# International Transport Workers' Journal

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*Forthcoming meetings:*

| | |
|---|---|
| London | 27-29 April 1959<br>Executive Committee |
| Stockholm | 16-19 June 1959<br>Road Transport Workers' Section Conference |
| Salzburg | 16-19 September 1959<br>Raiwaymen's Section Conference |

## Comment

### International Seafarers' Charter

A SPECIAL COMMITTEE set up to draft a new programme for the Seafarers' Section of the ITF held its first meeting in London at the beginning of February.

The existing programme of the Section, the International Seafarers' Charter, was adopted in 1944. It set forth the aims to be pursued by the seafarers' organizations of the ITF in the post-war period. If present-day standards of seafarers are compared with those of that period, the Charter may be said to have been a very fruitful document. It inspired the Seafarers' Group at the twenty-eighth (Maritime) Session of the International Labour Conference which was held in Seattle in July 1946 and which adopted nine major maritime conventions as well as a number of secondary instruments. Without doubt, these ILO instruments were a very substantial achievement not only in the sphere of international social legislation, but especially in their influence upon national negotiations in the maritime industry. Although not all of the Charter was written into the Seattle Conventions, and although the formal implementation of the Conventions has been far from complete, it is a fact that seafarers' material conditions and their social status have improved enormously. In some respects, indeed, progress has exceeded what was envisaged in the ITF Charter and ILO Conventions.

Fifteen years have elapsed since the adoption of the Charter. After such a time the need for a new programme is clear. The general situation in the maritime industry is today very different from what it was on the morrow of the war, when the world looked forward to years of peaceful construction and recovery and people in high places were conscious of the part played by seafarers in the recent struggle. Work on the new International Seafarers' Charter starts at a time when grave dangers threaten the shipping industry. The runaway ships constitute one problem which must be broken if it is not to break the industry. The recurrence of a situation in which ships cannot find cargo and seafarers cannot find jobs brings back memories of the interwar years. By the adoption of a new Charter the seafarers want to play their part in averting a repetition of the chaos of those years. They hope that the other sections of the industry will also recognize the need for positive solutions.

# The locomotive fireman - his place in modern railroading

*by* H. E. GILBERT, *International President, Brotherhood of Locomotive Firemen and Enginemen*

*An oil-fired gas turbine-electric locomotive in use on the Union Pacific Railroad. Introduced in the postwar period, it typifies the extent to which technological advances are transforming industry and bringing new problems to the workers (Photo by courtesy of the Association of American railroads)*

THE NORTH AMERICAN WORKER is in the midst of a second Industrial Revolution, a revolution that got its start during World War II, when automation and technological advances transformed industrial Canada and the United States into an arsenal for democracy. New giant machines, automatic devices of every description, improved production techniques, plus worker 'know-how' made North America the most productive and most automated area in the world.

This dynamic surge of new ideas, new methods, and new products had its attendant problems. The worker literally was transformed overnight into an entirely new commodity. Whereas ability to perform manual labour was his chief asset a short time previously, he now needed an adept mind to utilize the newly-developed machines and techniques as means of production.

### Tried to eliminate workers

Using the developments of this automated age, the worker doubled, tripled, multiplied his productive capacity. But labour had to constantly defend itself against those in management who believed that the benefits of automation and scientific advancement should accrue only to 'Big Business'. Some employers tried to use improved production techniques to eliminate workers, rather than to increase each worker's productive and earning capacities.

Railroads were quick to recognize the importance of technological improvements. Introduction of the diesel-electric engine as motive power was the first step in a modernization programme that is still in full swing. Other improvements followed the advent of the diesel. Huge electronic yards, centralized traffic control, maintenance of way equipment, and improved machinery for the shops and offices became integral parts of railroading.

### Effects in rail industry

What effect did the introduction of new devices and techniques have on the rail industry and its employees? Technological improvement helped double the tons carried by measurably fewer employees. All crafts had to accept the fact that fewer men were needed to operate the railroads. In engine service alone, about 35,000 job opportunities disappeared.

Technological advances had their hidden dangers. Efforts were often made to eliminate necessary employees, under the false premise that modern devices cancelled their functions when in reality they were essential to safe and efficient operation.

### Little change in basic duties

In recent years there have been attempts to remove the fireman or helper from diesel locomotives. Railroad management has conducted several campaigns aimed at destroying public acceptance of two men in the cab of every locomotive. Management-inspired publicity in the press of two countries insulted the fireman by labelling him 'useless', 'featherbedder,' 'free rider'. These and other advertising gimmicks were used to doge the fact that a diesel helper has a useful and necessary function.

Traditionally, the locomotive fireman has been responsible for the maintenance of power to the engineer. In the days of steam he was armed with a coal shovel. Later, his shovel became less prominent, due to the installation of mechanical stokers and introduction of oil burners. Still, the production of power remained the fireman's forte. The advent of diesel power has done little to change the basic duties of the locomotive fireman. His name could be more properly 'diesel-helper', but the name 'fireman', means much to the history of his craft, and it has been preserved.

### What a fireman does

What does a fireman do aboard a diesel locomotive? Basically, he performs the same duties he has always been charged with, namely production of power, locomotive inspection, assistant and trainee to the engineer, safety lookout, and other duties.

Obviously there are no fires to tend on a diesel locomotive, with the exception of steam generators on certain locomotives. However, this does not mean diesels operate automatically, sustain no breakdowns, and are not subject to such hazards as fire, explosions, faulty wiring and mechanical failures. Certainly there isn't a machine in existence that can operate without proper maintenance and attention.

### Specific duties on diesels

The diesel engine is a very large, complicated piece of machinery, worth thousands of dollars. The fireman protects this investment and assures proper working by:

1) making periodic patrols of the engine while en route to ascertain proper working conditions and to insure continued power to the engineer;

2) answering alarm signals which denote malfunctions. In many cases the fireman is able to make temporary repairs en route, thereby avoiding delays and the hazards of a stopped train on mainline tracks, and

3) the fireman is also a skilled diesel engineman. He knows his business and is invaluable in protecting a very expensive piece of machinery from damage or destruction.

### Fireman averted serious explosion

Inspection patrols aboard the locomotive en route and certain inspections prior to the time the engine begins its run are routine, but nonetheless important. Witness the recent experience of a Union Pacific Railroad fireman. The fireman was assigned to a UP passenger train running between Salt Lake City and Los Angeles. He noted that the engines were exceptionally hot and kept a close watch on them. Leaving the cab for an inspection patrol, the fireman met with a sheet of flames when he opened the engine-room door. He grabbed a fire extinguisher and succeeded in putting out the blaze. But, after taking the defective engine out of service, the fire broke out again. He was successful a second time in extinguishing the flames, although he nearly suffocated in the attempt. Had the fire gone unnoticed or unabated a serious explosion could have resulted.

### Assistant and trainee to the engineer

It has been natural for the fireman and engineer to work as a team in railroading. Traditionally, the engineer is the chief aboard a locomotive and the fireman is his subordinate. This relationship has existed since the days of the old wood-burning engines. The use of diesel power has done nothing to lessen it. Rather, the demands of modern railroading have increased the value

*The interior of a diesel cab on the Great Northern Railway showing engineer and fireman. A movement to eliminate the latter from some diesels has met with sharp opposition (An AAR photo)*

*Old style firing on British Railways. Dieselization however is making great strides on British Railways and an agreement has been concluded between management and the railwaymen's unions on the continued employment, use and training of firemen (Photo by British Railways)*

of the fireman and engineer to each other.

The fireman begins his training as an engineer the day he starts firing. Through formal instruction and the age-old method of experience and observation, the young fireman gradually reaches the point where he has sufficient knowledge and experience to take the prescribed tests necessary to qualify as an engineer. As a fireman, he acquires essential knowledge of locomotive operations, air brakes, train speed, switching techniques, signals, safety requirements and, as stated before, a thorough understanding of the diesel engine.

### Many years of training required

The present-day freight train quite often consists of three to five or even more diesel engines, operating in multiple, hauling a string of 150 to 300 boxcars. The engineer and fireman responsible for the operation of such multi-million-dollar trains are not trained in a few weeks. Their schooling and training extend over years.

A fireman assists the engineer in many ways. The engineer cannot leave the cab while the train is en route. Thus, when an engine alarm signal denotes trouble, or inspections are necessary, the task falls to the fireman.

### A 'second pair of eyes'

Over the road and in yard service the fireman sits on the left side of the engine. This is his lookout point. Here he notes wayside signals and speed zones, relaying them to the engineer, who repeats them as acknowledgment. He is alert to check for track obstructions, hot-boxes and other conditions which may affect the safety or progress of the train. The subject of safety is discussed in the following section, but suffice it to say here that the fireman is an assistant and trainee to the engineer and his 'second pair of eyes'.

The importance of two men in a locomotive cab was brought out dramatically by a specialist who studied human factors in work, machine control and equipment design. He found the presence of a second man, who continually called signals and speed zones which the engineer repeated aloud, preserved alertness and attention. He noted the use of the so-called deadman's pedal caused severe muscular fatigue to the engineer, but, without a second man, there was no way of relieving the engineer, short of stopping the train.

