the Singapore *Straits Times* which sketched the lives of these fishermen during the fishing season from March to November.

The *Straits Times* report was centred on the fishing villages of Johore to which at the beginning of the season come fishermen from further north. They come to escape the competition in their home villages where there is too little fishing to give all the fishermen a living.

Many families have made the journey for generations. They bring a few clothes and the men settle their wives and children in a lodging house while they go off to find the 'agent', the man to whom, in all probability, they are already in debt on account of the few hundred dollars which the agent advanced them the year before to tide them over the monsoon season.

The fisherman negotiates another loan. He needs food, clothes and equipment. He has to buy them from the same agent – at prices ten per cent higher, because they are bought on credit. The fishing is done in boats fitted with outboard motors and built to take five to nine people. It is usually off-shore and the whole day is spent at sea.

The agent enters the picture again at the end of the day when his tugs set out, pick up the catch and tow the boats back to shore. The catch is weighed and the agent then pays for it what *he* considers a 'fair' price.

At the end of the season the fishermen gather their belongings and return home to spend the monsoon season on their rubber or coconut small-holdings. Their season's fishing has almost certainly left them in debt to the agent. He has paid them from thirty to seventy cents per kati (about $1\frac{1}{3}$ pounds), a price which even after deducting his marketing and transport costs leaves him a large profit.

The agent's position is assured. By loaning money to the fishermen he has made them entirely dependent on him. Their catch can go to no one else. To him they go for money even for purposes, such as a daughter's wedding, which have nothing to do with their craft. With every advance they receive the tighter are their bonds to the agent.

Once a system such as this has started, stopping it becomes a difficult business. To a certain extent the fishermen receive from the agents facilities which they could hardly get from, say, a co-operative. A co-operative would be unlikely to act as a money-lender on all the occasions on which the fishermen need a money-lender's services.

And many of the debts to the agents must be perpetual, with a fresh loan advanced before the old is finally settled.

If the fishermen's conditions are to be improved the solution, whatever form it takes, will have to be drastic.

Looking after their pals

ON PAGE 40 OF THE LAST REPORT ON ACTIVITIES issued by the Communist-dominated World Federation of Trade Unions, one finds a note to the effect that the WFTU Solidarity Fund was used: 'to help the representatives of trade unions in different countries to attend conferences organized by the WFTU (e.g. the first world conference of working women) as well as those organized by the Trade Union Internationals (especially the trade conferences).'

As in the case of the majority of WFTU conferences, however, a glance at the delegates' list shows that most of the participants in the 'first world conference of working women' represented nobody but themselves. Their travelling expenses were, in fact, paid by the WFTU in a vain attempt to create the impression that it has a great number of affiliates in non-Communist countries.

The report dealing with the Solidarity Fund does not, of course, include any figures on actual expenditure. It merely states in very general terms that organizations in the various countries of Latin America, Asia, Europe, the Middle East, and Africa received help. It goes without saying that no money was spent to assist the families of the thousands of trade unionists who have been arrested or are being persecuted in Communist countries. Nor has any fund been raised to defend workers, such as those in Hungary and Poland, who demonstrated against Communist exploitation and fought for basic trade union and human rights.

Only a very small percentage of the WFTU Solidarity Fund has, in fact, been used for relief purposes. Most of its income has been swallowed up by administrative expenditure. Loans taken from the Fund by the WFTU administration have never been repaid.

ITF representative in Indonesia

JOE SOARES, the ITF's Asian representative, recently attended the Third Convention of the Indonesian Aviation Workers' Union. He represented both the ITF and the International Confederation of Free Trade Unions.

While in Indonesia he took opportunity of visiting our affiliate, the Indonesia Railway Technical Staff Union. In the accompanying photograph he is seen (in the centre) with members of the union's Executive Committee and General Council. Second from the right is S. Narto, the union's General Secretary.

Glass-fibre lifeboats for US merchant ships?

THE CANADIAN SAILOR, official organ of the Canadian District of the ITF-affiliated Seafarers' International Union of North America, reports that a new type of lifeboat will be tested this year for use aboard American-flag ships. The Maritime Administration started the experiment in September last by asking manufacturers to submit bids for producing several sets of oar and motor-propelled boats for testing early this year. The study will be made on Government-owned ships.

The new lifeboats are constructed of laminated glass fibre. The plastic may be pigmented with desired colours and the hard, smooth type finish eliminates painting. The Maritime Administration believes that the boats will last as long as the ships they are assigned to, with little maintenance. It also believes that their elasticity should enable them to withstand shock and collision that might seriously damage metal boats.

The proposed boats would have the following specifications: length overall twenty-four feet, and draft three feet six inches, certified for a maximum capacity of forty persons. The Maritime Administration has also specified that the maximum hoisting weight when fully equipped (without persons) must not exceed 4,500 pounds, including 800 to 1,000 pounds of equipment; resins used in construction must be fire retardent.

Most goods go by road in the Netherlands

MOST GOODS are transported by road haulage in the Netherlands, the percentages of total goods traffic (for 1956) being: by road, 58.3; by waterway, 26.3; and by rail, 15.4. This represents a slight gain in truck traffic (56.3% in 1955) and a slight drop in the case of waterborne goods (27.8% in 1955). In terms of ton-kilometres, inland navigation leads with 37.8%, followed by road transport, 31.2%, and railways, 30%. In 1955 the figure for inland waterway transport was 39.8%.

