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**8-9**

# International Transport Workers' Journal

## In this issue:

A calm but  
dramatic congress  
by Omer Becu

Review of Congress  
activities  
and personalities

Hans Jahn -  
a life for freedom

SATCO - an automatic  
air traffic control system

Electronics aids  
the railways

Weather ships rescue  
lives at sea

Modernizing Ghana's  
fishing industry

German television  
experiment  
at railway-crossing



Monthly Publication of the International Transport Workers' Federation

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Transport Workers'  
Journal**

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*Forthcoming meetings:*

London 13-14 October 1958  
Civil Aviation Sectional Sub-Committee

London 17-19 November 1958  
Executive Committee

**Comment**

MUCH OF THIS ISSUE is given over to the event at our 25th Congress in Amsterdam. The scene, the decisions, the personalities, we have endeavoured to recapture in words and photographs but perhaps this, the very beginning of the issue, is the proper place to pay tribute to all those whose work, away from the limelight, made the Congress possible.

And a lot of work there was too, for Congresses of the size we convene are not easily arranged at any time and when they are of an international character the problems are tenfold in number and intensity. Yet the Amsterdam Congress ran perhaps more smoothly than any in our history, a feat due certainly to the self-discipline of the delegates themselves but also due in no small measure to the efficiency and diligence of the back-room workers – the interpreters, translators, typists, duplicating-machine operators, stewards and many others.

Not only did they get through mountains of work at top speed but they managed at the same time to do so with a cheerfulness and enthusiasm which was infectious, a spirit of performing a labour of love and genuine co-operation which made the work of delegates and staff alike so much the easier.


If we single out our Dutch friends for special mention it is because we in the ITF enjoyed returning to what was for long our home every bit as much as they were obviously delighted – and even moved – to have us. The Dutch colleagues who made most of the Congress arrangements had worked wonders of organization before we arrived and once we were there nothing was too much trouble for them. We are much indebted to them and hope earnestly that in paying this brief tribute we have gone some way to expressing a gratitude which words cannot fully convey.

They, and all connected with the conduct of Congress, set standards of efficiency, devotion and courtesy which we shall try to match in future but cannot really hope to better.

# A calm but dramatic congress

By OMER BECU, General Secretary of the ITF



 THE 25TH CONGRESS OF THE ITF has ended, a Congress which I can only accurately describe as calm but dramatic. The debates were quietly conducted with little dissension and the speeches were so brief and to the point as to enable Congress to conclude its business a day before scheduled on the Congress programme.

And yet the comparative quiescence and unanimity should not be mistaken for boredom and indifference. They arose from the fact that the delegates were remarkably at one on what the ITF should do in the future and how it should do it. There is little point in arguing for argument's sake and just as little in agreeing vocally and lengthily with everything that someone else has just said.

But what of the drama? It was implicit rather than explicit. It was inherent in the very calmness which characterized the

Congress proceedings, for the calmness was one of determination, of a realization that in many ways the ITF had reached the end of an era and was now embarking on another for which the ITF had to be suitably equipped, a new era with problems quite unlike those the ITF has faced in the past. In short, and without abusing a sometimes overworked phrase, the Congress was truly 'epoch making'.

This note was struck virtually from the beginning of the Congress. And this was hardly surprising, for the thing that must

*A feature of the Amsterdam Congress was the large delegation from the North American Continent, which was representative of workers engaged in every form of transport - by land, sea and air*

have immediately impressed those present at the Congress was the vastly increased representation from areas such as Africa, Asia and Latin America. Previous Congresses have had some representatives from those areas but never have there been so many. The eager, attentive delegates from Rhodesia, Nigeria, Japan, the Philippines, Colombia, Argentina and many other countries in the three continents I have mentioned, from the very outset and by the mere fact of their presence in such numbers, brought, as it were, the Report on Activi-

ties to life and awoke Congress to the responsibilities and problems of life at the same time.

Missions to this or that place, affiliations from this or that country, assistance to this or that union – all this was in the Report but it was perhaps the physical presence of these delegates which served more than anything else to bring home the real meaning of the term 'Regional Activities' and its implications, to bring home that having reached a total membership bordering on seven millions the ITF, far from reaching the end of the road, had reached the beginning of a new and uncharted path.

For in addition to demonstrating the progress of the ITF in the Regions these delegates demonstrated how far the ITF had still to go before it could be said to have fulfilled its constitutional obligation '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'. Half a million members in Latin America, less in Africa, less (if

*Three delegates from Japan are seen here against a typically Dutch backcloth during one of the excursions. From left to right are: Brother Suzuki, Brother Nishimaki, and Brother Sugino*



Japan is excepted) in Asia – as the delegates from what are usually called the 'underdeveloped' countries came one after the other to the rostrum to point to the industrial, economic and sometimes political difficulties which they encountered in their day-to-day trade union work these figures were shown in all their inadequacy.

Congress could have reacted in one of two ways: it could have assessed the tasks before it and given them up as being beyond its capabilities; or it could decide to tackle them and find the means to do so. Honourably it took the latter course. 'If the ITF is to meet these new responsibilities it must be given the tools – the present resources are inadequate' – that was the theme of the general Congress debates from the very beginning and it was to recur during practically all the discussions. It was to be echoed in the approach to the question of revising the basis on which affiliation fees are paid and although certainly not the only factor affecting Congress's decision on this issue, it was certainly one of them. It was echoed too in the discussions on the intervals between Congresses and on the adaptation of the ITF's machinery in the face of its new responsibilities.

Naturally Congress had immediate in-

dustrial problems before it as well and these were handled with customary thoroughness by the various sections. There was also a moment of personal concern to all connected with the ITF for any length of time when eloquent and moving tribute was paid to the retiring President, Hans Jahn, whose devotion to the ITF and the German trade union movement has aroused universal respect and affection. These matters are treated more extensively elsewhere in this issue of our Journal.

Here it has not been my intention to deal in detail with all that happened at Congress. Rather I have tried to describe its dominant mood and its theme: that new horizons have been opened to the ITF, that they will not be easily reached, that whatever the difficulties we must strive to reach them as speedily as possible, and that the ITF must be given the means to make the effort. Congress recognized that having attained a numerical strength greater than at any time in its history and having spread to many parts of the world not long ago thought beyond the sphere of trade union activity the ITF has but crossed the threshold of a new, exciting, yet exacting period of its history. It was in that recognition that the drama of the 25th Congress lay.



## Our President

ONE OF THE MOST FAMILIAR AND STRIKING FIGURES at the Amsterdam Congress was our burly new President, Frank Cousins, still wearing the plaster cast (already covered with union autographs) which was a small memento of that day in the garden of his Epsom bungalow when the sack of cement he was carrying decided that it had a mind of its own. He was a familiar figure, too, in a small snack-bar not very far from the Hotel Krasnapolsky, where he was often to be seen queuing for a stool at the lunch counter because, as his wife explained, his plaster casing meant that he couldn't sit down on the small chairs at the tables.

Seeing him in that setting – quiet, friendly and unassuming – it was difficult to remember that this was the man who only a few short weeks ago had led one of the most notable strikes in recent British industrial history – the man who had been the object of a vitriolic hate campaign by anti-trade-union newspapers from one end of Great Britain to the other. And yet in a number of ways the London bus strike was very characteristic of Frank Cousins the man (although, of course, he himself would be the last to think of it as *his* strike). For there were two very important features of the busmen's dispute, which are also part and parcel of Frank Cousins' trade union philosophy. Firstly, it was not fought primarily for personal gain, but for a principle – the principle that the group of busmen who had been ignored in the original award should also share in the wage increase that had been won for their colleagues in Central London. The second point is that this was an extremely democratic strike, so democratic in fact that the newspapers who usually specialize in picturing trade union leaders – and particularly Frank Cousins – as hard-faced dictators forcing their rank-and-file members into disputes they don't want, very soon had to give up the attempt this time. Not because they wanted to, mind you, but because they realized only too well that the general public knew exactly where the busmen stood on this issue. And Frank Cousins himself was

right in step with his busmen, because like them he happens to believe in both principles and democracy.

## Our Vice-President

H. J. KANNE who became our new Vice-President at the Amsterdam Congress is very well-known in ITF circles, not only for his work in the Railwaymen's and Road Transport Workers' Sections, but also for his six years' service as a member of the Executive Committee. It was, too, extremely fitting that the tribute to his own services within the ITF should at the same time be one to the Netherlands affiliated organizations who had done so much and worked so hard to ensure the success of this our first Congress in Amsterdam for more than fifty years.

Brother Kanne, who is an Amsterdamer, was born a few months before the ITF itself – on 21 February 1896. He began his working life in administrative posts, becoming an employee of the Amsterdam Trades Council in 1911, leaving this job in 1918 to join the Netherlands Railwaymen's and Tramwaymen's Union as office manager. His talents in other directions did not go unnoticed, however, and he was soon being called upon to undertake tasks of an executive nature. He became a member of the Union's Executive Committee in 1936 and in 1940 was elected as Secretary and editor of the union's weekly newspaper. During his editorship, he wrote a number of important articles, particularly on transport problems. The Occupation naturally brought an end to his union activities – at least officially – but in 1945 he resumed his post as Secretary of the union, which he was to hold until G. Joustra laid down his President's gavel in May 1951.

There was no disagreement within the organization about his successor, and Brother Kanne became President of the Railwaymen's and Tramwaymen's Union. He still holds that position today, although in the meantime – as many readers may already know – his union has changed its name to the Netherlands Inland Transport Workers' Union as the result of re-organizational measures within the Dutch transport workers' movement.



*Our new Vice-President, Brother H. J. Kanne of the ITF-affiliated Netherlands Inland Transport Worker's Union, delivering his address of welcome on behalf of the Dutch host organizations during the opening session of Congress*

zational measures within the Dutch transport workers' movement.

He is the possessor of the union's gold medal, which is given only to those who have performed outstanding services to the organization. Brother Kanne is also Chairman of the Staff Council of the Netherlands State Railways and a member of the Executive Committee of the Netherlands Trade Union Centre (NVV).

## New Section Secretary


Meeting shortly after the end of the Amsterdam Congress, the ITF Executive Committee decided to appoint R. Santley as Secretary to the Seafarers' Section.

The appointment was made on the recommendation of the Seafarers' Section.

## Hans Jahn - a life for freedom



*At the conclusion of the Congress proceedings, the retiring President was presented with the ITF's gold badge in token of his many years of service to our Federation. The presentation was made by Bro Düby of Switzerland, here seen on Hans Jahn's left. Warm tributes to Hans Jahn were also paid by Bro. Webber (second from left) and Bro S. de A. Pequeno (extreme right).*

 IT IS CERTAINLY NOT EASY TO BELIEVE that Hans Jahn, our outgoing President, is on the now point of retiring from active trade union service. Some years ago, a journalist who interviewed him described him as being 'well into his sixties, but looking a robust fifty', and even today – despite his seventy-three years and his recent serious illness – this stocky, straight-backed Saxon could still pass as a man a dozen years his junior. But then, Hans is a rather deceptive person in other ways as well. If you met him for the first time, for instance, you might get the impression that he was a shy, almost diffident person – but also one of great warmth and friendliness. The impression of shyness soon disappears, however, when he is seen in action – for he can also be tough, and forthrightly outspoken.

When he worked in the anti-Nazi underground movement, he was known under the pseudonym of 'Kanone' (The Cannon) and anyone who has ever heard his powerful, ringing voice will easily understand how he acquired that nickname. And yet he does not use his voice for effect. When he speaks out, it is because he feels strongly and sincerely about what he has to say and wants to put it over as forcefully as he knows how. For Hans Jahn, despite his hard life full of bitter experience and even more bitter disappointments, has never lost his idealism and still thinks with his heart as well as his head – in terms of human beings and human lives. Freedom and justice are not just abstract terms for him, but something for which he has been fighting throughout the greater part of his seventy-three years.

During the whole of that time, Hans Jahn's life has been bound up with the trade

union movement and the struggle for freedom. Beginning work as an apprentice blacksmith, he became a trade union member in 1903 while still in his early teens – the same year incidentally in which he joined the Social-Democratic Party, which he now represents in the West German Federal Parliament. Only six years later, he was already leading the Bremen branch of the Blacksmiths' Union.

His association with the German railways began in 1914 when he started work as a fireman, later passing out as a locomotiveman. As in his original industry, he threw himself heart and soul into the work of trade union organization – to such good effect that by 1920 he was unanimously elected as Secretary of the Works Council Department of the then German Railwaymen's Association.

He was one of the first German trade union officials to recognize the dangers


inherent in what he once called the 'moral sickness' of the 1920s and 1930s – a sickness which served as the spawning-ground for Fascism and the tyranny of Hitler. There was certainly no trace of complacency in Hans Jahn's approach to this menace. He has described how, arriving back in Germany after addressing the ITF's London Congress on the growth of Hitlerism, he began his preparations for preventive action. 'Over a thousand meetings of railwaymen were organized. Our slogan was: Today we appeal, tomorrow we strike. But in May 1933, Germany's free Trade Union Federation was wiped out, and its leaders can be counted among Hitler's first victims, the trade unions the first territory to be occupied in Hitler's name, the confiscation of trade union property the first official Nazi swindle.'

For Hans Jahn Hitler's rape of the German trade unions was to be the beginning of a long, hard road, filled with persecution, terror and the grief of personal loss, but also with the exhilaration of working for a cause which had come to mean more than life itself.

An active member of the illegal underground movement from that fateful day in May 1933, he nevertheless managed to evade capture for almost two years. But in 1935, the Nazis arrested him, released him for a short period, arrested him again, and then again. Hans Jahn was now a marked man and knowing that he would be able to do little inside Germany while the Gestapo were playing their cat-and-mouse game he decided to try to escape and continue his work from abroad. He was lucky and managed to reach Czechoslovakia, moving to Amsterdam and making contact with the ITF anti-Nazi organization later the

*(continued on page 165)*

# Section work at Congress

 ITF CONGRESSES DO NOT CONSIST ENTIRELY OF PLENARY SESSIONS attended by all the delegates. During the Congress the seven Industrial Sections hold individual conferences and sometimes combine with one or more other Sections in joint meetings. Some notes on the Section conference, the reports of which were all accepted by Congress, are given below. The texts of resolutions are to be found on pages 172-6.

## Seafarers' Section

The Section dealt with proposals from the Swedish and Finnish Seamen's unions, the first pointing to the need for effective arrangements to ensure *observance on board ship of statutory social conditions* and the second to the need for *international enforcement of safety standards in the loading and unloading of ships*. (The latter proposal was also considered by the Dockers' Section which arrived at much the same conclusions.) It was agreed that affiliated unions

should give as much publicity as possible to the recent ILO Code of Practice – 'Safety and Health in Dock Work' – which if implemented would do much to raise safety standards. The conference also agreed to keep the position under review.

Among other matters considered by the Section were the questions of *flags of convenience* (dealt with separately on page 167 and of *territorial waters*, on which point the Section associated itself with a resolution on the subject adopted by the Fishermen's Section.

The conference elected Tom Yates of the British National Union of Seamen as *Chairman* of the Section for the coming period and D. S. Tennant of the British officers' organization as *Vice-Chairman*.

## Dockers' Section

During discussion of the *International Docker's Programme* adopted at the Vienna Congress in 1956 the Section was informed that conditions in some areas – for example in Greece and various African territories – were still far behind the standards set in the Programme and in some parts of Africa (and also in Pakistan and India) the unions were handicapped by restrictions on strike action. A resolution was adopted on this subject and was subsequently endorsed by Congress.

On the question of *productivity in the ports* note was taken of the results of the ILO Inland Transport Committee meeting (March 1957) and the OEEC-EPA Seminar (October 1957).