### The most valuable safety factor

Practical railroaders rate the fireman the most valuable safety factor available to the industry. His presence on many occasions meant the difference between disaster and the saving of lives and property. Countless persons who are alive and walking today because of the presence of a fireman on a locomotive can attest to this.

Whether the fireman is employed in yard service, on a road freight train or in passenger service, ever present is the demand upon him to insure safe operation. It doesn't happen every day, but it does occur often enough that an engineer will collapse or die while the train is moving. The fireman can stop the train safely, avoiding disaster, or even take it to the nearest station or siding.

### Curves on railway tracks

Railroad tracks that ribbon the country are not laid out in straight lines. Curves of every type and length present the problem of 'blind' spots to the engineer, who must depend on the fireman to observe track areas he cannot see. There are daily instances in the United States and Canada where fireman have saved the lives of railroad yard and other employees who were out of sight of the engineer, and inadvertently walked in front of an engine or between boxcars which were to be moved.

The public has a big stake in safe railroading, too, and here again the fireman is extremely important. Incidents in which a fireman was instrumental in saving lives are reported regularly. No fanfare accompanies the deed because too often public interest is centered on disasters rather than the averting of a tragedy.

*(continued on the next page)*

# Japanese seafarers and their union

*by* J. F. SOARES, *Director ITF Asian Office*

*Unique among the trade unions in Japan – and, there were some 38,000 of them at the last count in June 1958 – is the ITF-affiliated All-Japan Seamen's Union (Zen Nippon Kaiin Kumiai), whose story we shall attempt to tell. It is the story of an organization dedicated to democratic principles and traditions and noted, amongst other things, for its deep attachment to international ties. It is unique for many reasons: it is by far the largest and about the only real industrial union in the country; it embraces in its membership both officers and ratings; and it is the ITF's oldest Asian affiliate.*

FOR ANY PERSON UNCONVERSANT WITH THE JAPANESE LANGUAGE and unfamiliar with the intricate patterns of Japanese social institutions, it would be difficult to give a clearly defined picture of the background of a trade union such as the AJSU. One could not trace its origins to just one single organization, time or event: one would have to refer to the many clubs, friendly societies and fellowships, all of which could claim to have been associated with its formation, in so far at least that their existence and activities fostered the idea of a central organization of seamen.

Be that as it may, we can say that the beginnings of the AJSU go back to August 1880 with the founding in Tokyo of the Seamen's Welfare Society. This Society, headed by Rear Admiral Baron Noriyoshi Akamatsu and supported by government and shipowners, aimed at meeting the recreational and educational needs of seamen. One of its primary objectives was the elimination of gambling then widely prevalent among seamen both ashore and afloat.

Active around 1891 was the Maritime Association, largely an organization of officers. Not a real union in the true sense of the term, its activities were mainly confined to the spreading of technical knowledge. Nevertheless, it gave the impetus for the formation of the industrial association which followed, for it voiced its members' grievances against what were considered 'discriminatory' conditions of employment vis-á-vis 'foreign' officers, then mainly constituting the officer strength of the varous companies.

### Kunitaro Hamada

At the turn of the century, there were in Japan many friendly societies devoted to the cultural, educational or welfare needs of seamen. Interested in them were prominent personalities in the educational and social fields. Keenly interested in their activities was a remarkable personality, the late Kunitaro Hamada. He nurtured the idea of an industrial union of seamen and set about forming one. In December 1906, he founded the Enginemen's Fellowship, an association of engine-room ratings, mainly of the NYK Line. Soon after the formation of the Fellowship, Hamada resigned from employment with the NYK and concerned himself solely with developing and enlarging the organization. Under his spirited leadership and guidance the Fellowship continued to gain in strength and by 1912 felt powerful enough to challenge the might of the shipowners by presenting a set of demands: wage increases, improved rations, etc. Hamada was supported by the newly-formed Seamen's League in Kobe and by associations of deck ratings, of which there were quite a few. The close association for industrial demands presaged the formation of an enlarged organization called the Japan Seafarers' League *(Nippon Senin Doshikai)*. Under its banner, the first-ever strike in the maritime industry was called. The strike lasted for three days, tied up a total of sixteen vessels in Yokohama alone and was called off only when the demands were met in full.

The Seamen's Welfare Society which had tried to intervene in the dispute, with presumably a bias towards the owners, was exposed as an organization inimical to the real interests of seamen.

Following the strike, the activities of the Japan Seafarers' League fell off very con-

*(continued from page 55)*

### An example on the CPR

A fireman on the Canadian Pacific Railway had such an experience last September. Near Ottawa, a child was frozen with fear on a track as a freight train bore down on him. The fireman saw the child and realized that the train could not stop in time. Running from the cab onto the front footboard of the engine the fireman grabbed the boy with split-second timing. The rescuer threw himself and the child into a ditch alongside the track.

Many cases are on record where the fireman prevented the destruction of entire trains, and there are instances when a fireman lost his own life attempting to save others. Down through the years the locomotive fireman has been honoured in song and story. He remains today not a story-book character of the past, but a vital factor in safe and efficient railroading. Some may seek to deride his importance, or fret because he seeks a living wage, but his record – past, present and future – will answer all his critics.

### Hisashi Kageyama

THIS ARTICLE on the All Japan Seamen's Union was prepared before we learned of the sudden death of Hisashi Kageyama on 2 February. President of the union from 1947, he could look back on some thirty years of service to the AJSU and it was due in no small measure to his efforts and influence that the union became the powerful body that it is today. In conveying its deep sympathy on their loss to his union and his bereaved family, the ITF spoke for all who have known him or of him. He will be sorely missed.

*A Japanese merchant marine officer with his family. The officers belong to the AJSU which is the only real industrial union in the country. It organizes all ranks of seafarers in all trades*

siderably, interest in the organization waned and Hamada found himself at a loose end.

There was at this time, with headquarters in Tokyo, a friendly society called the Brotherhood of Labour *(Yuaikai)*. Founded in 1912, by Bunji Suzuki, a well-known social worker, its objectives were the promotion of mutual cooperation between workers and the raising of their living standards.

Suzuki and Hamada saw an affinity of purpose and aims between the two organizations. There developed between them a bond of common ideals. Hamada was taken under Suzuki's protective wing and sent out reviving interest in the *Doshikai*. He visited ships in the various ports in Japan – selling the *Yuaikai's* magazines on the side and selling the idea of a united national organization of seamen. His efforts bore fruit, when the revived and strengthened *Doshikai* was affiliated to the Brotherhood as its maritime trades department. Thus was born what could be said to be the country's first national trade union centre, the forerunner of *Sodomei*, the Japanese Federation of Labour. This was in 1915, a year after the outbreak of hostilities in Europe. Wartime needs for additional seamen prompted the various organizations, actively helped and supported by *Yuaikai*, to press for improved conditions. These were granted without a struggle and the lesson that in unity lay strength, was learned.

At the end of hostilities, *Doshikai*, as a trade department of *Yuaikai* had been firmly established. It had gained in membership and prestige and had become, in fact, the leading organization of seamen. There were, however, many seamen's friendly societies still outside *Yuaikai's* influence. Their 'differences' were brought to the fore during the selection of delegates to the 1920 General Conference of the ILO in Genoa. Nevertheless K. Okazaki, then a master employed by the Tokyo Shipping Company and later to become a member of the Diet, was selected along with nine colleagues, including Hamada. Together they they formed the delegation.

That Conference, it should be mentioned, stimulated in Japan – as in the most other Asian countries – the formation of workers' organizations, particularly of seamen, a process accentuated when the Japanese delegation met Havelock Wilson and Andrew Furuseth, leaders of the British and United States delegations.

## A national union

In May 1921, acting on the impetus given by the Conference, leaders of the different organizations met to consider the formation of a national union for seamen: a unified organizations of various organizations then catering for the economic or social needs of seamen (friendly societies, welfare associations, fellowship societies, unions etc.). Twenty-three, of forty-eight organizations taking part in the talks, found themselves in agreement and decided to merge. Thus was born the Japan Seamen's Union *(Nippon Kaiin Kumiai)*. Elected President of the new union was Y. Narazaki of the former Kaiin Club. The Mercantile Marine Officers' Association, inactive at the time, did not in fact merge with the JSU, which therefore was essentially an organization of ratings.

However, the JSU and the Association found common ground in the Maritime Cooperation Board *(Kaiji Kyodo Kai)*, which with the Japan Shipowners' Association was formed to regulate the wages and working conditions of seamen. The Board's aim was a laudable one: to set up the Japanese couterpart of the British National Maritime Board, but it was never able to reach its goal, and that objective still remains as the foremost of the demands in the AJSU programmes of action.

In March 1930, the JSU applied for and was admitted to membership of the ITF: an association which, except for an enforced

*The late Kunitaro Hamada, who led the fight to organize Japan's seafarers is seen here sitting on the left of Edo Fimmen. This photo was taken in 1931 when Edo Fimmen toured the Far East*

break during World War II, has continued to be very close ever since. At the time of JSU's affiliation to the ITF, it was the largest union in Japan with a membership of nearly 89,000 and was, of course, the leading seamen's organization. Prompting the affiliation was the attendance of the Japanese delegation at the ILO's Geneva Conference of 1929, and its meeting there the late Edo Fimmen, then the ITF's General Secretary. An advisor to the delegation, which was led by Hamada, was M. Yonekubo of the JSU.