These figures reveal a drop in the traffic carried on the inland waterway system of the Netherlands – a decrease ascribed to the big 'freeze up' in February 1956. The upward trend in the traffic carried on the roads persists, both in terms of weight and ton/kms.

German atomic-powered cargo ship by 1961?

THERE ARE INDICATIONS that the first German atomic-powered merchant vessel may be ready for service by 1961. The vessel would be a 28,000-ton freighter with a reactor developing 10,000 HP. It is expected that the reactor itself will be ready by the end of 1958 and that its preliminary trials will be conducted on land. It will then be installed in a special spherical 'strong room' having a diameter of ten metres. The weight of the reactor will be in the region of 2,300 tons. This will still be lighter than the engines needed to develop the same horse power, having regard to the weight of the reserves of fuel. Such a vessel would be able to run for six months without refuelling.

Wilhelm Svetelsky,
President, Austrian Transport and Commercial Workers' Union

Profile of the month

WILHELM SVETELSKY WAS BORN IN VIENNA IN 1905, the son of a craftsman who had gone to Vienna in his youth from his native Brno. His father died in 1906 and his mother was left to support five children. Life was anything but easy and young Wilhelm left school at the age of fourteen to work for a machine and gas apparatus company.

He was too young at this time to belong to a trade union or a political party, for the minimum age of entry was then eighteen years, but he found an outlet for his political and social convictions by joining the Socialist Workers' Youth Movement, an organization of which he was already a local official in 1920. In February 1923, following his promotion to a salaried position, he joined the union for salaried workers. Some two years later his political and trade union activities led to his dismissal and from that point until his army service he worked as a clerk and book-keeper in the textile industry.

All genuine trade union activity in Austria came to an end in 1934 and from then on Svetelsky refused to join any of the Fascist labour organizations which were subsequently established. At the same time he was soon engaged in underground activities, but in May 1940 he was conscripted into the German army. After a serious illness he was posted eventually to Czechoslovakia where he was to take part in what must have been one of the most dangerous and audacious pieces of counter-espionage which the war produced.

He was serving as a clerk to senior officers and he made it his business not to pass on to them details of the plans of the Czech partisans which the German intelligence service had discovered. This state of affairs, of course, was bound to be revealed before long and Hitler himself sent a personal order by telegram disbanding the unit and ordering the men and officers to be in marching order within a few hours' time for posting to an SS suicide squad. Svetelsky, at this point, was faced with an agonizing choice between confessing and thereby saving his colleagues or keeping his peace, a decision which he says gave him his first grey hairs. He was saved from making this choice by the work of a resistance group in Vienna which arranged for the order disbanding the unit to be 'lost'.

In April, 1945 he deserted the German army and after some difficulties was eventually re-united with his wife, returning in the August to Vienna after illegally crossing the Russian Zone boundary.

In February 1946, he joined the Austrian Trade Union Federation and was soon made an assistant secretary to the transport and commercial workers' union. He later became secretary to the section catering for workers in social insurance, public dispensaries, garages and petrol stations, and some other small industrial groups. In addition, he was in charge of the education and youth activities. As representative of his union at the Industrial Court and Conciliation Office he gained wide experience in industrial and social law, and for this reason he was subsequently nominated as workers' representative on the industrial mediation committee.

He has been President of his union since June 1954 when he succeeded Karl Weigl and has still found time to work actively within the Austrian Socialist party. He is head of the Party's district organization in Simmering and is a member of the Vienna provincial and city legislatures.

He would no doubt be a richer man today if he had left his trade union when his job was threatened and forgotten his socialism when Hitler came. And yet that would not have been the *easy* thing to do, for men like Wilhelm Svetelsky find economic and physical privation far easier to bear than a disquieted conscience. To him, principles really are principles.

A *new training school* for dockers in Rotterdam

LAST SEPTEMBER THE MAYOR OF ROTTERDAM plunged a spade into the ground on a site in the Waalhaven and by that act symbolically started the work on a new dock workers' training establishment in the port of Rotterdam. The new school, which it is hoped will be ready in 1959, is to replace the older training establishment which was opened in 1954 but can now no longer meet demands. It started originally with twenty-four trainees and now has 280.

Object of the dock work training establishment is, on the one hand, 'to supply the needs of the industry for competent and reliable workers capable of assuming responsible duties' and, on the other, to cater for the need felt by young lads to acquire training in one of the branches of industry.'

Minimum age for entry to the school is fourteen, and prospective candidates must be able to show a satisfactory school record. They must also satisfy a medical board as to their physical fitness. Other things being equal, the sons of dock workers are given priority of admission.

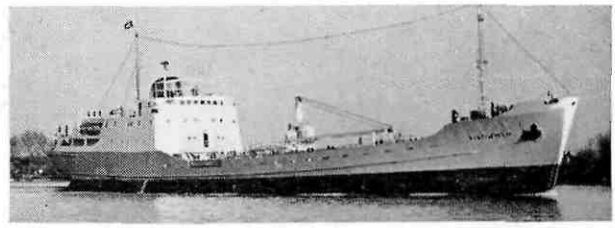
The lessons given are divided equally under three main headings: general schooling, manual dexterity and physical training.

The training scheme provides for continued schooling to bridge the gap between leaving elementary school and starting dock work training. The trainee scheme itself envisages further instruction in docker's skills following the grounding in general education, manual dexterity and physical training. As soon as a pupil becomes a fully-fledged member of the training scheme, he is paid a wage based on his age. Provision is also made for instruction in more advanced subjects such as the technical and administrative aspects of dock work.

