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Volume XVIII • No 12 • December 1958

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International Transport Workers' Journal

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Monthly Publication of the International Transport Workers' Federation

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Monthly Publication of the ITF

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Forthcoming meetings:

London Executive Committee
16-18 December 1958

Comment

The Boycott

AS THIS IS BEING WRITTEN the final preparations for the ITF's Panlibhonco boycott are under way. The boycott action was approved unanimously at the Amsterdam Congress this year and is to be applied from 1 to 4 December to the Panamanian, Liberian, Honduran and Costa Rican vessels operating without acceptable agreements.

Naturally, the boycott has not been greeted with whole-hearted approval in some shipping quarters. The Panlibhonco owners, for example, are anything but enthusiastic. The great majority of them have owed their undoubted commercial success to a policy of calculated irresponsibility. The great attraction of the exotic flag has been its freedom from restraints which are part of the modern commercial world - legislative, fiscal and social.

And now the boycott threatens to fetter them with the social restraint of trade union organization. The anarchy in which they have thrived is menaced by a measure of order. Wage cutting as a quick remedy for a spot of trade sickness would be impossible. They would have to pay their share of the cost of seafarers' welfare facilities. The men who sail their vessels would be protected from arbitrary treatment at an owner's whim. Bad for our business, they cry. And so it will be. Good for the seaman, though, we say. And so it will be.

The International Shipping Federation, too, has its reservations. It does not think we are doing the gentlemanly thing. And it is true there is a bluntness about our action which one would not expect from the ISF. But might not *they* have come closer to resolving the Panlibhonco problem if they had placed more faith in action than gentlemanly lamentation?

In all logic can the ISF really object to an action designed to wring collective agreements from a group of reluctant owners? Have not the members of the ISF freely entered into such agreements for many years past, to their own as well as the seafarer's benefit? We are in fact seeking to put an end to one form of discrimination against them. In view of their high-minded opposition to discrimination we had hoped for their support, if not in our, then at least in their own, interests.

ITF INTERNATIONAL TRANSPORTWORKERS' FEDERATION ITF

THE PANLIBHONCO BOYCOTT

The International Transportworkers' Federation (I.T.F.) has decided to boycott all PANLIBHONCO vessels—ships flying the Panamanian, Liberian, Honduran and Costa Rican flags—which do not have collective agreements acceptable to the I.T.F.

Arrangements for the boycott are now being made. Your union will tell you how you can play your part. The aim of this leaflet is to tell you what is at stake and why your help is needed.

THE PANLIBHONCO MENACE

Panlibhonco ships make up about 13 per cent. of the world's tonnage—almost 2,000 vessels. They are registered in countries where the trade union movement is very weak or non-existent.

The result is that almost all these ships are operated without their crews being safeguarded by properly negotiated agreements covering wages and conditions of employment. The owners can therefore cut wages or lower working conditions as they like—recently one large operator cut his crews' wages by twenty per cent. and other smaller operators quickly followed his example!

No trade unionist can afford to close his eyes to the existence of this vast unorganised slice of the maritime industry. It threatens EVERYBODY'S hard-won standards. The bigger the share of business the Panlibhonco ships take, the less for countries with genuine fleets and organised crews.

There can be only one answer to the Panlibhonco menace. If you want to see wages, conditions, and jobs maintained then you must take a stand against the owners of these ships.

Remember that the Panlibhonco fleets are not owned by Panamanians, Liberians, Hondurans and Costa Ricans. They are owned by 'runaway' owners of other nationalities. The denial of trade union organization and agreements threaten the high standards which trade unions have won from the owners in the genuine maritime countries. The boycott the I.T.F. is planning is one way to show them that escape from trade union organization is not so easy.

WHO IS BACKING THE BOYCOTT?

The whole world's free trade union movement is behind you.

The I.T.F., which is organizing the boycott, embraces free trade unions organizing transport workers in over sixty countries. It speaks for seven million transport workers in every branch of the industry. The decision to start a world-wide boycott was unanimous.

The I.T.F. is supported by the International Confederation of Free Trade Unions, the world's international centre of democratic unions. The International Metalworkers' Federation, which embraces the shipyard workers, is gravely worried by the growth of the Panlibhonco cancer.

TIME FOR ACTION

Panlibhonco must be checked before it is too late, before your standards are damaged beyond repair.

These ships without acceptable agreements are a menace. Their operation means less in your pockets in the long run. Remember that when your union calls for your support.

The details of the boycott will be given to you in good time.

When the time comes for action, act quickly and act together.

O. BECU, *General Secretary*,
International Transportworkers' Federation.

(This is an I.T.F. publication.)

Geo. Marshall & Co. Ltd. (T.U.), London, S.E.1

'Fail-safe' or safety first?

by OMER BECU, General Secretary of the ITF

+ AT A CONFERENCE HELD IN LONDON in mid-October, the ITF Flying Staff Section decided to end its relationship with the International Federation of Air Line Pilots' Associations (IFALPA). The immediate reason for that decision was the adoption by the IFALPA Bogota Conference of a resolution on crew complement (i.e. the manning of aircraft) which is not only in direct conflict with the ITF's own policy – based on the concept of a specialist aircrew being an essential safety requirement – but is a flagrant violation of a Joint Statement on Crew Complement which recognizes this fundamental requirement and to which both Federations had solemnly pledged themselves. The Bogota Resolution was the culmination of a whole series of such violations by both IFALPA and some of its member-organizations, which reflects a fundamental difference of approach not simply to this particular problem but to trade union relationships as a whole. For that reason, we feel it necessary to deal at some length with the way in which this extremely unfortunate situation has developed.

Our contacts with IFALPA go right back to 1948, when an agreement on reciprocal representation at conferences of the two Federations dealing with civil aviation matters was arrived at, an arrangement which had been maintained ever since. We would not, of course, deny that the ITF regretted the creation of a separate international organization catering for one category of flying staff, since we felt – as we still do – that the interests of all civil aviation personnel could be better defended by a single organization possessing real industrial strength, and that separation of this kind could only lead to division and weakness.

Nevertheless, IFALPA was already in existence and we recognized that fact. Our hope was that collaboration with it would benefit all members of the flight crew and might eventually lead to a much more intimate association between the pilots affiliated with IFALPA and their colleagues of the ITF Flying Staff Section, i.e. the navigators, the flight engineers, the radio officers, the cabin personnel, and those pilots who had decided either to belong to both Federations or to the ITF only.

Unfortunately, after only a short while there began to appear the first signs that all was not as it should be. Then – as now – the difficulties centred on the question of

crew complement. IFALPA, for example, adopted a policy resolution which lent support to the idea that pilots could undertake

multiple duties on the flight deck when they considered this feasible, in other words that they could displace other specialist crew members – such as the radio officer or the navigator – by performing their jobs as well as the pilot function. This matter was, naturally enough, raised by ITF-affiliated unions at a conference of our Civil Aviation Section (London, July 1954). As a result, the Conference instructed the ITF Secretariat to meet with the officers of IFALPA and try to bring the crew complement policies of the two Federations more into alignment.

On the surface, at least, that approach proved very successful. The discussions with IFALPA led to the drafting of the Joint



With the entry into service of new, fast jets like the Boeing 707, carrying more passengers than current aircraft, the question of airline safety takes on added significance. The ITF believes that a full specialist flight crew is an essential factor in achieving maximum security of operation

Statement already mentioned, which came out very clearly in favour of a full specialist crew on the grounds of both public safety and operational efficiency, and stated that any variation in the basic crew would only be accepted by the two Federations if the organizations of flying staff concerned were consulted and agreed to it. The Statement was ratified by both IFALPA and the ITF in 1955, and it was assumed that all member-organizations of the two Federations would implement it.

That assumption was soon shown to be over-optimistic. When the ITF Civil Aviation Conference met again only a year later, it immediately had to deal with complaints that the Joint Statement was being violated by pilots' organizations affiliated with IFALPA. In the United States, pilots were attempting to take over the duties of flight engineers, whilst in Britain they had signed an agreement with BOAC providing for a so-called 'crew complement allowance', in other words increased pay for pilots if they accepted the removal of the specialist engineering, communications or navigating officers. (That the British pilots have not succeeded in removing navigating and engineer officers is due to the determined stand of the ITF-affiliated MNAOA in defending and defining the position of their members.)

It might perhaps have been claimed that these were the actions of individual member-unions over which IFALPA itself had no control. However, even if one accepted that argument, there were factors involved in both these violations which completely invalidate it. The British Air Line Pilots' Association, for instance, was the body which negotiated the 'crew complement allowance' agreement with BOAC. And yet the secretary of the Association was at that time also Secretary of - IFALPA! Similarly, the President of the US Air Line Pilots' Association was also President of - IFALPA!

Nor could it be claimed that the pilots' associations had first consulted with their colleagues in other unions and secured their agreement to the proposed changes in crew complement. In fact, in Great Britain, the Trade Union Side of the Na-



The specialist radio officer and flight engineer are two of the flight crew categories against which IFALPA and some of its member-organizations have launched their strongest attacks

tional Joint Council for the Civil Air Transport Industry found it necessary to pass a resolution publicly condemning BALPA for 'negotiating an agreement involving navigating, flight engineering and radio work without consulting the other two Unions affected'. In other words, for a very grave breach of elementary decency and accepted trade union practice.

And indeed, it is a sad reflection on the state of mind of some pilots within IFALPA (we say 'some' advisedly, for we are well aware that all pilots do not think like this) that they are apparently ready to launch a direct attack on the jobs of their colleagues, in some cases well before the employers themselves! They are, in fact, enabling the employers to play off one section of the flying staff against another.

That is a policy which we totally reject. The ITF and its Flying Staff Section - like the trade union movement as a whole - has been built up on the principle of mutual support and respect for the views of others. The idea of solidarity is the basis on which our movement was founded - it is certainly not based on the concept of dog eating dog. On many occasions, a weak or unorganized section has been helped - selflessly and without stint - by larger and more powerful groups who could quite easily have stood by with folded arms because they were not directly involved in the problems

of their less fortunate colleagues. That they did not take the easy way out was because they understood that the trade union movement as a whole is weakened by an attack made on any part of it. That is the spirit which imbues our movement, a spirit which has withstood the test of time and experience and has yielded rich harvests for all its members.

IFALPA, on the other hand, in order to further what it misguidedly thinks are the interests of its members - something, incidentally, which it would be much more likely to achieve by co-operation and united action - apparently wants to revert to the law of the jungle, thrashing about and trampling underfoot anyone who happens to get in its way.

That this is by no means an exaggerated view of the position can be quite easily

Happy New Year!