To develop the contacts made in Geneva, Edo Fimmen visited Japan in October 1931. He met the leaders of the JSU and of other transport workers' organizations. Such was the confidence he placed in the JSU's leadership that he requested and obtained the consent of Yonekubo – then the union's director of international affairs – to open and head an office on the ITF's behalf. Unfortunately, this experiment of a Far Eastern Secretariat was a short-lived one. The ugly head of militarism had already risen in the country and a war of conquest was launched by the invasion of Manchuria. The Japanese Government compelled the JSU to withdraw from the ITF. Thus an end was put to the activities of the Far Eastern Secretariat.

Despite this setback, however, the JSU continued in the face of the greatest difficulties to maintain contact with the ITF, meagre though these contacts had necessarily to be in the climate prevailing during the Sino-Japanese war and the years preceding World War II. The JSU suffered a still greater setback when it was ordered to be dissolved in September 1940 and its premises in Kobe and elsewhere were commandeered with its leaders drafted into war service.

At the end of hostilities, and with the country under the control of the Occupation Authorities, measures were taken to switch the country from a war-time basis. The feudalistic and militaristic institutions provided under the old regime were replaced by democratic institutions. Drastic reforms – political, social, economic and cultural – were undertaken. In the labour field, the first steps were taken by the dissolution of the so-called Greater Japan Patriotic Association of Labour and the annulment, in October 1945, of the Peace Preservation Law and National Defence Safety Law, two instruments by which the trade union movement was emasculated by the militarists. In his directive of October 1945, General MacArthur, Supreme Commander, Allied Powers, expressed himself as being strongly in favour of the democratic reform of the Japanese social order and suggested, as one of the five measures, the speedy re-organization of the trade unions.

Thus encouraged, the seamen's leaders returned to their forsaken folds, and after protracted negotiations with the remnants of the Radio Officers' Club, the Seamen's Association and the Mercantile Marine Officers' Association, formed the present-day All-Japan Seamen's Union *(Zen-Nippon Kaiin Kumiai)*.

### How the union works

The government of the AJSU is conducted through its annual congress of 360 delegates elected by secret ballot of the entire membership. Elected by the Congress are dif-


*The ASJU has a long history of effective aid from its women's auxiliary organization, the Women's Friends of the Sea Society. The chairman is Mrs. Nakagi, wife of the ASJU's Vice President*

ferent administrative agencies: A *General Council* of eighty-two members; a *National Committee* of twenty-seven members and a *Central Executive Committee* of eighteen members. The *Central Executive Committee* is composed of a president, two vice-presidents and fifteen other members, ten of whom are designated directors. No general secretary as such is elected, there being no provision for such an office. However, one of the two vice-presidents, generally the senior, is considered as holding that office and entitled to the designation. By constitutional provision, it is required that five of the main departments of the union be headed by directors, all of whom must be members of the Central Executive Committee. These departments are: steamships, fishing vessels, small vessels, organization and international affairs. The other departments, all of which are centred in the Tokyo offices, are the departments of general affairs, education, research, welfare and finance.

The headquarters of the union are located in Kobe, but the Tokyo office can be considered as the main office, for in Tokyo policy is made, day-to-day decisions taken and liaison maintained with governmental and business establishments. Spreading throughout the four islands, in major and secondary ports, are thirty-seven other branch offices and eighteen sub-offices. These are staffed by a total of 425 employees, of whom 262 hold 'official' positions, the remainder being mainly secretarial staff.

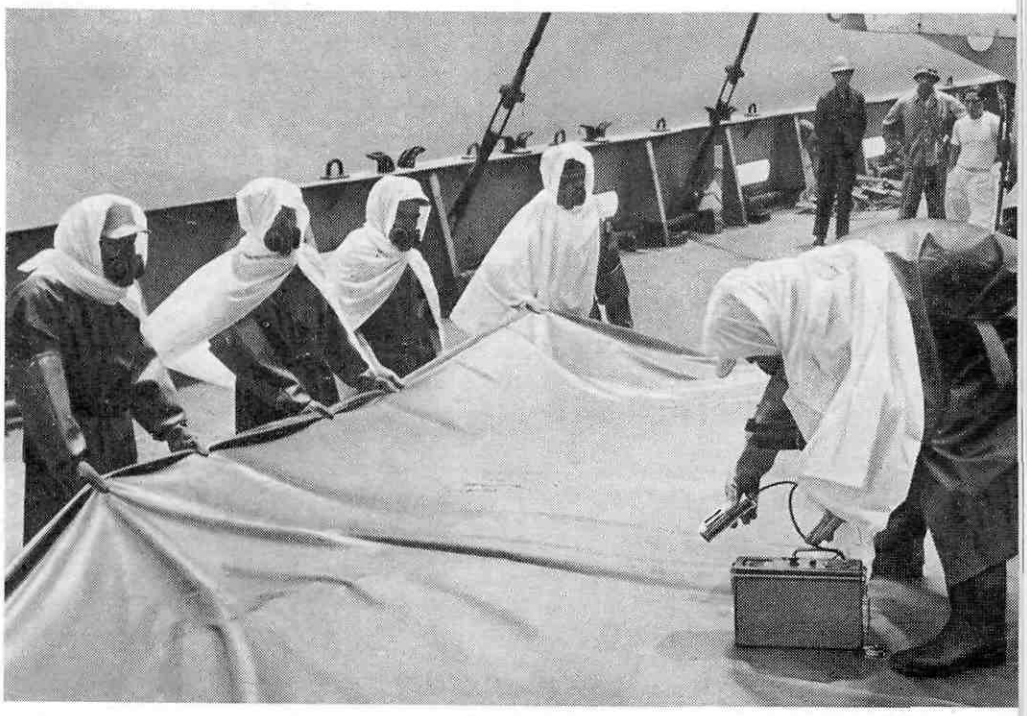
The structure and administration of the AJSU are unique in the country. Being the only real industrial union, it negotiates on a nationwide industrial basis, unlike the other unions, which, being mainly unions at plant and factory level, negotiate on that basis. (Other so-called industrial unions are in individual enterprises.) The AJSU's constitution and administration are therefore more on the pattern of unions in Europe.

Because of the nature of the union – it also organizes fishermen – it is intimately connected with two of the country's major industries: fishing and shipping. It therefore has a standing not accorded any other union in the country. Consequently, its research and publications departments are geared and tuned to the responsibilities it carries. To keep its membership fully informed regarding the problems facing the two industries, it publishes a monthly magazine, a weekly journal and puts out special bulletins and brochures on education. An interesting and greatly appreciated activity of the union is its sponsoring of a regular series of broadcasts over a channel of the Overseas Broadcasting Company. The broadcasts take the form of a news service specially edited by the union for its membership afloat. Additionally, a news service is operated by a Press Bureau through morse bulletins of special interest to seamen.

As befits its position as the leading union in the maritime field, it is represented on various bodies connected with the industries. It is represented on agencies of the Ministries of Labour, Welfare, Transport and of the Cabinet, among them the Seamen's Education Council; the Council for the Rationalization of the Shipping Industry; the Social Insurance Council; and the Council on Social Security.

Outstanding amongst its activities are its programmes for seamen's welfare, and the maintenance, at its own cost, of homes and hostels. The former Japan Seamen's Union had from the early twenties developed its own welfare facilities in the form of homes and hostels, most of them being later taken over by a foundation called the Seamen's Hall Inc., which presently runs some eighty or more such institutions. The AJSU itself maintains hostels in Kobe, Kochi, Fukuoka and Karita, separate from those controlled by the foundation.

Closely associated with the union's facilities and programmes are women's auxiliaries, made up of the mothers, wives and daughters of members (and of other woman



*The AJSU has been seriously concerned for some time at the dangers to its members, particularly fishermen, from radio-active fall-out in the Pacific. Here members of the crew can be seen wearing protective clothing whilst one of their colleagues tests carefully for radio-activity with a geiger-counter*

interested in things maritime). The first of such auxiliaries, the Women's Friends of The Sea Society *(Kaiju Fujinka)* was founded in 1922 by Mrs. Takeko Narazaki, wife of Y. Narazaki, the first president of the JSU. During the great earthquake of 1923 this Society played a memorable role in affording relief facilities and thereby enhanced its position and prestige. It greatly enlarged its activities and membership, but later shared the misfortune of the JSU and was dissolved along with it. After the war, however, a new society was founded in Kobe, again by the redoubtable Mrs. Narazaki. The Kobe Woman's Friends of the Sea Society – and eighty other similar organizations – all maintain close links with the AJSU deriving from the latter's financial and moral support.

As has been mentioned earlier, the AJSU (though the former JSU) has been affiliated to the ITF since March 1930, thus making it the oldest of the ITF's Asian affiliates. Except for a brief period between the world wars and for the period of World War II, the closeness of ties has been continuous and relations of the very friendliest.

Similarly, the AJSU's ties with the ICFTU date from the latter's inception. The AJSU is an affiliate of the ICFTU, is represented on the governing bodies of that organization and of its Asian Regional Organization.