With some reservations the conference was of the opinion that Seminars like the latter were of some advantage provided that they were of a bipartite nature and provided the labour side was confined to representatives from ITF affiliates.

On the *training of trade union leaders from less developed areas* it was thought that the ICFTU should make available some of the funds it has collected for this purpose to the International Trade Secretariats for their specialized work and that the ICFTU had been right to make provision for this type of activity to be conducted on the students' 'home ground'. On *technical training*, however, it was thought that exchange schemes or the granting of opportunities to dockers from under-developed areas to visit more advanced countries deserved encouragement, but great importance was attached to such arrangements being made under trade union auspices. It was agreed to ask the ITF Executive Committee to consider organizing activities of this kind within the ITF.

The Section regretted to learn that a recent meeting of the ILO Governing Body had decided to postpone action on the



Two delegates from Latin America in happy mood. They are: Brother Fecundo Pomar of the Cuban Transport Workers' Federation and Brother Perez of the Cuban Federation of Airline Workers

resolution of the ILO Inland Transport Committee regarding the holding of a tripartite *North Sea Ports Conference*. The decision of the Governing Body was deplored in a resolution adopted by the Section and the Workers' Group on the Body was asked to persist in its efforts to see that the Conference was called.

Other matters considered included the problems caused by the *importing of dock labour into Nigeria*, on which the help of the British dockers' organization was sought; *safety in the loading and unloading of ships* (see Seafarers' Section); *the draft report on transport co-ordination*, the port industry aspects of which are to be considered at an early meeting of the Section Committee; and *'flags of convenience'* (dealt with on page 167).

Chairman of the Section for the coming period is R. Dekeyzer of Belgium.

#### Railwaymen's Section

*The manning of locomotives* is a problem which has been in the forefront of the Section's activities for some time. A resolution on the subject had been approved at the Section's conference held in 1957 and this was further discussed at Amsterdam with a view to submission to Congress. During the discussions the resolution was amended slightly after a delegate from the United States had outlined the urgency of this issue in North America. In its final form it is designed to meet the situations not only where the problem is still alive but also where one-man locomotive operation is already a fact.

*Trade union freedom in British East Africa and Japan* was the subject of two resolutions. The background to the first is described in a separate item in this issue (page 168). The second arose from the restrictions on trade union activity in publicly-owned industries embodied in Japanese legislation, legislation which contravenes ILO Convention 87 (which the Japanese Government has yet to ratify). The resolution called on the Japanese Government to meet its obligations to the ILO in full.

G. Devaux of Belgium was elected for a further period as the Section's *Chairman*.



*The delegation from the ITF-affiliated German Union of Transport and Public Service Workers. In the centre is Bro. Adolph Kummernuss, the union's President, and on his left is Henry Hildebrand, who was re-elected in Amsterdam as Chairman of the ITF Inland Waterway Workers' Section*

#### Road Transport Worker's Section

The Section considered a proposal from the Japanese Travel Bureau Workers' Union calling for *the creation of a new ITF Section* to cater for the category of worker it represented. The Section decided that the time was not yet ripe for such action since the Japanese union was at the moment the sole union within the ITF organizing travel bureau workers only. It also decided to circularize affiliated organizations to ascertain to what extent travel bureau workers were included in the ITF's membership and the question would then be considered again by the Section Committee.

Some of the difficulties in implementing the *ITF agreement on legal assistance to drivers abroad* were discussed and are to be discussed further by the Section Committee. If necessary a special conference of unions which have joined the agreement will be called to discuss problems involved in its application. The Section Committee is also to consider the problem of the *civil liability of drivers* and affiliated unions were asked to let the ITF have their views on the ILO Experts' Committee report on this question as soon as possible.

After hearing first-hand reports on the *difficulties facing road transport workers' unions in Peru and Uruguay*, the Section cabled its good wishes and encouragement to these organizations. It also congratulated the British Transport and General Workers' Union on the outcome of the *London bus strike*.

H. W. Koppens of the Netherlands was re-elected as *Chairman* of the Section.

#### Civil Aviation Workers' Section

The question of *crew complement*, that is the manning of aircraft, has been a burning topic within the ITF for many years and again featured prominently in the Section's debates at Amsterdam. Early this year the International Federation of Air Line Pilots' Associations had adopted a resolution reserving to pilots the right to decide what crew an aircraft carried. The Section passed a resolution deploring the position taken by IFALPA which endorsed policies incompatible with good trade union practice followed by the American Air Line Pilots' Association. The ITF would resist the policy outlined by IFALPA, if necessary by industrial action, in the belief that it was dangerous and against the interests of the industry and the travelling public. Furthermore the Section believed that the principles set out in the resolution on crew complement adopted at the 1956 Vienna Congress should be implemented, subject to the changes in aircraft operation which have taken place in the meantime. The Section decided to set up a Sectional Sub-Committee to re-examine the Vienna resolution and also to discuss the question of ITF/IFALPA relations. (The Sub-Committee will replace the Section Committees elected by other ITF Sections.) The Secretariat was asked to convene a meeting of the Sub-Committee as soon as possible to co-ordinate national action in pursuit of the ITF's principles regarding crew complement.

The Section also decided that the ILO Governing Body should be pressed to change its decision that crew complement



should not feature on the agenda of the projected ILO tripartite civil aviation conference.

*Job security among ground staff* was another issue dealt with by the Section. After an exchange of views among delegates from a number of countries, especially with regard to the developments which could follow from the introduction of jet aircraft, it was suggested that the Secretariat might ask affiliated unions for details of their experience with jet operation and might consider calling a special ground staff conference to discuss the question.

*On the problem of flight-time limitations* it was pointed out that IFALPA had proposed some amendments to the Workers' Group Draft Resolution on the subject submitted at the ILO ad hoc Civil Aviation Conference. This subject is also to be considered by the Sectional Sub-Committee.

D. S. Tennant of Great Britain was elected as Section *Chairman* and J. Steldinger (Germany), representing ground staff, and Capt. M. Verpoorten (Belgium), representing flying staff, as *Vice-Chairmen*.

### Fishermen's Section

The Section adopted a resolution on territorial waters noting that the United Nations Conference on the Law of the Sea had failed to reach agreement on the question of territorial waters and after deploring the declared intention of some governments to extend the limits of their territorial waters unilaterally ended by urging affiliated unions and workers' organizations generally to declare in favour of the continued observance of the traditional three-mile limit. The resolution was adopted by Congress, the delegate from the Icelandic Seamen's and Fishermen's Union having announced his intention to abstain.

In a discussion on *safety at sea*, the importance of equipping vessels with modern safety devices was stressed and it was agreed that the ITF should gather and distribute information and photographic material on the subject to affiliates.

Great satisfaction was expressed at the adoption by the 42nd International Labour Conference of the *drafts of three Conventions on fishermen's conditions* and the

decision to seek the establishment of a special committee for handling fishermen's questions.

P. de Vries of the Netherlands was re-elected as Section *Chairman*.

### Inland Navigation Workers' Section

The Section considered the present position with regard to the ILO *Agreement on conditions of employment of Rhine bargemen* which had still to be ratified by Belgium. It was pointed out that the prospects of Belgian ratification had not been improved by recent changes in the Belgian Government but collective agreements covering Belgian workers in fact provided for better conditions than those laid down in the Agreement. It was not now so urgent for a number of reasons to press for full ratification.

After discussing problems connected with *the use of motor vessels and occupational illnesses in Rhine shipping*, the Section considered *the introduction of push-vessels*. It was agreed that affiliates should be asked for their views on this development and a report submitted to the next Section conference.


Turning to *conditions in Danube shipping*, the Section heard reports on points such as daily allowances for work abroad, manning regulations and training facilities.

H. Hildebrand of Germany was elected as Section *Chairman* and it was agreed that the next Section Conference should be held in Dusseldorf, Germany, before the end of the year in view of the international inland waterway negotiations due early in 1959. It was also proposed that an early meeting between the German and Austrian affiliates should be convened to discuss various questions connected with Danube shipping.



Pieter de Vries, Rapporteur to both the Resolutions Committee and the Fishermen's Conference, joins the President and General Secretary on the rostrum after presenting one of his reports

### Law on Indian flag

 THE MINISTER OF TRANSPORT has laid a draft Bill on maritime law before the Indian Parliament. One of its clauses lays down that only companies the majority of whose capital is in the hands of Indian nationals shall be authorized to fly the Indian flag.

## The new members of our Executive Committee

**JOSEF MATEJCEK** was born on 19 March 1904 in Vienna, the son of a signalman employed by the old Austro-Hungarian Railways. More important, Matejcek Senior was for years Chairman of the local (Hadersdorf-Weidlingau) section of the former Free Union of Austrian Railwaymen, and later it seemed natural for Josef to follow in his father's footsteps – both as a railwayman and as a railway trade unionist.



He first started work for the railways in July 1920 as a permanent-way worker and quickly became a ganger. From almost the very beginning he acted as shop steward for his own craft, and quickly gained a reputation as one of the keenest and most sincere union representatives on the railways. That reputation, however, meant that he never became established and on 5 December 1933 he was one of the first to be dismissed from railway service. Under the Dolfuss and Schuschnigg régimes there was no room for an honest Socialist trade union delegate.

Following the banning of the free trade unions and the dissolution of the Austrian Social-Democratic Party, Brother Matejcek joined the ranks of those who were leading the underground fight by the labour

movement. As a result, he was thrown into jail in 1936.

In April 1939, when the native brand of Fascism had already been replaced by the variety exported from Germany, Josef Matejcek succeeded in getting back on the railways. It was to be no easy time for him, however, for he was transferred to Berlin-Tempelhof and went through most of the bombing raids which the city – and particularly its rail centres – suffered.

Almost immediately following the end of the war, Brother Matejcek was elected to represent the permanent-way workers on the Executive Committee of the Austrian Railwaymen's Union. He has been re-elected ever since.

At the beginning of 1948 he was also elected to the Board of Management of the

Austrian Railways' Insurance Society, and in 1950 became a Vice-Chairman of the Board, proving of great assistance to the then Chairman, Alois Pölzer, whom he succeeded on the latter's death.

When Andreas Thaler, a former ITF Executive member, fell ill, it was again Josef Matejcek who took on responsibility as the union's General Secretary in addition to his own onerous duties. When Brother Thaler was forced by ill-health to resign at the end of last year, the obvious choice as his successor was – Josef Matejcek.

Matejcek is active not only in the trade union field, but also politically – even in his home district. He is still Chairman of the Hadersdorf-Weidlingau section of the Social-Democratic Party and a member of the Penzing Divisional Executive.



**GUNVALD HAUGE**, elected to the ITF Executive Committee at Amsterdam, was born in Hagesund, Norway, on 8 November 1902.

His trade union membership began at an early age for in 1917 he joined the Norwegian Iron and Metal Workers' Union. Two years later he became a member of the Norwegian Seamen's Union and thus began an association which has endured to this day. It did not take him long to make his mark, for after five years he was elected as Secretary to the union's Branch Office in Hagesund – a port whose local seamen's organization had had as Chairman, five years before, the late and much lamented Ingvald Hauge.

Gunvald Hauge's activities were not confined to the shipping industry. He took a leading part in local political activity, became Secretary of the Hagesund Labour Party, served on various public committees and was elected as a Member of the Norwegian Parliament, representing the district of Vest-Agder and Rogaland.

His efficiency as a local official found deserved recognition in 1938 when the union's Congress elected him as Vice President, a position which he held up to the

time of Ingvald Hauge's death in June, after which he became Acting President. His role in his union in recent years has been an important one. Since 1945 he has been chairman of his union's negotiating committee which conducts negotiations for the foreign and local trades and for fishermen.

At the same time he has served on a number of public committees which have considered social and labour legislation affecting seafarers. Among the important matters on which he has thus been able to represent Norwegian seamen's interests are taxation, unemployment insurance, annual holidays and the establishment of a seamen's registration office. For four years, from 1945 to 1949, he also sat on the board of the Norwegian Seamen's Savings Office.

His interests still extend beyond specifically seamen's affairs. He now sits in the Norwegian Parliament as a member for one of the Oslo districts and is a leading figure in the Norwegian Labour Party and the Norwegian Trade Union Federation.

**PHILIPP SEIBERT** comes from railwayman's stock. Two years before his birth, in March 1915, his father started a career on the German railways which was not to end until 1950, but his son, although eventually to follow in his father's footsteps, was trained after leaving school for a commercial profession and worked for three years, from 1932 to 1935, in the buying and selling department of an iron and steel concern.

Conscription to the German army overtook him in 1935 and he was to serve until the end of the war. He then began work for the German railways, joining his father and one of his brothers. In the same year he became a member of the resuscitated German Railwaymen's Union, a step which was no surprise since he had been a trade unionist many years before, during his early commercial job; his membership of the German Social-Democratic Party dates also from 1945.

Far from being a passive member of his union, he worked with an enthusiasm which soon marked him out as a potential leader. Only two years after joining he became the union's youth leader for the Mainz district and eventually the union's district secretary,

acting at the same time as chairman of the local Mainz section's 3,000 members.

In 1952 he was transferred to the union's head office in Frankfurt where he worked in the negotiations department, becoming second-in-command of the department a year later. Further promotion was not long coming, for at the union's Congress the same year he was elected a member of the Executive Committee and at the same time was appointed head of the negotiations department.

The 1956 Congress saw his election to the Vice-Presidency of the GdED, as his union is known, a post which he holds at the moment and the importance of which can be partly gauged by the size of his organization – over 440,000 strong and embracing the great majority of the Federal Railways staff. Under the German system of 'co-determination' his functions as a trade union leader extend also to sharing responsibility for some aspects of management and in the autumn of last year he became a member of the Federal Railways' executive council.

A prominent member of important committees of the German Federation of Trade



Unions and a member of the board organizing railway technical schools, he leads a busy life and an exacting one which cannot leave him all the time he should like to devote to his wife and thirteen year-old son but he can look back with satisfaction on what he has achieved and to the future with every confidence.

*(continued from page 160)*

same year. This was to be the beginning of a close association with our Federation which lasted throughout the whole of his period in exile.

His stay in Amsterdam, however, was not to be a very long one. His anti-Fascist activities were too well known and the Dutch Government soon issued a deportation order against him out of fear that his presence in Holland could provoke reprisals by the Nazis. Hans Jahn had to move on to Luxembourg, where he was to be based until that country was invaded in 1940 and he had to escape again. This time, however, he suffered a terrible personal blow. His wife Friedel, who until then had been his constant companion in danger, was arrested together with their young child and spent eight years in captivity, four in the hell of Ravensbruck concentration camp.

Hans himself eventually managed to

reach England (via France, Spain and Portugal) and there began full-scale anti-Nazi activity again, together with the ITF - organizing sabotage groups of railwaymen and other transport workers. In 1943, he moved again – this time to newly-liberated Italy, where he was to be active in the reorganization of the Italian trade union movement.

At the end of the war, he returned to his native Germany – now free for the first time in twelve years – and was re-united with his wife. There was to be no rest for Hans Jahn, however, for immediately he threw himself enthusiastically into the task of recreating the trade union movement – particularly that of the railwaymen. How well he and his railwaymen – and he always insists that theirs is the real credit – have succeeded, can be seen today for the German Railwaymen's Union is not only the largest of its kind in the world, but certainly

one of the most influential and respected organizations in any field of activity.

That is new, but there is also something which hasn't changed. Hans Jahn is still waging war against totalitarianism – and again by so-called 'illegal' methods. His brain-child – the miniature newspaper 'Voice of Freedom' – circulates clandestinely throughout the Communist-controlled East Zone of Germany and is read regularly by upwards of a million people. Hans Jahn's fight goes on – more effectively than ever before.