We extend to all our readers our very best wishes for a happy and prosperous New Year. May 1959 see our movement strengthened even further in its battle for universal social justice and the freeing of those workers today enslaved by dictatorship.

are committed to the carriage of flight engineers on both existing and future types of aircraft, and navigating officers where such are required by regulations.

However, even if one were to take the crew complement policy of IFALPA at its face value, it would still remain a misleading and even dishonest one. To be consistent, of course, the 'fail-safe' theory should be applied to all aspects of operating an aircraft, and this is a matter on which IFALPA is – and has been – conspicuously silent. In fact, its pilots have very largely contributed to reducing the safety factor on the flight deck. After all, it is they who have been more than ready to combine their own work of piloting the aircraft with part-time navigational and communications duties. This is certainly not 'fail-safe'; it is rather playing with safety. And yet one now finds IFALPA attempting to justify the inclusion of a third pilot (by implication in place of a flight engineer) by pointing to 'increased demands . . . in the areas of navigation . . . and communications' – i.e. the very areas in which certain pilots' organizations have voluntarily accepted additional duties for increased pay. What queer logic this is! Having taken on the extra duties quite freely, they now claim that they should be reinforced because they are in danger of being overburdened with work. In fact, they are now admitting precisely what the ITC Civil Aviation Section has been trying to get them to understand right from the beginning.


A further point: IFALPA and its affiliated organizations have often attempted to justify multi-capacity working by stating that technological developments have made the specialist non-pilot crew member unnecessary. We would like to make it quite clear that the ITC is certainly not opposed to change or technological progress as such. On the contrary, we want to be quite sure that the change is for the better, not the worse; that the alleged technological progress is real and not just wishful thinking or expediency.

A good example of this is given in the article which appeared in our October issue dealing with the use of radio-telephony in

aircraft. This, too, has been hailed as a great advance – an advance which, it is claimed, makes it possible to do without a specialist radio officer and the use of CW (i.e. morse). There can be no doubt that in certain areas and under certain conditions, this is at least partially true. At the same time, as the facts given in our article clearly show, it is equally true that on certain routes radio-telephony must be considered as a virtual failure. What kind of progress is it when an aircraft can be completely out of contact with ground stations, not just for minutes, but for hours at a time? If that is progress, then why not go just a step further and advocate the removal of any type of communications equipment from aircraft, for there are times when radio-telephony without CW back-up is just as useless as that.

The essential point to be borne in mind here is that we are not simply dealing with equipment; human lives – and a large number of human lives at that – are involved in the safety of any airline operation. It is not good enough to say that a flight which does not carry a specialist radio officer, navigator or engineer will be safe nine times out of ten or even ninety-nine times out of a hundred. IFALPA should be the first to realize the truth of this, for its own 'fail-safe' policy is based entirely on the possibility of the emergency situation. Admittedly, a certain number of airline accidents must be expected under the law of averages, but that certainly cannot be the basis of airline planning. Every possible step to prevent accidents must be taken; every chance guarded against; every safety loophole plugged. In fact, the carriage of the specialist crew member would be amply justified even if he were only there to prevent the one-in-a-thousand emergency from becoming a disaster. All the more reason, therefore, to retain him when the case for his removal is either weak or non-existent. All the more reason, too, for every member of the flight deck crew to join in demanding the implementation of a policy for crew complement that puts safety, and not expediency or sectional interests, first.

Forgotten - one pair of crutches

 AMONG THE 456,000 ARTICLES left behind by Londoners in their buses and underground trains during 1957 was a pair of crutches. Their owner evidently found he could get along without them for they have never been claimed and like other lost articles were sold by auction after being kept for three months.

The Englishman's attachment to his umbrella, which if one believed the foreign caricaturist is rivalled only by his love for tea, is obviously exaggerated. No fewer than 73,000 orphaned umbrellas were rescued by the London Transport Executive – and on an average only one third of the articles lost are ever claimed. The number of umbrella-less Londoners who suffered a drenching for their forgetfulness pales into insignificance beside the host of gloveless: 82,000 pairs of gloves and 31,000 single gloves were found during the year. This, London Transport reports, is actually an improvement over 1956 when there were 8,000 more.

A partial explanation for these and other losses – 57,000 hand-bags, wallets and purses and 40,500 cases and other bags – is perhaps to be found in the fifteen thousand cases of lost spectacles, for having first forgotten their visual accessories these unfortunate travellers were probably unable to see where they had dropped their gloves or put down their briefcases. But it is harder to account for the several hundred children's folding push-chairs which were left in buses. If the parents forgot them one would have thought that the child at least would have remembered.

No figures are apparently available in this unhappy catalogue to show how many passengers suffered multiple losses, which is perhaps as well for a harrowing tale of a limping, crutchless, short-sighted, wet, purseless, penniless, parent with a chair-less infant on one arm groping with numbed, gloveless fingers at his doorstep only to find in common with 12,999 other Londoners that he had lost his keys would be enough to deter many people from using London Transport at all.

Automation

In the marshalling yard



AUTOMATIC CONTROL for power switches and retarders in US marshalling (classification) yards has gone through a rapid series of developments in recent years. The nature of the automatic processes at present in use in many US classification yards as well as the economies, both financial and in terms of manpower, effected by their installation are described in the following article from *Railway Age*, the US weekly devoted to railroad matters.

An important reason for installing automatic control for retarders is to reduce damage to lading and cars. Freight claim payments for 1956, including those pending at the end of the year, totalled \$125,953,776. In a recent discussion of this subject, R. S. May, vice-president, Association of American Railroads, pointed out that 'continued improvement is needed in our existing yard facilities, as a means of minimizing our most serious cause factor, namely, rough handling of cars. The value of the electronically operated yard facility is recognized as an important step in the control and elimination of excessive over-speed impacts'.

In yards where retarders are controlled manually, each operator needs a 'catalogue' memory of the characteristics of the route to each track, and, as each cut comes toward him, he must make an 'educated guess' of its speed and how it will roll after he turns it loose on its classification track. However, too many factors are 'unknown', and therefore even the best of operators, through no fault of their own, release some cars too fast or too slow.

The fast ones cause damage to cars and lading when they couple with cars already standing at the far end of the track. The slow ones stop short. Then the next car may be released at a higher than normal speed so it will 'bang' into the stalled car and drive it along. If this fails, humping is stopped to bring the trimmer engine to push cars down on the classification track. To avoid criticisms for such delays, the human tendency is to let the cars out of the retarders fast enough to be sure that they

do not stop short. This is especially true when 'pressure is on' to get trains out on schedule.

How much car damage?

In 1956 the payments for loss and damage to freight on one railroad alone were nearly \$5,000,000, the average being about \$4,918,600 for nine years, 1948 to 1956. On this road, much of the classification work is done in two yards which have been equipped with manually controlled power switches and retarders for about nine years. Based on studies by officers of this railroad, a decision was made to install automatic controls in one of these yards, the primary objective being to reduce damage to lading to the extent of several hundred thousand dollars annually, which will pay a good return on the investment.

In one fifteen-track classification yard equipped with manually controlled power switches and retarders, an intensified campaign was conducted to reduce damage to cars and lading. Careful records were kept.

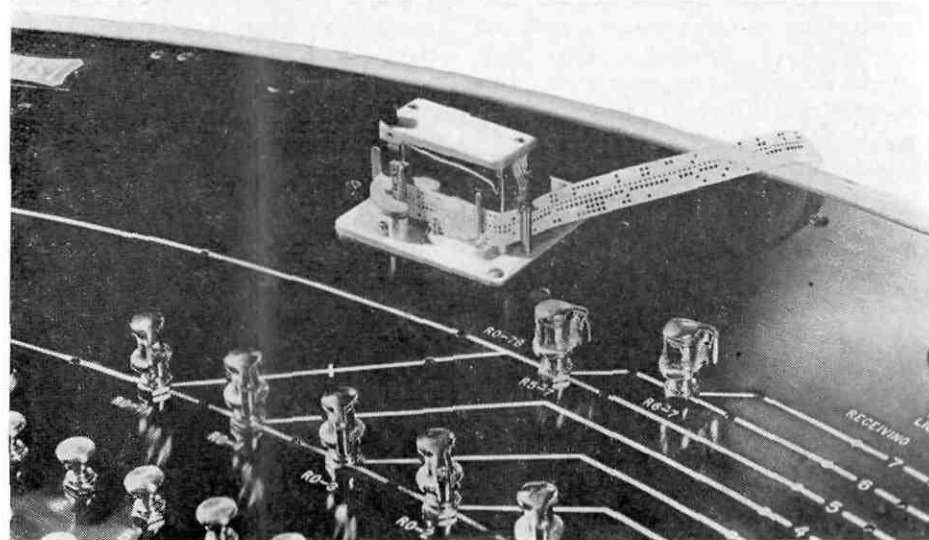
In the third year of this campaign, 980 cars were damaged. In the next year this was reduced to 798 cars, requiring immediate repairs totalling about \$9,157. Car damage in a typical month included four broken couplers, nine cars off centre, four train lines broken, four cars with loads shifted including cars with ends or sides bulged; five doors damaged and four miscellaneous. Here is an instance where every man involved – retarder operators, yardmasters and management – were concentrating to their utmost to reduce damage, but nevertheless considerable damage did occur. Now arrangements are being made to install automatic control for the retarders and switches in this yard.

Yard car time costs

Because a large yard with automatic control can be operated with one-third the towermen required with manual controls, it becomes practicable, from the standpoint of reduced operating costs, to operate such a yard 'round the clock' at maximum humping capacity. Cars can be classified promptly on arrival, without delay in the receiving yard. This saves car hours and improves service to shippers.

One yard, which classifies 2,000 to 3,200 cars every twenty-four hours, saves an average of five hours for each car compared

A perforated tape is fed through a tape reader. The tape carries coded switching information and the routes for cars moving into the yard are lined up automatically. No-one is required to push buttons (Photo: Louisville & Nashville Railroad)



Freight cars are weighed automatically and their weights relayed to an electronic brain which determines the degree of automatic retarding for each car as it rolls down the classification yard 'hump' (Photo: Southern Pacific Lines)

with the previous old yards.

Another modern yard with automatic controls, when only forty tracks were in service, saved about \$5,000 per week in per diem charges through reduced in-yard delays.

At one yard, which in a recent week humped an average of about 1,064 cars daily westbound and 1,317 cars eastbound, records are being kept of the elapsed car time from arrival in the receiving yard until leaving from the departure yard. The average for one week was 10.9 hours for westbound cars and fifteen hours for eastbound cars. Using an hourly per diem factor of 11.5 cents, the car time for eastbound cars totalled an average of \$ 1,841 per day, and for westbound cars, \$ 1,459 daily.