No story of the AJSU could be considered complete without mention being made of one of its prominent personalities (and to the ITF family, at least, the best known): Toshio Nishimaki, Director of the union's International Affairs Department. For more than twenty years he has been a familiar figure at maritime conferences of the ILO, sessions of its Joint Maritime Commission, and at congresses of the ITF and ICFTU. Widely travelled, he is known personally to many a leader of the world's free trade union movement. He represents his union on the Executive Board of the ICFTU and at the December meeting of the ITF's Executive Committee was coopted to represent the Asian region.

## Some problems

Concerned as the union is with two of the major industries in Japan, shipping and fishing, it can be well realized that the union has many a problem facing it. Most vexatious of these has been that connected with the Rhee Line – an arbitrarily imposed line, some sixty miles off the South Korean coast, limiting fishing rights. Fishing rights have also been restricted or controlled off the Siberian coast and the waters off Saghalien which Soviet Russia now controls and, to a certain extent, in the Pacific area and Australian waters. The Rhee Line resulted in hundreds of fishermen being arrested, detained and imprisoned in Korea. There are still many Japanese fishermen serving out prison terms in Korea.

The recent recession in shipping has posed the problem of unemployment and even though the unique reservist system tends to mitigate hardships, there is the fear that a continued recession may bring on added problems. The union is therefore concerned to have the industry set up the equivalent of the British National Maritime Board.

The testing of nuclear weapons in the Pacific and the periodical declaring of vast areas of the ocean as out of bounds create another problem for the union, which is therefore and very understandably in favour of the total abolition of nuclear weapons.

## True to free trade unionism

The AJSU has cut for itself a distinctive and proud niche in the country's trade union structure. Its dedication to the principles of freedom and democracy – within and without – deservedly merits it the high respect and prestige it enjoys in the councils of national and international labour.

True to its traditions, it has consistently raised its voice of protest against forces of the right or left which seek to use the tools of democracy to destroy democracy itself. Alone among the trade unions in Japan, it made its protest against Soviet suppression of the freedom movements in Hungary and East Berlin. By so doing, it brought on itself the ire of many so-called trade

*Hisashi Kageyama, President of the ASJU from 1947 to his death on 2 February this year, sets the union's seal to a collective agreement. Looking on are Haruo Wada and Tutaka Nabasama*

*The Japanese have a large whaling fleet and its workers, too, are organized by the AJSU. These men are flensing a whale, an unpleasant but skilled job*

union leaders. Undaunted, the AJSU carries on its activities, confident in the knowledge that ultimately, democracy must prevail, that for a union, its first duties are to its membership, and that, criticism notwithstanding, industrial issues must take precedence over political ones.

In the AJSU, the international free trade union movement in general and the ITF find one of their stoutest champions.

*Many of the ASJU's members are employed in the Japanese fishing industry which forms an important part of the country's economy. Attempts during the past few years by some of Japan's neighbours to bar Japanese fishermen from some of the near-by fishing grounds have caused considerable friction and no little hardship*

## Lifting 100 tons is child's play

AT A NUMBER OF STRATEGIC POINTS ON THEIR NETWORK, the German Federal Railways maintain breakdown gangs ready to spring into action at any time of the night or day in the event of their being needed as a result of any major disruption of services owing to accidents on the line. Emergency trains, equipped with every kind of machine and tool needed in this kind of work, stand ready to hasten to the scene. In addition, minor cases of derailment can be handled by relief trains and teams stationed locally.

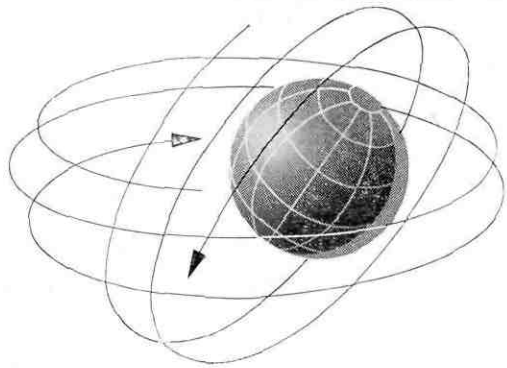
Derailment teams usually number some seven to nine men in charge of an experienced engineer. After hours and at night they can be reached quickly by phone. They usually keep together, work as a unit, have a good team understanding and are familiar with all the various tools and equipment they are called upon to use so that work is not slowed down even when they have to carry it out in darkness. The teams usually consist of young men of outstanding skill and dexterity who volunteer for these stand-by duties. They are later given an opportunity of entering the higher technical side of the railway service after suitable training and provided they successfully pass the appropriate examination.

The breakdown train can usually be found standing in a siding at any of the major workshops. Steam is kept up in the engine all round the clock so that the train is ready for immediate departure. It is a comparatively short train – two wagons for tools and equipment and one for the workmen. The latter is equipped with table and benches and has facilities for cooking hot meals – very important this, considering the temperatures the men have to work in sometimes. The 'living' room has direct access to the tools wagon with its hundred and one different tools for every purpose and need likely to arise. There are a twenty-four-volt light assembly driven by a petrol motor, hydraulic jacks capable of lifting weights of five to sixty tons, and a collapsible four-wheeled truck which in a few minutes can be put together and placed on the rails to carry a load of twenty tons, sufficient, that is, to transport the heaviest passenger wagon if its wheels are jammed.

When a derailment occurs along the line, the alarm is given by sounding an alarm bell. In a few minutes, the team has assembled, details of the place and nature of the derailment have been obtained and passed on to the foreman in charge. Meanwhile the fireman has been getting up steam and the gang is ready to move off with a minimum loss of time on its right-of-way journey to the scene. Tools and equipment are got ready for immediate unloading and use as soon as the team arrives. Meanwhile everything has been done at the scene of the derailment to ensure smooth working. On arrival, the man in charge of the derailment gang sizes up the job in the space of a few minutes, and the work starts without further delay. By this time, a number of higher officials have arrived by road to start their investigations and make what arrangements are necessary to reduce inconvenience to passengers and delays to other traffic to a minimum. Head office is kept continuously informed of progress. A simple derailment, such as an engine fouling the points and blocking the up and down track, with no complications would call for about forty minutes work. At the end of that time the gang would reckon to have the 100-ton colossus back on the rails. It sounds hardly credible that such a weight could be moved into the required position in such a short space of time.

To enable the derailment gangs to handle overturned engines and wagons with dispatch and without causing any further damage at the point of derailment, the Bundesbahn additionally operates seven crane-wagons capable of lifting weights of from sixty to a hundred tons.

# Round the World of Labour



## ITF Gold Badge for Richard Freund

AT THE OPENING of the Railwaymen's Section Committee meeting in London on 3 February, the ITF's General Secretary, Omer Becu, presented Richard Freund, the President of the Austrian Railwaymen's Union, with the ITF Gold Badge in recognition of his great services to railwaymen, nationally and internationally.

The timing of the award was particularly appropriate, firstly because the same meeting of the Committee elected him Chairman of the Section for the period before its next full meeting and, secondly and even more importantly, because the award coincided almost precisely with the celebration of Richard Freund's twenty-fifth anniversary as President of his union.

His election as President, on 4 February 1934, could hardly have occurred in more unfavourable circumstances. Austria was in turmoil as the Fascist push for power was pressed home by marauding gangs of thugs; just a week later their victory was complete; and eight days after his election, Richard Freund, then 43 years old, was in prison. After his release he resumed office in an organization which was now forced to work illegally and secretly and he managed for several years to escape the very nasty consequences. In 1943, however, the inevitable finally happened. He was caught at an illegal meeting, tried, and escaped the death penalty only by the skin of his teeth. He was sentenced to four years imprisonment and was eventually sent to Lundenburg concentration camp.

At the end of the war, exhausted and penniless, he made his way back to Vienna and after a brief spell of convalescence he took up once more his work in the resuscitated Railwaymen's Union at the side of other stalwarts who had survived Nazi persecution. A member of the Austrian National Assembly since 1953, his position in his union and his country is now as secure as it was once precarious. In 1934 some would not have given much for his chances of seeing middle age and even less for his union's, but here he is today and here is his union, stronger than ever. Both facts speak volumes for his courage and devotion.

## One-man buses in London suburbs?

LONDON TRANSPORT EXECUTIVE, which operates a number of one-man buses on its 'country' routes, is considering extending their use to the outer suburban area. Under a plan of which details were given to union officials late last year, the LTE proposes to introduce one-man buses initially on three outer suburban routes hitherto served – uneconomically it is alleged – by normal two-decker driver and conductor serviced vehicles. The changeover in this area may be assumed to mark an intention to initiate a more extensive use of one-man buses in London's outer suburbs. Details of the Executive's plan have been laid before the members of the union concerned (the ITF-affiliated Transport and General Workers' Union) together with the information that it is proposed to start one-man operations in the early summer.

A subsequent delegate conference of central London busmen, however, postponed a final policy decision on the subject although it appeared likely that the men would oppose the plan. Service on one-man operated buses is normally on a voluntary basis and carries higher rates. In the case of a number of 'country' routes operated by the London Transport Executive, the higher rate is quoted as working out at 13s. 6d. to 27s. a week. Rates have not been suggested for the outer suburban routes it is proposed to switch over to one-man operating, but it is assumed they would not be lower.