It will seem strange not to see Hans presiding over our next Congress, but of one thing we can be sure: if it is humanly possible he will certainly be there. He and the ITF have shared too much for the links between us to be broken so easily. He is as much a part of us as our joint struggle for liberty and human dignity is part of the fight of all mankind.



*Sigurd Klinga,  
President, Swedish Transport Workers' Union*

## Profile of the month

BY COINCIDENCE the subject of our Profile this month is also the fourth new member of the Executive Committee. Sigurd Klinga, who heads the Swedish Transport Workers' Union (or Transport, as it is commonly known) was born fifty-nine years ago in the province of Norrland. The people of that province have a reputation for being normally quiet, patient and deep-thinking, but also tough and very articulate when necessary. Sigurd Klinga lives up to that reputation. Soft-spoken and sincerely friendly, he gives an impression of quiet strength, of integrity allied with shrewdness.

A successor to the legendary Charles Lindley, he has been President of his union for only five years. His trade union career, however, began forty years earlier, when he played a leading part in his first strike – at the age of fourteen! Young Sigurd, with three other boys, was working in a Stockvik saw-mill at the time, humping timber after it was cut for ten hours a day, six days a week (his right shoulder is still four cm. lower than his left as a result). The job was a lowly one, but essential to the mill's operation. It was also badly paid: fourteen kr. a fortnight. The boys decided to ask the boss for more pay. He promptly kicked them out, so they staged one of the first Swedish sit-down strikes – outside his office. And there they stayed, despite threats from the boss and their grown-up fellow workers. They won their point – and their rise.

A year later, Sigurd joined the Social-Democrat youth organization in Stockvik. He has a story about this period which is worth re-telling. The group had no proper meeting hall (in fact, they met by the roadside) and they decided to do something about it. A building society seemed the obvious way out, so they started one with shares at 10 kr. each. The only trouble was that none of them had that kind of money – so the shares had to be split up into one kr. units. After a while a delegation was sent to the manager of the local Co-operative Bank. 'We've collected 500 kr.,' they said. 'Now we want you to help us.' Of course, he laughed his head off at the idea of building a meeting-hall for 500 kr., but they got a loan ten times as big – and their building. There's a twist to the story, too. Not so long after the


building was destroyed by fire. Hard luck? Not at all. The insurance came to much more than the original cost, and the youngsters ended up with a finer building than they'd ever dreamed of!

Life in the lumber industry of those days was no picnic. Men worked only five months or so and spent the rest of the year unemployed. During the bitter labour conflict in the industry times were desperately bad. He had to struggle hard to maintain the barest existence – and saw many others doing the same. But he also saw – and has never forgotten – the spontaneous solidarity of the workers in those days. He still tells the story of a docker who fell ill and was kept alive by his neighbours. None of them could do much individually. They were too poor themselves. But together they could – and did.


In 1924, Sigurd Klinga became a bus driver and a few years later was appointed local representative for his present union. In 1946, he became a national officer, in 1951 Union Secretary, and finally in 1953 President of the organization. In his union work, Klinga believes in talking softly but carrying a big stick. For him, the strike is a useful weapon, but to be used only as a last resort. He believes, too, in up-to-date methods. An example is given by the union's recruiting campaign – which brought in 1,500 new members – carried on by modern-styled advertisements in the daily press and by a first-class colour film on the union's activities (incidentally also to be seen on Swedish TV very shortly). The union, which covers a wide range of workers – from dockers to night watchmen – is also actively tackling the problem of vary-

*(continued on page 176)*

## Record year for Japanese fisheries


 THE JAPANESE FISHING INDUSTRY had an all-time record catch of almost 5,400,000 tons last year, it was announced recently. This was an increase of thirteen per cent over 1956 and of ten per cent over 1955, the former record year. The Japanese Ministry of Agriculture attributed the increase to improvements in fishing technique and modernization of ships and equipment. The figure given above does not include whales. The whale catch amounted to 16,016, over 3,000 more than in 1956.

## 'Fishy-back' on the St. Lawrence


 POINTING OUT that motor transport and railways are integrating their services and that 'piggy-backing', which began to grow in 1955, is today an increasing source of revenue for the country's railways, the Canadian Minister of Transport stated recently that with the opening of the St. Lawrence Seaway, it is expected that 'fishy-backing' (the carrying of loaded truck trailers on steamships), will grow to great importance as a unit of transportation.

The Minister also stated that in the United States trailer ships are at present under construction that will carry truck trailers halfway across the continent when the St. Lawrence Seaway goes into operation next year.

## British committee to investigate nuclear ship risks

 THE BRITISH MINISTER OF TRANSPORT announced recently that he had invited representatives of the various maritime interests to sit on a committee to advise him on safety problems at sea and in port arising from the introduction of nuclear-powered vessels. The British Government had also proposed to the countries party to the International Convention for the Safety of Life at Sea that the problem should be discussed at a conference in 1960.

## ITF to intensify Panlibhonco campaign

 THE PROBLEM OF PANLIBHONCO SHIPPING—shipping operated under the spurious flags of countries such as Panama, Liberia and Honduras—again loomed large at the Amsterdam Congress. The steady growth of cheap flag registrations has been of deep concern to the ITF for many years for it represents a threat to the economies of the traditionally maritime countries and, above all, to the social standards of their seafarers. The ITF's campaign against Panlibhonco began 10 years ago and since then a number of these vessels have been brought under collective agreements with a Special Section of the ITF or with an affiliated union such as the Greek Seafarers' Federation.

Yet despite the efforts over these years the flow of shipping to the Panlibhonco States has continued and at Amsterdam it was decided that the campaign should be intensified. At a joint meeting of the Seafarers' and Dockers' Sections representatives from over twenty countries adopted three resolutions on the subject.

The first, and perhaps the most important of these declared that the ITF would operate a general boycott of Panlibhonco vessels, only those vessels covered by collective agreements recognized by the ITF being exempted. The timing and detailed oversight of the boycott was entrusted to the ITF's Fair Practices Committee, a small committee of dockers' and seafarers' representatives. The joint meeting also called on the International Confederation of Free Trade Unions to assist by directing its affiliates' attention to the ITF's action and in any other practical way.

The second resolution pointed to the fact that the present United States Government was openly encouraging Panlibhonco registrations and called for a meeting of government, shipowners' and seafarers' representatives from the North European countries,

if not from a larger area, to consider working out a common policy to combat the Panlibhonco menace and possibly making a united approach to the United States Government on the issue.

The third resolution referred to the stand taken recently at meetings of the International Labour Organization and at the United Nations Conference on the Law of the Sea where it was decided that in principle there should be a 'genuine link' between a State and ships registered with it. The resolution called on the recently established Inter-Governmental Maritime Consultative Organization or any other appropriate international agency to consult with shipowners and seafarers and to consider adopting an agreed definition of the term 'genuine link'.

The ITF is aware that the first of its proposals represents a drastic step but in answer to any criticism in that vein the ITF can say with every justification that drastic measures are needed for drastic situations. The ITF was virtually the first organization to recognize the threat posed by the development of cheap-flag tonnage after the Second World War and for long was the




*Brother Thore of the Swedish Seamen's Union stressed that the standards of Scandinavian seafarers, and seafarers in general, was threatened by ships operating under flags of convenience*

only body to protest and act energetically against it. Recently, it is true, some governments and shipowners' organizations have awakened to the dire danger that faces them—a belated revelation which the ITF welcomes. But of action from them there has been precious little.

The ITF has never waited on support from governments or employers before taking action when the well-being of its affiliated membership is at stake and it does not intend to do so now. If they care to back the ITF in its fight against Panlibhonco registration then well and good but until they do the ITF will take whatever initiative is necessary.

### Hard times for Natasha

 A FRENCH JOURNALIST who recently stayed several weeks in Russia has described in the French newspaper, *Le Monde*, his conversation with a conductress on the Moscow tramways. He also had something to say about the comparative standards of living enjoyed by the Muscovite and Parisian transport workers.

Natasha, the conductress, told him that she can earn a total of about 700 roubles a month, but this includes a bonus for selling more than a certain number of tickets and

she does not always qualify for the extra payment. Her salary is enough to buy about 150 pounds of sugar as compared with 800 pounds which can be bought by the Parisian conductor from a salary of some 37,000 francs (about £37).

In terms of butter, Natasha's salary is about half of that of her Parisian counterpart. In fact, the Parisian worker's purchasing power is far greater than the Muscovite's even when one ignores the tremendous difference in the quality of the article bought. When one compares the prices and

quality of clothes, the Russians suffer very sadly in the comparison. Natasha has to work about a week to buy a pair of shoes of a quality which no self-respecting bus worker in Paris would want to buy. A pair of men's shoes, which no one in Paris would pay more than 2,000 francs for, cost about six times more in Moscow.


To take an even more glaring example, a shirt which the poorest North African would hesitate to buy costs 150 roubles (at the official rate of exchange about £13). The

*(continued on the next page)*

## Trade union freedom in colonies

*More African delegates than ever before attended the Amsterdam Congress. Some of them are seen here, from right to left: Brothers Labinjo (Hon. ITF African Representative); Chakulya (N. Rhodesia), Kanyama (Tanganyika), Luande (Uganda), and Akumu (Kenya). Immediately behind Bro. Labinjo is Bro. Matejcek, of Austria, a newly-elected member of the Executive Committee and leader of the Railwaymen's Union*



 FOR SOME TIME the ITF has been concerned at the operation in British East Africa of legislation which restricts the freedom of action of trade unions. The legislation in question is exemplified by the Essential Services Ordinance in Kenya which to all practical purposes prohibits strikes in industries termed as 'essential services', notably the railways, docks and bus services. The Ordinance prescribes that industrial disputes in such services may be referred to arbitration by the colonial authorities and that the awards of the arbitration tribunals shall be binding. Once a dispute has gone to arbitration – and the chances of the authorities failing to refer a dispute to arbitration are slight to say the least – strike action is illegal and can be punished by heavy terms of imprisonment and fines

The imposition of this legislation throws the unions on the mercy of the arbitrators and a recent case involving employees of East African Railways showed that their claims for wage and other improvements can receive very rough justice – one section was refused any increase at all although there was no denying that the cost of living had increased since the last pay award and another section was offered a small wage increase on condition that they accepted a cut of just over one-third in their annual leave entitlement.

In other respects, too, trade union legislation works against organized labour. For example, although an enterprise such as the East African Railways and Harbours administration may cover all three territories which comprise British East Africa and be run inter-territorially, it is not possible for unions to be established inter-territorially. They can operate only within the territories where they are based.

Two resolutions were adopted at the Amsterdam Congress, one emanating from the Railwaymen's Section and one from the Dockers' Section, protesting against the effects of restrictive legislation of this kind and calling for a more enlightened approach from the colonial authorities to their workers and their organizations.

The full texts of the resolutions and of other resolutions adopted at Congress are to be found on pages 172-6.

*(continued from page 167)*

so-called 'de luxe' quality shirts cost 200 to 250 roubles and can only be bought after queuing for hours. A shirt appreciably superior to this sells in Paris for 1,200 to 1,500 francs (a little over £1). Taking clothing as a whole, the Russian tramway worker is nowhere near as well off as the Parisian. As for women's clothes, the difference in quality and smartness is such that any comparison of price is pointless.

The writer goes on to say that some might object to his basing his comparison on wages and the price of goods without taking into account the range of services – rent, heating, medical treatment, etc. –

which in Russia are either free or very cheap. But he then tells how he visited the home of his travel-agency driver, a home which was let at thirty roubles a month (about three per cent of the driver's salary) and which the driver had described as 'excellent'. The 'apartment' in question consisted of a single room which, although large, had to house the driver, his wife, their child aged eight, and his mother-in-law. They shared the kitchen, the bathroom and the lavatory with two other families which also occupied a single room.

Other visits revealed similar conditions – three or four people to a room, often with parents and grandchildren among them and

sometimes three generations in the one room. Some of these apartments were occupied by automobile workers, allegedly the most prosperous section of the Russian working class.

The quality of the floors, windows and plumbing was generally worse than mediocre and in some places the food was kept in the rooms, a sign that the neighbours were not on very good terms and did not trust one another sufficiently to leave their food in the communal kitchens.

The journalist concludes by saying that he did meet *one* couple who had a five-room flat, but they were a dancer and her husband – who was a high government official!

## Transport policy - an ITF contribution



THE AMSTERDAM CONGRESS had before it a draft report on Transport Policy Problems at National and International Level which was accepted after discussion and formed the basis for a resolution welcoming the report, requesting the Executive Committee to create the appropriate regional machinery for the continued discussions of transport problems at European level, and calling for the granting of suitable representation to transport workers' unions on national and international bodies concerned with European unification.

The draft report, which in its English edition is some 150 pages long, is now to be prepared in a final version. The result of the work of four transport experts from affiliated unions in France, Germany and the Netherlands in consultation with the ITF's Sections, the report represents a milestone in transport trade union history. It is the first large-scale contribution of a scientific nature to be made by trade unions on transport economic policy and the first summary to be made of a common approach by railwaymen, road transport workers, inland waterway workers and civil aviation workers to transport problems.

Although primarily concerned with European transport many of the report's findings can be applied elsewhere. It falls into three parts: Problems of the co-ordination of inland transport; Special problems of co-ordination; and Transport problems arising in the course of the economic integration of Europe. The committee of experts which drafted the report was set up in late 1955 and concluded its work just before the Amsterdam Congress. Rather less than three years is not a long time to complete a task of this magnitude and not surprisingly - the experts came from different countries and from unions in different branches of the transport industry - some of the report's conclusions are the result of hard-won compromises. By their very nature compromises cannot be completely satisfactory to everyone, but in any case the authors of the report never set out to please everyone for that would be beyond any mortals; equally, they never set out to lay down rigid principles to which affiliated unions would be expected to adhere strictly. On the contrary, the main aim of the experts was to lay down coherently the problems of transport policy and to draw broad conclusions from their

exposition for the guidance of affiliated unions, thus providing a framework for a trade union approach to the problems of the day in the transport industry.

In Congress's consideration of the draft report this was accepted by the delegates, for whilst most of them had some reservations as to this or that section of the document they had no reservations in accepting its basic conceptions and acknowledging its value. Certainly none questioned the very idea of trade unions concerning themselves with the broader industrial and economic problems of the industry: trade unions have long outgrown the narrow approach of being solely concerned with immediate issues of wages and working conditions, least of all those in the ITF which was calling for the creation of a United States of Europe as long ago as 1924 and whose International Railwaymen's Conference in 1930 considered divisions of functions in the transport industry.

The ITF can well be proud of this, its most recent and most considerable contribution to the solving of international transport problems. It provides yet further justification for the adequate representation of its affiliated unions on the various international agencies created or in the process of creation through the movement to European unity and deserves close study by all - workers, employers and governments - interested in whatever capacity in the problems it surveys.

### Seafarers' Education Service in 1957



THE BRITISH SEAFARERS' EDUCATION SERVICE continued to expand its activities in 1957. The Service's report for the year shows it despatched 337,199 books from its London headquarters to

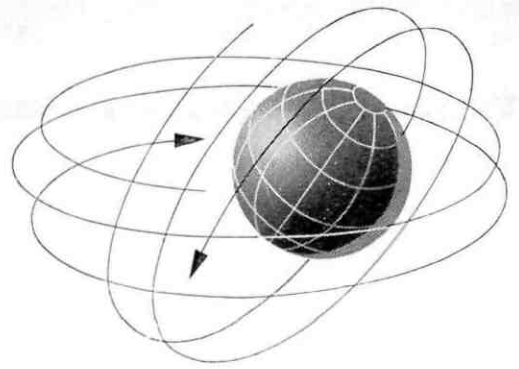
ships' libraries, an increase of almost 32,000 over 1956. During the post-war period the number of ships with libraries stocked by the Service has increased by eighty per cent, reaching a total of 1,170 ships at the end of 1957.