Both the layout of the new school and the training system place emphasis on team working and 'doing' instead of 'sitting and listening'. Classes, for example, consist of four teams, each containing six youngsters who choose their own 'foreman'. Every-

(continued on the next page)

Safeguarding conditions on board



by GUY GENDRON, *General Secretary of the French National Federation of Merchant Marine Officers – Force Ouvrière*

TO IMPROVE LIVING CONDITIONS ON BOARD, to prevent industrial accidents and illnesses – these are among the most vital problems which maritime trade unionism has to face. For many years maritime trade union action was centred for the most part on the crucial problem of wage and similar demands and thus the initiative in dealing with the problems of the life of the sailor on board ship was left to the national administration. It was also more profitable for some unionists to launch into grandiloquent demagogic declarations than to busy themselves with these matters.

In 1948 the Seattle Conference laid down international standards for the safety and saving of human life at sea, but left the ILO to take up the question of the organization of life and living conditions on board. In fact as far as France is concerned, the ILO has not had to exert much pressure to obtain an improvement in crew quarters, for, as in Sweden and in Norway, the shipowners have since 1935 set out to improve crews' living accommodation when putting new ships into service. Real improvements could already be noticed by 1939: the elimination of multiple, dirty and stuffy bunks and the provision, under pressure from the trade unions, of canteens, showers and cabins with ventilation systems.

There were some ships, however, whose engine-room crew had only a steel bucket or the boiler scuttle as toilet facilities. Conditions were hardly better for the officers. A part of the ship would be designated as 'officers' bathroom' in the notice over the door, but it would have no plumbing to provide water (salt or otherwise) and the celebrated steel bucket fulfilled its usual function. In officers' cabins the lavatory equipment has been known to consist of a suspended bowl which was filled from a large jug and which when swung emptied into – a bucket. It was a question of either making a good estimate of how much the bowl contained or flooding the cabin.

In numerous cases some of these inconveniences were made less intolerable by the men's ingenuity and 'know-how' and often shipowners turned a blind eye to the improvements of the existing sanitary installations which the ships' engineer officers carried out by taking advantage of a major re-fit and of the facilities available in the shipyards.

The facilities on a modern French vessel are immeasurably better than in older ships. The 'Penthièvre II' was only completed last year and the standards of crew accommodation are very high

The 1945 law

Precise regulations with regard to crews' quarters were at last laid down in a law which came into force in December, 1954. The trade unions were thus able to insist on the application of a specific regulation without being confronted with a refusal, more or less direct, from the shipowner. This law obliges every shipowner to submit plans to the Central Safety Commission before he starts to build a ship. The Commission includes three trade union representatives who are consulted primarily on the question of the habitability of a ship and they see that an application conforms to the terms of the law.

The stipulations are strict; there are to be no living quarters in the fo'csle; there are standards of ventilation; there are minimum dimensions established for cabins and bunks (the provision of a bedside lamp is obligatory); a sick-bay is to be provided if the ship carries a crew of fifteen or more and makes voyages of more than three days; showers with hot and cold water are to be available on the minimum scale of one for every fifteen men; there must be special space provided for oil skins (which formerly kept the humidity permanently high) and working clothes.

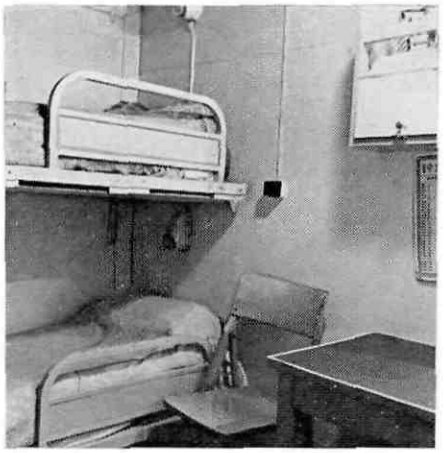
The following standards of accommodation were laid down:
(a) Officers – one occupant to a cabin;
(b) Petty Officers – one to a room where possible and in no case more than two;
(c) Ratings – one or two to a room where possible and in no case more than four.
Dispensation from these standards is only allowed in the case of ships carrying more than one hundred passengers. In these cases the Commission can authorize the shipowner to put a maximum of ten men to one room.

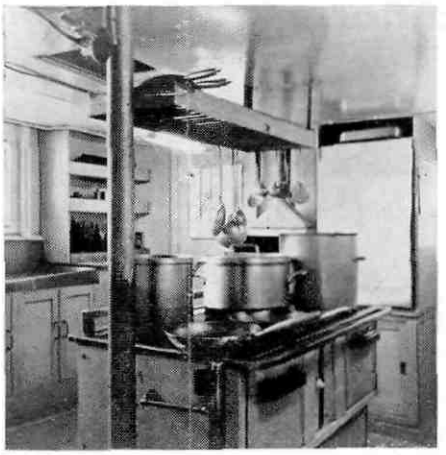
Apart from the regulations on accommodation, the directives on the preserving

(continued from page 14)

thing is done to awaken the interest of the trainees by arranging the work in such a way that it follows a logical and progressive plan and trainees are encouraged to devise work methods in connection with a particular task and then carry it out either individually or as a team.

All is not work, however, and leisure and relaxation are well catered for by cultural pursuits, excursions, etc., whilst the course closes with a visit to a summer camp.





