

International Transport Workers' Journal

Volume XXI • No 11 • November 1961

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Monthly Publication of the International Transport Workers' Federation

**International
Transport Workers'
Journal**

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Monthly Publication of the ITF

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Lima, Peru

Forthcoming meetings:

London 14 November 1961
Regional Affairs Committee

London 15, 16, 17 November 1961
Executive Committee

Comment

Post-colonial intolerance

DURING SEPTEMBER of this year a number of strikes took place among railway and port workers in some of the major towns of Ghana. The strikes, which involved a total of about 9,000 workers, were called in protest against a provision in the national budget which laid down that five per cent of the wages of all those earning more than £10 a month should be deducted and held by the government as part of a compulsory 'savings scheme'.

Without going into the rights and wrongs of the economic policy which dictated this step, let us make it quite clear that the strikers were protesting on a purely economic issue — the new measure would have a detrimental effect on their wage packets. Since these were transport workers, the impact of the strikes was serious and immediate. The twin ports of Takoradi and Sekondi were completely closed down and rail services throughout the country were severely disrupted. President Nkrumah was called home and he ordered an immediate return to work, refusing to make any concessions on the terms of his budget. Since they had received no support whatsoever from the Ghana Trades Union Congress, which has solidly propounded the government line throughout, the strikers had to alternative but to go back.


However, the story does not end there. This was not just another unsuccessful strike. It now appears that the strikers, according to Mr. John K. Tettegah, Secretary-General of the Ghana TUC, had 'allowed themselves to be used as tools by the imperialist agents and never-dowell politicians'. Their 'misleaders' were evidently planning to overthrow the government by force, for a number of them were victims of the mass arrests of opposition politicians which took place soon afterwards, and the unions involved have been taken over by the TUC. An Act has now been passed which provides for special courts to try crimes against the State. There is no appeal against conviction by these courts, and if recent practice is continued the Act will be perverted for the purpose of stifling any opposition to the government.

As members of a movement which has
(Continued on page 255)

A constructive JMC session

By P. DE VRIES, GENERAL SECRETARY OF THE ITF.



 THE NINETEENTH SESSION of the Joint Maritime Commission of the ILO met in Geneva from 25 September to 5 October. It will rank as one of the most constructive and productive sessions in the history of the Commission.

The agenda was fairly brief, comprising only four items: a Report of the Director-General of the ILO, the Manning of Ships, Air Conditioning in Crew Accommodation, and a Report of the JMC Tripartite Subcommittee on Seafarers' Welfare. The number of questions actually discussed, however, was considerable, due to the fact that the Commission had not met since 1955, with the result that the Director-General's Report covered a wide field and the Seafarers' members had many points to bring before the Commission.

Altogether the Seafarers' members submitted fifteen resolutions, twelve of them on the Director-General's Report, the others on the remaining three items on the agenda. They were the object of close discussion during the fortnight of the session, first in plenary meetings and later in subcommittees or informal exchanges. On some, and not the least important of them, agreement was reached without much difficulty; on others there

had to be a good deal of give and take before texts could be worked out acceptable to both sides; on two only, as will appear, no agreement could be reached, and even in one of these cases the result was still a useful compromise.

The net outcome is, without doubt, a good programme of work for the ILO in the maritime field in the coming years and one which points the way forward on a whole series of important social issues for seafarers. The fact that such a large measure of agreement prevailed on the Commission justifies the hope that the programme will be carried out as fully and quickly as possible.

Before coming to the actual decisions, I should like to make one or two general observations.

Bipartism v. tripartism

There has at times been question of converting the JMC from a bipartite into a tripartite body. Both structures have their advantages and disadvantages. On

a tripartite body employers' and workers' members can take up their respective positions and the government members still sway the issue one way or the other. Decisions reached in this way may be of great demonstrative and psychological value, even though sometimes they tend to become sterile as far as implementation is concerned.

On a bipartite body like the JMC it is different. When the two sides confront one another solidly a deadlock is reached. If that happened too often the Commission would not survive. Decisions can only be taken by a process of give and take. Such decisions are necessarily limited in scope, but they can be expected to be fully implemented. In brief, to function the JMC must find a reasonably wide area of agreement. The fact that it has survived nineteen sessions since 1920 shows that on the whole it has succeeded in doing so. The session of the JMC just held was certainly a case in point.

One of the differences between the two sides was that the Seafarers wanted not only to ask for action on certain questions, but also to indicate the lines which the action should take. For this they drew heavily on the ITF International Seafarers' Charter. The Shipowners did not want to go so fast. Generally speaking, on the questions on which agreement was reached, they only wanted to recognize the existence of a problem, to request the ILO to start or continue collecting and publishing information, and in some cases also to set up machinery, but for the rest wanted to leave the lines on which the questions should be approached open.

In this article I do not propose to deal with all the decisions of the JMC. The full texts of the different resolutions can be found in ITF Press Report No. 20 of 12 October. *) As stated, they are all decisions taken unanimously and which we may therefore expect to be carried out in full. Here I will only touch upon one or two which are of special interest.

Asian seamen

This was one of the questions on which the Commission quickly reached agreement. It asked the Governing Body of the *ILO* to arrange for a second Asian Regional Maritime Conference, to follow up the first conference held in Nuwara Eliya in 1953. The social problems of Asian seamen urgently demand attention if the threat which they constitute to the standards of seafarers in the advanced maritime countries is to be met before it is too late. These problems have been the subject of special study within the *ITF*. It is our conviction that they can only be solved by abolishing the corruption of which Asian seamen are still the victims in the supply of jobs and helping them to build up strong and sound trade unions. The *ITF* is engaged in plans for giving them a hand in this direction. If these plans can be carried through, one of the prerequisites for the success of the envisaged conference of the *ILO* will have been met.

Working hours and paid leave

The resolutions submitted by the Seafarers called for implementation of the *ILO* instruments on these subjects and referred particularly to Recommendation No. 109, 1958, concerning Wages, Working Hours and Manning and Convention No. 91, 1946 (revised 1949), concerning Paid Vacations for Seafarers. They further drew special attention to the nature of employment on board ship, to the close connection between conditions on board and those ashore, and to the need for seafarers' standards to keep abreast of those of shore workers if the drift of labour from the sea to the land is to be checked.

*) They concern Asian Seamen, Refugee Seafarers, International Institute for Labour Studies, nuclear tests, nuclear ships, working hours, noise reduction, automation, paid vacations, vocational training, navigational aids and safety devices, watches on sailing days, seafarers' welfare.

The texts adopted by the Commission — the one on working hours hoped that governments, in consultation with shipowners' and seafarers' organizations, would act as quickly as possible on Recommendation No. 109 and recognized that in many countries the shipping industry is in severe competition with shore industries for manpower and that therefore employment conditions on board ship must have regard both to conditions of shore employment and to the effect of sea employment on home life; the one on paid vacations asked for the question to be placed on the agenda of the next maritime session of the International Labour Conference with a view to the adoption of a new international instrument — may be regarded as having satisfied the main points of the Seafarers.

Manning of ships

It was not to be expected — in spite of the great amount of good will which characterized the session — that the two parties would agree on every subject. An

important question on which they failed to agree was that of the manning of ships. The Shipowners apparently regarded the idea of establishing international minimum principles which should govern the manning of ships and which should take account of social as well as technical factors, as completely impracticable. Yet all the resolutions submitted by the Seafarers did was to ask the *ILO* to set up a working party to study the question and to suggest that the principles on the subject of manning contained in the *ITF* International Seafarers' Charter should be taken as a starting point for the study.

The vote, after a long fruitless discussion, resulted in a stalemate, fifteen for and fifteen against. To the Seafarers the unconstructive attitude of the Shipowners on this question was disappointing. Whilst recognizing the difficulties of the question, whilst conscious of the fact that the various instruments of the *ILO* on manning, dating from 1936, 1946, 1949 and 1958, had not obtained the neces-



Among those in this shot of Seafarers' Group are (on front row) the General Secretary, Bro. Thore of Sweden, and Bros. Tennant and Scott, representing UK officers and ratings

Members of the Seafarers' Group of the JMC seen in this photo are (from right to left): Bro. Niilo Wälläri of Finland, Bro. van Driel of the Netherlands, Bro. Randeri of the Maritime union of India and Capt. Douglas Tennant General Secretary of the MNAOA



sary number of ratifications, they considered that this was no reason to give up but rather to try again. Simply to ignore the problems which must result from the lack of international uniformity or regulation will not solve them. As was pointed out in the discussion, however intractable a problem may be, those in positions of responsibility in the shipping industry should be able to sit down together and at least examine whether a solution is really quite impossible. It was the refusal of the Shipowners to do this which was particularly disheartening.

The Governing Body of the *ILO*, which together with the report on the discussion on this question will receive the text of the unadopted resolution of the Seafarers, comprises government as well as employers' and workers' members. This permits of the hope that it may yet prove possible to find a way out of the impasse and to follow up the first-class preparatory work which was done by the *ILO* on this subject for the *JMC*.

Air conditioning in crew accommodation

On this question too the *JMC* did not make as much headway as the Seafarers

(Comment continued from inside cover)

always been against colonialism and has proclaimed the right of all peoples to govern themselves in the manner they see fit, we hesitate to condemn a government which has to develop its country's economy in a very short space of time from the primitive conditions in which it was left when foreign rule ended.

But we see no need for the national government of Ghana to threaten every manifestation of opposition to their measures as a threat of insurrection. And the forcible suppression of the transport workers' strike movement, together with the imprisonment of their leaders, will certainly not win the Ghana government the goodwill of the trade union movement in other parts of the world.

had hoped for. The Seafarers wished for a firm pronouncement in favour of air conditioning in crew quarters in all new ships and in existing ships when undergoing substantial repairs or structural alterations and asked for revision of *ILO* Convention No. 92 on Crew Accommodation. The Shipowners noted the rapid changes and developments which are taking place in the techniques and methods of air conditioning and only wanted to ask for further information and inclusion of the question in the agenda of the next meeting of the *JMC*.

There was, all the same, a measure of agreement between the parties, as both wanted the *ILO* to deal with the matter. It was therefore decided not to take a vote, since that would have concealed the agreement, but to communicate to the Governing Body of the *ILO* both the texts before the *JMC*, so that it could see and act on what was common to both of them.

Seafarers' welfare

This item, the last on the Commission's agenda, was dealt with on the basis of a report on a meeting, held during the preceding week in Geneva of a Tripartite Subcommittee of the *JMC* on Seafarers' Welfare. It had been the second meeting of the Subcommittee, the first having taken place in Naples in November 1959. The Naples meeting had reaffirmed and elaborated the *ILO* Welfare in Ports Recommendation of 1936, and the main object of the second meeting, from the seafarers' point of view, was to bring into

being machinery for implementing the 1936 and 1959 principles. The result of the Subcommittee, which was endorsed by the full *JMC*, did not go as far as the Seafarers would have wished. Nevertheless, it established the idea that governments of countries jointly interested in providing welfare arrangements for seafarers in a given area where they are lacking or inadequate, should in consultation with shipowners', seafarers' and welfare organizations, and also with the authorities in the area concerned, take common action, on an appropriate regional scale, with a view to a collective planning, financing, organization and administration of welfare schemes.

Frequency of maritime meetings

I mentioned above that six years had elapsed since the previous session of the Commission, which compares unfavourably with the frequency of its earlier sessions. It may be the great expansion of *ILO* activities in many industries and many areas of the world and the consequent multiplication of machinery is the explanation of the slowing down of these and other maritime meetings of the *ILO*. But as was noted by both sides of the *JMC*, the maritime industry is a special case, in the sense that it has more problems of an international character, also in the social sphere, than most land industries, and thus the Commission went on record to express the hope that the Governing Body of the *ILO* would have this in mind when considering future programmes of meetings.

Among the modern goods handling equipment installed at the depot is this overhead trolley conveyor, the first of its kind in the world, which can haul 50 of the trucks shown at a low speed which avoids the risk of damage to the goods during handling




Function of the JMC

The JMC then, succeeded in reaching substantial agreement on a good number of subjects. It did so after a good deal of hard bargaining. The early discussion revealed a different conception of the purpose of the JMC. For the Seafarers it is above all a body which in the long intervals of ten to twelve years between maritime sessions of the International Labour Conference not only implements decisions but also makes new ones. The Shipowners place the emphasis rather on the implementing function of the JMC. The fact that in the final report on the session, which was agreed by the two parties and which will go to the Governing Body of the ILO, it is stated that the broad functions of the Commission are to act as the continuing body between maritime sessions of the Conference is an example of how the two parties were able to find acceptable formulas.

Conclusion

Th above account of the nineteenth session of the JMC in my opinion justifies the assessment that it was in a high degree constructive and productive. After the two parties had taken up their respective positions they looked for common ground upon which to work out the terms of agreement. Thus they achieved a result which confirmed the value of the JMC as a social instrument which can do and is doing first-class work on behalf of the seafarers and the maritime industry as a whole.

