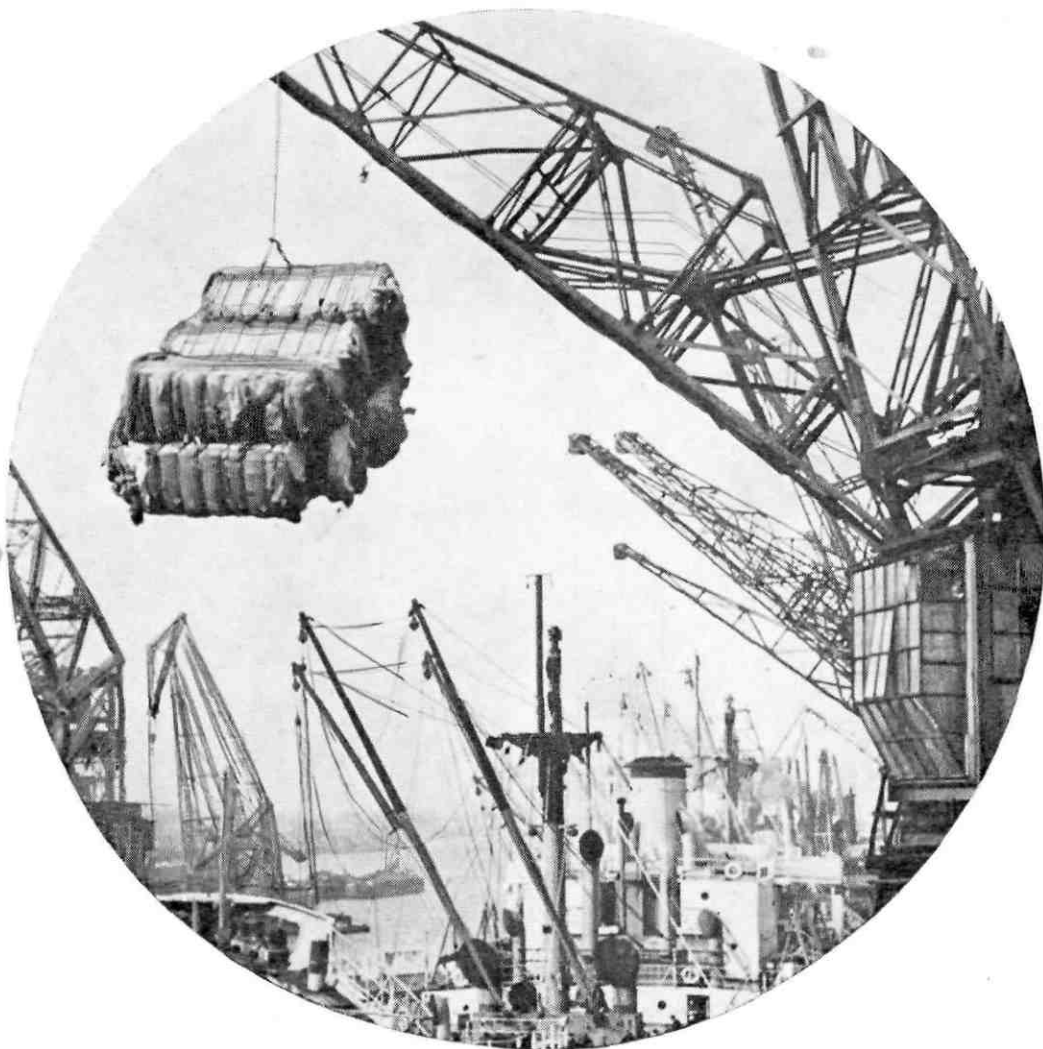


International Transport Workers' Journal

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London	Special Road Transport Workers' Section Conference 20-21 October 1965
London	Fair Practices Committee 11-13 November 1965
London	Management Committee 15 November 1965
London	Executive Board 16-18 November 1965
London	Asian Seamen's Committee 24-26 November 1965

Comment

Fishermen's questions at the ILO

THIS MONTH REPRESENTATIVES of fishermen's unions, together with those of governments and employers, are meeting in Geneva at a Preparatory Technical Conference. Following discussions by the Committee on Conditions of Work in the Fishing Industry which met in December 1962, draft proposals have been drawn up for international instruments covering Crew Accommodation on Board Fishing Vessels, Vocational Training of Fishermen, and Fishermen's Certificates of Competency.

The draft instrument on fishing crew accommodation is largely based on the already existing Convention on the same subject applying to the merchant service (No. 92 of 1949). After an analysis of the regulations existing in some twenty countries the ILO's report concludes that difficulties of application could probably best be solved by having detailed regulations but giving inspectors reasonable discretion to waive them in individual cases.

On vocational training, the report concludes that in general the fishing industry has not fully recognized the importance of investing in vocational training and that in many countries it relies largely on the traditional methods of passing the necessary skills from older to younger fishermen while working at sea; this is regarded as no longer either safe or efficient. The proposed instrument, which it is hoped will eventually be adopted in the form of a Recommendation, covers methods of financing vocational training, training standards, curricula, training methods, etc.

The third item, Fishermen's Certificates of Competency, is related to the provision of vocational training. General recognition has been given to the importance, in ensuring safety, in setting goals for fishermen's training, and in promoting skills, of developing precise certification standards regarding fishing occupations. The Preparatory Technical Conference will discuss proposed standards laying down the circumstances in which skippers, mates, engineers and fishermen should be certificated, and what the qualifications for certification ought to be.

This Conference, at which many ITF affiliates will be represented, is an extremely important one for a too often neglected body of men. We hope its deliberations prove fruitful.

STRANGE BUT TRUE

by J. DUNIAU, General Secretary of the French Port Workers' Federation (Affiliated to the democratic national centre, 'Force Ouvrière').



Collaboration between French General Confederation of Labour (CGT) and the port employers

ON THE EVENING OF 4 June 1965, after I had been kept busy all day with the work of our national Congress, Bob Santley, a great friend of ours from the ITF Secretariat who had come from London specially to follow the deliberations of the Congress, asked me to write an article for the ITF Journal giving a factual account of the collaboration between the leaders of the 'Great French CGT' (General Confederation of Labour) and employers of France, particularly in the sectors of the economy which are our livelihood. I agreed willingly, aware that this was a magnificent opportunity to explain to you all, friends and colleagues of our International, the significant reasons why the ITF's French port workers' affiliate does not in actual fact have the membership to which its noble ideals—ideals which we know you share with us—entitle it.

I do not know whether my modest effort will achieve its aim. In any case it is not my intention to be either demagogic or aggressive; I merely wish to inform you in simple terms but with confidence of the great difficulties which confront us in obtaining satisfaction for our just demands.

I wish at the same time to prove what Santley and others who have had close contacts with us have been able to conclude for themselves, namely that our contentions are not facile arguments whose purpose is to hide any inadequacy of ours as a trade union organization. I shall also try to put you permanently on your guard against Communist methods, to alert those of you, members of powerful and united organizations, who might be tempted to regard active Communist trade unionists as colleagues pursuing the same objectives as yourselves, especially if you belong to French unions.