This yard is now operated by switch tenders and car riders. If the installation of power switches and retarders, with fully automatic control, would reduce the total yard time for cars by fifty per cent, the average saving on this time alone would be more than \$600,000 annually.

In yards where power switches and retarders are now controlled manually the installation of automatic controls will effect a reduction in wages. In a yard with 40 to 48 tracks, using manual control, a typical arrangement includes three towers for control of power switches and retarders. Operators are on duty all the time in each tower, thus requiring a total of nine men. Some yards with fifty-five to eighty tracks require four towers, with a control operator in each.

Reducing operating expenses

In contrast, with complete automatic control of power switches and retarders, only one tower, with only one man, a monitor-operator, is required. As applying to the retardation system, this man adjusts modification settings to compensate for weather



and rail conditions and other factors which uniformly affect rollability. The speed at which cars are released from the group retarders can be increased or decreased in small amounts totalling about two mph. The monitor-operator watches car movements carefully and, if anything goes wrong, he can take action to stop humping. When the trimmer engine is working in the yard, the monitor-operator controls the switches and retarders manually.

Thus, in a fully automatic yard of up to sixty-five or more tracks, one control tower with one monitor-operator is required, compared with three towers and three men where manual control is in service. The annual wages for a retarder operator round the clock every day, including vacations, pensions, insurance, etc., totals about \$25,900. The addition of automatic controls for switches and retarders in a manually controlled yard will reduce the number of towers from three to one; six operators' positions can be eliminated and wage costs reduced by \$155,400 annually.

Car riders and switchtenders

A gravity classification yard, now operated by the old-time method of car riders and switchtenders, handles an average of about 1,000 cars daily. The base wage rate, not figuring vacations, pensions, insurance, etc. is \$2.39 per hour for switchtenders,

and \$2.56 for yard helpers (car riders).

The labour costs total about \$368,000 annually. This is approximately ninety-five cents per car humped.

How automatic control works

In automatic systems, the characteristics of each route are measured and given an individual value. Also, as each car proceeds down the incline, its weight is classified; its speed is measured by radar; and its rollability is measured in terms of rate of acceleration on constant known gradients, tangent and curved. Voltage values of these various characteristics and measurements are fed into an electronic computer which automatically calculates the desired leaving speed from the group retarder.

Although two loaded cars may weigh about the same, one may be a 'hard roller' and the other an 'easy roller', or just an 'average roller'. Empty or lightly loaded cars perform differently from loaded. In automatic control systems, therefore, the resistance which each car exerts against the force gravity is measured by determining the acceleration when rolling down a section of track which is on a known well-maintained constant gradient in approach to the master retarder. Special track circuits, radar and timing device are used. This acceleration on tangent track indicates how the car will roll on tangent track on its

respective classification track. Similarly the rolling characteristics of each car on curved track can be determined on curved sections of track.

Values stored electrically

Weight, which is needed to select leaving speeds from the master retarder, is classified by an inert device known as a weight rail, located in approach to the master retarder. Each car is classified as heavy, medium or light.

In most yards each group retarder serves about six to ten tracks. From the retarder to the tangent point, on each of the tracks in a group, the grades and curves through switches and turnouts are different. To secure data, a number of cars, both empty and loaded, are routed down the hump and through this retarder to each of the tracks in the group. By obtaining rolling resistance measurements of each car between the master and group retarders, and again between the group retarder and the point of tangency, a correlation is established between curved track rolling resistance measurement and the characteristics of each route beyond the group retarder. Electric values are stored, and when a route is set up for a car to track six, for example, the corresponding route resistance value is fed into the computer, along with values for the other factors discussed above.

Optimum speed

To reduce damage to a minimum, an ideal is to release each car from its final group retarder at a proper speed so that it will negotiate the curves in the turnouts to tangent on its classification track, and then roll on down to couple with the first car then standing on that track at a speed of four mph or less.

In automatically controlled projects completed prior to 1957, one objective was to provide a non-accelerating descending grade on the classification tracks, so that if

a good rolling car enters the tangent on its class track at approximately four mph, it proceeds without increasing its speed until it couples with the first car then standing on the track. Thus, regardless of the distance from the turnout to the first standing car, the speed is within the range to prevent damage to cars and lading. In this operation the speed at which each car is released from the group retarder is varied, depending on car rollability.

An important factor in the success of this operation is to install and maintain the class tracks at exact gradient, as well as surface and alignment. As an aid, some roads install deeply set steel grade stakes.

The per cent of non-accelerating grade depends on the preponderance of traffic - coal, merchandise, etc., as well as other factors such as prevailing winds and extreme temperatures. In general, however, through the twenty-five years in which yards have been built for use of retarders, the design for grades in class tracks has gradually been reduced from 0.3 per cent, to 0.2 per cent, to 0.15 per cent and to 0.12 per cent. A forward look predicts that, with equipment now available to measure weights and rollability, perhaps coupling

speeds can now be controlled better if the class tracks are built at level grade.

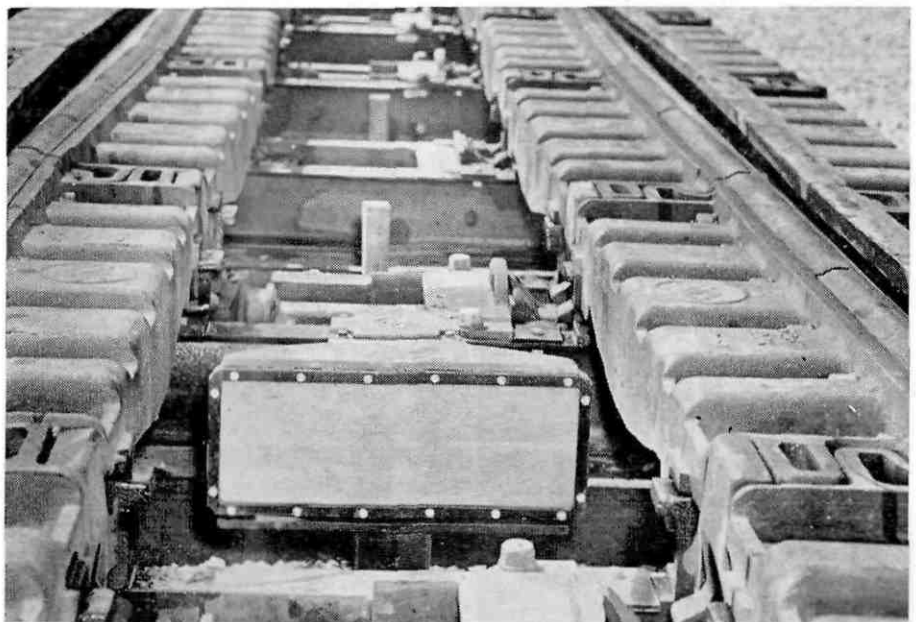
In order that automatic controls may be applied most effectively the switches and retarders should be located according to a basic plan, with adequate track lengths and proper grades where required. This plan should be used in the design of all new yards or those being rebuilt. Automatic controls can be applied now or later with no track changes.

The missing link

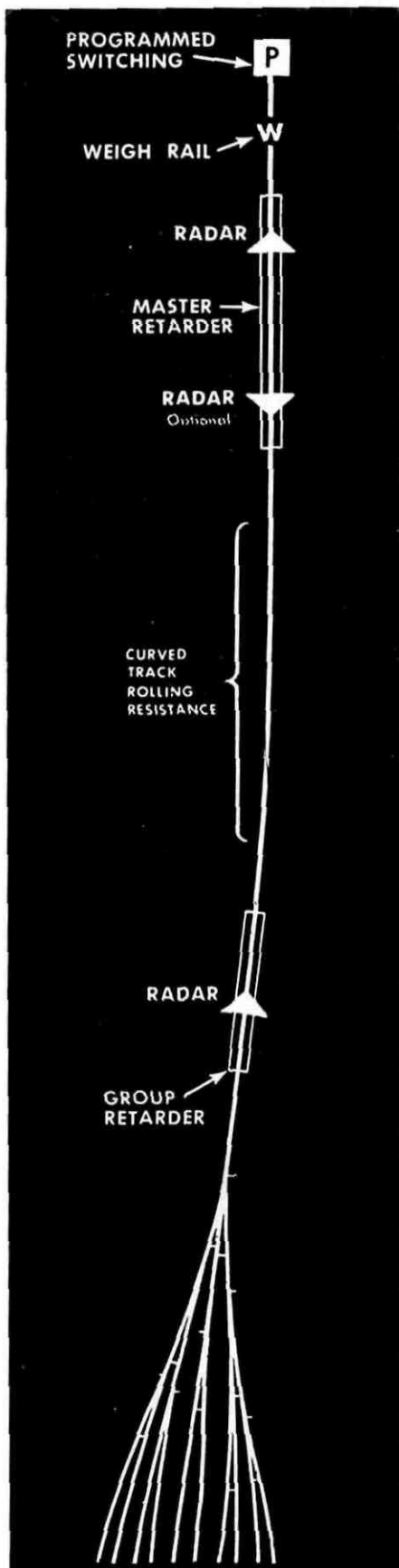
In manually controlled yards, if towers are located properly and yard lighting is effective, each towerman can see where cars stop on each of the classification tracks under his control. Accordingly, the operator can control the group retarder to let the car out at a faster speed if the track is empty, or at a lower speed if the car has only a short distance to go.

In automatic controls, placed in full service with manufactured equipment prior to late 1956, information concerning location of last car that had entered each track was a 'missing link' in automatic phases of the controls.

This requirement is being, or can be, met



This radar unit which is set between the rails measures car speeds as they roll down the classification yard 'hump' and passes this information to the electronic brain (Photo: Railway Age)



in several ways. In some installations a counting device automatically counts each car as it enters each classification track, thereby controlling an indicator showing the car capacity of the portion of the track still empty. This factor also is given a value to be included in the calculation made by the electronic computer. The monitor-operator must watch to see if cars stop short on any track, and, if so, he operates a key switch to adjust the value and indicator according to the length of empty track short of the car. Also, when cars are pulled out the departure end of tracks the monitor-operator makes adjustments concerning the length of empty track.

The necessity for the monitor-operator to adjust the empty track values and indicators can be eliminated if a railroad sees fit to install a sufficient number of short track circuits, treadles, or impulse units. One road is using a special voltage fed from the clearance point on each track to the shunt through the wheels and axle of the first car, indicating in feet or voltage the approximate length of empty track from clearance to the first car on a track.