Stockholm's new goods terminal

 AT THE END OF LAST YEAR SWEDEN'S largest privately owned road-haulage firm, Stockholms Godstrafik & Bilexpedition, opened a new terminal depot in the South of Stockholm equipped with all the latest facilities for rationalizing goods handling and distribution. The terminal in question is part of a programme of expansion involving the building of similar depots in all major Swedish towns,

and is intended to consolidate the spectacular advance made by the road haulage industry in Sweden since the war.

One of the main ways in which services can be improved and costs cut is by utilizing every device that helps to make the best use of all available vehicles. In order to reduce to a minimum waiting periods and empty return journeys the firm in question is in the process of building up a radio-telephone communications system. At present there are some 16 bases and 200 lorries equipped with radio-telephony. It is hoped eventually to build up a network of 40 base stations and a fleet of 600 lorries in constant communication with these stations. By this means a lorry that has spare space going can be directed while on its way to pick up a load that has been notified since it set off. By this means it should be possible to reduce the present low percentage of total unused capacity (28%) even further.

The main purpose served by the new depot is to act as a terminal for incoming long-distance lorries. Once he arrives at the terminal the long-distance driver's job is finished. Since he has probably travelled overnight, a definite purpose is served in freeing him of the new difficulties involved in making his way through dense urban


The loading quay at Stockholm's new goods terminal depot can accommodate 80 vehicles at a time. The quay is at two levels which facilitates the transfer of loads from the heavy long distance lorries to the lighter delivery vans used in local goods distribution



traffic and of finding his way in a city with which he is probably not familiar. These duties are taken over by the delivery drivers who are not only familiar with the local conditions but who have the further advantage of starting this job refreshed by a good night's sleep. Their vehicles are, of course, also more suitable for city traffic than the heavy long-distance lorries. While they do their job, the long-distance driver can enjoy his well-earned rest in the terminal's comfortable bedrooms. The terminal has also its own self-service restaurant where the driver can get a good meal at a reasonable price.

The cargo handling and storage facilities at the depot are absolutely up to date and designed to take all the brute force out of the job. The loading quay which can accommodate 80 vehicles at a time is at two different levels for the larger long-distance lorries and the smaller delivery vans. Among the handling equipment there is a new overhead trolley conveyor (illustrated in the accompanying photograph), the first of its kind in the world, to which 50 elevating platform trucks can be coupled at a time. The trucks are hauled at the very low speed of 36 meters a minute in order to prevent damage to the goods during handling: in any case, if one truck should collide with anything, the truck is automatically disengaged from the conveyor and comes to a halt. In this way it is possible to handle 150 tons an hour without risk of damage.

IAM conference discuss airline workers'

 REPRESENTATIVES OF MORE than 42,000 airline workers in the United States and Canada will be meeting in Washington this month to attend the Third Air Transport Conference organiz-

Helge Pettersson,
President, Swedish Transport Workers' Union




Profile of the month

ed by the *ITF*-affiliated International Association of Machinists.

Delegates to the conference will review *IAM* bargaining policies in the airline industry and will discuss job problems posed by forthcoming airline mergers and by technological changes in the industry.


IAM President George L. Watkins said that the *IAM* Grand Lodge wants opinions and suggestions from conference delegates to help it set future *IAM* policy in the airline industry.

AFL-CIO executive council urges halt to rail mergers

 IN A RESOLUTION ADOPTED at its meeting in New York last month, the Executive Council of the *AFL-CIO* strongly criticized railroad management attempts 'to shrink railroad capacity and drastically curtail railroad services to the public through the consolidation and merger of railroad properties'. It pointed out that there is a possibility that even existing railroad plant 'may soon be found to be inadequate to vital defense needs... despite warnings by the Army Corps of Engineers that, even for peacetime use, the nation will need at least double our present freight-carrying capacity by 1980 and probably double this capacity again by the year 2,000'.

The *AFL-CIO* resolution concludes by pledging that the entire American labor movement will stand unitedly behind the *ITF*-affiliated Railway Labor Executives' Association in their efforts to defeat unsound railroad merger proposals.

Tom Mboya to speak at Swedish union meetings

 THE SWEDISH TRADE UNION FEDERATION'S campaign to aid the unions of the developing countries under the slogan of 'Help across the frontiers' will begin on 1 November with a series of meetings all over Sweden. Among speakers who have been invited to participate is Bro. Tom Mboya, the General Secretary of the Kenya Federation of Labour.

THE SWEDISH TRANSPORT WORKERS' UNION is one of the largest and best-organized in the country. Its name is perhaps a little misleading in that the unions' membership in fact extends beyond the limits of the transport industry proper, embracing in addition a number of groups which come under the general heading 'service' workers — e.g. newspaper sellers, window cleaners, watchmen, etc.

The newly-elected President of the Union — a 53-year-old Stockholmer named Helge Pettersson — has been closely associated with this section of the membership, both as a worker and as a national secretary of 'Transport'. The son of an oldtime coach driver, Helge began his working life as what the Swedes picturesquely call a 'hoppiland kalle'. Literally, it means a 'hop-ashore lad' and is applied to boys who work on board small steamers in the Stockholm archipelago and who jump ashore when the ship approaches the quayside to help tie her up. Helge Pettersson combined this job with that of a newspaper boy, one of the three groups for which he was to negotiate when he joined the union's headquarters staff many years later.

His first interest in the labour movement was, however, mainly in the political field and he became an active member of the Social-Democratic Youth Federation (*SSU*) when he was still a teenager. His interest in the politics of his country has remained a strong one throughout his union career, which began when he took his second job as a warehouse assistant. He joined the Transport Workers' Union immediately and developed into an enthusiastic worker for the organization, becoming successively chairman of his local union group, and treasurer of 'Femman' the name given to the union's biggest branch, No. 5 covering the City of Stockholm. Finally, in 1953, he went to the head office as a national secretary (ombudsman) negotiating on behalf of newspaper sellers, watchmen and coalyard workers.

Pettersson succeeded Sigurd Klinga as President of Transport earlier this year, after Klinga was regrettably forced to give up his post owing to ill-health. Bro. Pettersson is extremely conscious of the heaviness of the burden which he assumed. In an interview immediately after his election he said frankly that 'it will not be an easy job to take over from a man like Klinga, because Klinga has set his personal stamp on everything which has taken place in the union during the last seven years. It was a terrific job which he did and one which we will be able to illustrate in hard figures when our Congress meets'.

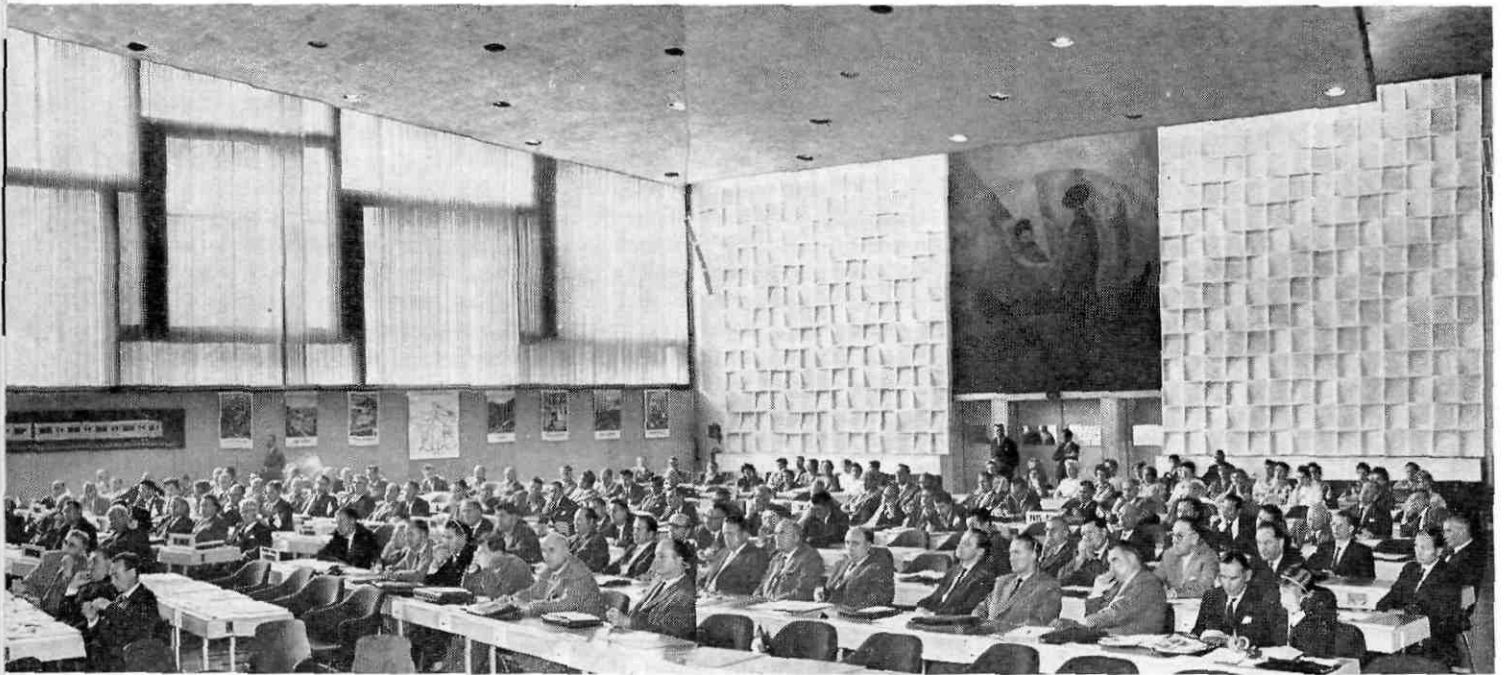
It is significant that the figures presented to that Congress showed a greatly increased membership in precisely the field for which Pettersson himself had a personal responsibility — something which says a great deal both for his skill as a negotiator and his drive as a union organizer.


Helge is an easy man to get on with. He is straightforward, extremely democratic and with none of the manners of the big boss. He has strong-held but moderate opinions, which he expresses without fear or favour. He likes others to do the same and respect their opinions even if he does not agree with them.

He is concerned not only with the activities of his own national movement but is also keenly interested in the trade union affairs of other countries.

We look forward to a much closer acquaintance with a man who has assumed one of the most important positions in Sweden's trade union movement.

ITF railwaymen discuss their problems



 DURING THE OPENING session of the *ITF* Railwaymen's Conference held in Paris, two of the official guests commented on what they considered to be the special characteristics of railwaymen as a group. M. Robert Buron, the French Minister of Transport, underlined the very real sense of esprit de corps which unites all railwaymen and which is accompanied by a strong realization both of the importance of their industry and of their own responsibilities as workers in it. M. Segalat, Managing Director of the French National Railways, said that the railway industry had imposed certain requirements and disciplines on those working in it which had made them an unusually cohesive, alert and intelligent body of men who, whilst taking a justifiable pride in their professional traditions, were nevertheless tremendously alive to the future well-being and development of their industry.

The railwaymen and their industry

The truth of these closely related statements could be clearly seen in the ensuing stages of the Conference. We have already referred, in a preliminary review in the *ITF* Press Report, to the success of this conference and indeed it is difficult to do it real justice in cold print. One had an extremely vivid impression of a group of men who approached their problems soberly but nevertheless with an underlying passion; who spoke only if they had something tangible and worthwhile to contribute, and who displayed a professional expertise, which would

not have disgraced a gathering of technicians. M. Segalat's judgment in particular was shown to be very well-founded, for the railwaymen of the *ITF* are certainly not simply concerned with their own individual problems, important though these undoubtedly are. Their concern goes hand in hand with a marked faith in their own industry and a burning interest in the problems involved in its future growth and improvement. The spirit of craftsmanship and pride in their job which was so typical of the early railwaymen is still obviously very much in evidence today.

A general view of the ITF Railwaymen's Conference held at UNESCO Headquarters in Paris in September last. The Conference was attended by more than 130 representatives of railway unions in sixteen countries, as well as by a considerable number of official guests and fraternal delegates

The Conference was an extremely big one by sectional standards. Bro. de Vries referred to it as being almost half an *ITF* Congress and that was true both in terms of size and numbers represented. It met — aptly enough — in a country whose railways have already very largely overcome the difficulties which inevitably arise in adapting a comparatively old industry to the demands of modern society and which has done so relatively painlessly and with the full co-operation of the railway workers themselves. A country, too, which has made a start in basing its national transport policy on a very large measure of co-operation and co-ordination between the various means of transport.

Socially, progress on the railways has not yet managed to keep pace with tech-

Railwaymen from many countries follow the discussion intently. Our photograph shows inter alia the delegations from Germany, France, the Netherlands, Sweden, Switzerland

nical modernization; labour relations in the industry are harmonious, even happy, but railwaymen and their unions would like to see more concrete results flowing from this comparatively untroubled atmosphere.

A point well made

The point was well illustrated during a visit to the huge electronic computer which the French National Railways have installed in Paris. Hans Imhof, in replying to the address of welcome by the SNCF representative, said that personally he was looking forward to the day when the computer would have fed into it the French Law of 1936 dealing with the 40-hour week and would transform this into precise instructions to the appropriate Minister that the law should be immediately implemented on the railways. The point was well made, for it is unfortunately true that the sense of duty and responsibility shown by railway workers is not always matched by an equally strong sense of social responsibility on



the part of their employers.