To reason this way would be sheer folly and many surprises would be in store for those who were naïve enough to do so, for the truth is in sad contrast to this easy-going notion.

I shall show you, with the aid of a few concrete examples, how the leaders of the CGT Port Workers Federation,

headed by its General Secretary, Mr. Désiré Brest, makes things easy for the employers with the sole object of keeping control on important sectors of French economic life.

In fact the port areas are strategic positions, as also the whole of the transport and freight handling industry,

for our colleagues on the railways have their part in these operations too.

Let us take for the purposes of this article three sectors covered by our Federation: Railway freight handling (workers employed in loading and unloading wagons of the French railways), Inland Navigation and Dockers.

Railway freight handling

The workers concerned here form an independent group working in co-ordination with the French State Railways (SNCF) and have a collective agreement to which our Federation is a signatory. This national agreement cannot be modified or improved without the assent of our Federation. That is collective bargaining law in France.

Our organizational strength is growing day by day in this sector, a fact which is worrying the Employers' organization and—even more—the CGT.

But at the beginning of June this year the CGT Port Workers' Federation and the Employers' Association decided, by a simple bilateral agreement between themselves to pay railway freight handlers who had worked for one full year a holiday bonus of 20 Francs. We, the Force Ouvrière Federation, had demanded a 200 Francs bonus payable to all and that this bonus should be incorporated in the collective agreement.

So, as you see, the actual bonus is a tenth of what we had asked for. Our railwaymen colleagues employed directly by the SNCF get 10 Francs per day of holiday taken outside the main holiday period. But the most significant thing to notice is that the CGT Federation—so that it might be the sole organization to negotiate with the employers—accepted an absurdly small bonus by bargaining outside the collective agreement thus enabling the employers to economize considerably on their wages bill.

We for our part would never have accepted a bonus as low as the one the CGT Port Workers' Federation was so quick to approve.

This ridiculous and shameful situation enables the CGT Federation to claim that it has obtained something for the workers, alone and on its own initiative, and at the same time to retain the favour of the employers, whose advantages are well served.

Inland navigation

On 8 July, after our Marseilles Congress, and a full month after my

conversation with Santley had taken place, the workers' organizations had a meeting with the Employers' Association.

The basic rate of pay for inland navigation workers had hardly changed for a year. Our Federation had put in for an average increase of 5.5%, this being in line on the one hand with the general trend of wages in France for all wage earning groups, and on the other with the spirit of recommendations made by our Government.

We were dumbfounded when the Chairman of the Employers' Association read out a letter from the CGT Federation signed by its General Secretary, Désiré Brest, in which the CGT was asking for an increase on the monthly rate of 9.00 frs. only, which works out at about 2%.

Knowing what a French boatman's monthly pay is worth we cannot conceal our amazement at the position taken up by a wage earners' organization which today—unfortunately—still basks in the glory which it once earned through the merits of our late Léon Jouhaux and his friends.

Why then did these good servants of the working man once again favour the employers' interests? For at the end of the meeting it was the CGT's 9 Francs which won the acceptance of the employers.

But this strange collusion unnoticed only by those who cannot or will not see, does not stop there.

Dockers

We now come to the docks sector and here I shall show you what we intend to expose in this article.

In France there is an employers' organization called the National Union of Cargo Handling Industries, with which the workers' organizations discuss problems connected with fixing the national hourly basic rate, which in turn serves to determine the final amount for daily pay or attendance money. Matters debated at such meetings include job rates and dirt money, annual leave and extra leave for national holidays or seniority. But

there is no national frame agreement to cover all French dockers.

There is no doubt that this is the sector in which collaboration between the CGT and the employers is closest. And yet it is in this very sector that we shall experience the greatest difficulty in showing that our submission is not the exaggeration or understandable reaction of a minority group leaping at the chance of a friendly hearing.

For a good understanding the situation I am revealing you will need to know that the system of labour recruitment generally practised in the French docks is that of the individual call, with no rotation but with priority for regular dockers as against casuals or others present at the hiring hall.

It is not difficult to see that in this method of recruitment whoever has control at the call is in a position to exert pressure on those hoping to be engaged. Sometimes this power of master over slave serves the personal interests of the man in charge, but more often it is the CGT that benefits, since the CGT has planted amongst the supervisory staff responsible for recruitment dependable men who will not hesitate to give preference to Communist dockers and to withhold work from men who bravely oppose these practices.

The employers are opportunists and know that in giving their trust to Communist supervisors they will have a means at their disposal of controlling a labour force through which they may continue to live in the outrageous manner to which they are accustomed.

While there may be no common thinking on the aims to be achieved there is certainly agreement on methods of exploiting the working man who has nothing but his own two hands to offer.

Let me mention the numerous instances in which the strong arm has been used to intimidate one of our members. Workers have sometimes been called upon to strike in order to get rid of a lone 'Force Ouvrière' docker from a gang. We have always

To 'win' the rail freight handlers working in the ports a holiday bonus of 20 Francs the Communist Federation had to negotiate outside the collective agreement, for the FO Federation would never have accepted.

protested vigorously in cases like these, but each time the employer has preferred to pay the victim for doing nothing rather than oppose the CGT elements. The public authorities only act after investigation, never very effectively and much too late.

Nevertheless feeling is growing in France, at our prompting that decisive action should be taken to combat these corrupt and antisocial practices.

A National Study Committee, in which our Federation is actively participating, has recently been created to prepare the way for proper vocational training for dock workers. As you can imagine, this preparatory Committee is not to the liking of either the CGT or the employers, and throughout its work they have spared no efforts to prevent it from giving the results we hope for and putting an end, at least in large measure, to the gentlemen's agreement I have exposed in this article.

The training facilities envisaged would produce properly qualified supervisory staffs. Under present conditions it is enough for the boss to decide that Mr. X, Y or Z should be a supervisor or a gang foreman for him to be appointed as such, even though he may never have worked a single day on the docks. This is even an advantage, when the CGT and the boss have an understanding.

Finally, one last example. At the end of June an event of national significance occurred in which, thanks to the position adopted by us, a plan of the CGT and the employers failed to get support.

The French social security system has a National Technical Committee for the transport industry, in the framework of which—among other things—the rate of contributions is discussed which the port undertakings have to pay to the Social Security Administration for accidents at work. On this Committee are representatives



of the Social Security Administration, the Ministry of Labour, the employers and the workers' organizations.

It was the job of the Committee to fix the rate of contributions for the next fiscal year. This rate is usually very high, since it varies with the number of accidents which occurred during the fiscal year immediately preceding, and, because of the system of recruitment, accidents are frequent for reasons which can be easily appreciated, the workers' instinct being to protect themselves against insecurity of employment.