The seamen's cabins on the 'Penthièvre II' are decorated attractively and the bunks are provided with individual reading lamps. The galleys are a far cry from the cramped, dirty quarters of former days

of food and drink were made obligatory.

It is a pity, however, that the 1954 law was not more tightly formulated with regard to the application of its terms to old ships. Certain ships constructed during the last war have virtually retained the fittings of that period and they are far from meeting the demands of either seamen or officers. In the absence of a binding legal obligation their owners have evaded the spirit of the law.

But if we have not spared the shipowners from criticism, it is only fair to emphasize that a great many of them have for the last twelve years made an effort to give the maximum of comfort and even a certain luxury to crews of merchant vessels. Thus, over this period, the individual cabin has been introduced for ratings, and canteens, reading and games rooms have been provided in increasing numbers. Air-conditioning is becoming more common and tankers recently laid at the shipyards are being fitted with swimming pools for the use of the crew.

Life in the engine-room

Those who have known the officers' messrooms with tables covered with oil-cloth and with wooden benches can judge the development in standards of comfort on board which has taken place during the last twenty-five years, thanks to the action of some of their trade union representatives who have not been content to leave it to someone else.

With the improvement in the living quarters, working conditions for deck officers and seamen have improved. For instance, instead of the dubious shelter provided by the old 'weather boards', the bridges of a growing number of vessels have been equipped with the sort of shelter which facilitates navigation. On the other hand, the technical advances which have improved engines have hardly improved – and in some cases have aggravated – the conditions under which some men have to work.

After 1945 a great number of ships were modified before being returned to service after hostilities. At that time, the fittings were altered and in order to gain more bridge space, the bridges were re-built immediately above the position they had previously occupied. The engine-rooms of these vessels were ventilated solely by air shafts. These shafts were blocked by the new raised bridges and the engine-room crew consequently experienced temperatures in the engine-room which were much higher than previously. Some shipowners changed the ventilating system either by elongating the shafts or by pumping air in.

In contrast to their action, a certain secretary of the Communist union refused to admit that his colleagues had a right to protest against the excessive temperatures in this part of the ship on the grounds that he himself had had to suffer lack of ventilation in the engine-room during his younger days!

Widespread use of motors as a means of propulsion and energy has led to other disadvantages for the engineers such as noise and the presence of fumes and oil droplets in the engine department. This had led the Force Ouvrière Federation to demand the opening of an enquiry by the Seafarers' Health Service to study possible ways of improving conditions of work and cleanliness in engine rooms. This enquiry is proceeding and we await its conclusions. We want the technicians who are to plan future ships to concentrate on the problem of ventilating engine-rooms and more particularly those of motor vessels. Lower temperatures have been obtained by the injection of cool air, but the question of oil droplets and fumes remains to be solved.

Deafness among seafarers

The doctor in charge of the Health Department of the Maritime Registration Board has undertaken a detailed enquiry to determine the cause of the growing number of cases of deafness among seafarers. The first cases revealed have given us an indication of the direction which this enquiry should take. Two members of our unions had diffifulty in obtaining a medical certificate after an examination and feared that they would be dropped from the seafarers' register. The enquiry which we demanded led the doctor to widen the field of his research. He called in the technicians of the Social Security Service at Nantes for tests on the ships. The Health Service itself did not possess the technicians needed for the work.

From the first results one was able to judge the serious and detrimental consequences which followed from the increase in the intensity of noise in the engine-room department and the possible repercussions on the physique. In order to assess these consequences, the whole crew of a motor vessel are to be submitted to tests and medical inspection. As soon as the results are known, the technicians will collaborate with the medical service in research into the appropriate remedies.

If living conditions on board have been improved, largely thanks to action led over the last twenty years or more by the French unions, the ITF and the ILO, it is necessary on the national level to draw the attention of every officer and seaman to the problem of preventing industrial illnesses or accidents. In numerous professions there exist special organizations for this purpose.

Why does not the merchant marine follow their example and why does it not learn from the experiments which have been carried out in other industries? The truly free trade unions must fasten on to this problem and not leave the political and confessional organizations the chance to exploit for their own propaganda (as the Communists did after the Seattle Conference) the gains won by the efforts of more reticent unions.

They work in Transport

A British merchant seamen carries out a few running repairs in the quiet of his own cabin

LIVERPOOL-BORN ABLE SEAMAN FRANK MASTERS has spent more time at sea than – in his pessimistic moods – he cares to remember. Actually, the count is seventeen years – on and off – six of them in the Royal Navy, and, for the record, let it be said at once that AB Masters is *not* often in a pessimistic mood. He has no particular reason to be. He enjoys good health, and, although his absences from home (he is on the regular South African run) mean separation from his wife and two children and the cosy family life in their little council flat in a London suburb, reunion at the end of the trip is all the jollier.

Naturally he often swears he will leave the sea – usually on the first day out when he invariably feels seasick – but he has not done so yet, and truth to tell he is not likely to. At least not for the present. The fact is, the sea is his livelihood, and he has recognized that fact ever since his discharge from service with the Royal Navy shortly after the end of the war. He had volunteered for the Navy when his call-up came in 1940, and that had seemed to set the seal on his future, for after some months ashore he returned to the sea – in the merchant navy, at first in the home trade as a deck hand and later as an AB on the established service scheme.