Undoubtedly the best proof of this came during the intensive and extremely interesting discussion on railwaymen's trade union rights. In opening the discussion, the Section Secretary underscored the fact that here the Conference was dealing with a subject which was of the deepest concern to every railwayman. All too often, railwaymen see that their rights are disregarded or circumvented; their strikes declared illegal or against the public interest; their claims and actions misrepresented by Press, employers and government alike.

Railwaymen, Bro. Imhof said, were perhaps more conscious of their responsibilities towards the travelling public and the national economy than anyone else; they did not take industrial action lightly and were consequently all the more angered when arbitrary measures were used against them to prevent the proper and lawful exercise of their rights.

Vital freedoms involved

Practical examples of this were later given by a number of delegates. Brother Tonneaux of Belgium, for instance, speaking of the general strike in his own country, alleged that there had been considerable misrepresentation of the aims of that strike. At no time had it been aimed at overthrowing the Government for political purposes. On the contrary, it had been called in the first instance by the railwaymen in support of purely professional demands. The railwaymen had

in fact tried to avoid a strike and achieve a solution through negotiation. That desire, however, had been frustrated by the Government: there had been no real discussion of the railwaymen's views; there had been no concessions from the other side.

Brother Hoda, representing the All-India Railwaymen's Federation, referred to the repressive measures which had been taken by his Government against railwaymen and other public service workers who went on strike for a living wage last year. Police and troops had been brought in and tear-gas attacks and baton charges made. Such a situation, he said, emphasized the importance of protecting and maintaining the trade union rights of railwaymen at all costs. It had been suggested that such rights should sometimes be curtailed in the interests of economic development in backward areas. He agreed that economic development was important but it should not involve giving up such vital freedoms, because without them there was little real difference between a democratic and a totalitarian system.

Brother Dimitracopoulos of Greece told the Conference that despite promises made to the ITF by responsible government officials that the 48-hour week would soon be applied on the railways, nothing had been done. As a result, the Greek Railwaymen's Federation had begun to implement the 48-hour week for certain groups of railwaymen with effect from 1 September. The Government



The first official speech at the opening session at the Conference was made by M. Robert Buron, the French Minister of Transport, Public Works and Tourism, who said how happy he was to note the unity and spirit of solidarity which were displayed by railway workers throughout the world

Bro. Fernand Laurent, member of the ITF Executive Committee, expresses the pleasure felt by the French railway affiliates at being able to welcome the International Railwaymen's Conference to Paris. Much of the credit for the smooth organization of the conference was due to the two French railwaymen's unions who acted as host organizations

had replied by wholesale dismissals and by bringing in troops and police to replace them. Bro. Dimitracopoulos called upon the Conference to protest to the Government against the violation of undertakings which it had given and the methods being employed against Greek railwaymen.

As already stated in the Press Report, the Conference finally decided to set up a committee which will conduct an inquiry into the whole question of union freedoms and will then draw up a charter of trade union rights for the guidance of affiliated railwaymen's organizations.

Reappraising ITF transport policy

In his welcoming address, the French Minister of Transport had laid great stress on his Government's belief in the value of co-ordination in the transport industry and on their outright rejection of policies based on so-called liberal concepts. That was why, he said, the French railways were not afraid of the introduction of new techniques; within the framework of a common transport policy it was possible to achieve a combination of



The Conference in Paris was held under the chairmanship of Bro. Richard Freund, who is President of the Austrian Railwaymen's Union and Chairman of the ITF Railwaymen's Section. Bro. Freund is here seen making a reply to the addresses of welcome

techniques, with each mode of transport dovetailing with and complementing the others.

This question too was touched upon by the Section Secretary and the speakers who followed him in the discussion on transport policy.

Bro. Imhof pointed firstly to developments in the field of official transport policy which seemed to indicate a trend in favour of more 'commercial freedom' in the industry. Of particular significance was the memorandum which was intended to serve as a basis for a joint transport policy covering the European Economic Community countries. Here the bias was very strongly in support of increased competition, although the report was more than a little ambivalent in that it also spoke of the value of State intervention in certain respects. In view of this trend, Bro. Imhof thought, it was necessary for the ITF and its Railwaymen's Section to consider how far we could go in our attitude towards this type of liberal transport policy. Up to now, the ITF had had an overall transport policy and we had tried to keep to this. But the question now arose as to the extent to which we would agree with or dissent from these current tendencies. Should our recent decisions be thrown overboard and should we join in the chorus which suddenly seemed to have become so popular in Western Europe generally and the Common Market countries in particular? We could of course do that, but he did not think that we should just go along with the fashion willy-nilly. ITF policy, as approved by the Amsterdam Congress, was still as applicable in this situation as when it had first been adopted. The idea of competition was not rejected by it; on the contrary, it was accepted as a fact of life. At the same time, it expressed the view that competition should be operated on a fair basis and be subject to controls. This seemed to him to be a sensible compromise between rigid planning on the one hand and a complete free-for-all on the



other.

Br. Tonneaux also thought that the Section should re-state its view in order to stress the public service character of the railway and the need for co-ordination throughout the whole field of transport. Bro. Eichinger of Germany, too, came out in favour of a middle-of-the-road approach. In the past, he said, it had been clearly demonstrated that where private enterprise was given an entirely free hand there had been a disastrous lack of responsibility. Competition had its uses, but only if it was fair and ordered competition.

Bro. Haudenschild of Switzerland supported the Section Secretary's view that we were now at the crossroads and had to look facts in the face — but without discarding our fundamental principles. In this view the railways should continue to serve as the backbone of the transport industry. Their operation, should not be based exclusively on profit-making but should take into account their public service character as well as the interest of the national and international economies. In a reference to the remarks on social policy contained in the EEC memorandum, Bro. Haudenschild said that any harmonization of social conditions should be upwards and not downwards. He did not want to see the level reached on the railways degraded to that applying in certain other transport industries.

A paradoxical disadvantage

Haudenschild also made the point that the railways had one rather paradoxical disadvantage: they had come into being before all other modern forms of transport. If it had been the other way round, he said, they would almost certainly now

be considered a great advance in terms of safety and comfort.

At the conclusion of the discussion, the Conference adopted a resolution recalling that the basic attitude of the *ITF* on all matters of transport policy is that laid down at the Amsterdam Congress and confirming the principles then enunciated by insisting on the necessity of maintaining the railways as a public service in order to enable them to perform in full their task as an indispensable aid to national economic progress.

The issues involved in the Conference's discussion of the results of the recent *ILO* Inland Transport Committee meeting have already been dealt with at some length in a previous issue of the *ITF* Journal and we will therefore not go into details again here. Suffice it to say, however, that as a result of the reports made by Bros. Greene, Degris and Ulbrich the Conference decided to adopt a resolution which protests against the obstructive at-

titude of employers during the *ITC* meeting, particularly since these prevented the reaching of worth-while conclusions on the social consequences of changing techniques and methods in railways and road transport, and calls for the convening of an early ad hoc *ILO* meeting to reconsider this question. The resolution also expresses its approval of the first draft of a 'Railwaymen's Social Charter to Guide Modernization Developments', which will be passed to the Executive Committee for submission to the next *ITF* Congress after final consideration and comment by affiliated railwaymen's unions.

A new hazard for railwaymen

During the past few years there has been a great increase in the use of radioactive isotopes for industrial, scientific and medical purposes. That, of course, means that these substances have to be transported on an already relatively large scale: at present there are approximately

100,000 such transports per year. There is consequently a new potential hazard for drivers and other transport workers engaged in moving or handling radioactive materials. A start has already been made on investigating the problems involved in the protection of such personnel and in drawing up uniform regulations covering the transportation of radioactive substances. It is, however, an unfortunate fact that so far no trade union organization has been invited to meetings, such as that held under the auspices of Euratom in September 1960, which deal with these questions.

The subject was discussed at the Paris Conference because, for a number of reasons, it is considered that the transport of radioactive materials by rail is likely to expand in the immediate future. The Conference called for consultation of trade unions in any national and international discussion of these hazards and instructed the *ITF* Secretariat to pay close attention to developments in the field, particularly in regard to special training in handling such transports; packaging and safety measures; compensation and special social guarantees for this dangerous work; and the provision and maintenance of special protective equipment.

The great improvement in safety standards which would result from a general introduction of automatic couplings is so obvious that one is inclined to ask why this question which has been under discussion since well before the war was not finally settled long ago. Very recently however railway administrations in the Eastern bloc countries decided to equip their rolling stock with an automatic drawing and buffing system which can be coupled to the type used in Soviet Russia. Concurrently the railway administrations which belong to the *UIC* are carrying out a series of tests and studies designed to investigate the capital costs of such a changeover and to make a choice from among the several coupling systems now available. This will naturally take a considerable period of time and



Assistant General Secretary Hans Imhof, who is Secretary of the Railwaymen's Section, takes the rostrum to introduce an item on the agenda. With him on the platform are Bros. Decoudon and Degris (extreme left and right respectively) representing the two *ITF*-affiliated French rail unions, the General Secretary and Bro. Freund, the Section Chairman

will involve large-scale capital investment — which *UIC* representatives consider would be on a par with that entailed in rail electrification schemes.

Railwaymen should not suffer

It was this latter point which was very much in the minds of the *ITF* railwaymen meeting in Paris. Past experience has clearly show the adverse effects which railway deficits have on social conditions and it was therefore pointed out in the resolution adopted on automatic coupling that the capital made available for their introduction should be in the form of long-term loans at exceptionally low rates of interest.

Although the origins of the scheme itself go back more than a century, the question of a traffic link between the European Continent and Great Britain has recently acquired a new topicality and it was rather fitting that the subject should have been discussed by the Railwaymen's Section in one of the two countries which would be directly involved in its implementation. It is also of direct interest to railwaymen, since the Channel Tunnel Study Group — in a report made to the British and French Governments in March 1960 — has come out very firmly in favour of a rail tunnel which would provide both normal passenger services and a rail shuttle service for the transport of road vehicles.

Both the *ITF* Railway and Road Transport Section Committees had previously investigated the problem and unanimously pronounced in favour of the rail tunnel project. The Railway Sectional Committee also felt that in view of the importance and timeliness of this question, the International Railwaymen's Conference should deal with it and express its opinions in a resolution. In this, now adopted, the Conference stressed that cost, efficiency, safety and simplification of operational and administrative responsibility all spoke in favour of a rail tunnel.

It made, however, a further vital point,

namely that private capital should *not* be a dominant factor in an undertaking involving such important international public interests. The resolution therefore proposes that the rail tunnel should be jointly operated by the French and British Railways, with the possibility being given to contiguous countries of participating in the financing and operation of the tunnel.


Visits to Franco Spain

Although a number of other topics were considered at the Conference and will be dealt with in the full conference report, those already mentioned constitute the main agenda items. We would, however, not like to conclude this article without mentioning a further subject which was raised at the end of the Conference by Bro. Vizcaino of the Spanish Railwaymen's Federation in exile. Bro. Vizcaino drew attention to the great harm which was done to the cause of democracy and that of free trade unionism by the sending of trade union delegations to Franco Spain. He was supported by Bro. Ulbrich of Austria who in an impassioned speech expressed his amazement that a conference of railwaymen Esperantists had recently been held in a country which had lived for so long under totalitarian rule. The *ITF* Constitution, Bro. Ulbrich emphasized, lays down that one of the aims of the *ITF* is to support the struggle against political oppression. All *ITF* affiliates should keep to that, he said, and not give the impression that we had an ambivalent attitude towards dictatorship. Franco might be a friend of the military, but he was certainly no friend of ours. Bro. Ulbrich's remarks were enthusiastically applauded.

Thus ended the *ITF* Railwaymen's Conference and we would like to conclude by expressing our very great appreciation of our two French railway affiliates, who not only ensured that the Conference was a resounding success organizationally, but also arranged a very full programme of social events which en-


abled delegates to enjoy excellent French hospitality as well as getting a glimpse of French life and the French transport system. Our gratitude is also due to the officers of the Conference, particularly our Chairman Richard Freund, to the rapporteurs, the members of the Resolutions Committee and to the delegates themselves, all of whom worked really hard and enthusiastically to make this an exceptionally stimulating and smooth-running conference.

New law permits unions in South Korea

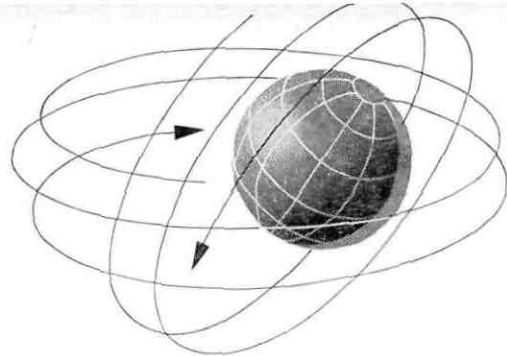
 OUR SOUTH KOREAN RAILWAYMEN'S affiliate has informed us that the banning of trade union organizations by the new Revolutionary Government has now been lifted. A new Act permitting the establishment of labour organizations was passed during the month of August and this has been followed by the reorganization of a number of unions.