In automatic controls for switches in classification yards, first installed in 1950, the control panel includes a push button corresponding with each classification track. To route a car to track ten, for example, push-button No. 10 is pushed.

In some manual control yards, these automatic switch control buttons are on the same panel with the retarder controls and are operated by the same man who controls the retarders. In other yards the automatic switch control panel is in a small cabin at or near the hump. At most of these yards the buttons are operated by the foreman (otherwise known as conductor) of the crew that is then pushing cars over the hump. In a few yards, an extra man with rank as a conductor, is assigned to operate switch control buttons.

No 'button-pushers' needed

About two years ago one railroad developed and installed devices by means of which the equivalent of the switch list was punched in a paper tape somewhat the same as


used in printing telegraph. As a string of cars is pushed over the hump, the tape is fed, step-by-step, through a telegraph printing transceiver which sets up the automatic controls for switches.

On roads that use punched cards in reporting machine accounting systems, these cards, instead of tape, can be used to control the automatic switching. One advantage is that cards can quickly be pulled or inserted according to last minute changes due to reconsignments, bad order, etc. These operations using either tape or punched cards are known as programmed switching control, in which no person is required to push buttons to initiate individual routes for cars or cuts being pushed over the hump.

Automatic cab signalling and radio or carrier telephone communication – to and from the cabs of the hump engine and trimmer engine – are a necessary part of modern classification yard systems.

Similar inductive carrier equipment has been installed in a classification yard on one road to control an unattended mine-type battery-propelled electric locomotive used as a pusher. Normally this pusher is 'parked' on a spur on the incline down the hump toward the yard. If trimming is necessary, the humping is stopped, then by remote 'wireless' control from the tower the unattended electric pusher operates to push cars on the classification tracks, and then returns to its spur.

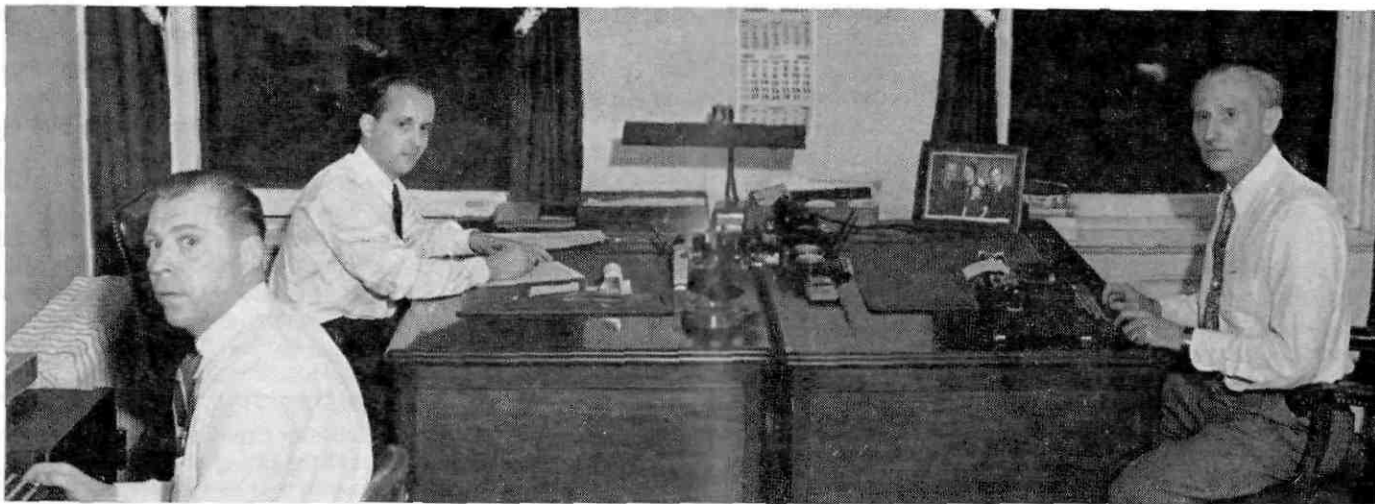
Welfare work for seamen expanded in Norway

 THE NORWEGIAN GOVERNMENT WELFARE OFFICE has formed local welfare committees in sixteen towns along the Norwegian coast, whose aim is to cater for Norwegian seamen employed in the coastal trades, seamen who come as strangers to the towns, and students at the various seamen's schools in Norway. The Government Welfare Office for the Merchant Fleet has during the last ten years carried out extensive welfare work for Norwegian seamen in foreign ports. Now it is taking up the same work for men in home ports.

Safe harbour for Swedish seamen

by JAMES H. WINCHESTER

The seafaring profession is for many one that takes them far from home. For the trade unions which organize the seafarer this means that to give him the service he rightly expects it is necessary to work outside national boundaries. Many of the larger unions have offices in important foreign ports and the following abridgement of an article in the Swedish Seamen's Union journal, 'Sjömannen', shows just what such an office sets out to provide.



⚓ LAST YEAR there were 483 arrivals and 485 departures of Swedish vessels out of the Port of New York. Their crews totalled no fewer than 45,000 seamen.

Looking after the interests of these merchant sailors ashore is the full-time job of Ernst Råberg, the wiry, gradually balding representative in New York for the Swedish Seamen's Union. Conscientious and hard-working, an ex-seaman himself who was born in Glimåkra, in southern Sweden, Råberg has represented the ssu in New York since 1940.

As a Swedish trade union representative in a foreign port, Råberg has more than enough to keep him busy. One of his biggest and most important jobs is keeping union members – and there are more than fifty different nationalities represented among the membership of the Swedish Seamen's Union – in good standing with the US Immigration Department, seeing that their papers and passports are in order and up-to-date at all times.

Another vital job performed by Råberg is helping find jobs for the nearly 3,000 seamen signing on or off in New York each year. An unemployed alien seaman off a Swedish vessel – whatever his nationality – is given twenty-nine days by US immigration authorities to find another ship. Seeking help, these men usually make Råberg's office, at 155 South Elliott Place, in Brooklyn, their first stopping point.

However, if a seaman hasn't found a new berth in the allotted twenty-nine days of immigration grace, the Scandinavian Shipping Office, working with the ssu, applies to the authorities for permission

for the crewman to remain in the country for another twenty-nine days. This permission is almost always granted.

'Naturally,' reports Råberg, 'there are many other aspects to my work, too. I receive and forward, sometimes even settle or negotiate, agreements and complaints involving members, ship owners and operators, always, of course, with the approval of union headquarters.'

In this connection he has helped promote special bonuses for Swedish seamen, American bonuses, non-European bonuses and devaluation bonuses over the past several years.

Watching out for the recreational and social welfare of Swedish seamen ashore in New York is one of the most gratifying and rewarding parts of his job, Råberg feels. Working with his union's special Welfare Committee and with the voluntary, non-profit Swedish Seamen's Welfare Fund, Inc., Råberg is one of the men largely responsible for the building of the Swedish Seamen's Center, located at 150 S. Portland Street, in Brooklyn.

This photo of the Swedish Seamen's Union's New York office was taken during the Second World War. On the right is the late J. Svensson, former President of the union, on the left is J. S. Thore, the union's current President, and in the centre Ernst Råberg, who is in now charge of the office

A model for other seamen's centers being built with the help and co-operation of the ssu in other ports of the world – Malmö and Antwerp are two examples – the Brooklyn home-away-from-home for those working on Swedish ships was officially opened on April 30, 1951. Run as a private club, admission to the Center is open to any Swedish seaman who shows his papers. There are fifty-four beds there for those wishing lodging for a night or longer – and a handsomely decorated and furnished bedroom, containing twin beds, a dresser, desk, lamp and chair, rents for only \$12 per person a week – along with a variety of restaurant and recreational facilities.

There is a large assembly hall where dances are held every Friday evening, with partners coming from local Swedish clubs or families. In the summertime these dances are held in a large outdoor patio at the rear of the Center.

Movies are shown once a week and there is a full-time welfare secretary on duty to plan and supervise entertainment. The Center has a table tennis room, a billiards

room, a snack bar and a TV room. In the warm weather months, seamen are taken to the beaches either by station-wagon or in hired buses.

At night a very good dinner indeed is served in the Center's dining room, for a nominal charge of only \$1.00. Breakfast, at a correspondingly low price, and sandwiches, beer, beverages and soft drinks are served throughout the day.

This Center – a tribute to Råberg and his Swedish Seamen's Union work – fills a real need in the busy New York port.

'I remember one night back in 1942,' Råberg recalls. 'Seven Swedish seamen arrived at my office, looking for a place to sleep. They had been trying hotels and rooming houses all day. But they could speak no English and had been refused lodging everywhere. They couldn't even order food. I took them home with me that night. From then on I worked overtime to help create a permanent place in the city where such men, seeking rest and recreation ashore, could come. The work done by the Swedish Consulate General and volunteers has been of inestimable value to help my efforts.'

As Råberg said at the dedication of the Center:


'Some people ask why seamen need their own hotel in a city like New York, a city practically filled with hotels. Our answer is simple. In the first place a seaman's pay is not so high that he, without straining his purse, can afford to pay prevailing hotel and food prices. Furthermore, a seaman going ashore with cumbersome baggage prefers to land in a place where he and his needs are understood and where he can meet people – preferably of his own nationality. The Port of New York is especially suitable for a seamen's center because it is a central point, not only for ships, but for crews who leave their ships in Baltimore and other Atlantic coast harbours. A seaman doing his arduous work can also become ill, and there certainly is no more convenient place for recuperation and recreation than this lovely home which has been established here.'

The Swedish Seamen's Union, which

Råberg represents so well in New York, is one of the strongest arms of the Swedish Confederation of Trade Unions.

'The union looks out for Swedish seamen all over the world, wherever Swedish ships ply their trade,' reports Råberg. 'I am only one of their full-time agents working outside the Gothenburg headquarters. The union keeps representatives, with jobs similar to mine here in New York, in Antwerp, Narvik, San Francisco and Italy, among other places. The union is also represented in other world ports by part-time agents.'

French railways carry sixty-four per cent of country's freight

 THE FRENCH RAILWAYS carried sixty-four per cent of the country's ton-miles of freight in 1956. In the same year, US railroads transported forty-eight per cent of US freight. Road haulage also accounted for the transport of a higher percentage of national goods in France in 1956 than in the USA: twenty-five per cent compared with a little less than nineteen per cent. The position with regard to inland waterway traffic is reversed, however, France having eleven per cent of the total freight movement whilst the USA had sixteen per cent.

A main factor in the US transportation picture that is practically non-existent in France is the pipeline. In 1956, almost seventeen per cent of US freight traffic went by this means.