The College of the Sea, a part of the Service which provides seafarers with courses of study, also had a good year with 417 newly-enrolled students. It is estimated that at the end of the year under review at least 2,500 seafarers were using the College's facilities, almost half of them being described as 'serious students doing written work for a tutor'. The courses provided by the College are numerous and very varied, some of them being for practical purposes or for advancement in the seafarer's profession and others of general interest. The report instances some of the enquiries which seafarers have addressed to the College, among them requests for information on subjects such as the breeding of chinchillas, archery, the history of the Persian Gulf, etiquette, prawn fishing, curing pigskins and dancing the hornpipe. 'In each case,' the report says, 'the College was able to be of assistance.'


The College runs a number of competitions in such things as photography, short stories and poetry. A number of the competitors' literary efforts have been published.

The Service also provides a film library and it possessed 520 copies of 283 different sixteen mm. sound films at the end of 1957. Most of these films are instructional or informative documentary films sponsored by various public companies and other organizations for public relations purposes, but there is also a small number of cartoon and travel films, etc. The films are available on free loan to merchant ships and supplement the theatrical films which they receive from commercial sources.

The Service is a voluntary, non-profit-making society, which depends largely on donations and grants from British educational authorities; all branches of the British shipping industry and shipping interests including the seafarers' unions are represented on its governing body.




## Support for Northern customs union by Scandinavian trade unions

 IN A JOINT STATEMENT the trade union centres of Norway, Denmark and Sweden state that extensive economic co-operation between the Scandinavian countries must not be regarded merely as an aim for the future, but as an important practical task in the economic policy of today. The trade unions declare themselves in favour of a Northern customs union so long as it is to the benefit of wage earners and the large consumer groups. The statement also points out that a customs union should in principle include all goods.

The main object of the economic policy of the northern states must be to secure full employment and continued economic expansion. The ability of industry to absorb labour which may be made redundant by a common market must be strengthened. It should be possible to create a state of preparedness against unemployment that can stand up to strong economic pressure from abroad. At the same time the policy must strive to achieve uniform social standards in the member countries.


The development of power resources in Scandinavia should be given high priority and every effort should be made to keep track of developments in the field of nuclear energy. Finally, the union statement says that plans for a Northern customs union must not contradict in any way plans for economic integration with the rest of Europe.

## Uganda fishing industry develops


 LAST YEAR Uganda fishermen had a record year, catching 45,000 tons of fish with a total value of £1,150,000. The main reason for higher production is said to be the growing mechanization of the industry. Although, the majority of the 3,500 canoes in the country are still manually propelled, more than 700 fishermen have now purchased outboard motors to enable them to go farther afield and explore

new waters. Improved nets are also enabling the fishermen to land bigger catches, the traditional flax and cotton nets now having been almost entirely replaced by nylon. Nearly every fisherman is said to be keen on investing in new equipment. Those without the necessary capital can apply for credit facilities from the African Loan Fund and a large number of loans have in fact been granted during the past 12 months.

## Helicopter to compete with road transport

 AN INTERESTING DEVELOPMENT in the transport field has recently been reported from France. The publication *La Vie des Transports* announces that a French transport undertaking is to apply to the Director-General of Civil and Commercial Aviation for permission to operate a Vertol 44 helicopter, capable of carrying fifteen passengers, over a route which is at present serviced by coaches owned by two of its subsidiary companies. The route in question will be between Caen and Le Havre and is believed to be the first known case in Europe in which a helicopter service will compete with road transport.

## US unions seek more safety in dock work

 AT RECENT HEARINGS OF A US SENATE SUBCOMMITTEE, representatives of American maritime unions testified in favour of federal and enforceable safety regulations in dock work. They were supported by the Assistant Secretary of Labour who pointed out that the longshore industry had 'one of the highest accident records in American industry'.

Over a 14-year period from 1943 through 1956 there had been an average of 82.4 injuries in dock work for each 1,000,000 man-hours worked. The average for the manufacturing industry in 1956 was 12.0 and even logging, which used to be the most accident-prone industry, had a lower rate for that year - 65.0 - than the 1956 longshoring rate of 88.5.

During 1957, US dock workers were


involved in 79,826 injuries, 21,969 of which were sufficient to put their victims off work. There were 122 fatal accidents reported which means that every second working day an employee lost his life.

At the moment the US Secretary of Labour has authority to study accident causes in ports and to make recommendations, but he has no power to enforce compliance with his advice.

## Inter-State Transport Commission for India

 THE INDIAN GOVERNMENT recently set up an Inter-State Transport Commission to develop, co-ordinate and regulate inter-state transport. The Minister for Shipping explained to the press that the Commission would prepare schemes for inter-state transport, in particular for goods vehicles. It would also settle any disputes which arose and would issue directions to transport authorities regarding the granting, revoking or suspension of permits for the operation of transport vehicles on any route or in any area common to two or more states. The Commission was set up because the states had failed to conclude satisfactory and reciprocal agreements covering interstate transport and had also failed to make provision for the growth in transport which the country needed.

## Railways Welfare Society for New Zealand


 A GOVERNMENT RAILWAYS WELFARE SOCIETY has been set up in New Zealand. It is to be a voluntary society financed by subscriptions from its members of 1s. per week for male adults and 6d. per week for females and juniors. Membership is open to full-time railway employees. At the outset it will mainly be concerned with granting assistance to members on sick leave without pay or on reduced pay. Eventually, however, it is aimed to provide other benefits such as assistance to members in financial difficulties through misfortune and to those who need special medical or surgical treatment for themself-



ves or their immediate family. As finances permit other benefits will be available such as assistance on the death of one of the member's family or provision of comforts during illness. It is also hoped to provide holiday or convalescent homes.


The society will be controlled by a board which will include representatives of the railwaymen's unions and district committees will also be established.

### Japanese Government acts against 'suicide' taxis

 THE JAPANESE MINISTRY OF TRANSPORT recently started a campaign against Tokyo's 'suicide' taxis which have been a disgrace to the city for some time. These taxis are usually in a deplorable state of repair and their drivers operate under such poor conditions that it is only by breaking traffic regulations and driving at break-neck speed that they are able to get through sufficient work to make a bare living.

The Government has ordered nine of the companies to take 44 of their cars off the road as they are a menace to public safety. A special inspection showed that only one of the fifty-four companies investigated observed sixteen of the provisions in the Road Transportation Law including provisions for rest periods for drivers, driving schedules and vehicle maintenance. One company had all but one of its twenty-four taxis ordered off the roads and some of the companies employed drivers not old enough legally to drive. Wages average between 3,000 yen and 5,000 yen (somewhat less than £3 or US \$9), and drivers rely on tips and percentages of the takings to make up their money. Drivers of one company operated for as much as a week without putting into their garage.

### New building for US railwaymen's paper

 AT A CEREMONY IN WASHINGTON RECENTLY, the ground was broken on the site for the new building which is to house the editorial offices of *Labor*, the US




railwaymen's weekly paper which has an average circulation of 850,000 copies. The building will be of modern styling and will also house the offices for the Washington activities of some of the American railwaymen's organizations. It is scheduled to be completed in the autumn of next year.

*Labor* was first published in 1919 when it was launched by fifteen US railroad unions. Another organization has since joined the original owners and their total membership is almost 1,000,000. The unions are members and stockholders of a non-profit making co-operative society which controls the paper.


In the accompanying photograph taken at the ground-breaking are, from left to right: Charles Wolverton (member US House of Representatives); Sam Rayburn (Speaker of the House of Representatives); Tom C. Carrol (former President of the Brotherhood of Maintenance of Way Employees); Lyndon Johnson (Majority Leader of the US Senate); George E. Leighty (Chairman of the Railway Labor Executives' Association); A. J. Bernhardt (President of the Brotherhood of Railway Carmen); and Guy L. Brown (head of the Brotherhood of Locomotive Engineers).

### Railwaymen best organized of Germany's workers

 THE GERMAN RAILWAYMEN'S UNION (an ITF affiliate) organizes eighty

per cent of the 530,000 railwaymen employed on the German Federal Railways. The railway industry has the highest degree of trade union organization in the country.

### Crew of six for atomic submarine tankers?

 SOME DETAILS WERE GIVEN RECENTLY of tests into the feasibility of atomic-powered submarine tankers which have been carried out in Britain. The tests showed that for a speed of fifty knots the submarine tanker would need only a third of the power required for similar performance from a surface vessel. At thirty knots the difference would be only slightly less: an 80,000-ton submarine tanker would need about 150,000 h.p. and a surface tanker 400,000 h.p.

The submarine tanker would be cigar-shaped with a small cabin at the top for the crew.

The crew, it was forecast, would not be more than six in number and by using radio control the vessel could cross the Atlantic without any crew at all.

At the press conference where these details were given, the head of a British engineering firm said that his company had developed a new method of nuclear propulsion especially suited to marine purposes. This involved the revolving of a driving shaft by power from the reactor without the use of a turbine.

## **Resolutions adopted by the Amsterdam Congress**



### **ITF AFFILIATION FEES**

#### **Resolution on abolition of sliding scale**

The Congress of the ITF, meeting in Amsterdam from 23 July to 31 July 1958, decides that the present method of assessing affiliation fees to the ITF on the basis of a sliding scale should be discontinued and substituted by a contribution at a flat rate of 5d. per affiliated member.

### **ECONOMIC AND POLITICAL**

#### **Resolution on coordination**

This Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July 1958,

Welcomes the Report of the ITF on problems of transport policy at national and international levels as calculated to serve as a guidance to unions affiliated with the ITF in their efforts to bring about real cooperation between the means of transport.

Congress notes that this report in its first part on the coordination of inland transport shows a basic conception which will serve as a guidance to affiliated unions on both the national and international planes. The exposition in the second part of special problems of coordination and in the third part of transport problems arising in the course of the economic integration of Europe will enable the unions further to handle these problems and to come to a mutual viewpoint stretching beyond national boundaries, thus facilitating the creation of the common European transport market for which the ITF unions are striving.

Congress requests the Executive Committee to create appropriate regional machinery for the continued discussion of these problems at European level which will guarantee cooperation within the 'ITF Common Market Transport Committee' as well as ensure attention to the transport problems of other European countries and affiliated organizations.

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*Representing one of the new independent African States, Charles Heymann brought greetings from both the Ghana transport workers' organizations and the Ghana Trades Union Congress*



*Brother A. Bono of the Argentine Locomotive-men's Union, 'La Fraternidad', was the first representative of his organization to attend an ITF Congress since the Peron dictatorship. On its last day, Congress adopted a resolution calling for full trade union freedom in Argentina*

Congress calls upon national governments and international institutions to provide affiliated unions (having regard to their strength and the importance of transport problems) with appropriate representation within the framework of moves towards European economic unification and thus demonstrate that the aim of European unification is to promote the welfare of the working man.

### **Resolution on Spain**

The 25th Congress of the ITF, meeting in Amsterdam from 23 July to 31 July 1958, pays its fraternal tribute to the courageous fight waged by the democratic forces in Spain against the Franquist tyranny which suppressed brutally the recent strikes and demonstrations organized by the workers and students.

It encourages all freedom-loving Spanish workers fighting both in Spain and in exile to persevere in their efforts to overthrow the odious dictatorship which has oppressed the Spanish people for so long.

Congress re-affirms the decisions adopted at preceding Congresses by which the ITF has assured the free Spanish trade unions in general and those of the transport workers in particular of its complete solidarity.

It demands the immediate ending of all repressive measures against those workers fighting for their democratic rights and their just economic demands.

It also demands the immediate release of all workers detained for the alleged crime of seeking the satisfaction of their social and economic claims.

Finally, Congress calls for the immediate restoration in Spain of the freedom of speech, the freedom of the press and the freedom of association.

### **FLAGS OF CONVENIENCE**

#### **Resolution on intensification of ITF campaign**

This ITF Congress declares for the continuance of the campaign against Panlibhonco ships and also declares its intention of operating a general boycott of such ships, leaving the time and other details of the boycott to

be worked out by the International Fair Practices Committee, and

Declares further that the campaign will be directed against all such ships for which there exists no collective agreement recognized by the ITF wherever such ships are registered.

Congress also calls upon the ICFTU to support this action by directing the attention of all their affiliated organizations to it and by any other practical measures.

#### **Resolution for international meeting on Panlibhonco shipping**

Acknowledging that the continued operation and expansion of Panlibhonco shipping adversely affects traditional maritime shipping, and thereby threatens seafarers' standards everywhere; and

Acknowledging that all traditional maritime countries are adversely affected to a greater or lesser degree by this development, and

Acknowledging the fact that present United States government policy openly encourages Panlibhonco registrations;

This ITF Congress, meeting in Amsterdam, calls for consideration to be given to the arranging of a meeting of government, shipowners' and seafarers' representatives, at least in the Northern European countries, to work out a common policy on measures to be adopted to combat this menace, including the possibility of a multilateral approach to the United States government on this matter.

#### **Resolution on the 'genuine link'**

Considering the ILO Recommendation on the Social Conditions and Safety of Seafarers, in relation to registration of ships, and

Considering the necessity of taking further action designed to protect the interests of seafarers and to eliminate the threat to traditional national shipping industries from Panlibhonco ships, and

Considering the adoption at the United Nations Law of the Sea Conference of the principle that there should exist a genuine link between the State and the ship; and

Considering further the necessity of

having agreement on what the genuine link should be to facilitate multilateral action being taken;

This Congress of the ITF, meeting in Amsterdam, calls upon IMCO or any other appropriate international agency, in consultation with shipowners and seafarers, to give consideration to the matter in order that an agreed definition of the term 'genuine link' can be adopted.

### **PORTS**

#### **Right to strike for dockers in colonial territories**

This Conference of the Dockers' Section, meeting in Amsterdam on 24 July 1958 during the Biennial Congress of the ITF;

Having heard once again reports of the backward social conditions obtaining in the ports of East Africa, notably in the port of Mombasa in Kenya and the ports of Tanga and Dar-es-Salaam in Tanganyika;

Noting that the workers in these ports are denied the right to strike through the fact of the port industry coming within the scope of the Essential Services Ordinance;

Noting further that the same method is adopted for denying the right to strike to other categories of transport workers and other workers in colonial territories;

Observing that the right to strike is a fundamental trade union right and indispensable to the defence of workers' rights and the raising of social standards;

Deploring the use of the port industry as an essential service as a pretext for depriving dock workers in colonial territories of a right recognized in socially advanced countries and laid down in ILO Convention No. 87 concerning freedom of association and the right to organize;

Pledges all possible support to the trade unions of dock workers in the territories concerned in their efforts to win the right to strike and to improve the working and living conditions of their members;

Requests the Congress of the ITF to consider the desirability of taking similar action on behalf of the workers of other branches of transport who are at present denied the

right to strike by application of an Essential Services Ordinance in colonial countries.

### **Resolution on North Sea Channel ports**

This Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July;

Having learned that the Governing Body of the ILO at its last meeting postponed action on the resolution adopted at the sixth session of the ILO Inland Transport Committee (Hamburg, March 1957) and calling for the holding of a tripartite conference for the North Sea Channel ports;

Considering that this negative attitude is another example of a concerted plan on the part of employers' circles to prevent effective functioning of the ILO and its organs, such as the Inland Transport Committee and other Industrial Committees of the ILO;

Deplores this shortsightedness of employers' circles and of government circles which support them in their designs;

Expresses its great appreciation of the assistance rendered by the Workers' Group of the Governing Body of the ILO in trying to bring about a more enlightened policy and the hope that the pressure in favour of a tripartite conference for the region concerned will be maintained at every possible opportunity.