Our affiliate held a Congress shortly after the promulgation of the Act, at which it was decided to dissolve the former Federation of Railway Trade Unions and replace it by a single organization covering the whole industry, which will be known as the Korean Railway Workers' Union. President of the union is Bro. Lee, Kiu-Chull.

New ICTFU representative for Okinawa

 BRO. GERALD DANIEL of the United States Oil, Chemical and Atomic Workers' International Union has been appointed to act as *ICTFU* representative on Okinawa. He replaces Howard Robinson who had served the *ICTFU* on the island since September 1959.

Working within the framework of the *ICTFU* Asian Regional Organization, set up at the first *ICTFU* Asian Regional Conference in 1951, his task will be to assist the Okinawa trade unions in their organizing and educational activities.



World seafarers' fight publicized in labor day parade

⚓ A HUGE STREAMER banner carried by members of the 3,500-strong contingent of the *ITF*-affiliated National Maritime Union which took part in the annual Labor Day Parade along New York's Fifth Avenue drew public attention to the fight being waged by *ITF* seafarers throughout the world against runaway flag ships.

More than 200,000 trade unionists took part in this year's parade, which was described as 'the mightiest labor demonstration in the nation's history' and is reported to have been watched by an es-

Our photos show the banner being carried by NMU members together with Joseph Curran and other NMU leaders passing the reviewing stand at the US Labor Day Parade



timated one million people. Representatives of 500 local unions of 45 national and international organizations were reviewed by Labor Secretary Arthur Goldberg, New York's Mayor Wagner and national and local labour leaders. In addition, more than 70 trade union officials from 25 countries in Europe, Asia, Africa and Latin America were among those who watched the parade.

Seamen want polio jabs

⚓ SEAMEN IN SWEDEN are calling for special facilities to be arranged in order that they can be quickly immunized against poliomyelitis. A spokesman for the *ITF*-affiliated Engineer Officers' Union has pointed out that it is extremely difficult for seamen who only call at Swedish ports for short periods to become immunized, despite the fact that their visits to countries where immunization is not as general as in Sweden increases the risk of infection.

A proposal has now been made that seamen should receive their first shot when being medically examined for service on board. If the seaman is at sea when the second and third injections fall due, it is suggested that these could be given by suitably-trained officers.

Work to begin on new NMU headquarters

⚓ CONTRACTS TOTALLING over \$4 million have been awarded by the *ITF*-affiliated National Maritime Union so that work can begin on its new four-storey National Headquarters Building in New York's Greenwich Village. It is anticipated that the building will be completed within the next year and a half, in time for the celebration by the union of its 25th anniversary.

Bro. Joe Curran, the *NMU*'s President said that 'not only will seamen be proud of this building which will be a fitting climax to twenty-five years of struggle for us to become considered first-class citizens, but the people of New York will also be proud of this structure'.

New government plans for Greek fishing industry

🐟 THE HELLENIC GOVERNMENT is now reported to be planning substantial aid for Greece's fishing industry. The success of the deep-sea trawler fleet during the past four years has prompted the Government to examine the possibilities of developing and modernizing the fishing industry within the framework of a long-term programme, whose principal points are:

(a) an extension of the Atlantic fishing industry in combination with an efficient distribution and cold-storage network throughout the country; (b) the development of a fishcanning industry and measures to prevent depletion of local fishing grounds; (c) the extensive re-organization of breeding grounds through the use of public investment; (d) the development of a tunny-fishing industry; (e) development of oyster beds; (f) the development of fish breeding in lakes; and (g) the granting of loans to coastal and short-range fishermen so that they can modernize their equipment and lower production costs.


In honour of Hans Jahn

🚂 A YOUTH HOSTEL at Rottach-Egern on the Tegernsee, run by the German Railwaymen's Union as a meeting place for young railway workers from many lands, has been renamed the 'Hans Jahn Youth Hostel'. The ceremony, which was attended by the union's executive committee and district officers, as well as by representatives of young railway workers from all parts of the West German Republic, was conducted by the President, Brother Philip Seibert. He said that by renaming the hostel in this way they were honouring the memory of Hans Jahn, President of the Railwaymen's Union from its foundation until 1959. Besides the great work he did in rebuilding the German trade union movement, Hans Jahn, as President of the *ITF*, strove for many years to create a spirit

of international cooperation among railwaymen, particularly the younger generation of workers. The *GdED*'s youth hostel is intended to continue the work that Hans Jahn had begun.

The hostel was built with money contributed by the *GdED*'s 440,000 members, of which a substantial amount came from the union's 34,000 young members. The hostel enables young railway workers to spend their leisure time in the mountains under the supervision of an experienced leader.

Ratifications of safety of life at sea convention

 BOTH NORWAY AND HAITI have accepted the International Convention for the Safety of Life at Sea, 1960, by depositing official documents with the Inter-Governmental Maritime Consultative Organization (*IMCO*). Norway's acceptance is the first to come from a country with more than a million gross tons of shipping. To enter into force, the 1960 Convention needs to be ratified by at least fifteen countries, seven of which must have not less than one million gross tons of shipping. The Convention was drawn up at last year's International Conference on Safety of Life at Sea to replace the Convention of 1948.


The latter Convention, already in force, has recently been accepted by Greece.

Oil pollution convention accepted by USA

 THE GOVERNMENT of the United States of America has now accepted the International Convention for the Prevention of Pollution of the Sea by Oil (1954), thus bringing the total number of ratifying countries to fourteen. The others are: Belgium, Canada, Denmark, Federal Republic of Germany, Finland, France, Ireland, Mexico, Netherlands, Norway, Poland, Sweden, and the United Kingdom.

The Convention came into force for tankers on 26 July 1958 and for dry cargo ships on 26 July 1961.


Labour delegates from Chile and Japan study conditions in US

 LABOUR REPRESENTATIVES from Japan and Chile were given an insight into the particular problems facing railway workers in the United States and Canada during a recent visit to the headquarters of the Brotherhood of Railroad Trainmen and the Brotherhood of Locomotive Firemen and Enginemen. They discussed with leaders of the American unions the impact of automation in the railway industry and the events which led to the formation of the presidential commission which is conducting an inquiry into the working conditions of the industry.

The Japanese delegation, which included Brother Yamada of the National Railway Workers' Union, was studying the effect of automation and technological change upon the economic status of workers and relationships within the American trade union movement, with particular regard to the problems of communication between the different levels of a national union.

Both delegations toured major rail and industrial centres of the United States, investigating the consequences of reduced working hours, labour education activities and many other aspects of trade unionism.

Union withdraws resignation from ITF

 THE INTERNATIONAL ORGANIZATION of Masters, Mates and Pilots, which announced its intention to withdraw from the *ITF* on the suspension of the Seafarers' International Union earlier this year, has now decided to continue its affiliation with the international trade union movement. In a letter to the union's President welcoming this news, the *ITF*'s General Secretary, Pieter de Vries, wrote: 'Maritime organizations in the United States have everything to gain and nothing to lose from membership of the *ITF*, whatever differences of opinion

some of us might have from time to time. When the maritime industry and workers in it are threatened from many quarters, as they are today, it is essential that we should stand firmly together, and in an industry as international as shipping, this can only be done through the *ITF*.' Our Federation now looks forward to many more years of fruitful cooperation with the Masters, Mates and Pilots.

(Continued from page 273)


194 schools run by railwaymen themselves in various parts of the country.

For recreational and cultural activities six hundred institutes and clubs of various kinds have been provided, some of which have large and well-equipped libraries. Handicraft centres have been set up in railway colonies where women members of railwaymen's families are taught weaving, spinning, knitting, dressmaking, etc. during their spare time. Fifteen holiday homes, which have proved very popular, have been provided at hill stations and health resorts, and special camps have been held for the children of railwaymen.

To promote good relation within the industry a large number of joint committees have been set up at various levels.

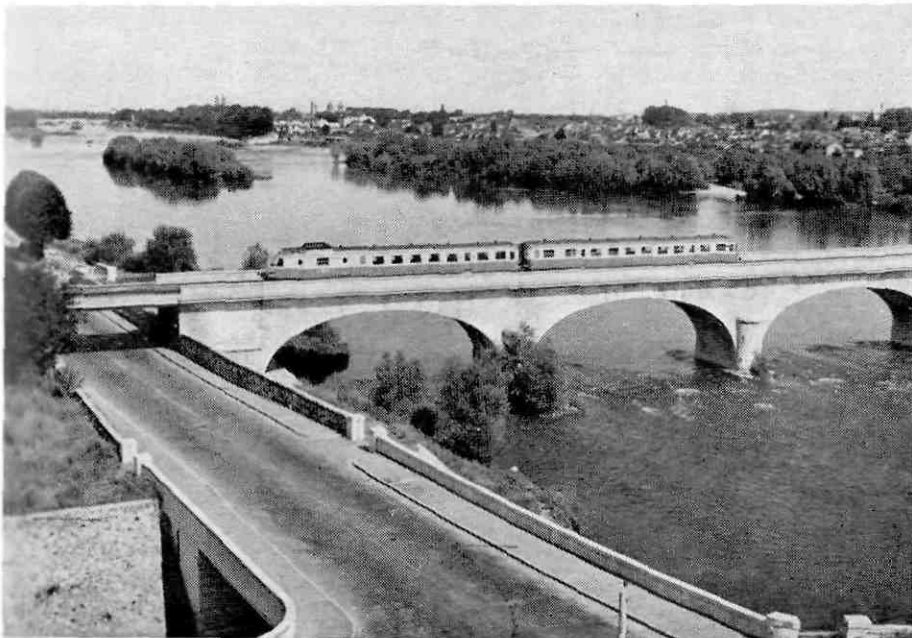
The present strength of the railways' staff stands at well over one million workers of all categories, but the increase in staff has not kept pace with the expanded work load of the railways, and it is to be hoped that in the new Five Year Plan provision will be made for relieving the increasingly heavy burden on the existing staff by opening the way for new recruits to the industry, by substantially improving pay and working conditions. For the perfection of a comprehensive and efficient railway network does not lie solely in the hands of the planners. The railwaymen carry the greater part of the day-to-day responsibility of putting the expansion plan into action and unless they can feel that it will bring themselves and their successors a better life they cannot be expected to have the faith and determination to carry it through.

French railways since the war

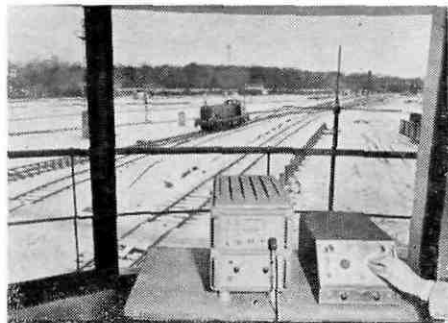
 SINCE THE SECOND WORLD WAR the French Railways have achieved a certain amount of fame. An extensive modernisation programme which was set in motion immediately after the war is now coming to fruition and attracting the admiration of railway experts from all over the world. The innovations introduced in the past 15 years have resulted in higher efficiency and improved facilities for the passengers. In 1938 there were 514,000 railwaymen working for the SNCF, but in spite of a 43% increase in passenger traffic and a 99% rise in freight carriage after the war the number of employees was brought down to 362,000 as a result of progressive modernization. This army of railwaymen is directed by a complex but well-defined organisation. Under the control of the Board of Directors the General Manager, assisted by the General Secretariat, co-ordinates the service as a whole on a nation wide basis. The General manager has under him seven managers responsible respectively for staff, operating, rolling stock, motive power, civil engineering, general studies, and commercial and stores departments. The system is divided into six regions: eastern, northern, western, south western, south eastern and Mediterranean, each with his own manager. Each region is divided into three departments: traffic, rolling stock and motive power, and civil engineering, each including from four to nine districts responsible for management at the local level.

Administration and organisation, particularly relating to movement of personnel and rolling stock, naturally present weighty problems to an enterprise as vast as the SNCF. In order to increase efficiency and to eliminate delays and wast-

ed effort an electronic computing system has been installed in Paris, linked to 28 subsidiaries in the provinces which serve to dispatch information and data to the central installation. The electronic assembly is used for general bookkeeping,



The long distance Tours-Rouen diesel train set. Diesel traction is as important to the SNCF as electricity. These units, composed of an 825 hp. rail car and trailer, ensured rapid connections between large towns on non electrified lines (Photo by courtesy of the SNCF)



Many French marshalling yards are equipped with radio control apparatus. This shunting engine at Achères marshalling yard is operated from a central control post (SNCF photo)

for handling statistics, administration of personnel, control of movement and a wide variety of other functions. It is linked to a teleprinter system and can by means of perforated cards, receive and send out information, for example concerning problems of movement, in the short space of time required. Modern machinery such as this, the largest installation of its kind in France, means a considerable saving of time and manpower.