The railway proportion of total freight traffic in France appears to be relatively constant whereas in the United States a declining trend has become apparent. The percentages for 1952, 1954, 1955 and 1956 are: sixty-six, sixty-one, sixty-two and sixty-four.

The stability of French freight traffic distribution in terms of ton-miles is particularly noticeable in the case of inland waterway transport where the percentage of total movement remained steady at eleven per cent from 1952 to 1956, except that it moved up by one per cent in 1954.

Råberg started his own seagoing career in 1923 when he joined the Swedish Navy. He entered the merchant marine service in 1929, sailing on the *Lima* and the *Kungsholm* until 1940, when he was appointed by the SSU as their New York representative. In addition to his union duties in New York, Råberg also represents the Swedish Engineers' Union in New York, is on the board of directors of the Scandinavian Office and is a member of the Swedish Seamen's Club, which runs the Seamen's Center in Brooklyn.

For the four years 1952–56, road haulage accounted for twenty-three, twenty-seven, twenty-seven and twenty-five per cent of total ton-mileage. The biggest fluctuation is shown in long-distance road haulage (over ninety-three miles) where the percentages are: nine, thirteen, thirteen and eleven.

Book review

 FOCUS ON A COMMUNIST FRONT – *The Truth About the World Federation of Trade Unions*, by George R. Donahue; Phoenix House Ltd., London, W.C.2; price 2s. 6d.

This booklet, which ruthlessly exposes the pretensions of the world Federation of Trade Unions to be anything but a Soviet tool serving the interests of Communist world domination, contains a brief account of the history and aims of this body from its foundation in 1945 up to the present time. Just how it works – and for whom – is clearly laid bare for all to see.

The chapter on the WFTU in action serves in particular as a forceful reminder of Communist duplicity in the trade union and political field. For those who might feel tempted to go along with the Communists in the cosmic farce they are staging, and in which conquest of the world's free trade unions is but one act, the revealing light which this account of the WFTU throws on this body's activities cannot but serve to show it up as a sham and fraud.

Fishermen's co-operatives flourish in Malaya

C FOR MANY, MANY YEARS the majority of the fishermen on Malaya's East Coast have lived in abject poverty, their livelihood dependent on the generosity or parsimony of the 'agents' who lend them money for their food, lodging and equipment during the season and negotiate the sale of the catch for prices so low as to ensure that their fishermen 'clients' are perpetually indebted to them.

This system, which amounts almost to a serf and master relationship, is now threatened by the fishermen's co-operative movement which has begun to flourish in Malaya with the assistance of government grants. An idea of the extent and vigour of the movement was given recently in the *Malay Mail* by Hamid Bendhara who described a visit to the East Coast by the Malayan Minister of Agriculture, who is also responsible for fisheries and co-operatives:

'The Minister feels that the co-operative movement is the key to economic progress for many of the Malays. By organizing themselves into well-knit units they can place themselves in a position to compete in business with vested interests who in the past have controlled the economy of Malaya.

The progress that has been made in the last eighteen months is quite remarkable. Nearly every one of the East Coast fishing villages, whose natural, photogenic beauty often disguises the poverty underneath, has its own co-operative. Some have already introduced marketing schemes which come

into direct competition with the middleman. They have secured contracts for the supply of fish to hospitals and other organizations.

Typical of many of the progressive East Coast villages is Kerteh, a pretty little village near Kemaman, a port and marketing centre about fifty miles north of Kuantan. There are about 1,000 people in Kerteh and 150 fishermen in the village whose sole occupation is fishing — a striking example of the complete dependence of many of the villages on the sea for their livelihood. On the East Coast the sea can be a hard taskmaster and during the monsoon villages such as Kerteh, with virtually the entire working population idle, can be gloomy indeed.

The chairman of the village's co-operative and fish marketing society, Inche Sulong bin Mohamud, told me that nearly eighty-five per cent of the fishermen were members of the society. They intended, he said to buy a fish-curing plant from a middleman in the area at a cost of about \$6,000. (There are 8.57 Malayan dollars to

£1 and three to US \$1.) The plant is at present being rented by the society and the middleman has decided to let it go because the fishermen have refused to sell to him.

Since the society was established last year, the Government has provided \$25,700 in loans in the form of credits for the purchase of boats, motors and fishing gear. At present the village has about one hundred boats with power from twenty outboard and seven inboard engines. The society handles about 300 piculs of fish monthly for export.

This is one of the successful fish marketing co-operatives and the aim of the Ministry of Agriculture eventually is to have a chain of them from Tumpat, on the northern edge of Kelantan, down to Kuantan.

Already more than \$1 million has been invested by the Government in the fishing industry on the East Coast although normally loans are not granted until a fishing co-operative has been properly registered and has operated successfully for at least six months. The loans are normally used for purchasing better equipment, improving the work of the fisherman and establishing marketing societies.

At Dungun, the Kuantan fish marketing co-operative society has succeeded in eliminating the influence of middlemen.

Not all villages, however, have made the

A fishing village on an island off the Malayan coast. A tropical paradise from the sea, villages such as these often on closer examination reveal scenes of abject poverty. In an effort to improve the economic standards of the fishermen a co-operative fishery system is being encouraged by the government



The Minister inspects a wire dragnet owned by a group of Malayan fishermen during his inspections of East Coast fishermen's co-operatives



same progress. Near Kuala Trengganu, the chairman of the Kampong Losong Fishing Co-operative Society, which is centred on a small village of about 300 fishermen, said that they were still being 'victimized' by middlemen. They were promised that their applications for loans would be considered and told to work harder and make better progress.

Up and down the coast much the same message is being given to other fishermen in the drive to see that they get a proper return for their crop. In the Perhentian islands, about twelve miles from Besut in north Trengganu, the Malay fishermen were urged to form co-operative societies when 200 fishermen and schoolchildren came down to the beach to welcome the Minister as he arrived. He told them that they would get better prices for their catch and would be able to buy ice at concession rates until ice plants were established by the Government at key points if they formed a society.

Ten miles away is Great Redang Island, one of the biggest islands on the coast which is mainly used as shelter by hundreds of fishermen from Trengganu and Kelantan during the monsoon which whips the normally tranquil China Sea into an angry mood.

At a cost of \$21,000 the Fisheries Department has built two community houses on the island, a concrete symbol of what is being done to improve the lot of the fisherman on the coast, for in the past they had to sleep in the open during the monsoon which lasts generally from December to February or March. Water for the fishermen comes from an impounding reservoir which gets its supplies from a catchment area in the hills.

Staying on the island, as compared with remaining idle in their stormswept villages, gives the fishermen a chance to go out into the surrounding water during lulls.

A medical officer and three nurses look

after the health of the men during the fishing season and the few fishermen who stay permanently on the island.

It is impossible in a five-day trip to see all that is happening on the East Coast but without doubt the last few years have brought changes, and not all of them associated with the outboard engines that now shatter the silence of once quiet inlets.

The co-operatives, when well run, offer real opportunities for fishermen and others to improve immensely their way of life.

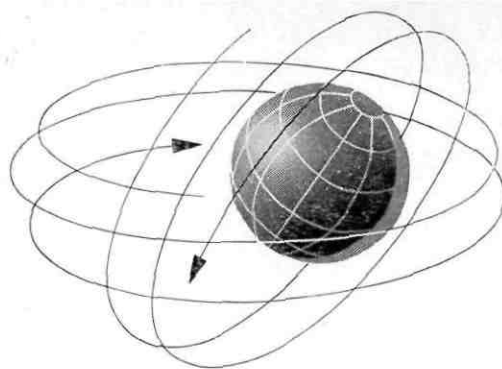
The Minister told me, 'the success of co-operative projects has opened the eyes of the Malays to the fact that they can make quick progress through their own organized efforts. Certain vested interests have been alarmed at the awakening of the Malays and the success of co-operative credit and marketing societies.'

Whatever the opposition it seems likely that now the trend has begun it cannot be reversed. The East Coast co-operatives are there to stay barring disaster and no one can deny that the fisherman has long deserved a larger share of the money obtained from his labours.


There is benefit in it too for the consumer, whether on the East or West Coast. Improvements mean that more fish are being caught than before, an important factor in view of Malaya's rising population.'



Japanese fishery experts have been helping Malayan fishermen to improve their techniques. Here one of them shows how to mend a net




ICFTU African Labour College under way

 THE INTERNATIONAL CONFEDERATION OF FREE TRADE UNIONS' AFRICAN LABOUR COLLEGE at Kampala, Uganda, started its first course at the beginning of November despite the fact that the plans for the college were not finalized until July. The college will have to work in temporary accommodation until the permanent building is completed in about a year's time.

The first course will be attended by some thirty African trade unionists and will last for four months. The director of the college is Sven Fockstedt, from Sweden. Among his assistants will be George McCray from the United States, who recently spent a year in Ghana advising the government on workers' education, and Joseph Odero Joni, a Kenyan economist.

ICAO studies air collision prevention


 MEASURES FOR AVOIDING AIR COLLISIONS by the increased use of new equipment such as radar are among problems now being studied by the International Civil Aviation Organization. The need for such measures, as recent events have clearly indicated, is becoming increasingly great in an age of congested air traffic and fast-flying jet aircraft.

Before a recent meeting to discuss the subject, ICAO stated that, because of the increasing speed of modern aircraft, the possibility of avoiding collisions by the principle of 'see and be seen' is diminishing. One suggested answer was the 'stratification' of air space, so that above a certain altitude all flights - particularly those of jet aircraft - would be carried out under the control of ground stations.

ICAO pointed out that, at the moment, aircraft flying under ground control are spaced out both vertically and horizontally to avoid collisions. It added that, if aircraft could be allowed to fly closer together by the use of advanced types of navigational aids, such as radar, the air space would be given more capacity to handle aircraft and congestion would be reduced.

It was also pointed out that in general the use of new equipment, in addition to providing greater accuracy about the position of aircraft, must be based on faster transmission of information to the air traffic controller to enable him to make the best possible allocation of the available air space. This might also involve freeing aircraft controllers from routine duties to give them time for making decisions.


ICFTU calls for release of Algerian trade unionists

 AN URGENT APPEAL to free several hundred detained Algerian trade unionists has been made to the Premier of France by the International Confederation of Free Trade Unions. In a telegram to General de Gaulle, the ICFTU General Secretary said that the object of his appeal was to restore freedom of association and of expression and to ease tension in Algeria.