In the course of the Committee's deliberations the CGT representatives put forward a proposal aimed at making the contributions proportional to the frequency of accidents, but failing to make any attempt to tackle the problem at its source. We have already observed the conditions which give rise to the problem.

The CGT proposal had the approval of the employers' representatives. Fortunately, after we had explained our position on this question which required that the cause and not the

effects of the problem should be dealt with, there was fairly general censure of the CGT proposal. The employers had now 'turned with the wind', and the CGT were on their own.

This first positive result for a long time proves that there has been a change in attitude on the part of many of the interests involved. Force Ouvrière action has thus paid dividends.

In conclusion we hope that this brief account of the CGT's collaboration with the French port employers, will be forceful enough, if it needs to be forceful at all, to convince the doubters. Let those who still remain unconvinced come to see us, observe the French dock labour scene at first hand and check our story on the spot.

The militants of the Force Ouvrière Port Workers' Federation, in fact all of our members, know these problems well and they will not weaken in their struggle for freedom. They want their problems to be understood by all the brothers in the ITF, the best stronghold in the fight for human dignity and against slavery.

Thinking aloud—

by HANS IMHOF,
General Secretary

THE OUTBREAK OF OPEN conflict between India and Pakistan shocked us all deeply. Here are two nations which, since they became independent, have both been hard at work solving their economic problems, both receiving assistance from numerous friendly states and both making considerable progress in their efforts. But the rapidly growing populations of these two countries are still for the most part very poor, undernourished, uneducated and exposed to pestilence. We have only to look at the map to understand that the existing frontiers give rise to political problems. Responsible politicians in both states and UN officials have been preoccupied with these problems since the partition of the subcontinent into two sovereign states 18 years ago. And now in spite of everything guns and tanks have been used and bombs have been dropped. Thousands have died, gone hungry or been driven from their homes. Enormous sums of money have been invested for destruction instead of construction. Achievements made which afforded us a glimmer of hope have suffered a definite setback, to say the least. The ultimate effect of the setback will depend on the future

development of the dispute. In the background is the threat of Chinese intervention which could lead to conflict on a much larger scale, and there is no telling where that would end.

As human beings and as trade unionists we are happy that UN efforts have been successful in bringing the bloodshed to an end, before this conflict between two Commonwealth countries could flare up into a world holocaust. We have been shocked, but we still hope that the two sides will find a peaceful way to settle their dispute.

While attention has been focused these past few weeks on Asia, something has been happening in the East African Republic of Kenya which might have dismayed us, had we not thought for some time that it was in the realm of the possible. The Government has decided to dissolve the two rival trade union centres and to replace them with a new organization under Government control. Both centres had some time ago received instructions to terminate their international affiliations. Now letters are reaching us from our affiliates in Kenya informing us that they wish, taking into account developments in their country, to discontinue their membership of the ITF. They regret this step, thank us for all our past manifestations of friendship, and hope to be able to maintain friendly contacts with us in the future.

We regret having to break off our trade union relations in this way and the subsequent reduction in our complement of member organization. But we are glad that the change in structure and political integration of the Kenyan trade union movement have been effected without the violence or arrests which occurred in Tanzania two years ago. Trade unionists whom we know and respect as patriots and freedom loving socialists are still in prison in Tanzania (unless, as we hope, their freedom has been restored to them under the amnesty declared on Julius Nyerere's recent re-election as President of the Republic), without any concrete charges ever having been brought

against them. We are confident that Kenya will not follow her neighbour's example.

Whether we accept or reject it, the African states are seeking their own political path. They call it African Socialism, and President Nyerere of Tanzania has given it the name *Ujamaa*, a Swahili word the sense of which could best be expressed in English by 'familyhood'. It is a socialism in which the nation regards itself as a single family, each family member having his own particular rights but also definite duties to perform. The unions are one of the main members of the family. Under the old colonial regimes workers felt justified in defending themselves against exploitation by employers and in fighting for higher wages by striking, working to rule, and even by sabotage. But methods such as these are not in the interests of the family-nations which have evolved in the newly independent states. The task now is to build up the nation, to overcome economic, social and political difficulties which seemed insurmountable. It is to master a critical situation, for everybody to pull together in an effort the success of which will benefit the whole family. Even in highly industrialized countries it becomes necessary to resort at times of crisis to emergency measures which require discipline and sacrifice from each individual. Kenya and the other African states are passing through a difficult stage in their economic development. They require everybody to contribute his efforts to the task of building the nation.

So long as Kenya upholds elementary civil liberties through this critical period and does not become a police state, we can still maintain our friendship, even though our trade union relations have been broken off. We should do so in order to assist further and to foster and extend our contacts. Finally we belong, as trade unionists and transport workers, to an international family which, like *Ujamaa*, has as its ideals justice, prosperity and freedom for all.



The German Federal Railway, as also many other railway networks the world over, has been considerably active in recent years in applying modern technological developments to railway operations. This article goes into some of the ways in which railway efficiency has been improved in Germany through the use of modern electronic techniques and equipment and looks at some developments which may take place in the future.

Cybernetics serving the railway

In recent times a big question mark has loomed over the railways' future. Powerful interests have tried to convince the public and the authorities that they are a relic of the past, and that, by virtue of rapid technological development in other fields their job can be done much more efficiently by other means of transport. But it has been proved again and again that the railway is indispensable. One only has to think of traffic problems in towns, the development of satellite towns, the effects of bad weather on road and air transport facilities. A two-track railway can carry in comfort and safety 40,000 people per hour in each direction. For an equal performance on the road a 28-lane motorway would be needed — not to mention good weather conditions.

The economic importance of the railway cannot be disputed. And because of this it is necessary to apply all the resources of modern technology to increasing the railway's efficiency to enable it to perform the service which will be required of it in the future.

Cybernetics is a concept which is becoming ever more important in this connection. The possibilities of applying cybernetic techniques to railway operations are many and varied. This article, which is based on a lecture delivered to a conference of railway technicians in the German Railwaymen's Union earlier this year by Rudolf Sonnenberger, a technical advisor to the German Federal Railways, goes into some of these possibilities and discusses some of the uses to which cybernetics has already been put on Germany's state railway system.

What is meant by cybernetics?

Generally speaking there are three aspects to cybernetics.

1. It can be regarded as an interconnection of various sciences and the natural laws which govern them. It interrelates, for example, biology — the science of life and living being — and the science of communication which covers the technology of equipment constructed to transmit messages or information.

2. Another conception of cybernetics which is common is that of a mathematical science of control. An elementary illustration of this conception is provided by thermostatic heat regulation, whereby room temperature, can be fixed at any level, depending on the changing outside temperature. In a similar way light signals can be geared to changing light conditions to provide a different intensity by day and night.

3. The third conception is connected with the Greek etymology of the term. It comes from a word meaning 'pilot' or 'helmsman' (and in its figurative sense: 'head of state').

A work of reference defines cybernetics as: 'The comparative study of the control and the internal communication of information handling machines and the central nervous systems of animals and men, in order to understand better the functioning of

brains and communication.'