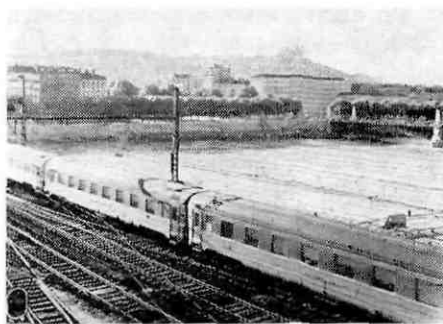
An important aspect of the SNCF modernisation programme is electrification. Electric traction had already been introduced into urban railway transport by the beginning of the century, but it soon became apparent that electricity is far more of an advantage than steam. The average efficiency of a locomotive using current from a power station is more than twice that of a steam locomotive. It enables use to be made of waste products such as blast furnace gases or low grade coal which can be burnt in the large furnaces of the generating stations, whereas a steam locomotive must use good quality coal. In France no more steam locomotives have been ordered since 1945. Two alternative systems of electrification are possible. It may be carried out using either direct or alternating current. The direct current motor is the more suitable for traction

In the buffet cars of the Paris-Lille train sets telephone booths have been installed from which passengers may call any subscriber in France or abroad. The telephone is conveniently situated between the bar and the passenger compartment (SNCF photo)



purposes, but has the disadvantage that current must be fed to the locomotive at the same voltage as it is consumed by the motor. With alternating current it is possible to reduce the current on the locomotive itself and to feed the catenaries at a high voltage. Until recently, however, the motor using current directly at 50 cycles per second, which is the universal current, was unsuitable for traction. This made necessary the use of a current fed at a reduced frequency generated for the exclusive use of the railway. In 1920 the French Government, wishing to see a standard system of electrification adopted on the railway, decided for 1,500 volts d.c. This choice has been fully justified since. The success of the SNCF's 1,500 volt locomotives has proved them to be an outstanding asset. Their powerful pull and flexibility overcome gradients with no apparent effort and enable them to run punctually. But since the war the SNCF has been seeking a way of combining the advantages of both the direct and alternating current systems. Taking advantage of experiments carried out in Germany before the war, French technicians succeeded in perfecting locomotives capable of using 50-cycle current at 25,000 volts. The first line using industrial current at 25,000 volts was electrified in 1952. The extension of this system has enabled French Railways to haul the heaviest goods trains in Europe under the lightest catenary, which has resulted in a considerable reduction in transport costs per ton-mile. Recent research has perfected 5,000 h.p.

The "Mistral" crossing the Rhône at Lyon. This train is made up of 16 stainless steel carriages and weighs 735 tons. The train runs from Paris to the Mediterranean coast and between Paris and Lyon averages a speed of 80 mph. (SNCF photo)



This picture shows a 1,800 diesel electric locomotive of the 060 DB class at the head of a passenger train in La Rochelle Station. Dieselisation has partnered electrification in the SNCF's drive to increase the efficiency of its trains (SNCF photo)



locomotives, the weight of which does not exceed 85 tons. Progress in research is now towards the development of multi-voltage locomotives: dual frequency locomotives, two prototypes of which were delivered in 1958, work equally well on 50-cycle current as on 16 2/3 cycle current (that used in Switzerland), and three-current locomotives which will be able to operate on lines electrified at 1,500 or 3,000 volts (the later being the current used by Italy and Belgium) and with 50-

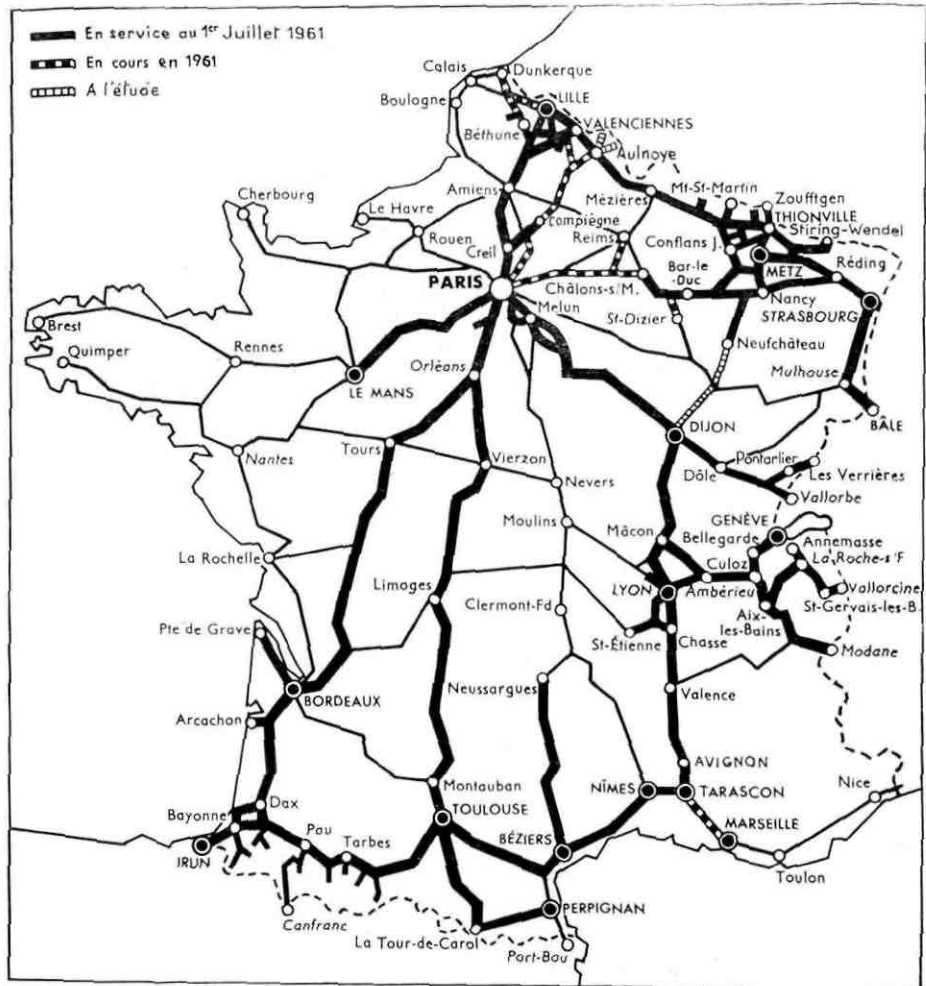
cycle alternating current. In 1954 a French electric locomotive set up a world rail speed record of 151 mph. This record was beaten a year later by a sister locomotive running a dead heat with one of a different type and achieving the joint record of 205 mph.

Electrically driven locomotives are not the only alternative to steam engines. Diesel locomotives share many advantages with them. Like them they are to cover greater distances and run for long-



The layout and design of Arras Station is characteristic of French railway station architecture. The main entrance faces the town, the approaches are convenient and there is adequate parking space in the forecourt for taxis and other vehicles (SNCF Photo)

This map charts the progress made in the French Railways' programme of electrification. (The thick continuous lines represent sections electrified by 1 July 1961, the thick dotted lines sections on which electrification is in progress during 1961 and the thinner dotted lines those on which work is yet to be started) (SNCF photo)



er periods without stopping for service. While electric traction is of great benefit on lines carrying heavy traffic, it is of no special advantage on lines of average or little importance. In consequence the SNCF has undertaken the large scale introduction of diesel traction on such lines. In fact, in some zones light diesel shunters and goods traffic locomotives can be used in conjunction with railcars to handle all traffic. Railcars are already in widespread use in France: their function is to maintain frequent services on stretches of 60 to 125 miles. Diesel units are used for long distance services on lines where the traffic is not heavy enough to warrant the running of express trains. Dieselisation has been the partner of electrification in the SNCF's drive to increase the efficiency of its trains.

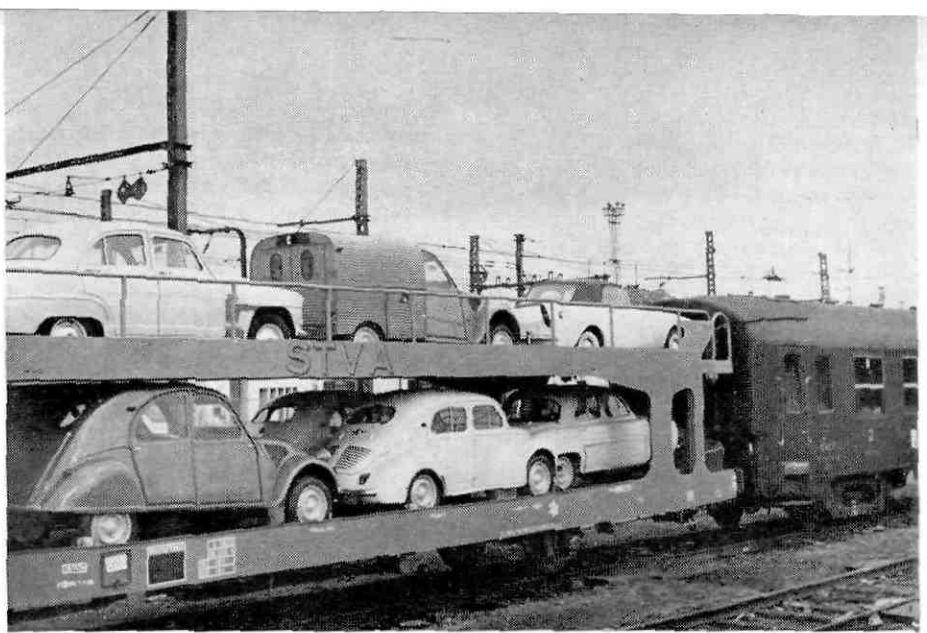
Much research has gone into the improvement of passenger rolling stock on the SNCF. For a long time France has been building carriages of metal. The metal carriages which were built in 1925 by the separate railway companies of that time were sturdy but a first class carriage seating 48 passengers weighed 51 tons. Recent developments however have made it possible to construct stainless steel carriages just as strong but weighing only 35 tons. Much attention has been devoted in research on passenger rolling stock to comfort. French railways do everything possible to ensure that a train journey is an opportunity for relaxation rather than a source of fatigue. Heating in French trains is particularly efficient: during recent years a method of heating by forced air has been developed which not only maintains a suitable temperature but also ventilates the compartment. Automatic temperature control was tried but abandoned in favour of individual control in order that passengers might be able to adjust the heating to their own requirements. Smooth running and the absence of excessive noise are noticeable features of French passenger trains. The construction of metal carriages increased the difficulties

in eliminating noise but it has now been reduced to the minimum by sound proofing the floors, packing the walls and restricting play and vibration. These measures have been especially successful on recent long distance self-propelled train sets such as the "Mistral" which runs between Paris and the Côte d'Azur. This and certain other fast trains brought into service recently are the last word in comfort. Indeed each of four trains which have been operating since June 1959 between Paris and Lille have been equipped with a bar in which there is a telephone box whence a passenger may ring any subscriber in France or abroad. The SNCF runs a large number of overnight trains and to cater for the comfort of passengers travelling at night many second class couchettes have been built since the war and a lot more will have come into use by the end of 1961.

Goods services are less spectacular and do not attract the public's attention so much but they account for 70% of the SNCF's revenue, nevertheless. Goods

traffic is classed in two categories: that for which speed is important and that for which time taken is of less importance than transportation costs. They are respectively: Régime Accélééré and Régime Ordinaire (R.A. and R.O.). The R.A. service is run on the same basis as passenger trains, its parcels trains running to strict timetables. The R.O. service on the other hand is organized so as to keep costs of transport as low as possible. The best possible use is made of personnel and rolling stock and control offices make every effort to run only fully loaded trains. R.O. goods traffic is often concentrated on certain well equipped routes with easy gradients which make less demands on the tractive power, thus keeping down costs. Goods carried often take the most devious routes to reach their destination, because a direct route would for these reasons be more expensive. In the same way, for the purpose of economy, goods traffic on the SNCF is concentrated on comparatively few large marshalling yards which are capa-

A motoring holiday can be made more pleasant if the driver is spared the trial of driving all night in order to reach a destination. In France he can simply put his car on a car-sleeper express and get a good night's sleep while speeding to his holiday centre. The picture shows one of the STVA's car carrying trucks with load (SNCF photo)



ble of sorting between 1,000 and 3,000 or more wagons a day depending on the capacity of the individual yard. The SNCF goods services are admirably well equipped for all categories of industrial transportation.

The railways of France have made important advances in the improvement and perfection of the permanent way. Modern track-laying techniques are now in widespread use. Concrete sleepers and elastic fastenings are now the rule. The latter permit the use of continuous lengths of rail 2,700 feet in length. The track is assembled in 236 feet lengths in the workshop and subsequently transported to the place where it is to be laid then welded on the spot into 2,700 feet lengths. This new technique brings about a considerable saving, since shocks at the joint cause much fatigue to the track and rolling stock, which in turn leads to expensive repairs. At the most important control installations points are operated by means of electric motors, although electric signalling is now almost universal on the French railway network. On important fast traffic lines gradients

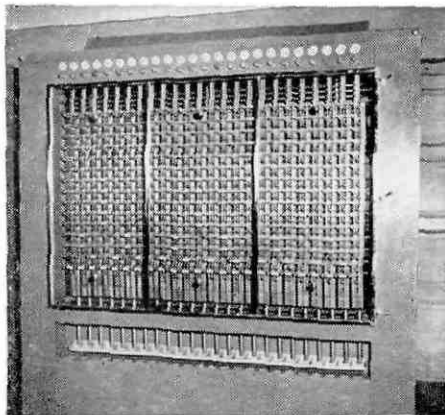
have been eliminated as far as possible. For instance on the Paris-Bordeaux-Bayonne line, on which expresses complete the 361 miles between Paris and Bordeaux in 4 hours 48 minutes.