The telegram recalled an official complaint lodged with the International Labour Organization on 15 February 1957 and a supplementary complaint, dated 21 March 1957, regarding the violation of trade union freedom in Algeria by the French authorities through repressive measures which included the arrest and detention of one set of trade union leaders after another. As a result of these complaints, the ILO subsequently criticized the detention of trade unionists without trial.


The full text of the telegram is as follows: 'Have the honour to draw your attention to the detention in camps of many Algerian trade union leaders and members, including Aissat Idir, General Secretary, Benaissa Attalah, Bourouiba Boualem and several other Executive Committee members of our affiliated organization, the Union générale des travailleurs algériens as well as leaders of regional and local UGTA branches and of UGTA affiliates. In complaints submitted to the ILO we included a list of sixty-three detained leaders and referred to 210 other detained trade unionists. In order to restore freedom of association and of expression and to ease tension I address to you an urgent appeal to free the detained trade unionists.'

'Strawberry' yes, platinum, no' says airline - Joan disagrees

 WORKING TO NO RECOGNIZED SALESMANSHIP GUIDE, Pan American airlines recently decided that its platinum blonde New York ticket agent, Joan Marchesani, would have to become a strawberry blonde if she wanted to keep her job. Joan, a very attractive twenty-year-old, declined. She had already made one concession to the company's apparent embarrassment at her good looks by agreeing not to wear figure-hugging skirts. But ordering her to take a strawberry rinse was, she thought, going too far.

And so she lost her job. Fortunately, however, she belonged to a union, the Brotherhood of Railway Clerks, which gallantly and effectively jumped to her aid. She got her job back, not a platinum hair scathed.

Switzerland gets its first boarding school for children of Rhine boatmen

 UNTIL RECENTLY THE QUESTION OF educational facilities for the children of bargemen in Switzerland had not constituted any kind of problem. The number of children of school age whose parents were engaged in inland waterway shipping had not been large enough to necessitate any special measures.

The considerable expansion which has taken place in the Swiss Rhine shipping fleet of late, however, has resulted in attention having to be devoted to this subject, and in particular in the town of Basle, notably in connection with the problem of finding accommodation.

There are at the present moment 194 children on vessels operated by the Swiss Shipping Company. Of these, sixty-six are of Swiss nationality. Of this number, thirty-three are of an age when they should be attending school. By 1962, this number will have increased to sixty.

The company decided to build a boarding school for these children. Construction was started in July 1957 in the town of Klein-

The signing of the agreement protecting South Korean railroad workers' allowances. Second from the left is the Minister of Transport and third from the left Kim Joo Hong, President of the railwaymen's Federation (an ITF affiliate)

hünigen. The school was opened on 19 April 1958. At the time of the official opening, twenty-eight children were already in residence. In all, the school will be able to board sixty pupils.

In this connection it is noteworthy that private initiative has achieved something which strictly speaking falls within the province of the public authorities. There are grounds for congratulating the company on its display of interest in the education of its employees' children. On the other hand, it is inevitable that the employees should feel themselves more or less bound to the company in that a change of employer would entail taking their children away from the school. This might well cause employees to think twice before changing their jobs. Maybe the employers have long had this in mind too.

Railwaymen's pay doubled



WORKERS FOR THE STATE-OWNED SOUTH KOREAN RAILWAYS had their pay doubled from 1 October when the old basic wage rate for government employees was raised from 20,000 Whan to 40,000 Whan a month. (There are about 1,400 Whan to £1 and 500 to US \$1.)

The increase would have lost much of its benefit had not the Korean Federation of Railroad Workers' Unions, an ITF affiliate, fought off an attempt by the government to abolish a number of allowances. (See photograph)

Indian seamen's lives have improved



ACCORDING TO A REVIEW of maritime labour, the 'nomadic life' of Indian seamen has been made more normal by the provision of a number of special welfare measures in recent years. These measures include special seamen's clinics at Bombay and Calcutta, reservation of beds in certain hospitals for free indoor treatment not merely while in service but also for a year following discharge, and a canteen in Bombay and Calcutta.

Health committees are functioning in Bombay, Calcutta, Vishakapatnam and Cochin, which provide facilities for medical



treatment. In addition, there are two seamen's hostels in Bombay and one each in Calcutta and Madras, which provide accommodation for seamen at a nominal charge.

The review adds that special houses have been provided for Indian seamen in foreign ports, particularly in the United Kingdom. Port welfare committees have been appointed to look after the interests of Indian seamen in the United States, Australia and South Africa.

Government grant for Ghana seamen's training



THE GHANAIAAN WORKER REPORTS that the Government of Ghana has decided that a grant of £3,200 should be made available to the new Black Star Line as a contribution towards the cost of training sixteen Ghanaians as seamen. Although a Nautical College for the training of ships' officers and ratings is being established, it will be some time before it is fully in operation. In the meantime, the managing agents of the Black Star Line have offered, in consultation with the company, to accept sixteen Ghanaians initially for training as seamen. Training will be carried out in each of the four vessels at present on charter to the Black Star Line (from the Israeli Zim line).

The managing agents do not propose to make any charge for the actual training but consider that a trainee should have a nominal allowance to enable him to meet incidental expenses which he is bound to incur at foreign ports and also to provide for clothing. It is proposed to fix this allowance at £200 per annum per trainee.

A pay-slip processed in five seconds



PAY-SLIPS AND PAY-BILLS for 11,000 workers in the London District of British Railways' Western Region have been processed recently by an electronic computer at speeds some 500 times faster than by any conventional accounting machine. The office using the computer is responsible for distributing about £5,500,000 in wages every year.

The computer works at speeds measured in millionths of a second. In processing an individual pay-slip it has sometimes to perform 502 operations in about five seconds. These include the calculation of gross pay, which in addition to basic rates can include a variety of special payments, allowances and bonuses, and the deduction from the gross pay of income tax, national insurance, life insurance, pension fund contributions and other charges, such as hostel fees,

Jón Sigurdsson, General Secretary,
Icelandic Sailors' and Fishermen's Union




Profile of the month

which might be due. All this information is printed on the pay-slip and pay-bill simultaneously.

A staff of about fifty is employed on the various processes connected with the computer's operation and there was full consultation with the workers' representatives before it was introduced. The men receiving the pay-slips are reported to welcome the comprehensive information printed on them.

Another computer performing similar functions has been put to work on the North Eastern Region. At first it will handle the weekly payrolls for 10,000 footplate staff and will gradually take on more work until it is handling 40,000. The machine will also work out the various amounts and denominations of note and coin needed for the actual payment of the wages.

Geiger counters for atomic ship crew-members

 ALTHOUGH THE VESSEL IS DESIGNED to minimize the possibility of radiation, the majority of the crew-members aboard the United States nuclear-powered merchant vessel Savannah will be restricted from the machinery spaces and will have to wear personal geiger counters while going about their duties, reports *Seafarers' Log*.

According to Richard P. Godwin, nuclear project officer of the US Maritime Administration, both passengers and crew members will be subject to some radiation. However, it is calculated to be less than that which is allowed X-ray technicians.

Godwin has stated that degree of radiation would vary according to certain areas of the ship. In passenger areas the radiation level will be no greater than an accumulated dosage of 0.5 rems per year. The maximum in areas where the crews will be quartered or work will be five rems per year.

Some parts of the vessel, those designated as 'limited areas', will not be entered without the captain's permission. In these parts, when the plant has full reactor power, no more than three rems will be permitted in any thirteen-week period. Five rems is the average radiation which X-ray technicians are allowed to absorb.

ICELAND DEPENDS ON FISH for its prosperity and depends on its fishermen for fish. Its fishermen depend for their prosperity on their union, a very large union by Icelandic standards and a very effective one. The union is led by Jón Sigurdsson, a serious but sociable man, self - but well - educated, discreet and very determined.

The last quality is very necessary for survival in the Icelandic trade union movement these days. The struggle between Communists and anti-Communists for control of the movement which has raged fiercely but indecisively for many years has intensified in recent months. The outcome is still uncertain. There are no rules to the battle - and if there were the Communists would hardly keep to them. The prize is considerable: control of the workers of a country vital strategically to the free world.

Jón Sigurdsson has been in the thick of the struggle, devoting his considerable energies and powers of persuasion to the defence of the trade union movement against what he regards as alien and destructive forces. His personal position and influence are all the stronger for the fact that the Communists are unable to attach a 'capitalist' label to a man who is as proletarian as they come.

He left school in 1915 at the age of thirteen and has had to earn his living since then. For the first three years of his working life he worked on local farms but he came from a fishing town, Hafnafjordur, and at sixteen he became a fisherman, working on sailing smacks, drifters and later trawlers. He joined the Reykjavik Sailors' and Fishermen's Union in 1924 and eight years later was elected as its secretary, holding the post until 1935.

In those days the ties between the Icelandic Trade Union Federation and the Social Democratic Party were very close and it was as a representative of both bodies that he became an itinerant organizer in 1934. And as an organizer he was very successful, playing a leading role in the founding of thirty unions in various parts of the country, among them the Reykjavik Factory Workers' Union which is today one of Iceland's largest organizations.

His service on the Federations' Executive Board dates from 1936 and has been broken only by brief periods of Communist control. In 1940 he began a four-year term as the Federation's General Secretary and served in that capacity again from 1948 to 1954.

But it is through his connection with the Sailors' and Fishermen's Union - he became its General Secretary in 1951 - that he is best known within the ITF.

The Icelanders are seafaring people by tradition and by necessity. The merchant fleet is small but the fishing fleet large and modern. If the fishing industry were to fall under the wrong influences the repercussions on the country and its relations with the outside world would be incalculable.


Jón Sigurdsson's position as leader of the fishermen is therefore one of enormous responsibility, requiring a fine sense of judgment and a delicate touch, all the more so for the fact that the country's economy has been under severe pressure since the war, at times suffering acute inflation. As a politician - he remains an enthusiastic and prominent Social Democrat and holds several important offices in the party - he appreciates the dangers of Iceland's economic weakness and the influence on the economy which the fishing industry exerts. At the same time, as a trade union leader, he appreciates his obligation to maintain the high standards which the fishermen enjoy.

The two factors are not of course incompatible but given a due sense of responsibility trade unionists have a difficult time working against a background of inflation. Jón Sigurdsson has managed extraordinarily well. He has not shrunk from threatening and using militant tactics where necessary but he has never let militancy run wild. He has

(continued on the next page)

Road traffic enquiry in Austria



 A ROAD TRAFFIC ENQUIRY INSTITUTED EARLIER THIS YEAR by the ITF-affiliated Austrian Transport and Commercial Workers' Union in conjunction with the Vienna Labour Chamber resulted in some interesting addresses from a number of experts in this field given at the symposium held in the hall of the Labour Chamber of Lower Austria in Vienna. Whilst the symposium covered all aspects of traffic and road transport problems, union representatives attending the gathering were particularly interested in what speakers had to say on matters affecting the livelihood of drivers such as withdrawal of driving licences, the civil liability of drivers, and police road checks.