Frank Masters is therefore now on top pay. This works out at a basic monthly rate of £31 10s. (with food found), and an additional £4 5s. a month efficient service pay. (As an ex-Naval rating, Frank's service in the Navy counted towards this supplementary allowance). As a deck rating holding an AB's certificate, Frank gets an extra 10s. a month which brings his wages up to a total of £36 a month. There are extras, of course, such as overtime – payable for work in excess of eight hours a day at the hourly rate of 3s. 9d. Frank also gets this overtime rate for work in port if it is more than eight hours on Monday to Friday, more than five hours on Saturdays, or if he works on a Sunday.

Frank, and his wife, however, regard these as incidentals and have geared their budget to the £36 a month they know will be coming in regularly. It is not a lot, of course, and works out to a little less than £9 a week when deductions are made for social insurance. They get an allowance of about 8s. a week for their second child which they will continue to draw until she leaves school at fifteen, but the weekly rent of £2 15s. for their centrally-heated council flat makes a big hole in their weekly budget and it is doubtful whether they could have continued to live at the modest standard they had set themselves if Frank's wife had not taken a part-time job to bring in a little extra cash. This means that the two children, a boy aged ten and a girl aged eight, take most of their midday meals in the school canteen, for which the charge is 1s. a day. They are plain but wholesome meals and Frank has no worries about their health. He also knows that he and his family are covered by his and his wife's national health insurance contributions in case of illness. The knowledge that he will not have to face any large doctor's or hospital bills gives him a sense of security. True, the retirement and widow's pension provided under the national scheme, for himself at sixty-five and his wife at sixty, is not very large, but there is a good chance that a seamen's pension scheme may be in operation by the time he retires.

AB Frank Masters is a 'Company Contract Employee', which means that he holds a two-yearly renewable contract with the shipping company which employs him under the provisions of an established service scheme which came into force in March 1947. This gives him job security, as the contract is renewable as long as he does his work efficiently. It could be terminated if he were ill for more than six months. If his company cannot find work for him, he draws unemployment benefit of £2 10s. a week as an established employee in addition to the benefit provided under the national insurance unemployment scheme. In the event of sickness he gets £2 10s. a week up to a maximum of eight weeks in addition to his national health insurance benefit.

Frank has been lucky in the way of good health and has never had to fall back on assistance of this kind. With his steady wage coming in and with the bit of help from his wife, he has managed to take his family on a short holiday in the summer since the children have been 'grown up'. He has not however always been able to manage their annual visit to his brother-in-law's farm in the Midlands and truth to tell he likes to spend his fourteen days annual leave (on pay) at home enjoying the 'home comforts' he misses during the long stretches at sea. Apart from his fourteen days annual leave, Frank gets a day's leave for every Sunday worked at sea.

Altogether, Frank Masters has no grumble with his lot. His union (the National Union of Seamen) which is the only union catering for ratings and which he joined when he started service in the merchant marine, won a wage increase for him last July and can be relied on to watch over his interests. After all, as Frank puts it, they have been doing it for the last seventy years and should know something about the job by now. From which it can be gathered that he has no time for the professional grumblers and hotheads who are much better at stirring up trouble than they are at understanding how it can be put right.

Frank has read the story of his union's long fight to secure better wages and working conditions, and knows that their collective bargaining machinery is as good as can be humanly expected. It works through the medium of the National Maritime Board, a joint body of which Tom Yates, the general secretary of his union, is joint chairman with another from the employers' side. The Board has six panels, the one dealing with his interests being the Sailors' and Firemen's Panel. The union has twelve representatives on the panel to match twelve from the employers' side. They are all practical seamen with many years of service in the merchant marine and experience at the negotiating table.

Over the years, the union has won equitable standard rates for all seamen, the forty-eight hour week, and provides a number of benefits in the field of social welfare such as clubs and hostels, a convalescent home, and a rehabilitation centre to retrain

(continued on the next page)

Some 450 points and as many signals are controlled from this 77ft. control tower at Frankfurt main station. This central signal-box, which went into service in September of this year, ensures train-movement control over thirty tracks which weave an intricate pattern of rails in the station area

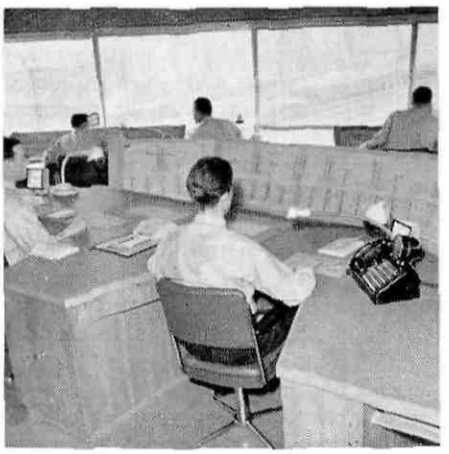
Bigger and better

THE SIGNALS CENTRAL CONTROL TOWER in Frankfurt main station is something bigger and better in the way of signal installations. In general, the travelling public is not very much concerned with the type of signalling technique – or the buildings in which control apparatus is housed. Nearly all the work in connection with controlling the movement of trains goes on behind the scenes, and for the most part the public is happy with that arrangement, knowing that everything is done to guarantee safe travelling.