Track maintenance accounts for 13% of the SNCF's budget. Therefore the many up to date methods which have been introduced in recent years easily redeem the initial cost of equipment by reason of the labour and subsequent expenditure which they save.

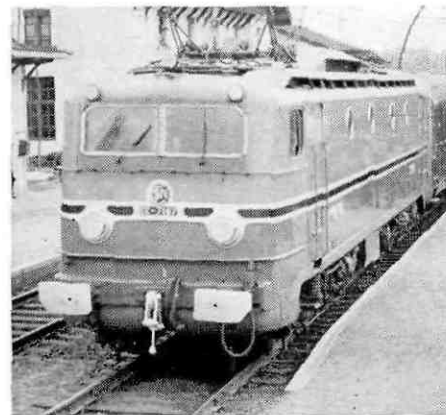
The efficiency of French railways has been good publicity for the country's locomotive and carriage building industry. The SNCF has certainly achieved a good deal of international renown and this has been of benefit to France's export trade. During the years 1952-58 hundreds of steam, diesel and electric

locomotives, railcars, electric multiple-unit vehicles and thousands of wagons have been constructed for export. During these years such exports were worth £38 million to France's foreign trade.

Railways are so much a part of modern life that perhaps most of us take them for granted. We tend to be unaware of the vast, almost superhuman organization which is necessary to keep hundreds of trains running daily in all directions and to all parts of a country without interfering with one another. It is interesting too to take note of a few costs in order to bring home to ourselves the scale of a railway system's budget. The SNCF pays £1 17s. 6d. for a yard of rail and £1 14s. 6d. for one timber sleeper. The running maintenance of 1 mile of track on an important line represents an expenditure of £1,480 a year, although this falls to £300 per mile for a small line open only for goods traffic. Increased efficiency in signalling however has made it possible to economise on a large number of sections of double lines by removing one of the tracks and running all traffic in both directions along the remaining one, whereas before, double line running was essential. Two standard types of electric locomotive cost £147,000 and £92,000 respectively, while a standard 150 hp railcar costs £18,400 and a first class stainless steel coach £37,500. These prices may appear high, for example in the case of the 150 hp railcar which provides 67 seats: if it is compared with a motor coach seating 67 passengers, it is found that the cost of the railcar is 2¼ times more per seat than that of the coach. But it is a fact that railway rolling stock is more durable and lasts longer



This automatic device, containing steel balls, works the points of a fan of sidings, each ball performing the function of a points man in charge of a particular wagon. In this marshalling yard situated near Dijon 4,000 wagons can be handled every day. Goods services account for 70% of the SNCF's revenue. Traffic is classified (SNCF photo)



On the 28 and 29 March 1955 respectively two French Railways electric locomotives, the CC7107 and the BB9004, both reached a world rail speed record of 205.6 mph., hauling three carriages of a total weight of 100 tons over the 1500 volt d.c. electrified line between the towns of Bordeaux and Dax (SNCF photo)



Restrictions on trade unions in Libya

⊗ AFTER HAVING ORDERED the arrest of twenty trade union leaders for having called a strike, the Libyan Government has now followed this up by introducing amendments to the country's labour legislation which impose further restrictions on trade unions. Government employees and public service workers are now denied the right to strike and the approval of the Minister of Labour is necessary before the Libyan Trade Union Federation may affiliate with an international trade union organization. (The Federation has been affiliated with the ICFTU for more than ten years).

Latin American unions seek ITF affiliation

⊗ OUR LATIN AMERICAN REGIONAL OFFICE reports that one of the most powerful and vigorous Venezuelan unions — the Transport Workers' Federation — has decided to apply for affiliation with the ITF, thus re-establishing the link between our two organizations which was broken as a result of the Jiménez dictatorship. The decision was taken at a meeting of the Federation's Central Council.

Introducing a report on the question

(Continued from page 268)

than road vehicles.

In conclusion it should be emphasised that the railway plays a leading rôle in the life of France. It is the railway that made modern industrial development possible. Until 1840 the countryside lived on its own resources and the towns on the resources of the surrounding countryside. At the end of the 18th century Paris had reached the limit of its expansion owing to lack of wood for heating and building materials, for the forests of the Upper Seine could be exploited no further. . . . But within thirty years of

of affiliation, the Federation's General Secretary, Bro. Humberto Hernández, expressed the gratitude of the Venezuelan transport workers for the help which they had received from the ITF during the 10 years of dictatorship. He also underlined the importance of the visit paid to Venezuelan transport unions in May last by our Regional Director, Fernando Azaña.

General meetings of two further Peruvian transport workers' organizations have also decided to apply for affiliation. They are: the Union of Bus Inspectors and Dispatchers of Lima and the Union of Maritime and Port Workers of Chimbote.

Peruvian bus workers build new headquarters

⊗ THE FOUNDATION STONE has recently been laid for the new headquarters building which is being constructed by the ITF-affiliated Peruvian Bus Workers' Union (Sindicato Unico de Trabajadores en Autobuses del Perú). The ceremony was attended by the Peruvian Minister of Transport, Dr. José González-Suarez, and by representatives of the Peruvian Confederation of Labour, together with a large number of bus workers.

The building, which will have three

the railways inception the population of Paris had doubled. Even now the railway handles 70% of goods traffic and only the railway can deal with the problem of suburban transport and handle the peak holiday traffic, although it no longer by any means holds the monopoly of land transport. The SNCF is an important source of employment not only for the 360,000 railwaymen directly dependent on it, but also indirectly for the many thousands more who work on the manufacturing side of the industry, which is of the greatest importance to the French economy, providing as it does a large proportion of the country's exports.

storeys, is expected to cost more than half a million Peruvian soles. In part it will be financed by social benefits owed to bus workers by the now bankrupt Metropolitan Company, which for some thirty years had a monopoly of bus services in the Peruvian capital. The moneys owing to the bus workers were ordered to be paid by the courts.

Nigerian unionists with Bros. Laan and Laflamme

⊗ EARLIER THIS YEAR Brother Reint Laan, then newly-appointed ITF Director of Regional Affairs, made a trip to Africa with the purpose of getting to know the leaders of affiliated unions in that continent and attempting to settle any outstanding problems of transport unions in the countries visited. Brother Laan visited Nigeria, Southern Rhodesia, Tanganyika and Kenya, discussing with the unions their problems of organization and finance, internal relations with other organizations and with the international movement and generally making himself

Our photograph shows Brother Laan (seated, second from left) and Brother Laflamme, ITF roving representative in West Africa (seated second from right) with members of the Central Executive of the Railway Technical Staff Association of Nigeria. They are: seated, from left to right: Brothers E. Dorgu (Deputy President); P. B. Thomas (President); R. A. Balogun (Assistant General Secretary); and standing, from left to right: Brothers Alusanya; E. A. Banire (Central Treasurer); Oyegushe; and Adeyemi (Secretary of the Union's Loco Branch)



acquainted with the situation of the trade union movement at first hand.

TWU aid for African students

FOLLOWING DISCUSSION during his recent visit to Africa between Matthew Guinan, International Secretary-Treasurer of the *ITF*-affiliated Transport Workers' Union of America, and Tom Mboya, General Secretary of the Kenya Federation of Labour, on possible assistance by the American labour movement to African students in the United States, two students from Kenya spent the summer months of 1961 studying the organization and activities of the *TWU*. They were John Aggrey Otieno, aged 30, accountant and one-time Treasurer of the Kenya Civil Servants' Union, student at Bowling Green State University, Ohio, under the sponsorship of the Afro-American Student Foundation, and Ochola Mak'Angyengo, aged 30, student at the University of Chicago. Brother Mak'Angyengo was formerly a freight dispatcher with the East African Railway and Harbour administration — a post which he left because of its low pay of 330 shillings per month to become a pump service and retail clerk with the Shell Oil Company.



Our photo shows two students from Kenya with officials of the Transport Workers' Union of America: seen here are Brothers Douglas MacMahon, Frank Sheehan, Matthew Guinan and Michael Quill with Ochola Ogayo Mak'Anyengo and John Aggrey Otieni during a break in a meeting to which the two students had been invited

Here he was active, in spite of considerable company opposition, in organizing a multi-racial trade union organization of which he was General Secretary until September 1959, except for an interval during which he studied at the *ICFTU* African Labour College at Kampala in Uganda. His studies at the University of Chicago were assisted by the International Federation of Petroleum Workers. During their stay with the *TWU*, Brothers Otieno and Mak'Angyengo visited *TWU* members at work on subways, airports and railroads, attended union meetings and watched the processing of grievances, being greatly impressed by the dignity with which collective bargaining procedures were conducted. In the words of Brother Mak'Angyengo: 'Union and management relationships here are very different from those existing in Kenya. We realize that you must have had a very long and hard struggle to achieve this, but we are really struck by the fact that there is very little pounding on the table. In a dispute, both sides try if possible to settle the issues amicably. In Kenya, we are used to very arbitrary acts on the part of management in the face of our grievances and a great deal of shouting and fist shaking'.

Both students testified to the value of the programme of assistance in these words: 'There is no doubt in our minds that the lessons in trade unionism we have learned from you, the spirit of fraternity and democracy that we have found everywhere in your organization, the courageous stand that your leaders and members have taken on civil rights for all people regardless of race, colour or creed, will be a message of inspiration we can take back with us to Kenya. It is pretty clear to us that where any group of workers anywhere in the world is oppressed, all others are in danger. It is only when working men all over the world succeed in establishing some standardised form of wages, hours and working conditions, that we shall be able to say that labour has won its major war

against property and oppression everywhere.'

Mexican pilots aid country's schools

THE *ITF*-AFFILIATED MEXICAN Pilots' Organization, *ASPA*, has recently decided to make a grant of 250,000 pesos (£1 equals 35 pesos) to help in equipping Mexican secondary schools with laboratories and workshops. In announcing this donation, the *ASPA* General Secretary pointed out that there were provisions in their agreement covering the making of grants for social purposes such as subsidizing school meals, or, as in this case, for the solution of education problems. He added that the provision of such facilities was urgently needed in secondary schools at the present time. The State alone is not capable of solving all educational problems, he went on, and it is therefore essential that all Mexicans — and particularly trade union organizations — should aid it in this task.

Caribbean transport workers in conference

A SPECIAL CONFERENCE for seamen and port workers, the first of its kind, was called by the Caribbean Congress of Labour in Antigua recently. It reached a number of decisions affecting the wages and working conditions of these workers.

The conference felt that a common wages policy was desirable and asked the *CCL* to carry out an investigation into the various wage structures in use in the Caribbean area. It insisted that seamen's rates and conditions should not be inferior to those prescribed by the National Maritime Board, and that the engagement of seamen and port workers should be effected through the trade unions. It further called for a provident scheme including pensions, severance pay, sickness and other benefits. It was decided to set up a committee composed of one representative of a seamen's or port workers' union in each territory to carry on the work of the conference.

Protection of seamen in Italy




Headquarters of one of the three Casse Marittime at Venice. The other two are at Trieste and Genoa and between them they insure all Italian seamen serving on ships registered at an Italian port. Supporting these three central offices there are 371 local offices in Italy and 255 in foreign ports

An Act of 1898 had introduced compulsory occupational accident insurance into Italy, but its provisions did not cover seafarers, who were considered to be sufficiently protected by the Trade Code. In 1903, however, the occupational accident scheme was improved and brought up to date, taking in seafarers and fishermen operating more than six miles off shore. This Act stipulated that its benefits should be additional to those provided under the Trade Code, and this brought seamen into a well-deserved position of advantage in comparison with land workers.

In order to meet the requirements of the 1903 Act, the first group of insurance societies was set up to cater for the specific needs of seamen; and it is from these that the present *Casse Marittime* (Health and Accident Insurance Fund for Seamen) developed. In Genoa a free occupational accident insurance Union was set up in 1904 and the following year Naples established a compulsory Union. Trieste at that time was part of the Austro-Hungarian Empire and a different pattern of health insurance was in force there. On being reunited with Italy, however, the city was able to offer the benefit of her different experience as part of her contribution to health insurance schemes.

The year 1929 witnessed a great improvement in the system of health insurance for seamen. An Act of January that year introduced the first example of compulsory health insurance in Italy, which covered both seamen and airmen. The benefits laid down in the Trade Code were included in this insurance scheme and were extended to cover airmen who, obviously, had not been mentioned in the 1882 Code. A national Fund was created to operate the insurance scheme, whose

 THE ORIGINS of the present comprehensive schemes for insuring Italian seafarers against the consequences of occupational accidents and diseases are to be found as far back as the fourteenth, fifteenth and sixteenth centuries, when the four republics of Venice, Genoa, Pisa and Amalfi, as well as other ports, had set up some forms of protection for sick or injured seamen. Once Italy was united, the first national regulations were set out in the Trade Code published in 1865. The protection laid down at that time was of a strictly private character, entirely at the charge of the individual shipowner, without any form of regular insurance. A further Trade Code in 1882 defined in greater detail the rights of the seaman who falls ill during the voyage or is injured in the course of his duties, but it was not until 1903 that compulsory insurance was first introduced.