The elements of cybernetics

An important element of cybernetics is the science of message transmission and the theory of communication. Message transmission relieves man of the need to carry information across physical distances. We all know, for example, that letters of the alphabet (printed characters) can be transmitted over long distances by the teleprinter, that speech sounds can be transmitted by the telephone and pictures by television.

In the science of communication we have observed and studied the close interaction of mental and bodily processes in speaking, listening and viewing, and have used them in devising our telecommunications systems. We have invented processes which make it possible to measure the content of messages in magnitudes and quantities, and have discovered connections between the reactions of human beings and animals to certain optical acoustic and mental stimuli and the effects of such stimuli on our nervous systems. We can see in all this an unlimited and immensely complex system, as understood in cybernetics, for generating, processing and transmitting information.

Signals and information

It is important to distinguish between two different concepts in the science of communication: signals and information. Signals are physical factors:—

sound waves, alphabetic characters, light signals, registrations on magnetic tapes. A message is usually made up of several signals of this kind. A signal can often be meaningless on its own. Take for example the striking of a clock: a stroke may indicate a half hour but will not give the time of day. A whole message on the other hand must be unambiguous, so that it may be analyzed logically and put to some use.

The 'bit'

In data processing the smallest unit of information is the 'bit'. It is an abbreviation of 'binary digit' and constitutes a 'step' in the binary system, a decision. This 'step' or 'bit' says yes or no, current or no current, or in the language of the electronic computer: 0 or 1. This is called a binary code—binary means 'consisting of two units'. Everything an electronic computer has to process must be given to it translated into a special language. Most computers today work in binary 'language'. If we want to feed into a computer the numbers 1 to 9 we must translate them into binary terms. We can choose for this a five-channel code, for example the 'two out of five' code. That means that every binary number contains 2 x 1 or, in other words, 2 x current, and 3 x 0 (no current) or 2 positive impulses and 3 negative impulses (fig. 1).

This code is called a 'fixed ratio code', because every binary number

consists of an equal number of positive and negative impulses. It possesses a high accuracy rate, since every superfluous impulse or absence of an impulse is recognised as a fault.

Programme controlled computers

We now arrive at a further important element of cybernetics, the science of data processing. We talk of 'electronic brains'. The technologist speaks of programme-controlled automatic computers' or 'data processing machines'.

But these machines at any standard of technical perfection do not stand comparison with the human brain, for, in order to operate, they always need a programme set up and fed in by a human operator.

As has been said already, the science of telecommunication relieves mankind of the job of carrying information across distances. Data processing has nothing to do with this. Its function, as the name implies, is to process information and to combine it according to certain laws of logic. This is done by programme-controlled computers. They are used for example to execute extremely difficult and involved calculation procedures in the shortest possible time, to control machine tools—and indeed whole complexes of machines (machine lines, assembly lines)—for stock and payroll accounting and, recently, even for translation.

In these calculation procedures, two processes are of particular significance.

Fig. 1

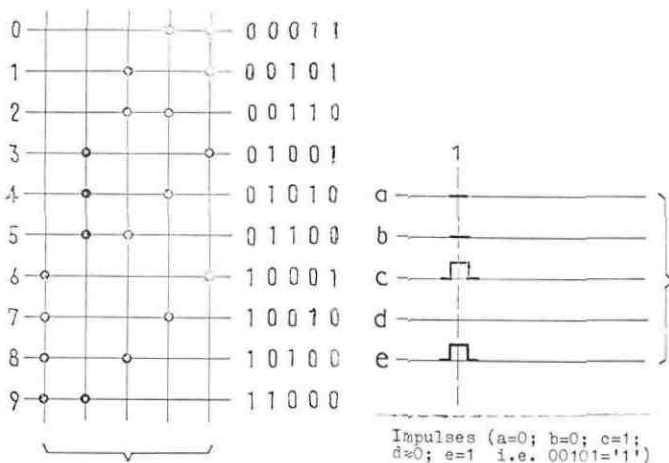


Fig. 1: The two out of 'five' code. Fig. 2: An 'and' element. Fig. 3: An 'or' element.

Fig. 2

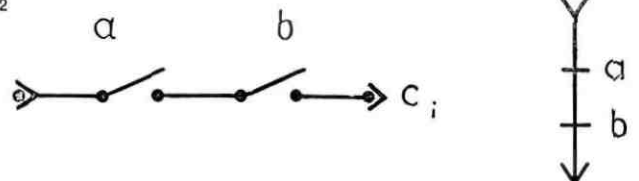
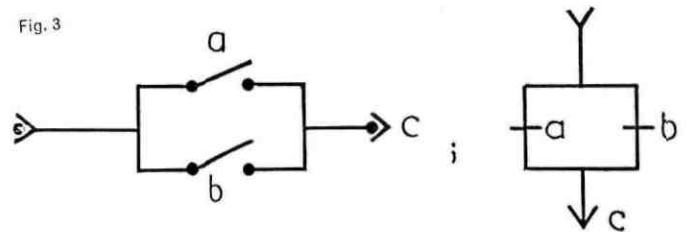


Fig. 3



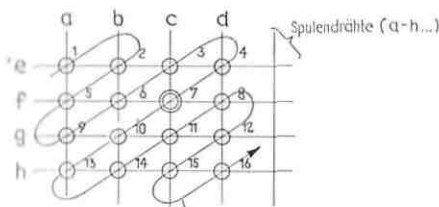


Fig. 4: A core matrix.

They are logical combination of information and storage of information. For logical combination it is merely a case of 'translating' certain mathematical patterns into **electronic circuits**. The most commonly used in all computers are known as 'and' and 'or' elements. An 'and' element, to illustrate with a common example, can be represented as in fig. 2: i.e. if contacts **a** and **b** are closed, current flows, or an impulse is sent, through **c**.

The 'or' element can be represented as in fig. 3: i.e. **c** takes current when either **a** or **b** is closed.

In electronic circuits so-called semi-conductors are used instead of switches. These transmit an impulse with immense speed and with no mechanical fatigue.

Of course every computer has a host of other key logic elements and combinations, but, basically, they can be put together from these simple components. Whole computation processes are based on the simplest methods of calculation: addition and subtraction.

Storage of information

Magnetic tapes or toroidal core stores may be used for storing information.

Here the special properties of ferromagnetic materials come into their own. The toroidal core consists of a tiny round magnetic core (a few millimetres in diameter), which is enveloped by a coil. The direction of the electric current which flows through the coil determines the magnetic polarity of the core, which corresponds to the state '0' or '1'. The change from one magnetic state to the other in the core occurs in a staccato fashion, like a switch being turned on and off, but infinitely faster. The hysteresis loop i.e. the curve resulting from the alteration between magnetic

flow φ and the magnetizing current J in magnetic changes brought about in a core (core-hysteresis loop) is said to be almost rectangular.