## **RAILWAYS**

### **Resolution on manning of locomotives**

This Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July,

By virtue of its resolution of 1956 and the unanimous decision of the International Railwaymen's Conference of 1957

Is of the opinion that the problem of locomotives should be considered in a comprehensive manner. In this connection, all types of locomotives currently in use ought to be taken into consideration.

As a general principle Congress reaffirms that locomotives should be manned by two men.

Acknowledging, however, and with due appreciation of, the advance of technology, with particular reference to the transition

from steam to diesel and electric traction, Congress is of the opinion that in certain countries and certain cases sound reasons can be invoked for the gradual extension of the operation of such locomotives by a driver only.

Congress therefore recommends affiliated unions to carefully consider all relevant conditions and prerequisites obtaining in their countries when judging the merits of one-man operation. Generally speaking, it should only be adopted after due consideration has been given to the following criteria:

(a) whether the best safety devices are installed;

(b) the increased physical and mental strain on the driver is compensated by an appropriate reduction of working hours;

(c) hardships caused by redundancy and/or reduced possibilities of promotion are eliminated by special measures;

(d) the greatest attention is paid to the vocational training of locomotive staff and to periodical examinations of the health of this personnel;

(e) the increased responsibility of the driver is taken into account by a corresponding re-evaluation of his occupation;

(f) distances, technical characteristics, composition and speed of trains as well as topographical and climatic conditions of the country concerned are duly taken into account;

(g) a distinction is made as to whether the journey takes place by day or by night;

(h) agreements on the introduction or extension of one-man operation are concluded on a more permanent basis and cover a longer period in order to allow for an evaluation of the repercussions of one-man operation.

In view of the many and varied savings which are likely to be effected by the replacement of steam engines by modern electric or diesel traction units,

This Congress requests affiliated unions to claim on behalf of the personnel affected by the change-over the share in these savings to which these workers are entitled.

The technical progress which is expressed in general mechanization and automation



and has become the dominating feature of the times in which we live should above all be utilized for the purpose of raising the standard of living of the workers.

### **Resolution on Freedom of Association in East Africa**

This Congress of the International Transport Workers' Federation held in Amsterdam from 23 July to 31 July 1958

Notes and is concerned at the obstacles which are placed in the way of a proper functioning of unions of railwaymen and other transport workers in the territories of British East Africa.

Trade unions are insufficiently consulted or even completely ignored when decisions affecting their members are taken;

Legislation prevents the formation of inter-territorial unions, despite the fact that the operations of the East African Railways and Harbours are on an inter-territorial basis;

Full freedom of trade union action, including the right to withdraw labour, is impeded in many instances by the application of laws like the Essential Services' Ordinance;

The arbitration machinery works in a highly unsatisfactory and controversial manner, as instanced by a recent award to railwaymen which, admitting the need for a cost-of-living adjustment, made this entirely conditional on acceptance of a reduction in annual leave entitlement.

The Congress is convinced that satisfactory labour relations in East Africa can only be established provided that

(a) the creation of inter-territorial trade union machinery is permitted where this is necessary to negotiate on an equal footing with inter-territorial managements; and

(b) trade unions are granted full freedom to pursue their legitimate claims for wage and other improvements by means universally accepted as lawful, including

*Delegates off duty. Two of the Mexican representatives, Brothers Meza (left) and Perez, examining some local produce during an excursion, several of which were arranged for delegates and guests*

the ultimate right to order members to withdraw their labour.

The Congress therefore calls upon the Governments of the three territories to undertake, in consultation with the trade unions and other interested parties, an immediate review of the present labour legislation with the aim of bringing it into line with the principles of trade union freedom.

These principles are recognized universally in the free world and form an essential condition for the raising of the completely unsatisfactory standards of living in the underdeveloped areas.

#### **Resolution on Freedom of Association in Japan**

Whereas trade union rights of Japanese workers in the public sector of industry continue to be restricted;

Whereas they are denied the right to strike, despite the fact that such right is granted to them by virtue of the Constitution;

Whereas Japanese workers, notably railwaymen, have been arrested, detained, dismissed and otherwise disciplined to a degree which savours of victimization for trade union activities;

This Congress of the International Transport Workers' Federation meeting at Amsterdam,

Reaffirms its determination to assist Japanese workers in their struggle for their rights;

Calls upon the Government of Japan, particularly in recognition of its prominent place in the councils of the United Nations and of the ILO, to endeavour by all means at its disposal to meet obligations inherent in ILO instruments and thereby secure the industrial peace which is of vital importance for the country's economy.

#### **Resolution on Ecuadorean railwaymen's problems**

Whereas the Railwaymen's Federation of Ecuador was affiliated with the ITF as far back as 1949, although at a later date it practically ceased to function owing to the special political circumstances which prevailed in Ecuador for several years;

Whereas the Railwaymen's Union 'Eloy Alfaro', the most important of those forming the old Federation, has been recently reconstructed, after it was arbitrarily disbanded by the regime of the former President Velasco Ibarra;

Whereas the ITF has in the past given its fullest support to the democratic elements who have been responsible for the reorganization of the union;

The 25th Biennial Congress of the ITF, meeting in Amsterdam from 23 July to 31 July,

Trusts that the Ecuadorean Courts of Justice will speedily settle the claims put before them by many of the 1,500 workers dismissed from the railways because of financial difficulties;

Recognizes that both the President of the Republic and the Minister of Public Works are favourable to the strengthening of the free trade union movement in Ecuador, particularly in the field of transport, thus including the railways;

Notes, however, that the Railwaymen's Union 'Eloy Alfaro' is being prevented from carrying on its normal activities because of the difficulties put in its way by the Management, whose attitude is even contrary to Ecuadorean social legislation;

Respectfully requests the President of the Republic, the Minister of Public Works and the Manager of the Railways, to grant the Railwaymen's Union 'Eloy Alfaro' the facilities afforded to it by the Ecuadorean Labour Code and Constitution, so that the union may, at the earliest opportunity, regain its former status and strength;

The Congress further expresses its firm determination to continue to support its former affiliate until the latter is fully recognized by the Railway Management and is therefore granted the opportunity to discuss, on terms of equality, the numerous grievances it has concerning the treatment it now receives from the Railway Management.

#### **Resolution on trade union freedom in Argentina**

Whereas the ITF Secretariat has had reliable information concerning attempts made by

bodies and persons connected with undemocratic ideologies to dominate the free trade union movement in Argentina once again; and

Whereas legislation now under consideration by the Argentinian Government threatens in its draft form to interfere with the autonomy of the free labour movement;

This Congress of the ITF, meeting in Amsterdam from 23 July to 31 July 1958, supports the struggle now being waged by the democratic Argentinian trade unions and in particular by the ITF-affiliated railwaymen's organization 'La Fraternidad', to retain their freedom and not to allow reactionary forces to carry through their plans to usurp them; further

Congress demands that the present draft legislation on trade union activity should be subjected to a full discussion by the Argentinian legislative bodies, and that the views of the Argentinian free trade unions should be taken into full consideration during the discussions; and

Holds that any statute resulting from their deliberations should leave the unions' control over their own destiny completely unimpaired; finally

Congress resolves that the widest possible publicity should be given to this resolution and that it should be passed to the Government of Argentina.

#### **CIVIL AVIATION**

##### **Resolution on crew complement**

This ITF Congress, meeting in Amsterdam from 23 July to 31 July 1958, deplores the IFALPA resolution on crew complement adopted at Bogota, particularly as this resolution endorses policies pursued by ALPA which are incompatible with good trade union practice. The ITF, through its affiliates will unitedly resist, employing if necessary industrial action, implementation of the policy outlined in the resolution, believing that it is dangerous and is not in the interests of either the industry or the travelling public. The Congress believes further that the principles set forth in the ITF Vienna resolution should be implemented subject to recognition of changing tech-

niques in the operation of aircraft introduced in the meantime, and calls upon the Secretariat to convene an early meeting of a sub-committee to co-ordinate the action to be pursued nationally to establish the principle of ITF policy.

## FISHING

### Resolution concerning territorial waters

The 25th Congress of the International Transport Workers' Federation, held in Amsterdam from 23 July to 31 July 1958;

Having taken cognizance of the results of the United Nations Conference of Plenipotentiaries on the Law of the Sea which took place in Geneva from February to April 1958;

Observing that one of the principal objectives, namely to reach agreement on the question of territorial waters, has not been achieved; and

Noting the proposal to refer the matter to a future conference of the United Nations;

Considers that the said objective is jeopardized by this postponement as certain governments threaten in the meantime to take unilateral action;

Regards the views expressed by some of the participants in the United Nations Conference as contrary to the interests of fishermen and seafarers, of the fishing and maritime industries, and of the public in general;

Deems it to be subterfuge on the part of some of the governments concerned to demand an extension of the three-mile zone on the grounds of fish preservation when they contemplate applying protective measures to fishing operations of foreign countries only;

Regards measures of this kind as tantamount to discrimination and contrary to the spirit of the freedom of the seas;

Holds that retrograde action in the form of protectionist measures are particularly deplorable at a time when various schemes for abolishing economic barriers between nations are taking shape;

Emphasizes that the living standards of the workers of the fishing industry of various

countries would be threatened by unilateral limitation of fishing grounds;

Considers also that protectionist measures of this kind would not, in the long run, be conducive to raising the conditions of the workers generally in the countries concerned;

Maintains, on the contrary, that an oversupply of fish in some countries and a shortage of fish in others would, under the stabilization schemes existing in various countries, have serious repercussions on the well-being of the fishing communities of the world;

Fears that unilateral restriction of fishing possibilities by one country may lead to retaliation on the part of other countries in the form of denial of free access to their markets, resulting in the loss of export opportunities on the one side and the curtailment of fish supplies on the other;

Urges that no infringement of the status of seafarers in general, such as would result from a unilateral extension of the three-mile zone, should be tolerated;

Calls upon the member-unions of the ITF and upon workers' organizations generally to bring home to their governments the views expressed in this resolution and to stand for strict adherence to the law of the sea as embodied hitherto in the world-wide and traditional observance of the three-mile zone.

### Book review



DER MENSCH AN BORD (*Shipping Research Institute, Bremen; edited by G. A. Theel, 80 pp, price DM 3.20*) is the fourth in a series produced by the Institute dealing with research into various aspects of international shipping and published under the general title of World Shipping Archives. The present book, the title of which might best be translated as 'The Human Factor in Life Aboard Ship', is a compilation of the various addresses given by well-known figures in German shipping, trade-union and welfare circles at a meeting convened under the auspices of the Locomotive Evangelical Academy. Speakers

on the human problems associated with life at sea included Fritz Bund, the Bremen branch secretary of the ITF-affiliated German Union of Transport and Public Service Workers. The addresses here reproduced give evidence of a lively interest in the subject, but, although the nature of the problem was touched on in all its facets, no claim is made to have discovered a recipe to satisfy all tastes.

### Railman to buy station as home



THE LONDON 'DAILY TELEGRAPH' reports that British Railways have agreed to sell a railway station, Little Kimble, Bucks, to Arthur Barrett, fifty-eight, a messenger at Paddington station, who plans to live in the buildings. Barrett, who was a signalman for thirty years, now has only one leg.

The station is an unmanned halt on the single track Aylesbury-Princes Risborough line and twenty-four trains stop there daily. Barrett plans to change the porters' room to a kitchen, the women's waiting room into a bedroom, the booking office into a dining room and the stationmaster's office into a spare bedroom.

(continued from page 166)

wage levels. Road haulage and oil distribution workers, for instance, have lagged behind, and the union wants to replace their present time-rates by a piece-rate system. 'Not to make the workers do more', says Sigurd Klinga, 'but to bring them up to the level of other groups'. That's why Transport has just appointed two new officials, both experts on piece-rate systems. A further example: the union is pressing for the amalgamation of Swedish taxi undertakings into larger units because it believes that this will give it a better chance of improving taximen's conditions. On union initiative, a tripartite fact-finding team will shortly be visiting Germany, Belgium and Holland to follow up this idea.

A modern union, using up-to-date ideas and methods, headed by Sigurd Klinga - a man who remembers the past but thinks of the future.

# Satco - an automatic air traffic control system



TO HELP WORLD AVIATION PREPARE FOR THE JET AGE, an automatic air traffic control system has been developed by N.V. Hollandse Signaalapparaten of Hengelo, Netherlands, makers of weapon control systems and, most recently, air traffic control and air defence systems, using the latest types of digital computers and electronic data processing techniques.

The aim of the Signal Automatic Air Traffic Control System (SATCO) is to increase the efficiency of terminal and en route air traffic control.

The main achievement of the system is to increase the handling capacity of airports and air traffic control centres to the maximum practical limit without any sacrifice of safety and without requiring any major changes in present flying procedures or air traffic organization.

The system is designed to handle all types of aircraft over a 'no-limit' speed range, and it contains special features for controlling jet and turboprop aircraft. In the years to come an increasing number of these types of aircraft will create air traffic problems which could not be solved efficiently with the present air traffic control equipment. Some degree of automation will be essential.

In its complete form the SATCO system is fully automatic, but it has been so designed that it can be built up in easy stages from semi-automatic to fully automatic functioning.

## The problem

The problem of air traffic control is basically a queuing problem. Aircraft take off and land at random intervals, and while the intervals between aircraft are sometimes long enough to enable each to be handled easily, at other times they are so short that 'bunching up' occurs and a queue is formed with its resultant delays and dangers. It is difficult, if not almost impossible, to avoid this random flow of traffic.

It follows, therefore, that the required handling capacity of an air traffic control system is to be estimated not so much by the average rate of traffic flow but by the expected density of peak traffic periods. With greater rates of air traffic flow, the density of peak period traffic is correspondingly increased. The co-ordination and

'derandomising' of so many flights into an orderly traffic pattern is no easy task, and it is this problem - how to handle peak traffic periods with maximum efficiency and safety - that is the principal problem of air traffic control today.

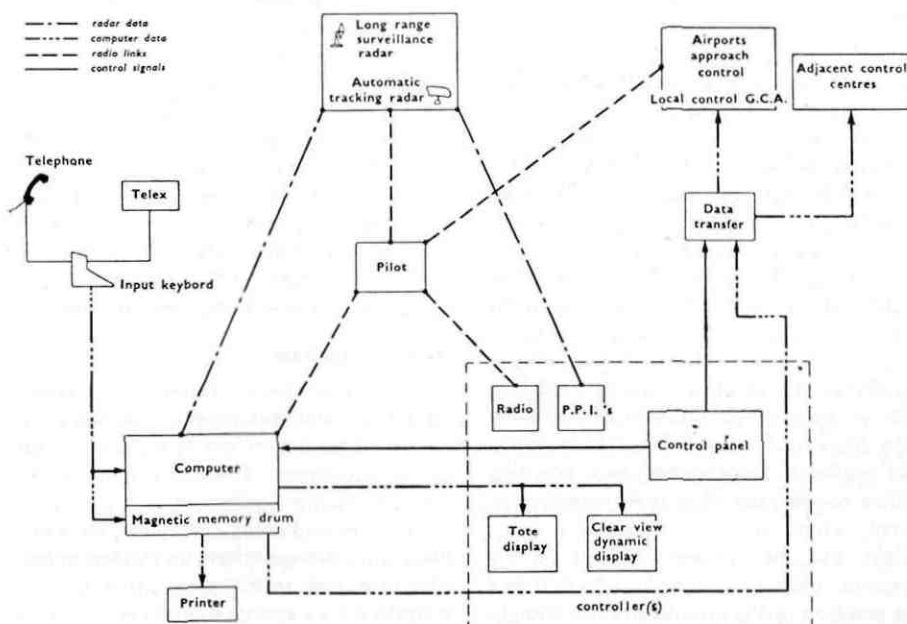
Under the present system Controllers make their traffic plans from what are known as Flight Progress Strips. These strips are prepared by hand - up to six strips per aircraft - and they show details of the aircraft's flight plan as amended by position reports from the pilot and calcu-

lations by the Controller. In periods of peak traffic density this procedure results in delay. Moreover, to realize the difficulties of making a traffic plan quickly and efficiently, it should be borne in mind that such a plan must contain the four elements of range, bearing, height and real time for each aircraft. The necessary co-ordination between Controllers is an additional feature of considerable complexity.