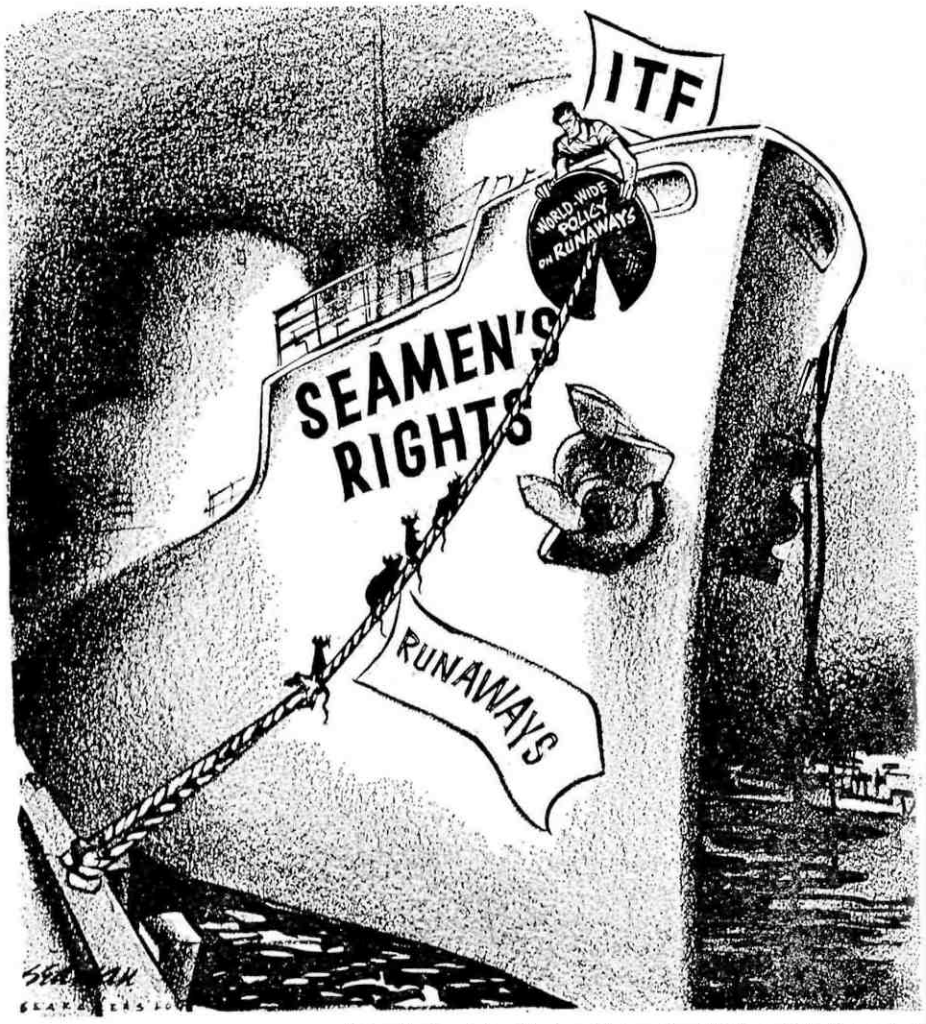
## The air traffic control problem

THE PROBLEM OF AIR TRAFFIC CONTROL received attention at a meeting of the British Royal Aeronautical Society held in London during December last. A suggestion was put forward that the North Atlantic air traffic control and associated ground services should be operated by a single international authority. It was urged that such an arrangement would have significant operational advantages over the present system of split control based on the geographical position of the controlling authorities.

The extent to which air traffic control may be deemed to have assumed the proportions of a problem is indicated by figures applicable to the North Atlantic route. Compared with 10,771 scheduled civil flights over this route in 1948, there were 25,492 during 1957. The total number of flights over that route in 1957 (including military traffic) was actually nearly twice that figure. As a result of the mounting volume of traffic, an almost intolerable burden is being placed upon traffic control officers. The impending introduction of jet aircraft may well prove critical to an organization already showing signs of strain under the mounting traffic it is called upon to handle.

The speaker, the deputy flight services manager of BOAC, went on to assert that communications and navigation aids, two services often blamed for air traffic control deficiencies on the North Atlantic route, were not in themselves to be held completely responsible. Once an adequate route structure, accurate and reliable navigation devices and satisfactory communications were established, there still remained problems of data handling and situation display at the control centre.

## 'End of the line'




From *Seafarers' Log* (Seafarers' International Union of North America)

### Leg trouble among drivers

MEN WHO HAVE TO SPEND MANY HOURS at the wheel of a road vehicle frequently have occasion to complain of swellings and pains in their legs. This is in many cases doubtless due to long hours of sitting when the legs do not get enough exercise. An eminent American medical practitioner who is an authority on the heart and disorders associated with its functioning has expressed the opinion that movement is essential if the veins of the leg are to do their work properly. Sitting for any length of time is harmful in that the blood tends to stagnate in the lower half of the leg and around the ankles. This condition, and the state to which it gives rise, can be the cause of painful inflammation and even phlebitis if the sufferer for example incurs a heavy blow in the affected region.

Relief can be obtained for this condition, according to this authority, by putting the feet up on a chair, massaging the parts affected or bathing them. Bandaging may help, but the best method is to take really good walks. In this way the veins get the requisite amount of 'massage' from the surrounding muscles and the proper blood circulation is encouraged.

Driving can be made difficult or next to impossible by neuralgic pains in the legs or lumbar region. Here again long hours of sitting at the wheel with not enough exercise for the legs can be the cause. The feet, it is true, get a small amount of exercise when the controls are handled, but long hours of sitting with a consequent pressure on the nerves can give rise to another form of 'driver's leg'.


*Taxi drivers are perhaps less likely to suffer from the type of leg trouble referred to in this item as, unlike the long-distance driver, they do get a chance to stretch their legs between fares*

The case is reported of a medical man himself, who after completing a long journey by car without having taken a rest, suddenly experienced sharp pains in the left thigh. He, and a medical colleague, diagnosed this as an attack of sciatica resulting from the constant pressure on the sciatic nerve. He made the journey home bearable by putting a very soft cushion on the driving seat. Even then, he had to stop for twenty minutes every hour and endeavour to get a little exercise to 'walk it off'. Neuralgic pains of this kind, attributable to long hours at the wheel, are of course a particularly serious matter to those who earn their living as drivers. A cushion on the driving seat and and some sort of support for the legs can provide a certain amount of relief and the use of salicylic preparations may also give good results, but in most cases it is necessary to stop driving altogether for a longer or shorter period.

If he is wise, a driver will seize every opportunity to make use of his legs by walking as much as possible. Instead of taking his car to carry out any little errand or commission, as he has doubtless been accustomed to do, he should go on foot. Most important of all, however, is that when driving he should stop for a short 'stretch' every hour or so and by doing just a little brisk walking bring the blood circulation back to normal. This is of particular value in the case of elderly drivers.

## Libraries for Indian railwaymen

AS PART OF A DRIVE to extend some of the facilities provided in some railway institutes to the staff employed at wayside stations, the Indian Railway Board has requested various railway administrations in the country to start mobile libraries. In this way it is hoped to inaugurate a service providing adequate reading material for staff who would otherwise not have ready access to libraries. The mobile libraries will either be attached to existing railway institutes or function independently. Railway administrations have also been asked to pay greater attention to existing libraries to ensure that they are adequately stocked with books in regional languages.

## Indonesian union to operate maritime agency?

OUR ASIAN OFFICE reports that the Indonesian Maritime Workers' Union is seeking a licence to operate a union-owned and controlled maritime agency. The maritime agency – basically an all-purpose cooperative – was formed in July of last year by the union. It is capitalized at Rs 25,000 and has for its objective the undertaking of stevedoring and general agency work. The Board of Directors of the Agency is made up of former employees of the KPM Line and is headed by Bro. Loyak, a member of the union's Executive.

## Overseas hostels planned for Japanese seafarers

THE JAPANESE MINISTRY OF TRANSPORTATION has secured an allocation of 40 million yen in the 1959 budget to create overseas welfare centres for Japanese seafarers. In making the announcement, the Director of the Seamen's Bureau, Mr. Tomoyoshi Doi, said that the directorate will establish centres in New York, Hamburg or Antwerp, Calcutta, Manila or Djakarta. Each centre, fitted to meet the special needs of Japanese seamen, would have accommodation for between twenty and thirty seamen.

*Henry Hildebrand*
*Head of the Dock, Shipping and Inland Navigation Section*
*German Transport and Public Service Workers' Union*
*(OeTV)*

## Profile of the month

HENRY HILDEBRAND is no shrinking violet. He is a big man, tall and hefty, with a voice to match and an inclination to say just what he thinks. Self-possessed but capable of generating a degree of heat when he thinks a discussion needs a little warmth, he has an air of solid authority which sits comfortably on a big man, physically and temperamentally, and which he can carry without fear of seeming arrogant.

Saying and thinking what one likes can be dangerous in the wrong political climate, as Henry Hildebrand has found. His political and trade union convictions cost him his job in 1933 when he was working as a skipper for the Hamburg Port Steamship Company. A year later, the same wave of 'political purification' earned him eight months in prison for 'treason'. Treason, he had committed. Not against his country, it is true, but that was not the basis of a treason charge in the Germany of those days. His treason was to the Nazi Party and its usurped power over the minds and feelings of the German people. His treason lay in his active membership of the Social Democratic Party and the then German Transport Workers' Union.