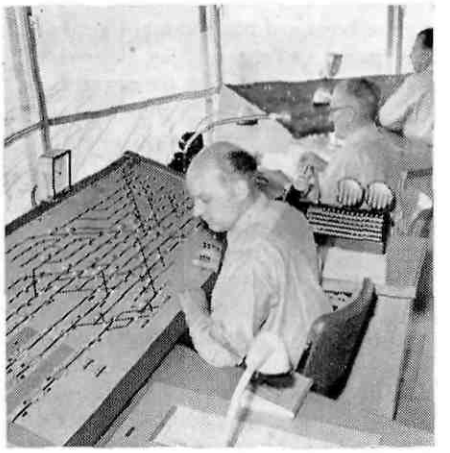
Nevertheless, the new central signal-box recently put into operation at Frankfurt main station is well worth a second glance– and a peep behind the scenes. For one thing, it is by way of being a record-breaker in terms of size, range, number of train movements controlled, savings effected and extent of mechanization.

There are not many railway stations in Europe as large as Frankfurt main station which sees 1,250 train aarivals and departures a day, and, although we live in a record-breaking age, it looks as if this new central signal-box, which was put into service last September, is likely to retain its claim to be the biggest and most up-to-date equipped signal-box for some time. The switchover from individual signalboxes to this central box started in July and August, and the centralized traffic control system is now in full operation. There are still a few finishing touches and refinements to be added so that it will not be completely ready until the middle of 1958.

Data and photos by courtesy of the German Fed. Railways



The numbers of all trains approaching the station are shown on this approach warning panel. Instructions to allow the passage of the trains are passed from here to the signals control table



High up in the control tower at one of the five signals control panels. This operator is controlling shunting operations in the area for which he is responsible about 4,500 operations every day

Two movements control officers, a superintendent and the station announcer work from mechanically recorded data on this panel which shows train movements over the approach network

(continued from page 17)

for another industry in the case of men incapacitated for further sea service. At the moment, the union is working for the introduction of the forty-four-hour week whilst a scheme for seamen's pensions has been put before the National Maritime Board. This would provide a pension on retirement additional to that payable under the national scheme. Frank Masters would certainly like to see such a scheme put into operation. It would give him that little bit of extra security in his old age. He realizes however, that there are a number of difficulties to be surmounted and that time must elapse before a satisfactory scheme can be worked out and put into operation.

New motoring organization will have labour ties

LATEST NEWS OF OUR OLD FRIEND, JOHN CHRISTENSSON, who last year retired from his positions in the Swedish Transport Workers' Union and the Scandinavian Transport Workers' Federation, is that he has now assumed the presidency of a recently-formed motorists' organization in Sweden. The new association, which is to be known as Folkrörelsernas Motororganisation (literally 'Peoples' Movements' Motor Organization'), will work in close cooperation with the Swedish labour movement and will have as its principal aim the development of motoring along sound lines. The organization will maintain contact with other bodies, both at home and abroad, working in the same field.

In a recent interview, Brother Christensson pointed out that there are at least half a million motorists in Sweden who are not members of any existing association, and he anticipated that many of these would be interested in joining the new body. He said that Folkrörelsernas Motororganisation would comprise two sections, the first for members in general and the second for those who belong to some temperance organization. Brother Christensson stressed the fact that they expected to receive valuable help in their activities from the Swedish labour movement.

What they're saying

For the many, not the few

FOR CENTURIES the struggles in the world between nations and between men have been essentially a struggle to divide up economic scarcity. The tools of production were inadequate to meet the total needs of the human family. Instead of struggling to divide up economic scarcity we now have the opportunity of creating and sharing economic abundance, through the developing of automation and the peaceful use of the atom, which lies immediately before us, giving us for the first time, the tools of economic abundance with which man can gain and solve his basic material and economic needs. We can raise our living standards, we can reduce the hours of work, we can provide a fuller measure of leisure which will facilitate man's growth as a social and cultural being.

With the advent of automation and the peaceful use of the atom and the other technological developments of our time, we in the American labour movement feel the need for re-thinking and re-evaluating many of our old concepts. We may find it necessary to abandon old slogans to which we are sentimentally attached because they no longer reflect the realities of the new dimensions of this second phase of industrial revolution . . .

. . . We welcome automation and the new tools of technological progress, but we insist that automation, and the other new tools of economic abundance that our developing science and technology make possible be used responsibly to raise the standards of living of the many rather than be used selfishly to inflate the luxury standards and enhance the power of the few.

Walter Reuther of the AFL-CIO

Too big – for what?

SINCE THE ORIGINAL AMALGAMATION IN 1922 we as a union (*the British Transport & General Workers*) have been the subject of a great deal of criticism, much more than has been the lot of other trade unions – and most of it unfair. These criticisms have taken a variety of forms and as each one has been demolished, so another has taken its place. Like Dick Whittington our critics 'turn and turn about' as the whim takes them. Latterly they have concentrated on our wage policy, but the one particular criticism with which I am concerned at the moment is in relation to our size. Certain organs of the press have carried the description 'This Mammoth Trade Union', 'This Colossus', 'This Octupus'. To say that a thing is too big or too small or too old or too young, is rather dogmatic. Too big for what? Too little for what? A mouse regards an elephant as being something overwhelming, but another elephant thinks it is exactly the right size.

The criticisms generally arise when we are involved in an industrial dispute and possibly the real underlying reason is not so much our size as a basic resentment against the power and influence of the union and the fact that what we do and say in the industrial field, in the national life of the country, and also internationally, is something of which serious notice must be taken.