## Principles of the system

The SATCO system is based on the principles that it should not require any major change in existing flying or air traffic control procedures and that it can be used without special equipment in aircraft or in adjacent air traffic control centres other than the normal radio and navigation aids now in

*Automation is very much in the air at the present time - not merely figuratively but literally. The aviation industry has long made use of automatic devices, both in aircraft and on the ground. Now, however, the process of evaluating and introducing equipment of this kind is being so speeded up that almost every month brings details of some new device - including booking equipment, navigation aids, and even experiments with automatic take-off and landing aids. One of the more recent innovations has been the development in Holland of an automatic air traffic control system, and in view of the interest which this will undoubtedly have for those employed in air traffic control centres throughout the world we are publishing a detailed account of the way in which it operates*



use. Moreover, in the event of emergencies, it can be overruled by the Controllers, and it is able to deal with all types of aircraft, including new developments in the foreseeable future.

The system is adaptable to particular conditions at particular control centres or airports, and it can be introduced into the present system part by part, building up eventually to an integrated, fully-automatic system.

In addition to these principles, the system is designed to enable all traffic under its control to be handled as though it were at all times, regardless of the actual weather, under Instrument Flight Rules. Finally, in the event of an electrical or other failure, it is guaranteed 'failsafe'.

#### How it operates

Raw information is derived from Flight Plans filed by pilots before their departure, departure messages from other airfields, telephone messages transferring control from adjacent control centres, position reports from aircraft, and radar. Initial flight data are fed into the system either manually by means of a teleprinter or automatically over the telex lines by automatic data transfer equipment. The system, however, is not brought into operation until positive information is obtained of the entry of the aircraft into the system, or, in the case of outbound aircraft, of the aircraft's readiness to take off. When this information is received it is inserted by the Controller, and the computer will then calculate the expected times of arrival of the aircraft at the reporting positions along its route, check this flight path against the flight paths of other aircraft already in the system, discover whether there is a conflict or not, and, if there is a conflict, calculate the flight path for the aircraft which will be free of interference and which will be as near the original Flight Plan as possible. The results of these calculations are then shown to the Controller both on a display panel, which shows the call-sign, type, height, etc., of the aircraft, and on the dynamic 'clear-view' display which shows the position of the aircraft in three dimen-

sions, on which information the controller can then act. At the same time the data are printed out automatically on a form of progress strip, which is intended as a legal record rather than for operational use. The progress of the aircraft through the system is subsequently checked either by position reports from the aircraft itself, or by radar. In the case of position reports from the aircraft, the Controller must insert the revised data manually into the system, which will then recalculate and, if necessary correct the clearances. If derived from radar, the data are fed automatically into the system which again will correct the clearances and warn the Controller of any changes that may have to be made. The automatic functioning of the radar systems is achieved by the use of special long-range tracking radars linked with long-range surveillance radar. Provision is also made, however, for the automatic input of data derived from airborne navigation equipment.

Transfer of control of the aircraft – for inbound aircraft to the approach control of its destination, for outbound or overflying aircraft to the adjacent control centre – is carried out by a simple pushbutton process on the display panel. This process interrogates the memory of the system and automatically dispatches the extracted information over the telex network in telex code so that even if the adjacent centre or airport is not fitted with SATCO equipment it can still receive the data on a normal teleprinter. The aircraft is not cleared from the system until positive information is received that it has either landed or that it is under control of the adjacent centre.

The system is self-checking throughout.

#### Main components

The complete system comprises automatic data-processing equipment, automatic radar equipment and automatic communication equipment. The main items of the data-processing equipment are an automatic dead-reckoning calculator, an automatic data storage system and an automatic clearance and traffic plan computer, all contained in a special digital computer. A

special feature is the calculation of geographical descent points from any height for a number of different types of aircraft in order to enable the aircraft to follow its optimum descent path.

The basic data of airways and approach patterns are, of course, adaptable to any control centre. Wind factors are set automatically. Other items are automatic dynamic displays, progress boards and an automatic progress strip printer.

The complete processing of one set of flight data through the system, including flight path comparisons, clearance calculations, and display on the sector display panels, takes an average of two seconds.

The radar equipment of SATCO provides accurate data for the calculators, and thorough monitoring of aircraft flights to the maximum possible range. This equipment comprises close-range radar, very long-range radar, automatic tracking radar, and dynamic display of the aircraft in the system derived from the computers and automatically checked and corrected by radar to give a continuous plot of aircraft. The very long-range radar is fitted with variable speed M.T.I to erase weather clutter, and with a discrimination according to ICAO standards to a range of 200 miles. The automatic tracking radars are fitted with automatic 'lock-on' devices, and automatic checking of tracks in sequence after initial detection to a range of 150 miles.

With radar the accuracy of the system will be within the order of aircraft speeds to the nearest five knots, distances to the nearest mile, and times to the nearest half-minute. Heights will be in units of hundred feet. Clearances are calculated according to an artificial block system and the separation between aircraft will be according to either procedure or radar standards. The capacity of the system may be adapted to the expected traffic density of the flight information region concerned. Medium storage capacity is for 250 flight plans with a 'simultaneous' processing capacity of a hundred aircraft.

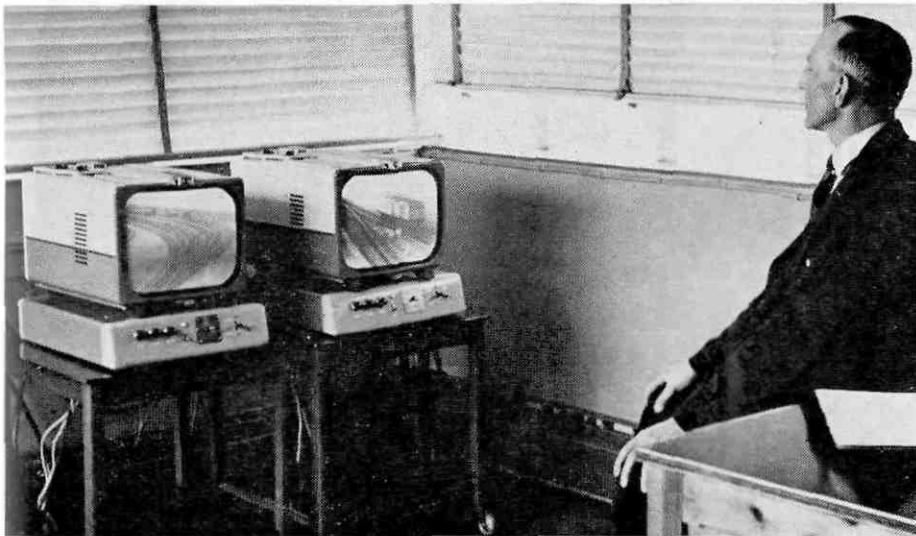
SATCO is an aid to, not a substitute for, the Controller. It eliminates the clerical

*(continued on the next page)*



# Electronics aids the railways

by DOUGLAS WALTERS



**I**N THIS AGE OF SATELLITES, ATOMIC ENERGY AND TELEVISION there is one common denominator to almost all new developments — electronics. Practically every industry and organization of any size and importance in Great Britain uses electronic computers, calculators, multipliers and other automatic business equipment; indeed, the railways were among the pioneers in the use of mechanized office equipment.

Electronics is a term which has only come into general use in the past decade, and not always in the right context, either. It can be described as that branch of science and technology which concerns the conduction of electricity in gases, in a vacuum and in 'semi-conductor' materials such as germanium and silicon. This admittedly rather ponderous definition can, for general purposes, be interpreted loosely to mean all equipment involving the use of radio valves, X-ray tubes, neon lamps and other types of discharge tubes, photo-electric cells, geiger tubes and semi-conductor devices such as

*(continued from page 178)*

work and the mental arithmetic of controlling, and it provides an accurate forecast of the traffic situation at any given moment together with a working basis for a traffic pattern at electronic speed. But it cannot exercise those finer points of judgment and discretion that are required in exceptional contingencies. For this reason, now as always, the human controller is indispensable.

transistors and diodes. Electronic equipment is able to perform useful functions in microseconds and to carry out all manner of measurements and calculations with a speed hitherto undreamed of; it has revolutionized certain manufacturing processes, given to the research worker instruments of great accuracy, and relieved the office clerk of many tedious and repetitive duties.

## Office applications

Before 1954 mechanized office equipment used by British Railways was mostly electro-mechanical and mechanical. Since then the tendency has been to install electronically operated machines such as multipliers, calculators and computers for stock control accounting, paybill compilation, stores documentation, traffic analysis and many other administrative chores.

As far as the operational side is concerned, electronic equipment is mainly confined to communications requirements; but a wide range of electronic measuring and indicating instruments is employed for research and other purposes, and a digital

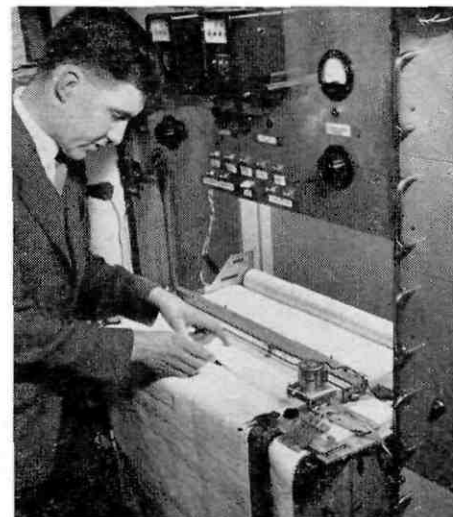
*Closed-circuit television gives the yardmaster up-to-the-second information in an easy form*

computer has been ordered for working out engineering calculations.

## Robot auditor

Many office data-processing systems use the punched-card technique, and the use of this equipment in various forms by the railways dates back more than fifty years. Today in the Audit Office at Watford, for example, an electronic multiplier is employed for auditing passenger ticket returns, and its uses also include compiling statistics, requisitioning printed stocks of passenger tickets, maintaining ticket stock ledgers, checking passenger classifications and summarizing season-ticket and weekly traffic returns. All the data are transferred to punched cards, and through the holes 'sensing' contacts operate circuits which carry out the necessary arithmetical operations.

Of the several types of data-processing machine used, the most advanced is the digital computer, now made by nearly a dozen firms in this country. These machines have a prodigious 'memory' for storing



*This analogue computer in use in the office of British Railways' Chief Electrical Engineer 'draws' its conclusions on graph paper from data which have been punched into a paper band*

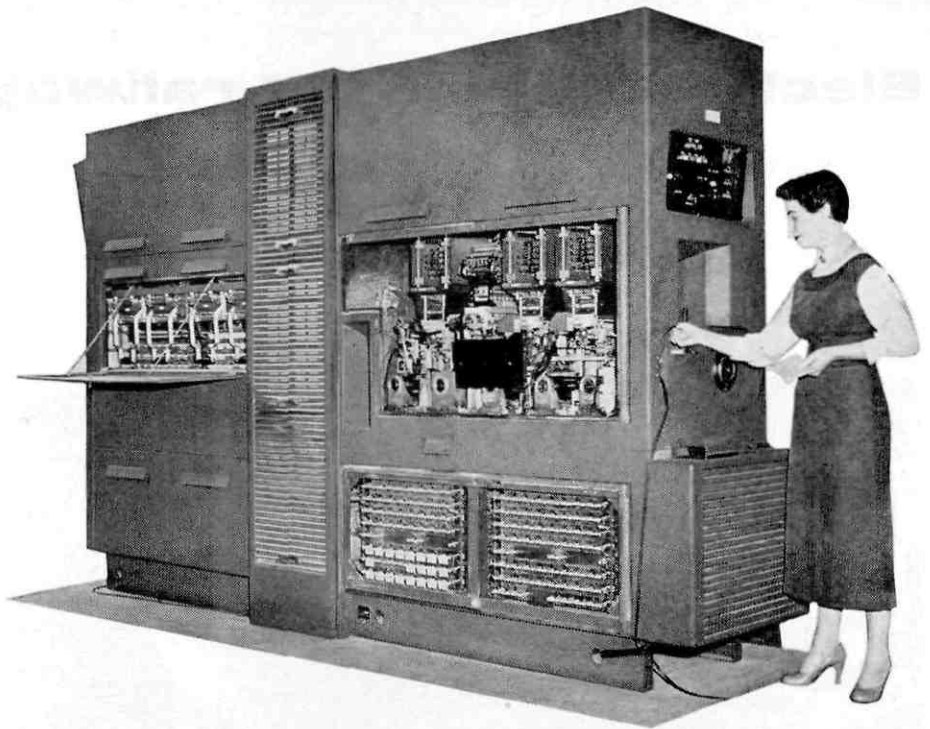
*First British railway waybill computer, which was installed at Swindon during the summer of 1957*

up information, to which rapid access can be gained at any subsequent time. They are also able to perform mathematical calculations in a fraction of a second. In the popular press this machine is often referred to as an 'electronic brain'. This description is highly misleading, for a computer is quite incapable of thinking or originating ideas like its human counterpart. First it must be set up or 'programmed' for the particular operation it is to carry out. Then, and not until then, it will apply the programme to the information fed to its input. Data are in the form of punched paper tape or punched cards, and the output is punched tape, punched cards or printed page.

Because of the multiplicity of valves and associated components in the average digital computer it is necessarily a rather large installation. There are usually several interconnected cabinets, and the whole machine is operated from a control console. The tendency for the future, however, is to employ transistors instead of valves. This leads to a considerable economy in size, weight, power consumption and cooling requirements.

The railways' first two computer installations were completed last summer at Swindon and Paddington, where they are used for paybill compilation. Each is hired at a monthly rental of between £600 and £750, and together they result in a net saving estimated at £12,600 per annum. This year three more computers, also for paybill compilation, will be installed at King's Cross, Bristol and Darlington. A sixth computer has recently been ordered by the Research Department at Derby for solving engineering and scientific problems. Advance plans, for which no definite commitments have yet been made, provide for at least four additional computers, including one large machine, and two electronic calculators.

For certain single, non-repetitive operations – such as computing the minimum chargeable station-to-station distances for all the 5,000-odd goods stations in the country – it has been the practice to get the work done by external computers. LEO, the computer designed, built and operated by



J. Lyons Ltd., the caterers, was used for the purpose mentioned. As there are roughly 20,000,000 permutations to the problem, if a computer had not been used the only alternative would have been to calculate each distance as and when required. On other occasions one of the English Electric Company's DEUCE computers has been employed for calculating the timing of trains on lines being or to be electrified under the Modernisation Plan.

The compilation or revision of time-tables, since it involves several variable factors, is a task for which a computer would appear to be eminently suitable. In this work the most important factors to be considered for each service are economy

in motive power, in the use of track and in train crews. Experiments with a Ferranti Pegasus and an English Electric DEUCE computer have begun, and if the results prove economical there should be a strong case for buying or hiring a computer for this specific purpose.