He had joined both organizations in 1918 when he was fifteen years old. He had left school the year before, when the First World War was nearing its end. For a couple of years he worked on board tugs and salvage craft on the busy Elbe and then, in 1920, he went to sea as an ordinary seaman. He sailed on both German and American vessels, became an able seaman and remained so until 1927. That year he returned to his home city in Hamburg and joined the Hamburg Port Steamship Company. He held his skipper's job for six years, until the time came when political orthodoxy was decreed as being a higher qualification than professional competence.

Thrown out of work without any notice, the hard times began. After spending eight months in prison he had to be content with casual work until the outbreak of the Second World War when he was put to work in the navy shipyards at Kiel. Peace came and soon Henry Hildebrand was back with the Hamburg harbour vessels as a skipper, returning to the job snatched from him twenty-two years before.

If anything, his belief in the trade union and Social Democratic movements had been strengthened by suffering for them and evidently his sincerity and ability were not lost on his fellow workers, for towards the end of 1945 they elected him to the chairmanship of the company's works committee. In 1946 he became an official at the headquarters of the German Transport and Public Service Workers' Union (OETV), then in common with other German unions struggling to find its feet after an era in which trade unions had been forbidden. Three years later, he was elected to his present position at the head of the Dock, Shipping and Inland Navigation Section of the Union. (The OETV, as its name indicates, organizes a wide range of workers in public service – for example nurses, policemen, municipal employees – and in every branch of the transport industry with the exception of the state, and some of the private, railways.)

Meanwhile, he had kept his interest in political affairs and in 1948 was elected to the Hamburg City Council.

His work within the ITF takes him into five sections: Seafarers, Special Seafarers, Dockers, Fishermen and Inland Navigation Workers, of the last of which he is the energetic chairman. His approach to industrial problems is essentially that of the practical man who has worked with or close to the men on the docks, the rivers and at sea. He can debate with the best, but he has no time for debating exercises for their own sake and it is this forthright and earthy attitude to the job which makes him the effective representative he is.

# The Airline Dispatchers' Association

THE AIR LINE DISPATCHERS ASSOCIATION (AFL-CIO) came into being on November 17, 1938, when a group of aircraft dispatchers from Western Airlines and Northwest Airlines was able to interest fellow dispatchers of TWA, United, Capital and others in forming an association which would uphold the standards of the profession and protect the interests of the individuals. The Air Line Pilots Association's rough old veteran president, Dave Behnke, had called a meeting in Chicago to assist the fledgling unionists in setting up an internal organization.

The membership was barely two dozen but after non-members began to see how the little group had some measure of job security, they came along.

In 1938 the US Congress created the Civil Aeronautics Act because of the haphazard method of operation in commercial flying that was being conducted by some carriers. Aircraft dispatchers existed some time before the 1938 law enacted them into being because there was a need for the job that some far-sighted companies recognized. The dispatcher was a sort of super operations official with considerable control, some flying background, and as often as not with hiring and firing authority. But this was only in larger, more enlightened companies whose primary concern was passenger safety. Other companies had no operational control at all, but the new law provided that all scheduled carriers employ dispatchers and that no flight could originate unless a pilot and a dispatcher signed a joint agreement, called a release, that the flight could be operated and completed with definite safety. Early standards of federal licensing were somewhat nebulous, since nobody had any positive ideas what a dispatcher should know. In time, however, the skill became more specialized and dispatchers were expected to keep abreast of all industry developments, navigation aids, flying techniques, field conditions. The route check was established, requiring that dispatchers fly the jump seat in the cockpit as observers over the airline's route at regular intervals. This was designed to maintain their proficiency and help them to know the pilots' viewpoint.

During the years of development the membership of ALDA grew until the number reached 500. In 1946 the group received a staggering blow when an Assistant Attorney General of the USA ruled that the Railway Labor Act, which applies to airlines operating in and into the USA, did not cover persons outside the continental limits of the USA, its territories and possessions. Panagra, which had many foreign nationals on the payroll, as well as US dispatchers, in South America, refused to recognize ALDA as bargaining agent and after a bitter court fight ALDA lost the argument and many members as well. Today the group has grown again to over 600 members representing the dispatchers of 27 airlines in all parts of the world. As the smallest union in the world with an AFL-CIO International Charter, the group functioned for 20 years with temporary quarters in the city of residence of the president. Headquarters moved back and forth from cities like Denver, New York, Washington. ALDA did not even have an attorney until 10 years ago. At their recent convention they took the unprecedented step of electing a full-time president. Until then the job rested with any man the board of directors could find to elect, who was willing to run the Association's affairs while doing at the same time another eight-hour-a-day job as an aircraft dispatcher for one of the airlines. Under the earlier set-up there was little continuity of leadership and policy was sometimes a day to day thing.

*Samuel H. Kinsey, Secretary-Treasurer of the ALDA was once a radio officer in the maritime service. He subsequently joined Capital Airlines, first as a radio operator and then as a dispatcher*

*Robert E. Commerce, International President of the Airline Dispatchers' Association. He had served one year as part-time President whilst continuing his work as a full-time air dispatcher*

The new President, Robert E. Commerce, 41, has already served one year as the part-time president while also acting as a full time dispatcher for Capital Airlines in Washington, and has also served without pay for five years as regional Vice President. He now devotes his full energies to the union job. Commerce lists his primary objectives as follows:

1) Raise the standardsof the profession by demanding continuous adequate training for dispatchers as required by law, a need which is sometimes circumvented by many carriers.

2) Try to work through the ITF, ICAO and the foreign carriers to establish uniform standards of licensing of dispatchers. At present there are no standards of competency in many countries of the world. This must be corrected through co-operation, legislation and uniform goals of air safety.

3) Obtain fair rates of pay and decent working conditions for aircraft dispatchers around the world.

4) Produce a major contribution to the aviation industry through some technical development or advance through research that will make flying the safest means of transportation, and at the same time assist all carriers to run a profitable operation as loyal employees.

Little is known in the United States about the function of the aircraft dispatcher. He is often confused with operations agents and control tower operators. A common complaint of the membership is that the man on the street has never heard of this behind the scenes job. This is true. While the dispatcher acts as the safety watchdog for the airlines, he is generally out of sight in some hangar office, poring over weather maps, teletype reports, notices to airmen, fuel consumption charts and helping to plan a safe and successful operation. He never sees the public at all. This is something that most dispatchers have learned to accept. Not only does he perform a safety function for his company and the government, but he also helps look after the economy of the operation. He must determine when cancellations should occur, when special stops should be made, when to hold for connections, how to route equipment and schedule pilots, and when to schedule extra sections.

Above all, the foundation of his job is primarily his license. He studied hard and served a long apprenticeship to obtain it. Without standards of proficiency a company can hire almost any low paid clerk to go through the motions of issuing a release. It is the practical demonstration of his knowledge gained from years of experience that counts. He guards this license zealously, observing civil air regulations with much dedication, because infractions can cost his company money in fines and lawsuits, and further, any overt carelessness may invalidate the company's high cost insurance in the event of an accident. And without a license, he can command only wages which are considerably lower. One major reason that many companies outside the USA would not like to see licensing standards made universal is because wages might go up.

Through the ITF, Commerce hopes to communicate with presidents of other unions which represent dispatchers and carry out the common goals. Mr. Omer Becu, General Secretary of the ITF, met Mr. Commerce in an interview in Washington last fall at which Commerce outlined his aims.

The Secretary Treasurer of ALDA in Washington is Mr. Sam Kinsey, who is also a dispatcher for Capital Airlines. Regional Vice President in Europe is Mr. Al St. John of Hounslow, near London. Other officers include Mr. Warren Fitzpatrick, RVP in New York, a dispatcher with Northwest Airlines and Mr. Larry Cook, PAA – Tokyo. Interested persons may write to 4620 Lee Highway, Arlington, Virginia, for a complete roster of officers.

Considerable froth is made in periodicals today over the high wages and unstable state of labor in US aviation. Short memories fail to recollect that 15 years ago the aviation industry paid probably the lowest wages of any form of transportation and it was only through militant unionism and honest, forthright bargaining that employees were able to change this condition. ALDA feels it has made a formidable contribution to better working conditions and wage standards, as well as stability of employment. We have definitely brought up the standards of those who refuse to be organized, the free riders, as often happens in this world of ours. Another matter of pride is that this was accomplished peacefully, with only one strike in 20 years and that lasting one day.

ALDA salutes other members of the ITF and thanks the Executive for accepting us into a fine, world-wide organization.