Waiting room in the Venice Cassa. The primary function of the Casse is to administer the benefits laid down by law and employment contracts. The protection enjoyed by Italian seamen ranks among the most generous in Europe, and in some cases benefits are extended to his family as well

head offices were in Rome, with autonomous branch offices at the main ports. This experimental structure was not considered satisfactory, however, and two years later the Fund was dissolved and the operation of the health insurance scheme was handed over to the three Compulsory Occupational Accident Insurance Unions of Genoa, Naples and Trieste which later became known as the *Casse Marittime*.

One of the most outstanding features of the accident and health service provided for Italian seamen is that they are entitled to take full advantage of its benefits wherever they are. Italian seamen are assisted by the *Casse Marittime* whether they fall ill or are injured in an accident at home or abroad. To meet this obligation, the *Casse* have to maintain a wide organization covering all the foreign ports at which Italian ships normally call. They have to arrange, often at extremely short notice, for the most suitable and rapid means of repatriating

seamen who are obliged to leave their ship abroad. They must also keep in close contact with shipowners and masters so that they receive accurate and up-to-date information on any situation that arises and can take appropriate action in good time.

The three *Casse* have their 'spheres of influence' defined on a territorial basis: seamen serving on ships registered at ports on the Northern and Central Tyrrhenian Sea — as far south as Rome — are insured with the *Cassa Marittima Tirrenia* at Genoa; those on ships registered at ports on the Northern and Central Adriatic Sea — as far south as Pescara — with the *Cassa Marittima Adriatica* at Trieste; and those on ships registered at the ports of Southern Italy and the Italian Islands with the *Cassa Marittima Meridionale* at Naples. This territorial sub-division, however, does not affect the insured seamen in any way since, according to a rule included in the common Statutes of the *Casse*, each *Cassa* must also assist persons insured with the other two. Supporting these three central offices are 371 local offices in Italy and 255 in foreign ports.

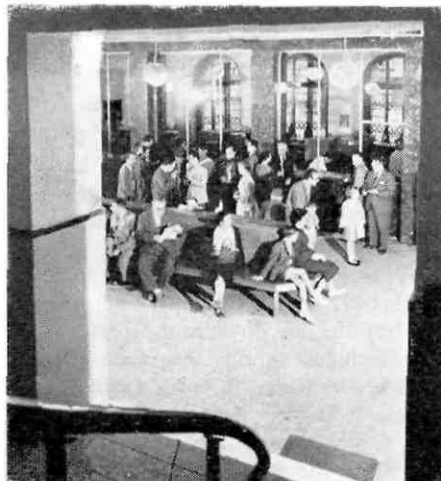
Each *Cassa* is managed by a Board of Directors composed of representatives of the seamen, the shipowners, the Ministries of Labour and Social Welfare, of Merchant Shipping and of the Treasury. The seamen's and shipowners' representatives are generally chosen from among

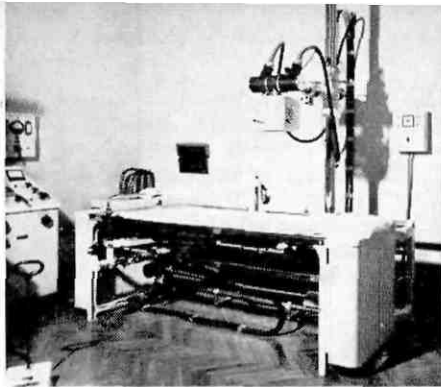
Administration offices at the Trieste Cassa. One of the most outstanding features of the accident and health service provided for Italian seamen — and foreign seamen serving on Italian ships — is that they are entitled to take full advantage of its benefits wherever they are, whether at home or abroad

people belonging to the respective areas of competence who are more closely acquainted with the local problems and their possible practical solutions. The necessity for cooperation between the three *Casse* was quickly realized, and in 1935 a Co-ordination Committee was set up, composed of the various Presidents and Managers. Frequent meetings of this committee ensure the maintenance of uniformity of management, interpretation and enforcement of laws and regulations, and look after matters upon which the three *Casse* act jointly — for instance, co-insurance through which the major liabilities are shared by the whole national health insurance scheme.

A special service, rendered in cases where seamen have to be repatriated from countries outside Europe, has been set up by the *Casse Marittime* in cooperation with an airline company. This — known as 'Assitalmar' — provides not only for the repatriation of seamen by air, but also covers all their economic needs pending repatriation, pays for their journeys by land to and from airports and makes the necessary arrangements for the voyage.

The primary function of the *Casse* is to administer the benefits laid down by law as well as those provided for in the various types of employment contract. In general it is probably true to say that Italian seamen enjoy rather better protection than land workers and the seamen of other countries. This was revealed in papers presented at the International Congress on accident protection and health services for seamen in the countries of the European Economic Community organized by the *Casse Marittime* in October 1960. In health benefits, for instance, a seaman can receive free medical attention and treatment up to a maximum of one year from the date he was put ashore, and his cash benefit for the same period of time is equal to 75 per cent of the total wage he was earning when he fell ill, starting from the day following his debarkation. The seaman and his family are entitled to medi-





X-ray department at the Trieste office. Besides paying out cash benefits and seeing to the administrative side of accident and health insurance, the Casse also have comprehensive facilities for medical treatment, supplied with the most up-to-date equipment.

cal benefit — for a period of up to a year — for all sicknesses which begin within six months after his debarkation; thus, in practice, medical attention can still be enjoyed 18 months after work and payment have been discontinued.


According to figures collected over ten years of operation, the amount of money paid out in cash benefits amounted to just over half the total expenditure of the Casse on health insurance. Where occupational accident insurance is concerned, the cash benefit accounts for an even higher proportion of total outlay, since it includes the payment of disablement and death benefits.

Owing to the exigencies of life on board, which require a seaman to be in perfectly sound health before he can start working again after an illness, the average period for receiving cash assistance is rather long, reaching nearly 50 days in cases of occupational sickness. It is up to the Casse to make sure that seamen embarking on Italian ships are fit for service. In addition to the accident and health service for seamen and deep-sea fishermen, the Casse also cover the health service of the clerical staff of shipping companies, of air-crews and with the accident and health service of people engaged in the maintenance of ships in harbour.

Being protected by so flexible and decentralized an insurance scheme an Italian seaman — or a foreign seaman embarked on an Italian vessel — has only to apply to any of the Casse Marittime offices or to their authorized medical practitioner to obtain prompt attention. It makes no difference whether he has suffered an accident or fallen ill during the trip, whether he is at an Italian or a foreign port, whether his is a common or occupational disease, tuberculosis or occupational accident. The

seaman's health from the moment he is found fit for service until he leaves his occupation through disablement or old age, lies within the competence and care of the Casse Marittime. And it is their constant concern to improve their facilities in order to meet every need of the great company of Italian seamen.

Expansion plans for India's railway's

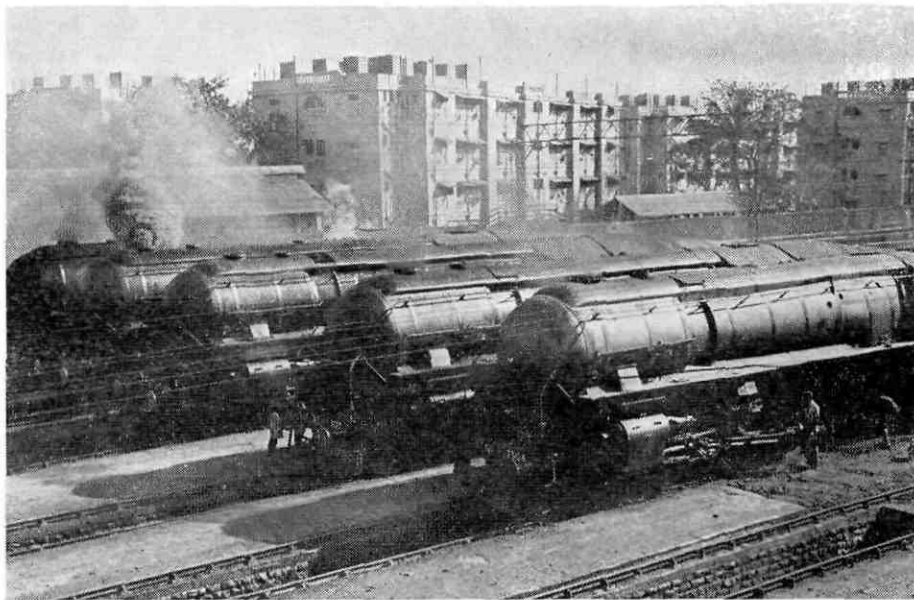
 THE START of India's Third Five Year Plan brings with it a bold programme of expansion for the country's railway industry. The period covered by the first two Plans, which finishes this year, has seen an enormous increase in the amount of goods and passenger traffic handled, and the new Plan envisages a further expansion so that by 1965-66 the railways will be carrying 235 million tons of traffic and passenger traffic is expected to increase by fifteen per cent. To this end, between 1956 and 1961 about 2,100 lo-

comotives, 8,500 coaches and 100,000 wagons have been added to the railways' rolling stock.

In 1950-51 expenditure on welfare in the railways was of the order of Rs. 31 million. This figure was increased to over Rs. 200 million during the first Plan and the end of the second Plan brings it to about Rs. 500 million. The money set aside for welfare provisions has been devoted to a wide field of services. The number of railway hospitals has been increased since 1950 from 56 to 74 and of dispensaries and health units from 341 to 478. The total number of beds during the same period went up from 2,351 to 6,848; of those the number of beds set aside for tuberculosis patients increased from 77 to 1,033.

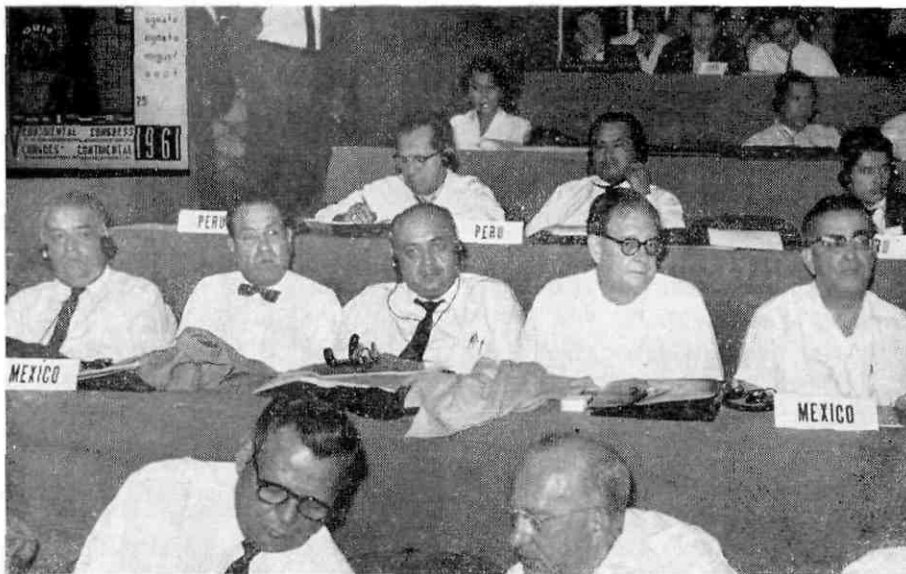
Where State educational facilities are inadequate or nonexistent, the railways have provided schools for railway children in special railway 'colonies'. In 1960 there were 163 such schools, in addition

(Continued on page 264)



These locomotives, and over four hundred like them, have replaced equipment which suffered from overwork and poor maintenance during the war. It is hoped that the programme of further expansion of the Indian railway system contained in the new Five Year Plan will not only bring more traffic to the railways but will also lead to a substantial improvement in the conditions of work of the many thousands employed on the Indian railway network

The Fifth Congress of ORIT in Rio de Janeiro



Delegates to the Fifth Congress of the ICFTU's Interamerican Regional Organization of Workers held recently in Rio de Janeiro include Br. Francisco Taboada (centre of Peruvian delegation) who as head of the Peruvian Motor Drivers' Union played a prominent part at the ITF Latin American Conference in Lima earlier on this year

ON 6 SEPTEMBER ARTURO JAUREGUI, the new General Secretary of the Inter-American Regional Organisation (ORIT), made a series of statements in a press conference on events stemming from the recent political crisis in Brazil touched off by the resignation of the constitutional President, Dr. Janio Quadros. These events and their significance had been discussed at length by delegates to the 5th Congress of ORIT, held in Rio de Janeiro, 20-25 August 1961. Through the Congress the international free trade union movement invited the President of the Brazilian Parliament to enforce respect for the will of the people expressed in the national elections of October 1960 and asked him to do everything in his power to preserve democratic institutions. Delegates at the Congress, the inauguration of which was attended by the representative of Dr. Quadros and Minister of Labour, Dr. Francisco Castro Neves, and the Leader of the democratic opposition, Dr. Carlos Lacerda, were able to note hostility in public opinion towards certain aspects of President Quadros' foreign policy, notably in respect of the much-discussed decision to award Brazil's highest distinction to Ernesto "Che" Guevara. Fortunately, it appears, the crisis in Brazil has been virtually settled within the established framework of the Brazilian Constitution. ORIT expressed the hope that things would soon be back to normal in Brazil, and called attention to the fact that the events in Brazil were eloquent proof that the three power system of representative democracy should be maintained, integrated and consolidated, also that the armed forces should protect and guarantee constitutional rights, respecting the desires and fundamental freedom of the people.