A core of this kind can store both clearly distinctive states for any length of time without any further supply of energy. Worth noting is that it is possible at any time to query the state of the core quite simply by the use of what we call sense wires.

Many hundreds of these toroidal cores are assembled into a network or core matrix: at every crossing point in the network of coil wires hangs a core. (Fig. 4).

If core 7, for example, is to be magnetized and brought into state 1 then a current pulse (plus-impulse) is sent to **c** and **f**. Result: a 'bit' is stored in core 7. Information can be taken via the sense wire by giving **c** and **f** a negative impulse. The magnetization of core 7 is changed by the negative impulse and an impulse is thereby induced on to the sense wire; but at the same time core 7 is brought back to '1' by a partial pulse. All this occurs in a tiny fraction of a second.

Many such matrices (networks) are assembled into a toroidal core store. They have a capacity of many thousand bits and are thereby able to store a large amount of information in an extremely small space.

The science of control

After a brief look at the operation of a computer we come to the best known field of cybernetics, the science of control. Under control we understand the achievement of a given target value (index value), which is influenced by certain disturbance factors. Control can be either manual or automatic.

An example of manual control is when a locomotive driver regulates the speed of his locomotive to conform to a given target speed. Examples of disturbance factors which influence the target value, either negatively or positively, are gradients on the track, and insufficient or excessive tractive power in the locomotive. The value resulting from the influence of such disturbance factors is called the actual

value, which the engine driver can read from his speedometer, or from his watch in the case of a schedule value. He then regulates his vehicle to conform to the target value, either by braking or by putting on speed. This speed control can also be effected automatically, but more about that later.

One of the basic problems in the construction of automatic control equipment is keeping the extent of deviation as low as possible in spite of fluctuations of the disturbance factor. Automatic control equipment can be used to regulate temperature and pressure, speed, noise, control, battery charging, and many other operations. Accordingly we talk of mechanical, electrical and chemical control circuits.

'Pilot' or 'helmsman'

If we now consider cybernetics from the etymological aspect: i.e. 'pilot' or 'helmsman', we shall observe how all the different elements discussed above connect and interrelate.

The pilot of a ship ascertains the ship's position (actual value) by means of certain signals, for example those shown on the compass. The captain tells him what he has to do, i.e. gives him the objective (target-value). The pilot must then store the objective (i.e. retain it in his memory), work out a course of action (programme), taking into account such factors as wind, current and swell. In order to achieve the objective or target-value, he must assess the actual value and process it or, in other words, relate it to the target-value by a conscious process of logical considerations which are transmitted as commands to those who will put them into action. The pilot thus receives information, processes it into commands and becomes a source of information himself. Seen thus the pilot is a good illustration of cybernetics. Cybernetics can thus be defined very simply as follows: The science of receiving information from different areas of perception and processing it into definite, unambiguous commands.

There are many fields of railway operation in which cybernetics could

be and is being applied with advantage. A detailed account of all its possible uses would be beyond the scope of this article, but it is worth mentioning a few. The three main fields in which cybernetics is applied on the German Federal Railways are:

1. Operational and traffic control;
2. Data processing of administration and customer services;

3. Electronic computers for traffic and operational research, tests, such as simulation of operational procedures for such purposes as to ascertain the most economical equipment for line sections, the traffic intensity which a line will take, etc.

Functions of control and regulation

Let us deal with these fields of application in detail, beginning with telecommunications as a means for transmitting information.

Telecommunications serve to transmit from one person to another those messages which are necessary for transport to be able to do its job. The telephonic and telegraphic installations along the line serve this purpose in particular. The Federal Railway's telephone system is almost completely automatic, so that the Railway's various administrative centres can dial each other direct. A few figures: the Federal Railway network has altogether 1900 telephone exchanges with a total of 100,000 subscribers, 2,000 carrier frequency channels and 800 alternating current telegraphy channels complete the telecommunications network. A directional radio network allowing 120 or 132 simultaneous conversations per radio wave and local telephone lines with coaxial cables, allowing multiple usage of up to 300 channels, ensure high efficiency in message transmission, which in the future may be effected by centralized control processes in the truly cybernetic sense.

Signals

To control these movements safely is the job of the railway's signalling system. The signal box has to clear a safe route for the train, setting the signals for free passage when the

following essential conditions have been satisfied:

Correct setting of the points the train will travel over,
track and points reported clear, and
line secured against danger from slantwise collision.

Modern signal boxes are all-relay interlocking control installations, consisting of separate units for the component parts of the line layout: points, track, signals. Separate line cables connect the individual units and make it possible to test the links between them entirely automatically. The signalman merely has to press two buttons indicating which track the train will use in order to set the automatic process in motion which sets and controls the line and clears it again after the train has passed (points and signals).

Cybernetics is used in this kind of control, for almost the entire process. It is also applied in some other signal box operations.

Automatic block systems

Amongst those worth mentioning is the automatic block system. It controls the flow of trains with absolute safety by not freeing signals for a section to be reopened until the preceding train has entirely cleared the block sections concerned (electrical track circuits, axle counters).

Automatic through routing

Facilities bunching trains together over predetermined routes through stations without intervention from the station controller. The route is set up automatically on the approach of a train and cancelled automatically after its passage, i.e. the entry and exit signals change automatically from stop to go and vice-versa.

Route storage

Makes it possible to store one or more routes which can be selected automatically by a train when it passes over certain points on the track. Equipment of this kind has been installed, for the first time on the German Federal Railway system, in the system's most up-to-date signalling complex at

Munich Central Station; but provision has only been made here for *one* route as yet.

Automatic signalling

The train announces its presence in the approach zone of a main station by contact equipment in the track which relays the information with its number and a special direction code to the central signal box. The train's number and its direction code determine its route from the outer zone to the points zone at the entrance to the station. The appropriate routes in this zone are set automatically, as in through routing. But in this case the train selects its own route by means of its direction code.

Equipment of this kind is used by the main signalboxes at Frankfurt Central and Munich Central for branch-routing trains.