A. J. Chandler (Administrative officer, TGWU)

Still a huge job to do

OUT OF MORE THAN 200 MILLION WORKERS in the free world, less than thirty percent are organized into any kind of a trade union. Among the salary and wage-earners covered in a report made by the United Nations out of the groups it should be comparatively easy to organize we have a good deal less than twenty-five per cent organized. The highest percentage of organization in any state is to be found in Austria, the lowest in Tanganyika – eighty-four per cent in the former, 0,7 per cent in the latter. That gives some idea of the magnitude and the scope of the field in which international trade unionism is asked to move and organize.

Charles Millard, ICFTU Director of Organisation

The real test

MOSCOW WAS THE SCENE OF A BRILLIANT DISPLAY of the most up-to-date weapons of war on the anniversary of the November revolution. It is questionable, however, whether massed instruments of war are quite the right thing to be given prominence in celebrations commemorating the fortieth anniversary of a revolution which started with the glorification of freedom. By the same token, the success of a revolution cannot be judged by the number of artificial satellites it has hurled into space, but by its contribution to the freedom of humanity, the diminution of despotism and the raising of living standards.

What moral force can be attributed to a State, however vast and whatever its technical achievements may be, when its citizens have no power to raise their voices in free expression of their opinions?

Welt der Arbeit

Free trade unions oppose discrimination

THE WORLD OF FREE LABOUR detests the very word 'discrimination' and wherever free trade unions are strong they are at the head of all wholesome forces fighting to put an end to discrimination between men. In the world we know, we have suffered for centuries from various kinds of discrimination – racial, religious, sex and colour. There is none more obnoxious than that resting on the sole fact that some people are lighter or darker than others. One thinks of apartheid and the gradations of colour discrimination in South Africa and the curse of colour discrimination which still plagues parts of the United States. While there can be no rational justification for any discrimination, that based on colour is especially ridiculous particularly when so many members of the so-called white races spend hours every summer trying to turn themselves into brown people.

The gross stupidity and immorality of colour discrimination has been recently dramatized before the world by the actions of a noisy mob aided and abetted by an obstinate Governor – Faubus of Arkansas. The civilized world has been shocked by the barbarism of their efforts to halt the march of progress and to maintain racial segregation in the schools.

The ICFTU is proud to record the fact that its US affiliated organization, the AFL-

CIO had no hesitation in urging President Eisenhower to take strong action against the racialists of Little Rock. We were also glad to see that the AFL-CIO President George Meany recently made a forthright statement on the problem to the United Nations where he is a member of the United States delegation. He frankly stated: 'We still have a number of basic and critical social problems to solve in the United States. Among these is the problem of uprooting and eliminating every vestige of racial discrimination. For a number of reasons, intense international attention has been spotlighted on this problem. Discrimination, intolerance, and bigoted social customs exist everywhere in some degree.'

He went on to tell the UN how the American trade union movement has opposed discrimination and added, 'Let me assure you we do not hide, but fight these evils.' He noted the positive advances made, such as the substantial breaking up of former colour ghettos. The day when a Negro could not enjoy all the facilities of American railway transport is as dead as George Washington. American servicemen – white, black or in-between – bunk together, fight together and frequently spend their leisure time together. Discrimination of colour is rapidly disappearing in private employment. As for the abolition of school segregation, which precipitated the incidents at Little Rock, Mr. Meany pointed out that 'thirty-one of our forty-eight states now have completely integrated school systems. In ten other states integration is progressing and in most cases without difficulties.'

Free Labour World

Organizing the professions

THE DAY IS RAPIDLY FADING when membership in a trade union carries the stigma which many people attempted to attach to labor's first organizing efforts. Outdated, too, is the school of thought that professional prestige must be subordinated to the economic realities of trade unionism and, therefore, be detrimentally affected. To the contrary, history has proved that labour organizations can and do provide a vehicle for the enhancement of professional prestige and the increased earning power merited by that profession.

The question facing professional people is not really whether or not they should be organized. More important are the questions: What should be our objectives in organizing? What type of organization will best represent us?

These questions cannot be ignored if a profession and its members are to retain their professional identity and survive, prosper and progress. Sound answers to these vital questions can be found in an effective, properly run trade union that recognizes the economic as well as strictly professional problems and requirements of the group.

Clarence N. Sayen, US Air Line Pilots' Association

SIU to fight hospital closure

THE ATLANTIC AND GULF DISTRICT of the Seafarers' International Union of North America (an ITF affiliate) is to fight what may be an attempt to close the Public Health Service hospital at Savannah. The Union sees a threat to the hospital in a Government decision to conduct a survey 'to determine the most effective and economical means of providing medical care for beneficiaries now receiving care through Service hospitals located in Chicago, Detroit, Memphis and Savannah'. It is felt in seafarers' union circles that this is an attempt to get sick seafarers, who at the moment can make use of Public Service hospitals, to enter into contracts with private doctors and establishments.

Paul Hall, the Secretary-Treasurer of the District has declared that the union 'will oppose very strongly any renewed efforts to whittle away the PHS medical care programme for seamen. Destroying Public Health Service facilities for the sake of paper savings is the falsest kind of economy which will only result in added costs to the Government and the shipowner in the long run.'

The hospital at Savannah, the only one of its kind between Norfolk and New Orleans, was threatened with closure in 1953, but was kept open after a vigorous SIU campaign. It was admitted then by the Government that the loss of Savannah hospital would mean a serious cut in the medical services available to US seamen.

World-wide use of rubber rail pads forecast

RUBBER RAIL PADS, inserted between rail and sleeper, have attracted world wide attention.

Designed to absorb impact shock, reduce noise and cut maintenance costs, these pads are said to contribute to smoother and quieter running.