*The flight dispatch centre of Capital Airlines where some forty skilled dispatchers are employed on the responsible job of aircraft dispatch. Their trade union, the US Airline Dispatchers' Association has existed since 1938*

# Higher and higher

*The cable car moves slowly above a tumbled sea of ice and snow unfolding a majestic view of the Alpine peaks and valleys. In the distance the Matterhorn stands out in sharp relief*

THE HIGHEST CABLE RAILWAY in Switzerland – and we do not know if that makes it the highest in the world – is the Gornergrat – Stockhorn funicular railway which was opened to traffic last October. The railway 'runs' – if that is the right word – from the Gornergrat (3,107 m above sea level), to just below the peak of the Stockhorn (3,407 m above sea level). Total distance – as the crow would fly if there were no air currents – is 3.2 km. 'Halfway house' is at Hohtälli, which is 3,273 m above sea level. You can get out there if you feel air-sick and take the descending car back home – the railway at present runs one car on each section. We would imagine, however, that passengers in this aerial railway would be far too lost in admiration of the magnificent panorama of glaciers and mountain peaks opening before their eyes to have anything left over for such worldly feelings. Once at the top, of course, the traveller can sit and admire the view in comfort, after which he can come down again. This is liable to turn out a bit of an anti-climax, however, as the view no longer unfolds before his eyes but 'de-folds', as it were. To avoid this sense of 'let-down', enthusiasts take their skis with them and come down the hard way. This saves a lot of time and is also very exhilarating – if you can ski, or think you can. The company responsible for constructing this railway does not of course feel hurt that its customers should desert it in this fashion. It built the cable cars for just that purpose, opening up wonderful possibilities for ski-ing, especially in the direction of Grünsee-Findeln, right up to late spring and early summer.

*Looking across to the 3,273 m. high Hohtälli, middle point of the Gornergrat-Stockhorn, cable railway in Switzerland. The highest railway in the country, it runs to 3,407 m. above sea level*

It is, of course, no easy task to build a cable railway of this sort. Work on this particular line was begun at the end of May 1955 and was so far advanced by the middle of August 1956 that the first section could be used for transport of men and material to enable work to progress on the second section. Skiers were able to use the first section in the spring of 1957 and 1958.

This in turn was used to transport men and material to construct the second section. Taking the two sections together, something like 9,500 tons of building material had to be transported up from Zermatt – no light task in view of the weather conditions.

The cars carrying ski enthusiasts up to such dizzy heights hold forty passengers and are drawn by electric motors in the power stations of Gornergrat and Hohtälli capable of developing 270 HP. The journey, during which passengers are carried a vertical height of 300 m, takes eleven minutes. As the cable car ascends, the Gorner-Hohtälli ridge gradually ceases to dominate the view and appears to become merely a part of a tumbling sea of ice penetrated by the majestic peak to the Matterhorn.

## Steam traction on the way out

STEAM TRACTION IS FAST DISAPPEARING on the railways of the United States and Canada. A recent count revealed only 1,377 steam locomotives still in use on fifteen Class I railroads in the USA and 1,709 on the CPR and the CNR. Most of the twenty-six major US and Canadian railways still reporting steam locomotives on their rosters are holding them for peak-load emergencies. Canadian National and Canadian Pacific still move a sizable proportion of their tonnage with steam power, but even on these railways other forms of motive power are used exclusively over certain districts and will eventually entirely supersede steam.

Not all the steam locomotives taken out of service have gone to the scrap dealer. Many are retained for possible emergencies.

A number are in use in ore-steaming plants operated by the railways. Other railroads use them extensively on snow-melting services. One company had been using two of its steam locomotives for heating buildings, whilst three thermo-type locos are being used in a chemical plant where other power is prohibited.

Although there is no future for steam traction on the North American Continent, there is still a demand for steam locomotives as museum pieces. Thus Western Pacific has four steam locomotives kept in serviceable storage and used only on historical occasions or for trips for railroad 'fans'. A number of railways have presented towns along their routes with 150 steam locos as museum pieces, whilst other railroads maintain their own museums. Historic locomotives and cars (some original and some replicas) range from the 1829 'Tom Thumb' to the first streamlined diesel locomotive unit built (1937).

## When is a road not a road?

THERE ARE NO PRIZES OFFERED for guessing the answer to this one. We merely raise the question for what it is worth because a Swiss court (whose members doubtless get paid for their efforts) was recently called upon to supply an answer to just this question.

It seems that a lorry driver, on reaching a road barrier with a 'road closed' sign, stopped, took a look at the surrounding landscape, then at the 'no road' ahead, decided that it was a road, and proceeded on his way. For this piece of pioneering work he was brought before the court on a charge of violating the traffic laws.

At first glance, it looks as if the court had an easy job on its hands. Lorry drivers can read and 'road closed' means the road is closed. The barrier put down is obviously there to re-inforce the notice. Ignoring it, or removing it, does not alter the 'status quo'. Furthermore, all lorries are provided with a reverse gear.

The lorry driver, however, had two bolts in his locker – as it were. Firstly, he proved the road was not closed by the simple act of driving over it. Those of us who have been faced with a similar situation, and have been emboldened to behave in the same fashion by the apparent absence of anyone in authority, to discover in due course that the 'raison d'être' of the barrier was no more than a heap of stones or a couple of tar barrels lying neglected by the roadside, are more likely to appreciate the force of this argument than did the court.

His second argument got them thinking, however. It was simply to the effect that whoever had taken it upon himself to 'close' the road had omitted to supply or give any indication as to an alternative route. After all, he argued, it just was not good enough suddenly to tell him that the road he had been travelling along was not a road any more. He was entitled to know where, so to speak, the road had gone to if it was not where he had every reason to suppose it ought to be.

The court was impressed by this argument. Case dismissed.

In its ruling the court found that 'the effect of closing a road in this manner presupposes the existence of a reasonable alternative' – a judgement which nobody, one would think, would be disposed to quarrel with. Unfortunately, somebody spoilt the happy ending by taking the case to a higher court which, after due deliberation, reversed the decision of the lower court, ruling that all road users are required to comply with any indication to the effect that passage over a stretch of road is barred or restricted. The placing of barriers or notices does not presuppose the indication of any reasonable alternative route.

Pity. We hope someone paid the lorry driver's fine.

## Train speed up in West Germany

GERMAN TRAINS are to be even faster in the future. Tests are going on which will raise the top speeds to 124 m.p.h. One series has just been completed on the Freising-Lagenbach line. It has been carried out by the Test and Research Department of the International Railways Congress Association – an organization made up of forty European and overseas railways.

Up to now the trains have been tested up to 103 m.p.h. On the Holland-Basle run 100 m.p.h. is planned.

# Asian water traffic - new style

THE FAR-FLUNG NETWORKS OF RIVERS, CANALS and other inland waterways in Asia and the Far East have traditionally presented a colorful picture of barges, junks and other typically oriental river craft, some pulled by draught animals, some propelled by a sweep, some carried by the current, some driven by the wind, and some pushed by the modern propeller. Slowly in some waterways, more swiftly in others, mechanized carriers have been crowding in upon those moved by manpower and wind. And with the growing importance of the rivers and canals for moving the ever-increasing flow of cargo and passengers, strong and compelling forces are at work to modernize this scene even further.

Among innovations being introduced into this picture, or likely to be introduced in the future, are hydrofoil-supported passenger carriers skimming the water at about forty-five miles per hour; hydro-jet propelled craft; economical, efficient, tank-tested prototype ships; suction dredgers; push-and-pull tugs; and scientific weed-removers; uniformly colored and uniformly shaped buoys, shore markers and other navigational aids; and, almost everywhere, the powerful throb of the diesel engine.

Asian waterway experts have been attracted by the possibility of using hydrofoil-supported vessels for inland water transportation. They are faster and more economical than rail and road transportation and could contribute considerably to relieving the mounting congestion of passenger traffic on land. These vessels have an undercarriage resembling those of some types of seaplanes. The hull is mounted on a stilt-like structure. When the ship gathers speed the hull rises in the water. Resistance is thus reduced and the vessel can cruise at an economical speed of about *forty-five miles per hour.*

Successful trials of such craft have been made in the Soviet Union and it was reported recently that favorable experiences *have been recorded with sixty-passenger* craft of this type. Experts have considered the possibility of using this type of transportation in Asia and have suggested that demonstrations and trials might be organized by an international agency.

Meeting recently under the auspices of the United Nations Economic Commission for Asia and the Far East, experts have also stressed the importance of systematic development of coastal shipping and recommended that the countries in the region agree on the approximate size and design of prototype coasters.

If prototypes were agreed upon, production and maintenance and the supply of spare parts would be easier and more economical, and all could benefit from the experience and advice of the best available naval architects and marine engineers. Also, exhaustive tests could be made in the world's best tank-testing facilities to ensure maximum efficiency in hull design and propulsion. The vessels agreed upon could then be built in a pilot shipyard where workmen and technicians from other countries in the region could be trained for building similar ships at home.

Information reaching ECAFE indicates that the Soviet Union has also developed inland cargo vessels with hydro-jet propulsion specially suitable for smaller rivers. This form of propulsion might be suitable for the canal and river networks in Asia. Since the war, the Soviet Union has replaced *many of its steam boats with diesel* craft, and many of the wooden barges with steel scows, often self-propelled.

### Change in propulsion methods

Another development noted by ECAFE is the change in propulsion techniques. *Whereas in 1952 only 5.3 per cent of barge* traffic was pushed rather than pulled, the push flotillas in 1956 carried thirty per cent of the cargo transported by inland waterways. The pushing technique has been found to be fifteen to twenty per cent more efficient.

As to coastal shipping, ECAFE found that the performance of Japan's coastwise fleet increased in 1956 to 34,000 million ton-kilometers, representing seventy-three per cent of the weight-distance performance of the national railways. This coastal traffic, carrying mostly coal, oil, pig iron, steel and other metals, helped to relieve the heavily congested railways.