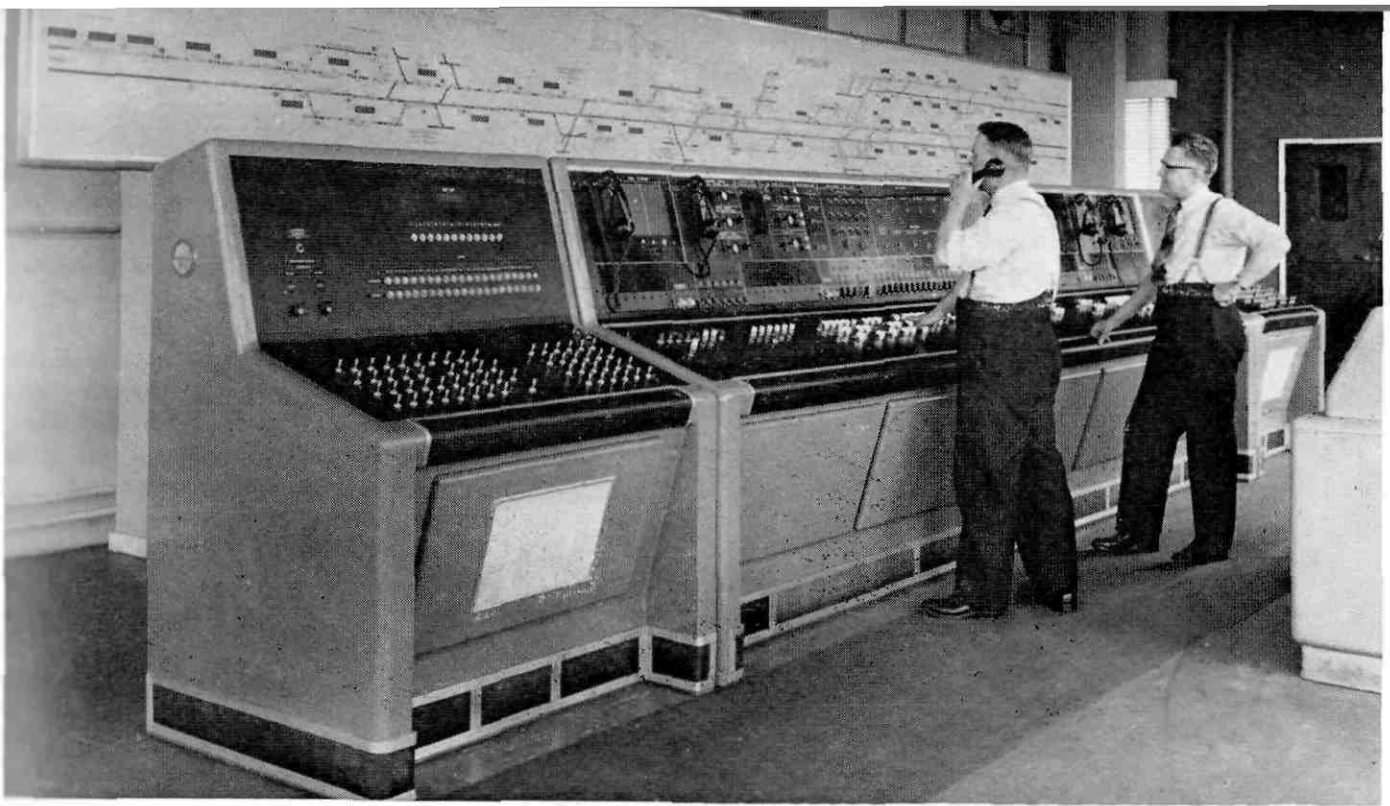
Automatic train stop

Checks and controls the speed of a train, particularly between distant and main signals by means of rail magnets. If the driver has failed to observe a speed limit, or has passed a signal at red, the train is braked automatically to 0 km/h after a preliminary acoustic warning has been sounded.

Remote control of signal boxes

Unoccupied signal boxes on long sections or occupied signal boxes belonging to neighbouring stations can be remote controlled. The control commands are transmitted to the installation in question along twin cable links as a sequence of electrical impulses, e.g. of alternating polarity; the impulses are decoded and they then actuate the appropriate relay. This is an example of cybernetics in its simplest sense: i.e. direction of steering. The push-button operations carried out at the control centre are merely directed to the place where the remote control is to be effected.

This article will be concluded in the next issue of the Journal. It will go on to discuss automatic control of locomotives and will take a look into the future of cybernetics in railway operations.



Technology is now advancing so rapidly, particularly in the field of signalling, that large numbers of signalmen will be displaced.

THE RAILWAY REVOLUTION

The *Railway Review*, weekly journal of the British National Union of Railwaymen, reports on a four-day conference of technical journalists and British Railways technical managers recently:

A SERIES OF FILMS, talks and discussions showed very clearly that a revolution is going on in British Railways which the men who will be affected by it know little about, apart from what they may learn through the showing of some of the specially produced British Transport films.

It should be understood to start with that management widely recognize that the modernization plan started about ten years ago has only now begun to reach completion of the **initial** stage. Within that time, anyway, technology has advanced so rapidly that what was modern only three or four years ago is now out of date. This is so particularly in complex spheres such as signalling and telecommunications. Whereas not so long ago the displace-

ment of signalmen, through the introduction of a modern power box, was reckoned as a dozen, at worst two dozen, the experts are now talking about 'getting rid of 500 signalmen' in one fell swoop.

The miniaturization of equipment has developed so fast in the last few years that the engineers are planning for control of 150 miles of signalling from a console 'no bigger than a small piano'. Signalling, route-setting and control of train movements can now be computerized within the locomotive, which will store its own passage and set its own course within a strict timetable pattern. It is, of course, already possible to dispense altogether with lineside signalling. Cab signalling on a speed control basis is not only pos-

sible but is actually being operated in certain places. In others, whole heavy freight trains are running completely automatically without a man on the train at all.

But there is a marked reluctance to operate passenger trains completely automatically. The problem, however, 'is to find the man on the engine something to do', to avoid his dropping off to sleep through sheer boredom. A man is thought necessary in case of failure. From the passengers' point of view it is also thought imperative that there should be a railwayman or railwaymen on the train to give confidence. But there is no doubt at all that the traditional functions of trainmen will be changed out of all recognition.

In civil engineering a transforma-



The future pattern of track maintenance will be a mobile maintenance gang, fully mechanized, centred in towns and cities, probably ten men to cover 20-30 miles of railway.

tion is going on. The days of the length gang are drastically numbered. The future pattern of track maintenance will be a mobile maintenance gang, fully mechanised, centred in towns and cities, probably 10 men to cover 20 to 30 miles of railway. Mechanical tamping is thirty times faster than the old method. Although the machines cost about £25,000 each they can deal with some 150 miles of track a year. Concrete sleepers, now to be standard, will last 50 years against as little as 14 years for some types of timber sleeper. Combined with long-welded rails the wear and tear of the new track is estimated to be 40 per cent less than with the traditional kind.

At present approximately 600 miles of track a year is being converted to long-welded rail on concrete sleepers and for the next four years this mileage will be continued to be converted. At a very conservative estimate the labour

force in track maintenance will be cut by half. The engineers say that the men left to do the work will have a much more interesting job with a higher status.

Wagons and coaches are being changed to fit the new conditions. Their use is also being radically altered. At present train loads are very low. Although the wagon fleet has been cut by a third since 1962 the use of wagons is poor. Taking the whole of the wagon fleet, the average wagon carries a full load for only thirty-four trips a year. It can easily be appreciated from this that the management are very keen to improve the use of wagons. And they can.