British Railways are trying them in various regions, and on the European Continent, particularly in France, their use is becoming widespread.

In Australia, the New South Wales Government proposes to fit large quantities of them in the new quay railway. In Victoria, also, they are being tried out, especially where it is desired to reduce vibration and cut maintenance.

An interesting installation is being made in Melbourne, too, where a subway passes under six railway tracks, presenting an obvious problem of severe noise and vibration.

New Zealand Railways also tried them out. They fitted the pads in the Rimutaka Tunnel on about a mile of track.

Ex-seamen follow the sun

WHERE DO US SEAMEN SETTLE when they go ashore for the last time? Well, if former members of the ITF-affiliated National Maritime Union are anything to go by, many of them choose to live in sunny Spain. Records kept by the NMU Pension Plan show that there are more ex-members of the union there – eighty-one to be exact – than in any other country outside the United States. Greece runs a close second and Portugal follows with twenty-one.

A total of 797 pensioners live in the United States, and cheques are sent to pensioners in several South American countries as well as to such faraway places as Liberia, the Cape Verde Islands, the Philippines and Portuguese East India.

International Transport Workers' Federation

President: H. JAHN
General Secretary: O. BECU

7 *industrial sections catering for*

RAILWAYMEN
ROAD TRANSPORT WORKERS
INLAND WATERWAY WORKERS
PORT WORKERS
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
- 174 affiliated organizations in 58 countries
- Total membership: 6,500,000

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 • Australia • Austria • Belgium
Brazil • British Guiana • British Honduras • Canada
Chile • Colombia • Cuba • Denmark • Ecuador • Egypt
Estonia (Exile) • Finland • France • Germany • Ghana
Great Britain • Greece • Grenada • Hong Kong
Iceland • India • Indonesia • Israel • Italy
Jamaica • Japan • Kenya • Luxembourg
Malaya • Mauritius • Mexico • The Netherlands
New Zealand • Nicaragua • Nigeria • Norway
Nyasaland • Pakistan • Panama • Paraguay
Philippines • Poland (Exile) • Republic of Ireland
Rhodesia • St. Lucia • South Africa • South Korea
Spain (Illegal Underground Movement) • Sweden
Switzerland • Tanganyika • Trinidad • Tunisia
Uganda • Uruguay • United States of America

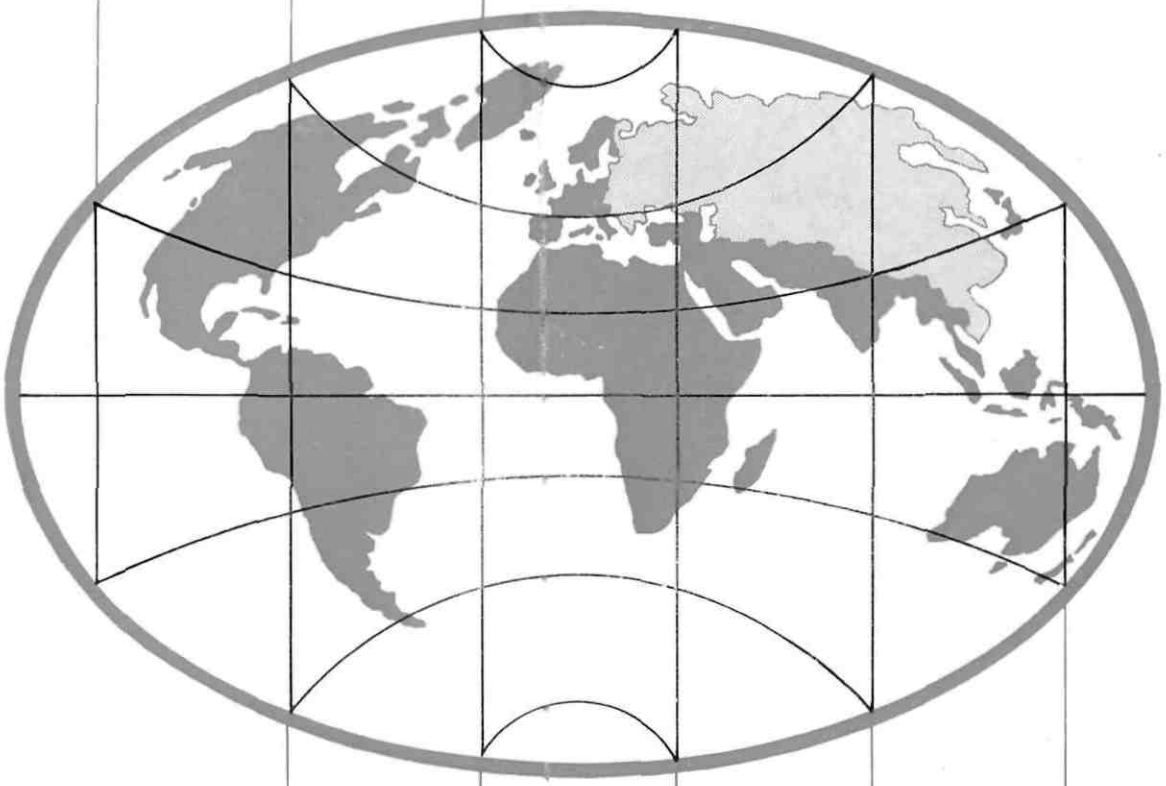
Publications for the world's transport workers

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Editions of Journal



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