The importance of carrying bulk cargoes by sea in Japan is demonstrated by the fact that the average distance covered by coastwise cargo was 960 kilometers as against 229 kilometers for rail-borne cargo. The Government estimates that sixty per cent of Japan's coasters – 820 steel and 22,622 wooden ships – are outmoded and will have to be replaced in the near future.

Another change noted in the Asian inland waterways is that the navigable waters are becoming safer. Several countries and territories in the area have adopted a new uniform method of buoying and marking the channels, an innovation promoted by ECAFE and adapted for Asia. The countries and territories which have adopted this system are Brunei, Cambodia, Ceylon, the Republic of China, India, North Borneo, Sarawak and Viet Nam. Pakistan will probably adopt the system, Burma has accepted it in principle, and Indonesia is considering it.

ECAFE has urged countries which have not already done so to adopt the League of Nations 'agreement for a uniform system of maritime buoyage,' in order to assure uniformity in the navigable channels giving access to the sea.

## Shipowners seek simpler booking procedures

A NUMBER OF BRITISH SHIPOWNERS, including some of the largest concerns, recently joined in the formation of a *new organization, Ocean Travel Development*, the aim of which, as its title indicates, is to expand travel by sea. All owners of ships capable of carrying more than twelve passengers have been invited to join.

One of the organization's first tasks will be a review of procedure for booking sea-passages to see if they can be simplified and unnecessary variations in practice among the different companies eliminated. The organization is also to discuss these matters with non-British owners.

*A picturesque sight still, but the traditional junk is now rapidly being replaced by much more modern craft on the waterways of contemporary Asia*

# What they're saying

## Democracy, trade unions and social progress

IN THE MORE DISTANT OR THE IMMEDIATE PAST examples may be found in numerous countries where, in its bitter fight against the trade unions, the motive force in social progress, reaction has resorted to ways and means which violated the fundamental rights of democratic society. Instead of negotiating in good faith with labour, recognizing the equality of all citizens' rights, recurrent attempts have been made to disparage the position of the other party to the contract and tie their hands by one-sided legislation designed to create two kinds of legislation, contrary to the principles of democracy. For the trade unions, however, democracy is an indispensable element. Just as there can be no free, independent trade unions without democracy, so there can be no democracy without unions. Through the free formation of opinion, through a democratic internal structure and expression of the members' will, as also through their unshakable adherence to the principle of equality of human rights the trade unions must therefore make every possible endeavour to maintain and promote social progress and democracy side by side. For where one is not to be found, the other is endangered. This imposes on the community a great responsibility to build a better future in a setting of freedom.

From *Bulletin of the International Metalworkers' Federation*

## A new and unwanted ideology

IN APARTHEID South Africa has given the world a new ideology. Like Communism and Nazism, it deprives the individual of his basic rights, whether intellectual, economic or political. It goes even further than Nazism or Communism since it affects social rights also – the right of movement and of association. It is Nazism applied in a multi-racial society where the nation is limited to a group and other groups are graded in a descending scale. These group evaluations have been legalized and constitute the pattern for education, political life, industry and ecocomy, residence and social life. Individual worth is of no account. Individual rights depend on the group to which the individual belongs.

This is done in the name of Nationalism and, on its appeal to religion and in its insistence that its aim is to preserve Christian values and a Christian way of life, it has found its strongest propaganda machine. It is ironical that the ideology of *apartheid*, which is a complete denial of Christian ethics and a complete reversal of the social trends of history that have found their origins in Christianity, should have succeeded in adapting that same Christianity to its own unchristian ends. This is not a pattern created or maintained by the Nationalist Party alone. It is the pattern accepted by the vast majority of Whites in South Africa.

P.V. Pistorius of Pretoria University

## A strange paradox

THE PASSIONATE CONVICTIONS that brought men in harder days to the service of liberal and humanitarian movements seem to have died in the comfort of a modern age. The visible objects of our forebears' righteous anger have largely gone. The hunger of children and their illiteracy is not here to move men to rebellion and action. Churches, trade unions and a host of associations of free men, whose reason for existence was the bringing of the full life, now complain of apathy, inertia and indifference.

It is indeed a strange paradox that under the pressure of hardships and injustice men appear to find it easier to hold to ideals and to serve their fellow men more passionately than in the lush days of television and hire-purchase. The need for ideals and courage has not diminished. Maybe the hunger of our children has gone, but the agony of countless millions of coloured babes remains. The threat to liberty remains, even more so in this clever technical age.

There is in all this a great problem for the Western World. To rediscover the real purpose of our existence in the condition of our remaining free men. If we do not Krushchev may well be right. They, the Communists, will bury us, not with bombs but with a Communist brotherhood, materialist, grim and tyrannical.

Ray Gunter, President, British Transport Salaried Staffs' Association

## A lesson has been taught

TEN YEARS OF FRUITLESS DIPLOMACY and talks had preceded (the boycott). For long years the ITF had endeavoured to get governments and shipowners to do something to rid the seas of ships competing under unfair conditions. The shipowners concerned, officially established in countries such as Panama, Liberia, Honduras or Costa Rica, but in fact profiting from all the wealth and amenities offered by a modern state, were wont to have a laugh at the expense of the ITF and its affiliated unions. Whether in condemnatory or commiserating tone, the saying among them was: 'a trade union may well be able to do something in its own country, on the international plane, however, the unions have never been able to carry out a successful action.'

On 8 December, however, the laugh was on them. Some dozens of ships in Europe and 160 in the United States were held up by a boycott of dockers and shipyard workers.

From its centre in London, the ITF command worked like the staff of some international army, controlling movements in ports and on rivers.

In doing so it taught a lesson – the lesson that army commands, financial trusts and international cartels are not the only people who can initiate and conduct a world-wide action from a central office.

An international trade secretariat would appear to be just as capable of such action.

From '*Volksgazet*' (Belgian Labour Daily)

*The article 'Fail-safe or safety first', which appeared in our December issue, has now been reprinted in pamphlet form. We still have a small supply and will be glad to supply affiliated unions with copies on request*

# 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 • Austra • 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 • Tunesia
Uganda • Uruguay • United States of America

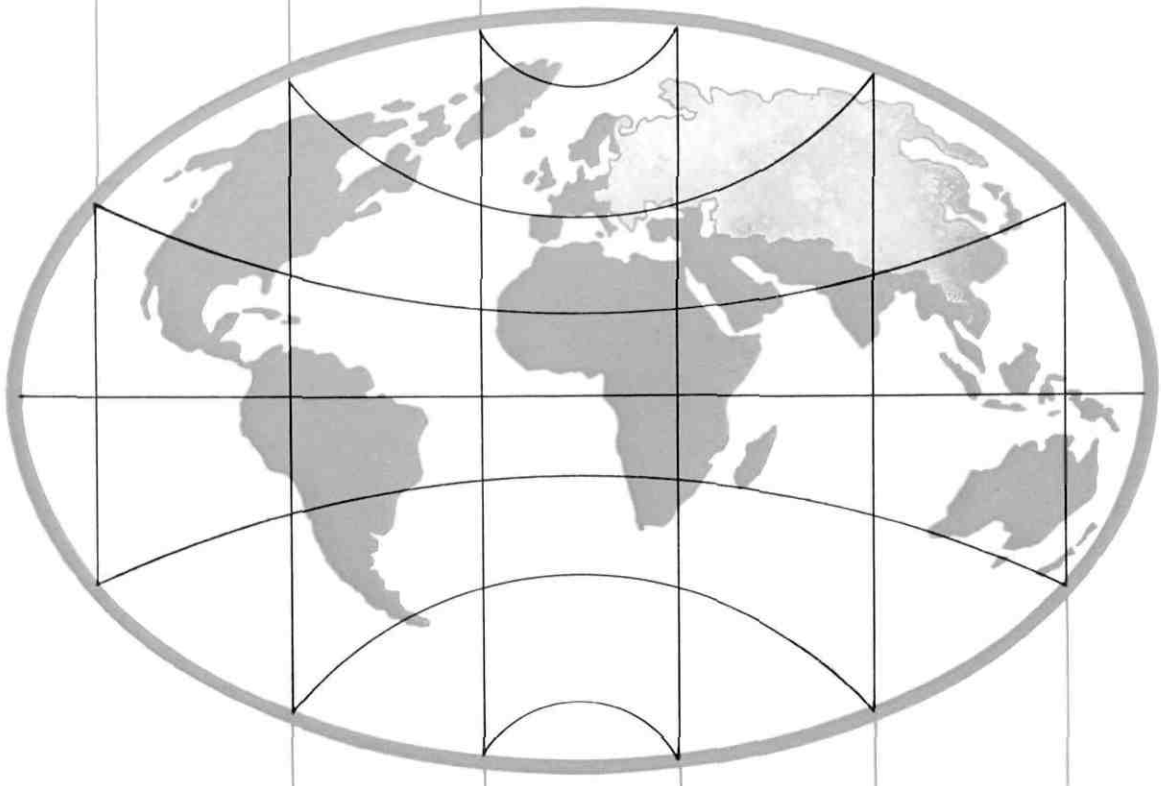
# Publications for the world's transport workers

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

Printed in the Netherlands by Coster, Amsterdam