The British Railways Board, as well as most other railway administrations throughout the world, are definitely working out spectacular advances in railway equipment and operation. Already, the Japanese Tokaido line is

a portent of what is possible. The changes which are forecast will certainly cause inconvenience for the railwaymen. **We have never thought that the industrial relations side of railway management has reached the high level of the technical experts.** Drastic changes will have to take place in that department before railwaymen can look to the future with confidence, although technically it is a very exciting and wonderful future. Science and technology can work miracles. But these will be disqualified if the human consequences are not considered as keenly as have been the technical and scientific problems.

From what we heard it is plain that the railways have a splendid future. Technically, our engineers are very good. **Yet much of their work can be negated if the required intelligent political decisions about the planning and integration of transport are not properly made.**

It is no use planning and building a magnificently modern railway system, employing railwaymen of high status and rewards, unless our political masters make sure that it is not wasted either because they are afraid of challenging vested interests which make progress harder or because they misinterpret the qualitative differences in each form of transport. Railway technical improvement must be accompanied by a vast increase in traffic by rail to take the utmost advantage of this form of transport.

Private, competitive, unplanned, uncontrollable transport is just as illogical and out of date as the early steam engine and the man with the red flag. Modern industrial nations cannot afford the luxury of transport chaos. Anti-planning in transport is one of the major obstacles to progress in transport.

What we urgently need is a national public-owned transport system which will form the most efficient lines of communication for goods and people and it is absolute madness to believe that the modern railway system should not be a basis of that national network.

Public transport as a service

From the British TUC newspaper LABOUR.

THE MOTOR CAR has made all the difference to passenger transport. It cost no more to own and run a car in 1962 than it did ten years earlier. But in those ten years bus and train fares rose by more than 60 per cent.

This, says a policy statement published by the British Trades Union Congress, is the serious threat to public transport. In the same ten years the number of cars on the road has trebled. In 1952 public transport covered twice the mileage of private cars. By 1962 the position was reversed. There can be little doubt that the ownership, if not the use, of private cars will continue to grow.

Yet people still using public transport want the same services they have always had. But with fewer passengers, services cease to pay, frequencies of trains and buses are reduced and dissatisfaction spreads. This vicious spiral could be broken if it were generally agreed that it would be in the national interest to do so.

As the TUC sees it, a complete change of attitude towards public transport is needed, with the simple criteria of profit and loss being replaced by broader judgements about local and national interest.

The decline in public transport can only be halted by removing the obligation upon public transport authorities to make profits, the report says. A new transport policy is needed which will place more emphasis on public transport as a national service. As part of this new policy the TUC envisages the use of subsidies to make public transport more attractive, coupled with disincentives in certain circumstances to

private motoring. To administer the new scheme, area authorities should be set up under the aegis of the British Transport Commission, which would be responsible for co-ordinating rail and bus services in a particular region

including the routes now run by private concerns.

This sweeping change is part of a comprehensive plan for recasting Britain's transport system to attract more passengers and to provide a complete door-to-door service for the movement of goods.

Central to the TUC scheme is a newly-constituted British Transport Commission to co-ordinate the nation's goods and passenger transport system. It should have authority to integrate British Road Services with British Rail, the TUC argues. And it should be given power to co-ordinate and subsidise local bus and train services and to bring the remaining private bus com-



panies into public ownership.

Price competition between British Railways and the nationalised section of the road haulage industry, British Road Services, is the supreme folly, in the TUC's view. It puts them in the incongruous position of being in public ownership yet denied the benefits of integration. What is needed is an integrated network of road and rail transport for goods traffic, including liner trains, which can provide all customers with a national door-to-door service. To achieve this, BRS must be given sole responsibility for long-distance haulage and brought into much closer cooperation with British Rail's collec-

cities. This represents an average sum of £350 million a year. And this is greater than the total amount of money at present being spent on building and maintaining all roads in Britain.

This sort of expenditure could be practicable, the TUC says, if its priority was shown to be great enough. 'But at present,' the report goes on, 'there is no agreed method of assessing the benefits of major road construction in urban areas.' Almost any road project can be shown to be profitable given the right assumptions. What is needed, however, is a means of rating these projects alongside other socially desirable expenditure so that the order of priorities can be drawn up on a

many rural areas where uneconomic services are kept running out of revenue taken from the busier city routes. Although this enables many bus companies to operate rural services they otherwise would abandon, it keeps the fares they charge in the cities higher than they need be, and more owner-drivers are tempted to make their own way about town.

To counteract this effect, subsidies for rural transport will have to be drawn from another source, the TUC argues. The taxpayer, the ratepayer, the motorist and the local employer have all been suggested as candidates for providing the subsidy but no hard and fast rules can be laid down. Who pays should depend upon identifying who benefits from the transport service and who is responsible for causing the problem. In most cases, apart from the transport users themselves, it is the local community which benefits by having a transport service it would otherwise be without. But there are occasions where regional problems are raised to the level of an issue of national policy and in these cases, the TUC contends, it is the community as a whole which should pay to further the policy objectives.

The problem of subsidising urban transport is complicated by other policy considerations which may conflict with it. In London, for example, any attempt to subsidise public transport out of national funds would be in direct contradiction to regional policies designed to prevent the drift of population to the South East. Other measures which, on balance, make the area less attractive, would have to be used at the same time as the subsidy. Action to stem the growth of employment in London would be an integral part of such a policy.

Nevertheless, the TUC doubts whether a subsidy by itself would be sufficient to attract enough people away from private transport. It must be used in conjunction with disincentives or even restrictions on the use of the private car. The Smeed Committee on Road Pricing reported that the use

British Railways diesel railcar designed to be used in subsidiary branch line services.



tion and delivery service. The need for a radically new approach to passenger transport policy is best illustrated, the TUC report says, by the problems that surround the development of transport facilities in and around large cities. The Buchanan Report on Traffic in Towns warned of the consequences that the increasing use of private transport over the next 50 years would have on the living conditions and surroundings of the major cities of the country. To prevent the whole road traffic system from one day grinding to a halt it has been estimated that £18,000 million would have to be spent over the coming half century of building new roads and reconstructing

rational basis. What must be avoided in this country is the commitment to invest large sums in urban motorways before these arguments have been disentangled. Urban motorways generate traffic, much of its passenger cars, and the sort of estimate which has to enter into the balance sheet is the degree to which such roads would result purely in switches from public to private transport. **'Sixty-nine people in one double-decker bus would fill a whole street if they drove alone in motor-cars.'**

One way of reversing the drift to private transport would be to subsidise public transport services directly, the TUC argues. This is already done in

of a congestion tax to regulate traffic flow was technically feasible but the TUC report draws attention to several difficulties surrounding its application. Based on the principle that a certain rate of tax in a particular street will encourage the best flow of traffic, the tax would be imposed without any reference to the reasons for a particular journey. The TUC thinks that this would only lead to business motorists charging the tax as another business expense and using the roads as freely as before, while the private motorist would bear the full brunt of the tax. It could be argued that this involves the basic rights of the motorist and the report says that, while such a tax may be necessary, a full inquiry should be made into its social and economic effects before any decision is taken about its use.