#### Work wanted

Some of these electronic machines, by virtue of their speed of operation, are able to perform all the tasks for which they were installed and still have spare capacity for other work. They could, therefore, be used for fully integrating information from other sources within the system, to the benefit of all concerned. With this object in view, a



*Sensing fingers read the information by making electrical contact through the many punch-holes*



*An EMP stock-control computer which has been installed at the giant railway junction at Crewe*

large-scale survey is now taking place in Scotland. All numerical data, such as stores accounts, statistics and paybills, are being examined closely to see if and how a large data-processing machine would be able to integrate this knowledge, and to find out whether the information so produced would be of value at all levels of the administration.

Most of the electronic computers used by British Railways are of the digital type, but there is an analogue machine in the Chief Electrical Engineers' department at Marylebone. This is at present being used to assess the performance of electric trains. Information about motor characteristics, weights, gradients, speed restrictions and other factors is fed into the machine, which works out the performance to be expected with great speed and accuracy.

Seat reservation by split-second electronic circuits may eventually be a part of the railways' service; engineers are at present examining the possibility of using an electronic 'memory' or storage machine for an improved seat reservation system on the Western Region. Meanwhile, a new teleprinter communications system for speeding up seat and sleeper reservations, including reverse bookings, is being given a trial on the Anglo-Scottish routes. Also under examination is the possibility of adapting the system for the reservation of berths on the Continental shipping services.

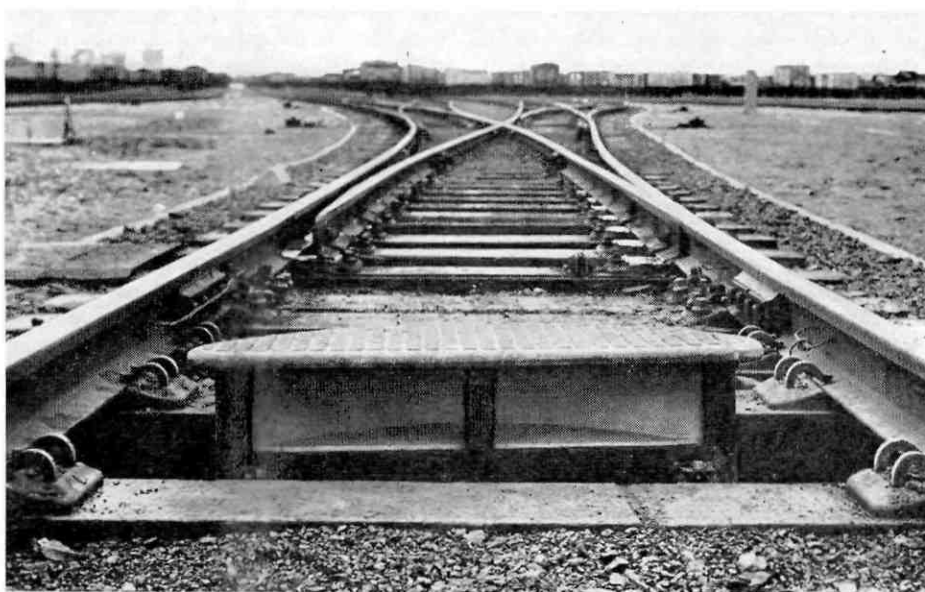
### Operations

Though as yet not widely exploited in the operational field of railways, electronics has many potential applications here. One such is Centralized Traffic Control (CTC). This is a system for controlling signals and points from a single position over much greater distances than has hitherto been possible. In the electronic application the operation of switches at the control centre causes coded impulses to be sent to all the outstations. Although transmitted along a wire, these impulses are in many respects similar to radio waves. Each code transmission is in two parts, the first identifying the station selected and the second indi-

cating the operation (e.g. movement of points or signals) which is to be performed. Thus only one wired circuit is required for the whole of the line under control.

Another function which offers considerable scope for electronic control is the handling of goods wagons. Every day in each of hundreds of goods yards through-

out the country, many of them quite small in size, large numbers of wagons are sorted and regrouped according to their destinations. The Modernisation Plan proposes the replacement of the many small yards in the country by a few large-scale marshalling yards, often on entirely new sites, where the latest electronic equipment can be installed



ABOVE: Beam aerial which is used in measuring the speed of approaching railway wagons  
BELOW: Wagon retarders grip the wheels, the force of the grip being determined by a computer



to assist in handling the greatest number of wagons in the shortest time and with the minimum of labour.

A new electronically-controlled marshalling yard is now in operation at Thornton in Fifeshire, which handles much of the output of the Fife coalfield, and has taken over the bulk of the work of ten smaller yards in the neighbourhood. As at all modern yards, there are elaborate installations to control the speed of individual wagons as they descend the incline of the 'hump'. The special feature at Thornton consists of a small computer which is automatically fed with three sets of data relating to each wagon as it travels over the 'hump': first, its weight (or, in the case of a 'cut' or group of wagons, the average weight) measured from the rail deflections; then its speed, and its acceleration or 'rollability' as determined by a Doppler-shift radio-echo system. Finally, information about the occupancy of the relevant track in the 'fan' of forty-eight sidings is fed in manually. From all this information the computer works out the maximum 'safe' speed, for each wagon to run up to the stationary wagons already in the siding. This output signal is then compared with the increasing speed of the wagon as it descends the incline; as soon as this tends to exceed the safe speed, electronic-pneumatic retarders in the track come into operation and close on the wheels of the wagon, so reducing the speed to the 'safe' level. The entire chain of operations is automatic. To give the yardmaster the continuous information on siding occupancy which he requires, two industrial TV cameras in strategic positions 'pan' the yard continuously and throw pictures on closed-circuit receivers in his office.

Of more general application are experiments now going on in the recording of wagon movements at key points by 'electronic eye' or radar. This, coupled by computer with existing flows of information, could be of immense value especially for operating purposes. Development is dependent on decisions yet to be made as to what information (in respect of each wagon) can be most usefully processed in this way.

The use of a computer in the design of signal box interlocking is being considered. Interlocking involves a great number of combinations, all of which must be fool-proof, and certain to 'fail to safe' – that is to say, in the event of a failure of any kind, signals must stay at or return to 'Danger'. The ultimate in signalbox design might incorporate the computer itself as an integral part of the mechanism, so that the correct combination of signals and points for all movements would be selected automatically by electronic circuits.

### Telecommunications

British Railways operate Great Britain's largest private telephone system which links up every station, office and depot in Britain. Those which deal with public business, and that includes the great majority, are also locally connected to the Post Office system. The traffic controllers use a separate telephone network reserved for themselves, to exchange urgent operating information with signal-boxes and shunting yards by direct connection.

Many of the larger railway centres are also linked in a private teleprinter network, with access to the Post Office system at certain points. Demands upon the system are growing however, and the Modernisation Plan provides for a considerable extension of the telephone and teleprinter service. There is, for instance, a proposal to employ a multi-channel micro-wave radio link between York and Newcastle to supplement the existing overcrowded circuits. This would form part of the new telecommunications network.

The use of radio communication is on the increase. Walkie-talkie sets are used by the engineering departments, and radio is installed on many of the road vehicles which collect and deliver goods in the larger centres.

British Railways are closely in touch with developments in the USA and Canada and on the Continent. From all available information concerning mechanised office equipment, however, it appears that railway organizations on the Continent are no further advanced than in this country.

Furthermore, whereas British Railways are operating several electronic computer installations, there is no evidence so far that similar machines are used by Continental railways. It is a different matter, however, in the USA and Canada, where railway companies are using large data-processing machines of advanced design.

This brief and consequently incomplete survey of the uses of electronics in the administration and operation of British Railways has only dealt with a few of the more important applications. Many new schemes are under consideration or have reached the testing stage: others must wait further developments in the field of design of electronic equipment. It should not, of course, be thought that electronic equipment is necessarily the best tool in any given situation. Each must be examined carefully on its merits, and this examination is frequently a more difficult and lengthy problem than the design of the necessary equipment. But electronics is bound to play an increasingly important role in the future development of our railway system.

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### Modernizing Ghana's fishing industry



THE FISHING INDUSTRY OF GHANA is entering a new era of expansion. The development programme includes the building of motor fishing vessels, the development of river fisheries in the North, control of diseases affecting rivers, a survey of the fisheries of the Lower Volta, and further subsidies for the preservation of fish.

The development now taking place has as its background the traditional canoe fisheries, which have been built up over successive generations. Thousands of dug-out canoes are in service along the 300-mile coastline of Ghana. Although serving their purpose, the canoes are naturally limited in their range capacity.

The first phase of the new development programme began with the introduction of small motor fishing vessels, about thirty feet in length, built by the Fisheries Depart-

TOP: Ghana fishermen are here being trained in the use of the new motor fishing boats  
BOTTOM: The boats themselves are built by the Ghana Fisheries Department at Sekondi

ment at Sekondi. To bring these boats within the means of the fishermen a scheme for assisted purchase – spread over four years – was introduced. The scheme has now been taken over by the Agricultural Development Corporation, which also manages the boat building yard at Sekondi. Motor fishing boats are now operating at several centres along the coastline.


A two months' course of training for crews of the motor boats is being run by the Fisheries Department. The crew of six are taught how to make and use a trawl net and the mechanic learns to operate and maintain the engine.

Under the Takoradi harbour regulations, all launches operating within the port area must be in the charge of coxswains holding certificates of proficiency. A six-weeks course to meet this requirement has been provided, with instruction in simple navigation and the meaning of lights and signals.

The motor fishing boats have proved profitable when they have been operated efficiently. They are also providing the training ground for the new industry and it is from among the successful crews that the operators of the larger boats of the future will be found.

Better mooring facilities will be needed with the introduction of bigger boats. The new port under construction at Tema will include a separate fishing harbour offering good accommodation for all classes of craft. With cold storage and a cannery, it is expected that the harbour will become the centre for a modern Ghana fishing industry.

#### Norwegian fleet needs more men

 IN SPITE OF THE FACT that the number of idle Norwegian ships is nearing the 150 mark, there is a great demand for officers and men. No less than 20,000 recruits are needed during the next four to five years if all the new ships which have been contracted are to be properly manned. At the present time, there are 50,000 officers and men in the Norwegian merchant service, 9,000 of them not of Norwegian nationality. They include 180 women serving as radio operators.



# Weather ships rescue lives at sea

**⚓** ALTHOUGH THEIR MAIN FUNCTION is to supply meteorological information to aircraft, the nine weather ships constituting ICAO's North Atlantic navigational aid service were the cause of saving the lives of forty-seven people in the course of one year, according to the latest figures on the activities of these vessels published in the ICAO Bulletin. None of those rescued were on board scheduled civil aircraft flying across the Atlantic.

The nine vessels are maintained to provide surface and upper air weather information for use in meteorological forecasting, search and rescue services, communications relay points and navigational aid to aircraft flying between Europe and America. The ships' search and rescue facilities were primarily designed for aircraft use. In the event, however, the vast majority of cases in which this kind of help has been necessary has involved surface vessels.

During the year under review, the ships travelled a total distance of 28,078 nautical miles on search and rescue assignments, rendered medical assistance to ships at sea fifty times, received thirty-four aeronau-

tical and 869 maritime S.O.S. messages. During their routine functions, they made radio contact with 40,449 aircraft and with 6,631 ships; they provided navigational assistance to aircraft flying across the Atlantic in the form of 34,154 radar fixes, 16,874 non-scheduled radio beacon transmissions and 600 DF bearings. Meteorologists on board the ships each day made eight surface weather observations, four upper wind observations and four radiosonde observations, together with special surface observations when required.

Each of the nine floating stations manned by vessels supplied by or paid for by most of ICAO's member nations whose airlines fly

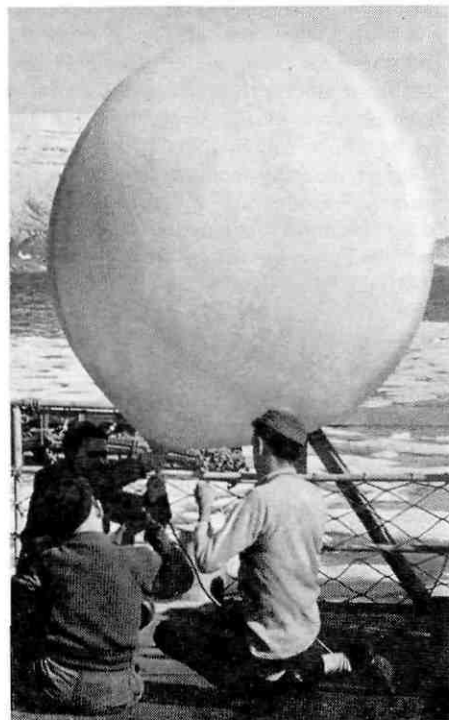
across the North Atlantic consists of a ten-mile square patrolled by one ship. Ships stay on station for a three-week period, and it therefore takes between two and three ships to man one station, depending upon how far that station is from their home bases. In spite of weather and other factors, the ships manning the ocean network were able to remain on station for 98.2 per cent of the time during 1956. Responsibility for the network is divided among those nations whose aircraft fly above the North Atlantic and whose non-aviation weather forecasts are also improved by the meteorological information supplied by the ships. Canada, France, the Netherlands, Norway/Sweden, the United Kingdom and the United States have accepted the responsibility of providing ships to man the stations, while Belgium, Denmark, Germany, Iceland, Ireland, Israel, Italy, Spain and Switzerland regularly make cash payments to defray certain of the costs of the service.



The 'Cook Inlet', typical of many Coast Guard cutters rotating on ocean station patrol far out to sea for periods of three weeks at a time



All hands work to clear the decks of ice piled up by winter storms. They know ice can make the ship top-heavy and endanger her stability



Measurements of upper air temperature, pressure and humidity are obtained by sending up a midget radio transmitter by means of a balloon

The balloon has now been located on the weather-ship's radar scope and its bearing and slant range are given by the radar operator (second from left in our photo) to the recorder each minute

This modern aneroid – far more accurate than the old mercury barometer, is being read by a civilian weatherman on an ocean station vessel. The modern aneroid is unaffected by the ship's roll

On shore, the chief radioman and the Coast Guard Area Controller work a Coast Guard cutter patrolling Ocean Station ECHO with reference to an aircraft alert (Photos: US Coast Guard)



### Treatment of Finnish seafarers in Eastern Germany

**C** THE ITF-AFFILIATED FINNISH SEAMEN'S UNION has complained to the Finnish Minister for Foreign Affairs concerning the treatment accorded Finnish seafarers in East German ports. The full text of the letter addressed to the Minister is as follows:

'With reference to the complaints made by Finnish seamen, we would draw your attention to the following:

For some years now, the treatment accorded Finnish seamen in the ports of East Germany has given rise to feelings of justifiable bitterness. As far back as 1955, we had occasion to point out how seamen were being charged exorbitant prices by means of depressed exchange rates. They were getting Eastern Marks in exchange for their wages at the rate of 2.22 to US \$1 whereas Finnish business men were getting a rate of 4.20 through the clearing account of the Finnish Bank.

Yesterday we received the news that, during a search of the Finnish s/s Baltic by the East German authorities whilst it lay in the port of Rostock on 26th January, a

small package containing coffee and cigarettes was found. Donkeyman Kaartinen admitted that he was the owner and subsequently learned that he was fined the sum of 5,000 German Marks – later reduced to 2,000 Marks.