In connection with the withdrawal of drivers' licences, a high-ranking police official stressed that this was a step which should not be taken immediately. Former legislation had laid down that a warning had to be issued before a licence could be with-

(Profile of the month continued)

never allowed the Communist threat to panic him into a frantic competition to see who can make the most threatening noises.

He can rely on his record to show that under his leadership the union's members have fared very well and such a record is a more potent antidote to Communist infection than any amount of breast-beating.

drawn. As it stood at present, the law provided that a warning to the effect that a licence may be withdrawn was sufficient if it was thought that this would serve the purpose envisaged by the actual withdrawal of a licence.

The speaker went on to list the cases when the licence must be withdrawn, viz. when the driver is not in a fit state to be in charge of a vehicle, for failure to offer assistance to a person who has been injured, and in the event of driving on after an accident, as well as for any other of the offences clearly defined in relevant legislation. He admitted that there were cases in which particular hardship was inflicted on drivers by withdrawal of their licence

for an offence which strictly speaking had no connection with driving, e.g. for contravening provisions relating to the safety of property.

Union representatives were quick to point out in reply, however, that drivers involved in road accidents were constantly having their licences withdrawn. Months afterwards, a court would find them blameless. Meanwhile they had lost their jobs.

On the subject of the civil liability of drivers a legal expert pointed out that, although drivers were insured, there were instances when their livelihood was threatened by their having to satisfy civil liability claims even though they were not adjudged responsible for the accident out of which the claim arose. Drivers were held liable for any damages suffered by the vehicle they were driving and their employer could claim against them accordingly. In addition, however, they were also held liable in the case of third party claims when the claim for compensation exceeded the amount of the insurance cover. This occurred particularly in the case of collective

damages. Normally the employers would be sued as best able to meet the claim, but he could in turn counterclaim against the employee. In this connection, the union's view was that the employee, as the economically weaker party, should not have to bear a bigger financial burden than the employer.

Discussing the best means of putting an end to this unsatisfactory situation, the speaker outlined three possibilities:

a) compulsory collective insurance could be introduced covering all employees;


b) insertion in collective contracts of a clause excluding counterclaims on the part of the employer, or

c) revision of the Act governing compensation claims.

Of these three possibilities, the speaker was of the opinion that the third represented the only practicable remedy. The present Act dated back to 1811 and was thus out of date. The Ministry of Justice was considering a draft amending Act which, however, did not refer to drivers only but covered all employees. One of the clauses of the proposed new Act would limit the employer's right to claim compensation from his employees to cases of gross negligence or deliberate act.

On the subject of road checks a speaker from the labour inspectorate stressed that efforts were being made in Austria to ensure that all international standards were observed. Turns at the wheel should not exceed eight hours with a break after not more than four and a half hours. Drivers had to keep a journey log book for control purposes the object of which was not to make things more difficult for drivers but to help them. At present, however, it was impossible for officials of the labour inspectorate to carry out road checks.

Automatic landing device demonstrated


 THE BRITISH ROYAL AIRCRAFT ESTABLISHMENT recently demonstrated a system for landing aircraft automatically which had performed over 2,000 landings without an accident.

The system involves the transmission to an aircraft's automatic pilot of a series of 'instructions' from the magnetic field of two electric cables placed the length of the runway and a special altimeter reflecting a radio beam from the ground. The first takes care of the aircraft's direction and the second of its altitude on approach, making any appropriate adjustments to the setting of the automatic pilot which will already have been provided with information on the right approach to the runway for the aircraft in question.

The system's aim is to facilitate landing in bad weather conditions and is reported to be going into use at some military airfields. It is also reported that applications have been made to the International Air Transport Association and the International Civil Aviation Organization to have the system approved for use at international airports.


A blind landing system has also been developed to an advanced degree in the United States, using a radar aerial at the end of the runway.

New radio buoys for Japanese coastal shipping

 THE JAPANESE MARITIME SECURITY BOARD intends to put into general service next year a new type of radio buoy for the location of ships and aircraft in distress. The device has already been successfully tested. Based on a design by the Board, it can be dropped from search aircraft or carried as part of the normal equipment of ships and airliners.

The buoy, which is housed in a steel cylinder weighing about twenty kilograms (fifty lbs.), uses both radio and visual signals. It emits ultra-short wave signals of five kw. for up to fifty hours, while its light is visible for three kilometres (almost two miles). Upon being dropped into the sea, the buoy automatically sheds its steel frame and begins to operate. It will be available at a price of only 70,000 yen (a little under £70), and it is hoped to encourage its general use by motorized fishing craft and any small passenger vessel not equipped with radio.


US Coast Guard will aid International Radio-Medical Centre

 THE US COAST GUARD has recently agreed to collaborate with the International Radio-Medical Centre (CIRM) which, as maritime readers will know, operates from Rome. This will strengthen all the radio communication services between the Centre and ships on North Atlantic routes.

Coast Guard radio stations on the Atlantic and Gulf Coasts, including ships permanently on duty in the Atlantic on air-rescue services, now have instructions to receive gratis all medical messages from and to the CIRM, coming from or directed to ships of any nationality which, on account of insufficiently powerful radio equipment or through difficulty in transmitting, are unable to make direct contact with Rome.

Messages received by the coastal stations will be forwarded to the Headquarters of the Coast Guard in New York, which will transmit them by teleprinter to CIRM Headquarters. The Centre states that the Coast Guard's perfectly-organized network of radio-communications and assistance organization which extends from Greenland to the Gulf of Mexico will enable it to receive medical radio messages from ships in the Atlantic within a matter of minutes.


Starvation wages for dockers in Red Vietnam

 PHAM QUANG MAI, a docker from Haiphong, who recently escaped from Communist-run North Vietnam, has described the living and working conditions of dockers under Communist domination. He reported that dockers in North Vietnam earn between 20,000 and 40,000 North Vietnam piasters per month, the equivalent of three to six US dollars. Very high taxes are additionally levied on even these miserable wages. For instance, Pham Quang Mai reported that a docker who earned 5,200 North Vietnam piasters for a cleaning job had to pay 1,700 piasters of it into Communist Party funds.

Trade unions as 'Friendly Societies'

by JOHN WALTON

The basis of all British trade unions is the local Branch or, as it is also known, the Lodge. Our photo shows a union branch meeting in progress

 ANYONE WHO IS INTERESTED may call at an office in London's West End and, for a small fee, look through the detailed accounts and rules of unions covering nine in ten of all Britain's organized workers. The office which keeps these documents belongs to the chief registrar of Friendly Societies, the Government official who, by Act of Parliament, is empowered to put trade unions on his register.

No union is bound by law to register, but most choose to do so. The advantages of registration are the attraction, and this year the chief registrar reports on his books a record total of unions representing 8,500,000 workers.

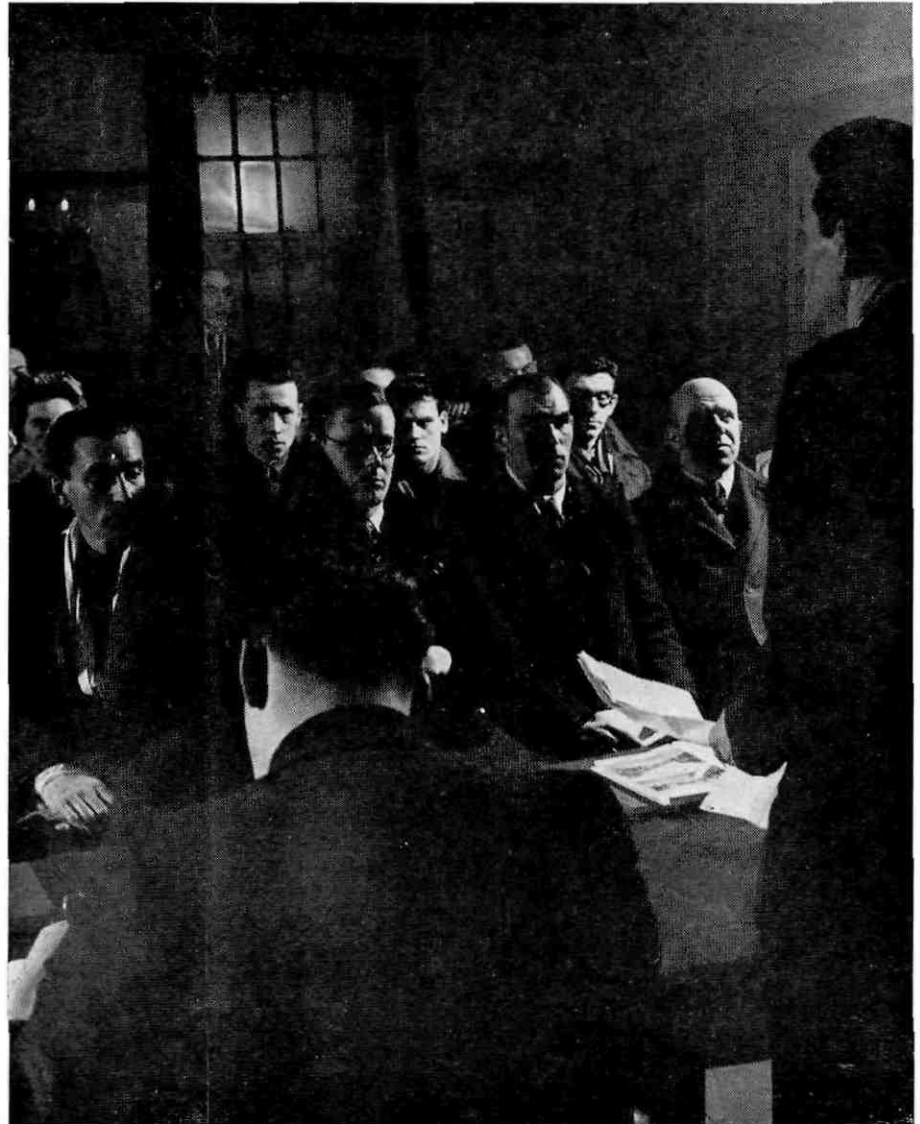
One advantage of registration is that unions are exempt from paying tax on income from those investments which are used in provident funds to finance sickness, accident and other benefits and to help the member's family with funeral expenses. Another advantage of registration is that a union may transfer its property from one trustee to another without paying legal fees – a boon to many organizations which hold yearly elections.