One of the most important voices heard in the discussions was that of Omer Becu, Secretary General of ICFTU who expressed the point of view of world trade unionism in relation to the problems of the American Continent. Brother Becu said that it was hardly surprising that voices should be raised in protest when

peoples with low standards of living see their populations growing while 90% or more of the lands and riches of their countries lie in the hands of a few privileged families; when it sees foreign capital draining its natural resources without giving the slightest attention to the most elementary obligation of raising the

standard of living of those who labour the lands of these countries. The time had come for the free trade union movement to go into action. Time would pass and with it the totalitarian régimes, but we must nevertheless admit the necessity of consolidating and strengthening democracy if we want it to be more than just a conviction. He did not think that the trade unionists of the Western Hemisphere would allow themselves to be involved in the subversive machinations of Communism, but at the same time they must consolidate their position so as to maintain absolute impermeability to such infiltration. Brother Becu made clear that ways and means were continually being sought to strengthen ICFTU-ORIT relations. ICFTU depended on ORIT for information concerning the problems and aspirations of trade unionists in the Americas and ORIT in its turn should uphold itself as a pillar of support for the work of ICFTU in that Region.

There were 112 delegates from 26 affiliated organisations taking part in the Congress; 19 countries were represented; fraternal delegates attended from non-affiliated organisations and from ICFTU and international trade secretariats (including Brother Azaña from the ITF); observers came from inter-governmental agencies and from Cuban trade unions in exile.

The Congress endorsed a statement which had been adopted by the first inter-American trade union economic conference held under the auspices of ORIT earlier in the month in Sao Paulo. This welcomed the charter adopted by the Conference of American States at Punta del Este and emphasised the need for land reform, international commodity

Delegates to the First Interamerican Trade Union Economic Conference, which was held in Sao Paolo, were invited by the Governor of Sao Paolo to attend a reception at his residence. Omer Becu, ICFTU General Secretary, can be seen standing in the centre of the picture (the arms crossed)



agreements, balanced industrialisation and coordinated national development plans. It called for the eradication of illiteracy and housing shortages and for better welfare provisions. It insisted on trade union participation in planning and execution of development programmes and demanded the cessation of all economic aid to countries ruled by dictatorship. Another motion vigorously condemned the dictatorial régimes still surviving in Latin America, such as Paraguay, Haiti, the Dominican Republic and Nicaragua. The Congress requested that union forces act within the *ILO* to put an end to the total suppression of human rights in those countries. A special motion on Cuba declared that this country today 'lives under an indisputable and cruel dictatorship. The methods employed by that régime are typical and characteristic of Soviet despotism, and all the rights and liberties that dignify the human being have been violated and exterminated.' It was asked that all affiliated organisations should request their respective governments to ensure the safety of those who have taken refuge in various Embassies in Havana. It was also requested that the United Nations intervene to clear up the matter in accordance with the Declaration of the Rights of Man.

Land reform was another subject discussed and the opinion of all free trade union organisations concerning the régime of General Franco in Spain was reiterated in a motion censuring that régime. An important item on the agenda was a resolution of the Political Affairs Committee expressing solidarity with the German Trade Union Federation's protest against the brutality of East German Communist leaders.

The election of the new *ORIT* Executive Committee was followed with interest by the delegates to its Congress. The election was reached by a majority vote, only the Uruguayan delegation having voted against the list. Alfonso Sanchez Madariaga, who until now has served as General Secretary, was elected to

the vacant post of President and Arturo Jáuregui, until now Assistant Secretary and Director of Organisation, was elected as General Secretary. The new *ORIT* Director of Education who replaces Daniel Benedict, is Morris Paladino, hitherto an official of the International Ladies' Garment Workers' Union.

In addition to resolutions concerning union organisation, the Congress also examined the problems of trade union education. Much constructive discussion resulted. A resolution was recommended which would permit *ORIT* to create and develop proper seminaries in which such subjects as law, political science, economics, agrarian reform and public administration should be studied.

Altogether the Congress was an outstandingly successful meeting. Matters concerning union organisation were constructively dealt with and the election of new members to the executive committee met with unanimous approval. Arturo Jáuregui has devoted his energies to the service of the working men and women of the Americas since 1948, and his popularity has certainly marked him out as the ideal man for the post of General Secretary. The success of the discussions on trade union education and of the motions censuring the totalitarian régimes in Latin America contributed to make of the Congress an event of great importance in the life of American labour.



(Above) Section of the top table, and (below) delegates to the Interamerican Trade Union Economic Conference in Sao Paolo. The Conference called for a much greater degree of economic planning in Latin America, and insisted that the trade union movement should participate in the formation and execution of new development programmes



They said it years ago

WITH THE SUBJECT of a Channel Tunnel once more in the news — the French Government are pressing the British Government for a decision on the matter — it is perhaps interesting to recall that as long ago as 1917, the Association was advocating that a tunnel should in fact be constructed under the Channel. At the Labour Party Conference held at Manchester in January 1917, the following resolutions standing in the name of the Railway Clerks' Association was on the agenda:

'That this Conference, recognising the great desirability of developing and safeguarding the facilities for travel, transport and communication between the French Republic and our own country, welcomes the proposal to construct a tunnel under the sea; but maintains that any such tunnel should be made and controlled jointly by the Governments of the two countries, and that those British Railways, the owners of which would reap fresh profit from this new State enterprise, should first be acquired on fair terms by the British Government.'

The Association's Annual Report for that year records that 'Our Resolution on the proposed Channel Tunnel was not reached until almost the conclusion of the Conference, and as there was not sufficient time to permit of a full discussion on the important international questions involved in the scheme, it was not voted upon. The Chairman gave an assurance that our points regarding State ownership and control would be strongly upheld by the Party in the event of the Tunnel being agreed to by Parliament.'

From The TSSA Journal

Purpose and function

NO ONE SERIOUSLY disputes that, in one sense, trade unions serve a most valuable, indeed a necessary, purpose, in present-day society. They function as an integral part of a complicated, yet on the whole smoothly working sys-

tem of industrial relations. They operate within a framework of rules and conventions, some of them given legal force but most of them voluntary, and they continually participate in adapting this framework to changing needs. Most of their energies are absorbed in these activities.

All this is their bread and butter as unions and on it depends the bread and butter of their members. But this social function is not what is usually meant by social purpose. When we speak of trade unions or any other bodies having a social purpose we have in mind their striving to change society. We think of the trade unions acting as a "sword of justice". But the processes of social change present us with a paradox. The social purpose of yesterday, once accomplished, becomes the social function of today. Social purpose has, therefore, ever to be created afresh. It is exhausted as much by success as by failure.

From a lecture by Allan Flanders

Achievements to be proud of

MEMBERS OF TRADE UNIONS in the United Kingdom are no longer regarded as a dangerous rabble or their leaders as violent agitators. Nowadays trade union leaders are considered to be among the leaders of the nation and unions have come to be accepted as one of the country's institutions. Trade unionism, moreover, is no longer considered to be something merely for manual workers. Not only have the workers themselves risen in status but the movement has now spread to all categories of persons who are employed for a wage or salary...

While no British trade unionists would agree that complete recognition has been achieved once and for all, the British trade union movement is proud of the position which it has secured in the life of the nation. The trade unions in the United Kingdom have asked for and have been given wider responsibilities in connection with the solution of the prob-

lems of industry and the conduct of public affairs, and they have shown their willingness to shoulder the burdens that such recognition entails. The right of workers to combine in trade unions is no longer in question, and the unions themselves are now accepted as one of the institutions in the British system of democracy.

A new threat to maritime standards

DESPITE ALL THE CRITICISM which has been levelled at them by leading figures in the maritime industry, there are still shipowners who operate ships under flags of convenience and carry on this unhealthy policy which does so much harm to the traditional maritime countries.

Recently, however, in addition to the system of operating under the so-called flags of convenience, a new method has come into favour - mainly concerned with shipping in the Far East. Like flags of convenience, this system has developed in rather stealthy fashion. The ships were originally manned with seafarers who received proper wages and enjoyed the general conditions prescribed by agreements, laws and regulations. But, gradually, as the Scandinavian seamen signed off, they were replaced by Chinese and Indian seamen at lower wages and now the point has been reached where such vessels are manned entirely by seafarers of these two nationalities at rates which are not even half those laid down by agreement.

We would like to ask what the difference is between ships under flag of convenience and this type of discriminatory operation? We will also take the liberty of answering our own question, because we are quite clear that there is no essential difference. And what is even worse, the problem is becoming bigger and bigger and if it cannot be stopped in time it will become quite uncontrollable and, like the flag-of-convenience ships, do great harm to the maritime industry and those who work in it.

Johan S. Thore writing in Sjomannen

International Transport Workers' Federation

General Secretary: P. DE VRIES

President: R. DEKEYZER

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
- 258 affiliated organizations in 74 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

Aden * Argentina * Australia * Austria * Barbados * Belgium
Brazil * British Guiana * British Honduras * Burma * Canada
Ceylon * Chile * Colombia * Costa Rica * Cuba * Curaçao
Denmark * Ecuador * Egypt * Estonia (Exile) * Faroe Islands
Finland * France * Germany * Ghana * Great Britain * Greece
Grenada * Honduras * Hong Kong * Iceland * India
Indonesia * Israel * Italy * Jamaica * Japan * Kenya
Luxembourg * Malaya * Malta * Mauritius * Mexico
The Netherlands * New Zealand * Nicaragua * Nigeria
Norway * Nyasaland * Pakistan * Panama * Paraguay * Peru
Philippines * Poland (Exile) * Republic of Ireland * Rhodesia
St Lucia * Sierra Leone * South Africa * South Korea * Spain
(Illegal Underground Movement) * Sudan * Sweden
Switzerland * Tanganyika * Trinidad * Tunisia * Turkey
Uganda * United States of America * Uruguay * Zanzibar

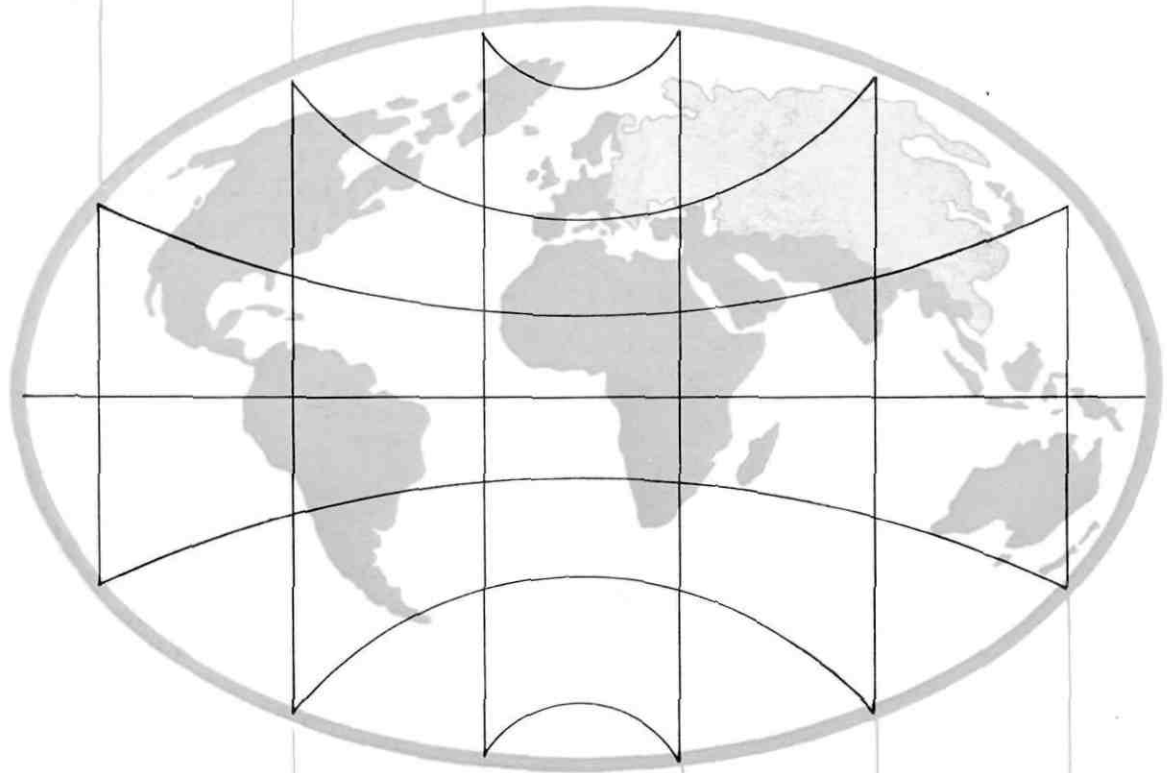
Publications for the world's transport workers

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 Singapore