As they are at present demanding 146 Finnish Marks for a German Mark in Eastern Germany, at least as far as seamen are concerned, Kaartinen had not enough money on him and had to borrow the rest from his mates. On 28 January, he went off to pay his fine, but was arrested, the money he had borrowed aboard being returned to the ship. He was still in custody when the ship left Rostock. The only information given was that his case was to be tried before a court.

Being punished twice for the same offence is something quite unknown in countries governed by the rule of law. Possibly this treatment is by way of retaliation for Kaartinen's having mentioned the Seamen's Union to the German authorities in connection with the case – they not feeling particularly well disposed towards the Union for having drawn public attention to the manner in which seamen were being treated in Eastern Germany.

Whilst seamen are held responsible in Eastern Germany for any goods which may be declared goods which it is intended to smuggle into the country, it should not be forgotten that vessels from Eastern Germany engaged in trade with Finland also carry on extensive smuggling activities. As recently as yesterday, the 'Finnish Democrat' received two photos showing the Eastern German vessel 'Dagan 137' where a trade in distilled spirits was being openly carried on and where, the night before, press photographers had snapped drunken women coming from this East German ship.

It is by no means unusual for the crews of East German ships to engage in smuggling, at least in Finland. But nobody from Eastern Germany has been punished twice for one and the same offence in this country. At the most they have been taken into custody on occasions. For that reason it is all the more remarkable that Finnish seamen should continue to be subjected to such harsh treatment in Eastern Germany.'

The letter concluded with a request that the Minister should make representations to secure the release of the arrested seaman and ensure that the safety of Finnish seamen in East German ports is safeguarded.

## Need for uniformity on Swiss private railways



THE WAGES AND WORKING CONDITIONS of employees of the Swiss private railways vary considerably. Although there is nothing surprising in this fact, seeing that they have developed their systems largely independently of one another, there are good reasons for these discrepancies to be abolished in favour of uniform wages and conditions throughout the private network. These views have been advanced by our affiliate, the Swiss Railway Workers' Union, which has long stressed the desirability of uniformity in the pay structure and social welfare conditions of private railway employees. A move in this direction has now been made with the institution of an enquiry into wages and working conditions in the transport industry under the auspices of the Federal Transport Board. Transport interests which have already jointly conferred on this subject include the Swiss Railwaymen's Union.

In connection with the move for greater uniformity in the wages and working conditions of private railways employees the Swiss Railwaymen's Union has published some figures from the body of statistics it has collected over the years relating to this branch of the railway industry. In the field of wages, these figures reveal considerable divergences in wages for the same grade doing the same work in comparable conditions. In particular, wide discrepancies are revealed in the wage structures of the various private railway enterprises irrespective of the general wage levels in the individual concerns, the differences in which might be determined by geographical conditions as well as the financial standing of the various private railway companies.

For purposes of comparison, the union made a study of wages on ten private railway systems in three different regions. In each case it related the wages of the various grades in the employ of each railway to those of one of the highest paid groups, the station master, expressing the wages of the various grades as a percentage of the station master's salary.

Taking the maximum salary of a station master (first class) as the norm in each case, the statistics compiled by the union reveal that, with this salary indexed as 100 on each private railway, the index for engine drivers ranged from a hundred to as low as seventy-eight. On three medium-sized railways operating partly in urban areas, the full range is ninety-eight, ninety-two, seventy-eight. A comparison between the wages of engine drivers when related to the salary of a station master employed by the same company showed a difference of

seventeen points in the case of three companies operating in mountainous districts.

This story is broadly repeated throughout the range of grades. Thus the salaries of deputy station masters expressed as a percentage of the salary of their immediate superiors range from eighty-two to ninety-eight. In the case of permanent-way workers, the range is as much as sixty to eighty-five, the range in the case of foremen being seventy-four to eighty-nine. The biggest discrepancy is revealed in the case of skilled craftsmen where the wage index (with the station master's salary in each case taken as hundred) has as wide a range as twenty-six points, i.e. from seventy-two to ninety-eight.

These discrepancies in the pay structure of the ten private railway companies whose wage scales form the basis of this comparative study are in themselves sufficient to justify a review of the whole of wages paid on the Swiss private railways with the object of introducing greater uniformity if not complete standardization. The figures relating to these ten companies were excerpted from the body of statistics compiled by our affiliate over a number of years and relating to 168 transport enterprises – the majority being private railway companies.

Naturally, the divergences between the various companies are not confined to their wage structures. Other aspects of the railway worker's life which call for greater uniformity of treatment are: promotion and progress from minimum to maximum rates in the same wage scale. Such matters as conditions of engagement, rules governing dismissal from the service, training, examinations, provision of accommodation



One of Switzerland's privately-employed railwaymen – a motorman on the Furka-Oberalp-Bahn (Photo by courtesy Dr Hs. Staffelbach)

and uniforms are either not regulated at all or reveal wide divergences from company to company. In fact, there is hardly an aspect of the pay and working conditions of Swiss private railway employees which is not regulated differently in the various companies including such important matters as hours of work, supplements to pay and pension arrangements. These divergences stand out in marked contrast to the uniformity which has been introduced and is generally aimed at in connection with the technical and administrative aspects of the country's railroad industry.

Being of the opinion that a case has been made out for maximum uniformity in the matter of wages, working conditions and regulations governing all aspects of work on the Swiss private railways, the Swiss Railwaymen's Union has appealed to the Private Railways Operators' Association to enter into closer collaboration with the Union with this end in view.

### Locomoten's 50th Anniversary


The New Zealand Locomotive Engineers', Firemen's and Cleaners' Association is celebrating its 50th anniversary this year. It was founded on 31 May 1908.



## What they're saying



### Pravda: Please copy


 IF NIKITA KHRUSHCHEV is going into the business of publishing speeches by AFL-CIO Pres. George Meany – it's reported the Soviet press will run-full text on his recession speech – we'd like to suggest a few other topics.

During the twelfth session of the UN General Assembly, Meany as a member of the US delegation spoke on the phony nature of Soviet cultural exchange programs and the role of trade unions in the United States vs. phony unions in Russian and the satellite lands.

If Khrushchev is interested we can make these – and some choice reports on slave labour – available.

*from 'AFL/CIO NEWS'*


### Wrong background

 IT IS ONLY IN THE EGALITARIAN WEST, you understand, that men are judged by what they are rather than by what their fathers were. Behind the Iron Curtain it is your origins that count.

The Communist Cadre Department in Prague has therefore recommended that a train dispatch clerk should be transferred to less responsible work because he is the son of a lawyer, which means that he has an 'unreliable bourgeois background'. But, oddly enough, the father remains the head of a ministerial department. Why? Because he is the son of an engine-driver!

*from 'Time and Tide', London*

### Neither Fascism nor Bolshevism

 TO THE NEW GOVERNMENT we say as we did to its predecessor, that we are dedicated to social justice and that it is the government's task to promote reforms to decrease the number of underprivileged and thus increase the number of really free men in our country.

We have asked the Premier and the Minister of Transport to concentrate their attention on the urgent need to improve the real value of wages and pensions. We reminded them that recent events have not

allowed the railwaymen to forget their daily difficulties and the high cost-of-living which has sorely reduced the purchasing power of their wages and pensions. We expect action not words.

We hope that the Government can achieve peace in Algeria and establish there the rule of liberty in equality and equality in fraternity.


As to the referendum, we know that the CGT will obey Communist Party orders and participate in its campaign. As for ourselves, we will remain a free trade union organization representing workers without regard to their ideological, political or religious opinions, an organization which allows its members – the railwaymen – to freely think and decide for themselves.

We will continue to serve them by defending their claims, by maintaining their hard-won rights, and by safeguarding trade union freedoms. Only if these rights and liberties were threatened would we demand, as the result of decisions taken through our organizational machinery, that the railwaymen vote in a particular way – with their own interests in mind.

For these difficult tasks, we have no need of cheap counsel and we have no need of dubious allies, particularly those who applauded the mass murder of our fellow workers in Budapest. We also reject the cooperation of those people who, using the pretext of authority and efficiency, have no other objective than the total suppression of liberty. We repeat: Neither Fascism Nor Bolshevism.

*from Le Rail Syndicaliste,  
French Railwaymen's Federation (F.O.)*

### Why unions work to prevent accidents


 WE OF ORGANIZED LABOR are interested in accident prevention because the welfare of human beings is our business. That's why we have always been interested and why we will continue to be. Organized labor led the fight for Workmen's Compensation laws in order to protect employees against the terrible losses resulting from accidents incurred on the job. It was the enactment of the compensa-

tion laws which provided the incentive to employers to organize and promote accident prevention because accidents had come to cost them money.

Of course, the dollars and cents cost of accidents is of important concern to everybody, labor included. But beyond the economics are losses which arithmetical figures cannot measure, which cannot be equated in dollars and cents. These losses we list under the heading: Human Suffering. Items in the list are physical pain, heartache, worry, misery, poverty and bereavement. The unions are and must be deeply concerned about the human suffering caused by accidents.


*Roy Siemiller, Vice President,  
US International Association of Machinists*

### The elite of dockland

 A DISCOVERY which has been delayed too long in the making, is that dock work is becoming a profession; it is high time that the status of those who practise it should be raised. Every year brings with it improvement in the design of cargo ships; their equipment for handling cargo becomes more complex. Within a foreseeable future much of the work now done manually will be performed by specialists who will control machines more than human in their manipulation of cargo.

*Editorial comment: 'Cargo Handling'*

### Reign of Terror

 THE COMMUNIST GOVERNMENT OF KERALA stands condemned at the bar of public opinion in the country. It has let loose a reign of terror against its political opponents, particularly in the labour field. There have been cases of police firings in Trichur and Quilon and precious lives have been lost. The Communist 'Storm-troopers' have assaulted persons whose only crime is to differ from them politically. The INTUC and workers belonging to other non-Communist unions have been assaulted and brickbats have been hurled at processions organized by them. Top trade union leaders, such as Shri B. K. Nair, have been arrested.

*from Indian Worker*

## German television experiment at railway crossing



**F** THE GERMAN FEDERAL RAILWAYS have recently been experimenting with the use of television in controlling railway crossings. The experiment has been taking place at a crossing near Dieburg where the road traffic is moderate but very mixed in type and the railway traffic amounts to ninety-five trains a day. The crossing was previously operated by hand by a keeper whose services have been retained during the experiment as a safety precaution, although up to the last report they had not been needed.

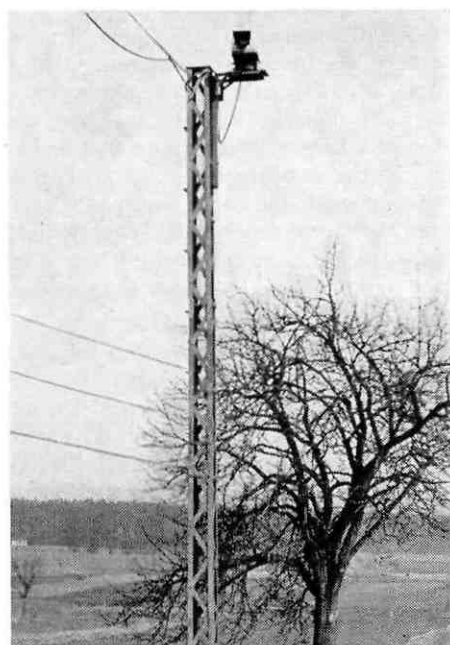


*During the experiment the keeper has been retained and he has been provided with a duplicate set of apparatus, although his services had not been called on up to the time of the last report*

the crossing barriers. He can see the position of the barriers on the screens but in addition white, green and red indicators on the panel show whether the barriers are stationary, rising or falling. He can also interrupt the movement of the barriers and hold them still if necessary. As the crossing is equipped with floodlights he can easily see it in twilight or darkness.

The railways are watching the experiment to see whether the new methods prove themselves and also to see whether they make crossings safer and provide scope for operating economies. Commenting on the television experiment, the German Railwaymen's Union, an ITR affiliate, asked whether this form of rationalization was not too expensive and whether the limits within which mechanization are worthwhile had not been passed. It was pointed out that the work of the signalman would be increased in that he would be responsible for controlling road traffic in addition to his other duties.

*Data and photos by courtesy of German Federal Railways*



*The cameras are set twenty-six feet high at either side of the crossing on the right-hand side of the road. They can scan about 550 yards of road in all; floodlights allow use at night*

# 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
- 197 affiliated organizations in 62 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 • Ceylon • Chile  
Colombia • Costa Rica • 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) • Sudan  
Sweden • Switzerland • Tanganyika • Trinidad • Tunisia  
Uganda • Uruguay • United States of America

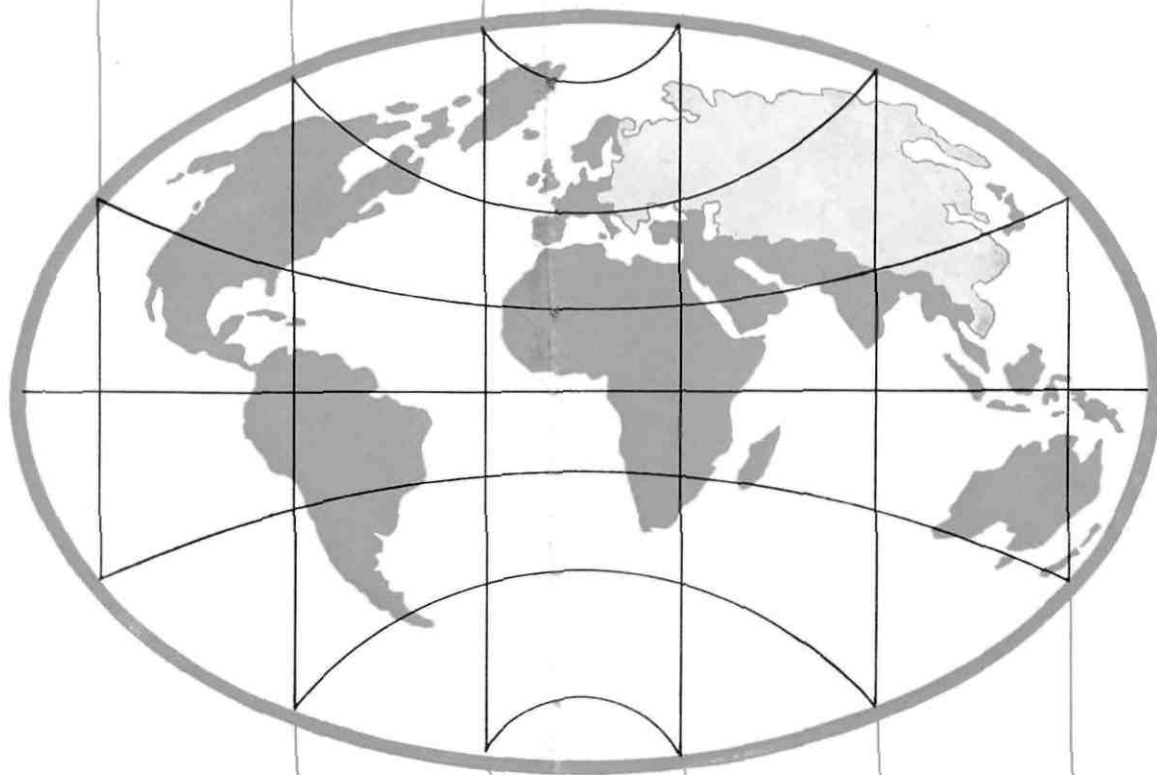
# Publications for the world's transport workers

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

## Editions of Journal



## Editions of Press Report

Pressebericht

Pressmeddelanden

Communications de Presse

Transporte (Mexico City)

**Press Report** Two separate editions in English issued in London and Tokyo