Registration obliges unions to send in every year to the Registrar detailed accounts of their income and expenditure and assets and liabilities, in addition to any arrangements they make on their own for auditing. So detailed must these accounts be that every item of spending must be set out clearly. Should the returns be late, or should there be false entries or omissions, the registrar may go to a court of law.

Another safeguard to members arises from registration. The treasurer and other officials of the unions are bound to render a proper account and deliver to the trustees all property and effects which belong to the organization. Should there be deficiencies, the trustees can start court proceedings against offending officials.

Rights and obligations

The Act which first provided for registration was passed as long ago as 1871, and unions have had the chance of registering ever since.



In registering, unions have to present their rules for careful scrutiny so that the registrar can satisfy himself that they provide for legitimate trade union activities. Subsequently, should a registered union change its name or its rules or be involved in a merger, it must notify the registrar. Until he has registered these changes as being properly carried out, they have no effect.

For purposes of affiliation to the Trades

Union Congress (TUC), registration is immaterial. A union gains rights and acquires obligations by registration, but by choosing not to register it does not lose any which it already has.

As for the TUC, registration has never been a condition of affiliation. Some affiliated unions are not registered, and some registered unions are not affiliated. Then again, several organizations such as the card room operatives and the amalgamated

A night view of Congress House, the new headquarters of Britain's Trade Union Congress – the national centre (Photo: D. du R. Aberdeen)



weavers' association, which are affiliated to the TUC as single bodies, are, in fact, federations for the registrar's purposes. He counts their constituent parts separately. This helps to explain why there are 400 registered unions whereas the TUC has only a total of 185 affiliated organizations.

Political activities

Another quite separate task of the registrar concerns the political activities of trade

unions, which since 1913 have been given legal elbow-room to develop their political organization and influence, if they so choose. Legislation then introduced and in force today provides that a union, whether registered or unregistered, must take a ballot to decide whether it will add political aims to its other objects.

This ballot must be taken under special rules approved by the registrar, who must satisfy himself that the union has given the

right and the chance to every member of the union to vote. If the ballot results in a decision to adopt political objects, the necessary changes in the union's rules must be approved by the registrar, who also has to see to it that political contributions are accounted for separately from the other funds of a union.

Political rules must give any member who wishes the opportunity to contract out of paying a contribution without losing any of his ordinary rights as a trade unionist. Furthermore, any member of a trade union with political objects may complain to the registrar if he feels there has been a breach of these rules. After hearing such a complaint, the registrar can, if he decides it to be necessary, issue an order to remedy the breach.

Today in Britain 123 trade union organizations with about 7,850,000 members have political funds. Most of these unions, but not all, spend their funds in support of the Labour Party, which in its latest report stated that 5,650,000 trade unionists were affiliated to it through organizations which had set up political funds.



Every member of a British union has the right to vote on matters of policy. Frequently this is done by means of a secret ballot as is the case here

What they're saying



Sitting idly by

LET'S FACE THE FACTS – the railroads simply want to get out of the passenger business.

Most railroad managements are doing very little, if anything, to retain their present passenger traffic, or to draw new business.

They are, however, sitting idly by with an 'I don't care attitude' while passenger revenues take a nose-dive and travellers turn to competitors for the kind of service they feel they should receive in this modern day and age.

It's discouraging to railroad workers – the men and women who down through the years have performed excellent service for the industry and placed it in a top spot in the transportation picture.

They see what is happening and it isn't good. They depend upon the industry for a livelihood.

If rail managements were as fast in efforts to save rail passenger business as they are to hasten to state commissions seeking authority to drop more and more passenger trains, the industry would stand to gain tremendously.

Now that the Interstate Commerce Commission has more authority under the Transportation Act of 1958 to knock off trains, the railroads are making a bee-line to the ICC doorstep.

In Texas within recent days something unusual happened.

The Railroad Commission of that state turned down applications of Texas & Pacific Railway which sought to discontinue more passenger trains. For several years the BRT and other rail labor unions have been on the outside looking in as far as favorable decisions concerning efforts against train discontinuances have been concerned.

It was shown at hearings on the T&P applications that the trains were operating at a substantial profit. Witnesses for the carrier also admitted that they had made no detailed study to ascertain if the trains were really needed, or if they were operating at a profit or loss. They just made an appearance for the carrier.

Such happenings are daily occurrences.

Not only in the United States, but in Canada as well, are such steps being taken by the railroads.

Canadian National Railways is planning to drop one of its transcontinental trains, claiming a decrease in passenger business. The situation would be different, it is said, if CNR would improve its service and give its competition some competition.

And so the story goes.

One thing for sure, you are bound to lose business if you stay up nights trying to think up ways to drive it away.

From Brotherhood of Railroad Trainmen News

Being careful is not cowardice

AT SEA IN PARTICULAR people are very sensitive about cowardice. No-one wants to thought yellow. And, of course, cowardice is no virtue and certainly nothing to be proud of. But equally, it is quite wrong to consider caution as cowardice, as is very often done. On the contrary, a lack of caution is itself a kind of cowardice, because one doesn't dare to be careful.

Those are the kind of thoughts which go through your mind when you read reports of the many accidents on board which could easily have been avoided if a little care had been taken. There are lots of people aboard ship who think: what does it matter anyway if the hatchways are left open. You only have to walk across planks or the edges of the hatch. Why shouldn't I risk it?

Many people have reasoned just like that and the result has been a serious accident.

Just remember, when you're aboard: being careful isn't cowardice, it's a duty.

Merimies, published by the Finnish Seamen's Union

Not unlike mongrel dogs ...

BUT THESE (PANLIBHONCO) SHIP-OWNERS forget, you, know, that it is not only a matter of paying harbour dues, Trinity House dues, and minor matters of that character. They forget that over the past three centuries hundreds of millions of pounds have been spent on charting

the sea lanes of the seven seas, on exploration in its various senses, on the training of seamen, and last but most important over these centuries the maritime nations have developed navies to protect the ships from attack in the sea lanes. All this money that has been spent over the last two or three centuries has come from the exchequers of the respective maritime nations out of taxation on the peoples of those countries in respect of other matters.

So when you analyze this you find that these people who derive all the benefits from the services rendered by the people of the maritime countries are dodging their responsibility by registering their ships abroad. People who take all the advantages they can get from modern civilization without making a contribution to its maintenance are not unlike mongrel dogs cocking their legs at everybody's doorstep but their own.

Ted Hill, shipbuilding workers' leader, at 1958 meeting of British Trades Union Congress

What is a foreman?

If he is pleasant, he is too familiar;
If he is sober-faced, he is a sour puss;
If he is young, he doesn't know anything;
If he is old, he is an old stiff;
If he goes to church, he's a hypocrite;
If he doesn't, he's a heathen;
If he drinks, he's an old souse;
If he doesn't he's a tightwad;
If he talks to everybody, he's a gossip;
If he doesn't, he's stuck-up.
If he insists that the rules of the plant be kept, he's too particular;
If he doesn't he's careless;
If he looks around, he's snooping;
If he doesn't, he's unobservant;
If he tries to settle all the complaints, he must have the wisdom of Solomon;
If he worries about them, he'll soon be crazy.
He should have the patience of Job,
The skin of a rhinoceros,
The cunning of a fox,
The courage of a lion,
Be blind as a bat,
Silent as a sphinx.
WHAT A MAN!

From Vulcan Magazine

International Transport Workers' Federation

President: FRANK COUSINS

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

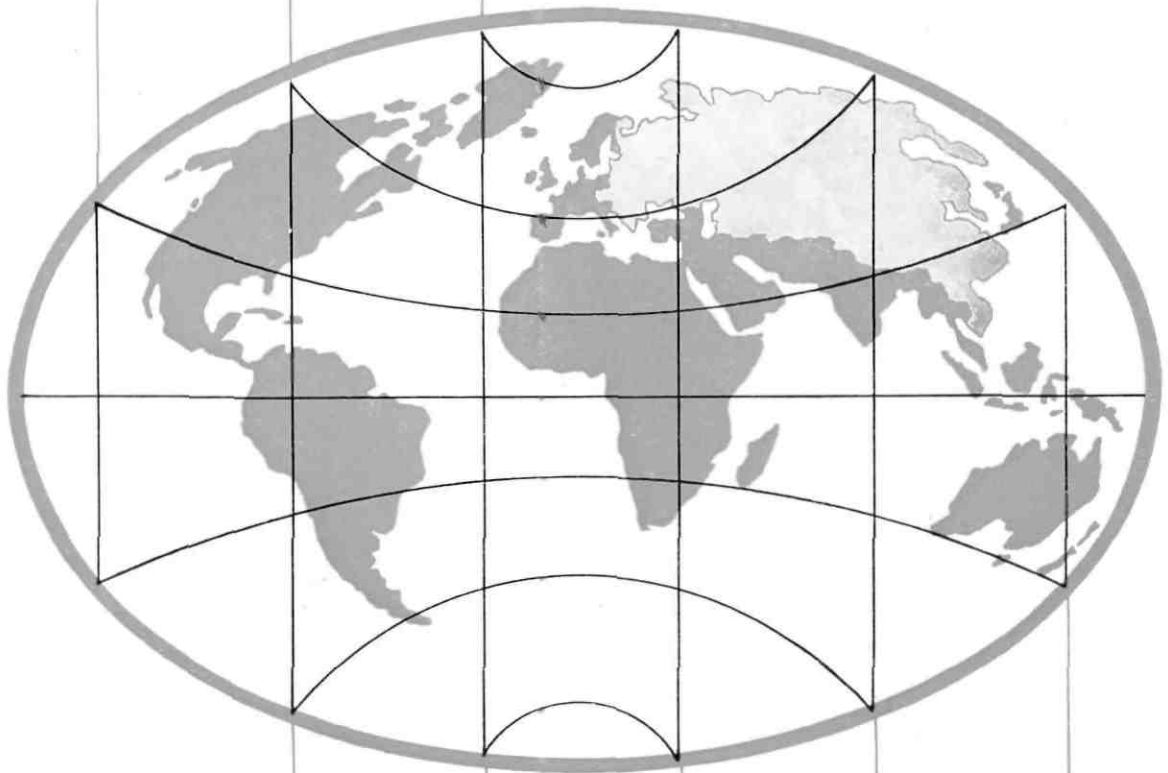
Publications for the world's transport workers

International Transport Workers' Journal

Internationale Transportarbeiter-Zeitung

ITF Journal (Tokyo)

Editions of Journal



Pressebericht

Editions of Press Report

Pressmeddelanden

Communications de Presse

Transporte (Mexico City)

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