Public transport needs a new organization as well as a new set of basic principles, the TUC report goes on. Despite the fact that the present system of regional monopoly bus services has worked quite well, the TUC believes that a proper service cannot be maintained on conventional commercial principles as more railway branch lines are closed and competition from private motoring becomes fierce.

Once the principle of profit has been abandoned and the need for subsidies has been accepted, the TUC suggests that road and rail services should be developed and co-ordinated in each area by authorities set up by the British Transport Commission along the lines laid down in the 1947 Transport Act. And this will involve bringing the remaining private bus companies into public ownership. The question of subsidies reinforces the point made in the report that it is anomalous that there should still remain a wide area of private ownership in an industry which is highly monopolistic, which has strictly controlled entry and where fares, routes and frequencies are all controlled by the Traffic Commissioners. In the future more and more bus companies would have to rely upon a public subsidy to stay in business, and



The TUC deplures current price competition between nationalized road and rail.

the report says that no section of the industry operating fare stage services should remain in the control of private shareholders.

The first step towards subsidising public bus services was made in the 1964 November Budget and passed almost unnoticed. Bus operators were allowed to claim tax relief on the extra sixpence a gallon duty on petrol and diesel fuels. This was designed not so much to improve the competitive position of the bus operator as to prevent any further deterioration. But the principle of preferential treatment has now been established, and the way is open, the report argues, for bus operators to be subsidised by the full amount of the fuel tax. This would reduce their average costs by about ten per cent, but as the Jack Committee on rural bus services pointed out, under private ownership an important drawback is the lack of discrimination in this type of subsidy. In some cases it would hardly be sufficient, whereas for companies operating the more remunerative routes it would be unnecessarily generous.

The need for local transport services to work more closely together is gaining a new urgency from the closing of many railway branch lines. The railways are obliged in some cases to sub-

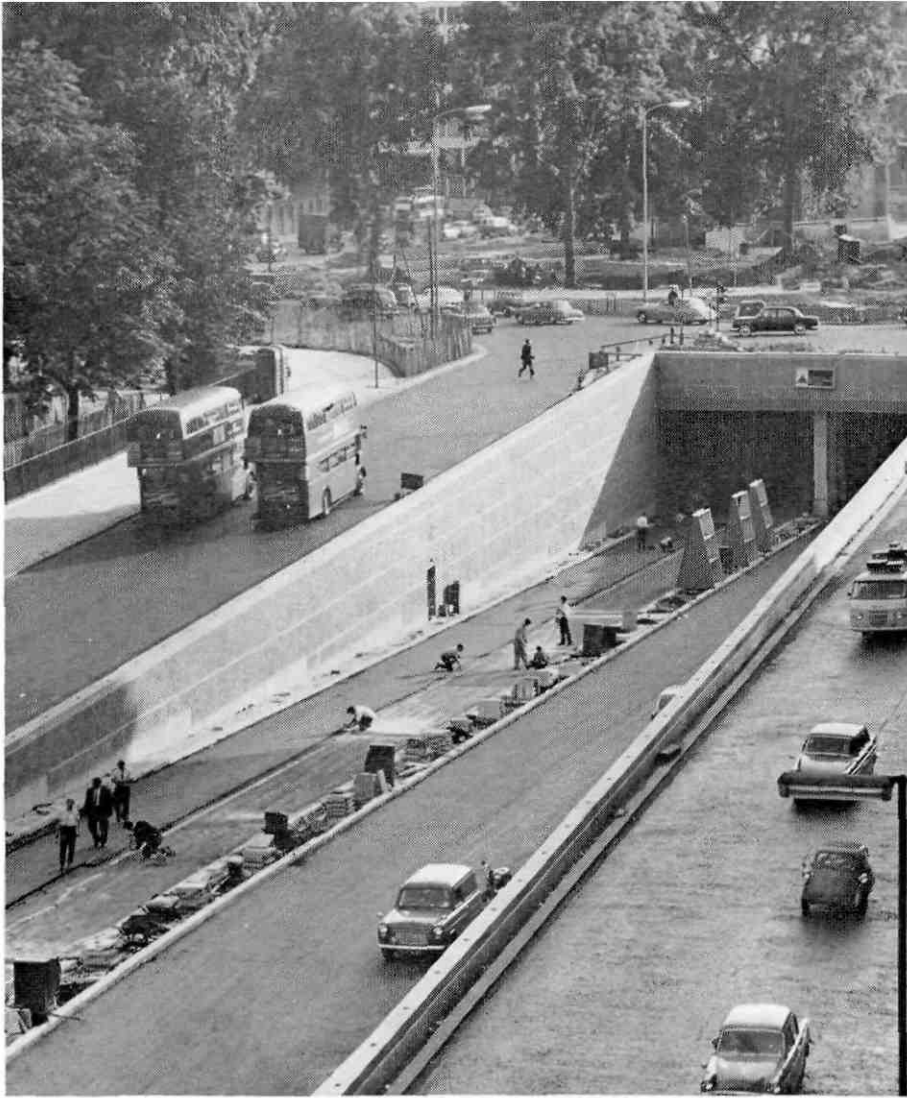
sidise replacement services but the report says that the situation demands that such schemes are supervised by area authorities to ensure that a network of bus services radiates from rail centres served by fast trains.

Another of the benefits of regional planning of transport services under a central transport commission would be that passengers could take a ticket for a bus-train-bus journey from their starting point. The reduction in train services will mean that public transport will lose an increasing number of customers through the lack of a through booking system. A positive sales approach is needed to provide the customer with timetables and through ticket facilities at the booking offices of a national transport service.

The current position

The present organization of the transport industry is largely the product of five Acts of Parliament passed during the last 35 years.

The first, the Road Traffic Act of 1930, replaced the free-for-all in bus services by a system of licensing. This system survives today. Nobody can start a commercial bus service without the operator obtaining from the Traffic Commissioners a public service vehicle



Urban road construction, the TUC thinks, encourages more people to change from public to private transport, and is therefore not of unqualified benefit to the whole community.

licence which can be refused or revoked if the commissioners do not think he is a fit person to hold such a licence. In addition, the operator will need a road service licence authorizing him to carry passengers. His chances of getting one depends upon whether the commissioners think the service already provided is sufficient and whether the proposed service is necessary or desirable in the public interest.

What the 1930 Act did for bus services the 1933 Road and Rail Traffic Act did for road haulage. Under this Act all goods vehicles on the road are required to have one of three different types of licences. These, too, are obtained from the Traffic Commissioners.

Holders of 'A' licences are allowed to operate for hire or reward and

new licences will only be granted if the applicant can prove that the service he is offering is economically necessary. The size of lorry fleets holding 'A' licences cannot be altered without the permission of the commissioners; and detailed records have to be kept of all receipts and journeys made. Lorry owners who wish to operate partly for hire and partly for their own account need a 'B' licence. These are granted only in special cases, for example to coal merchants who wish to operate for hire in the summer months.

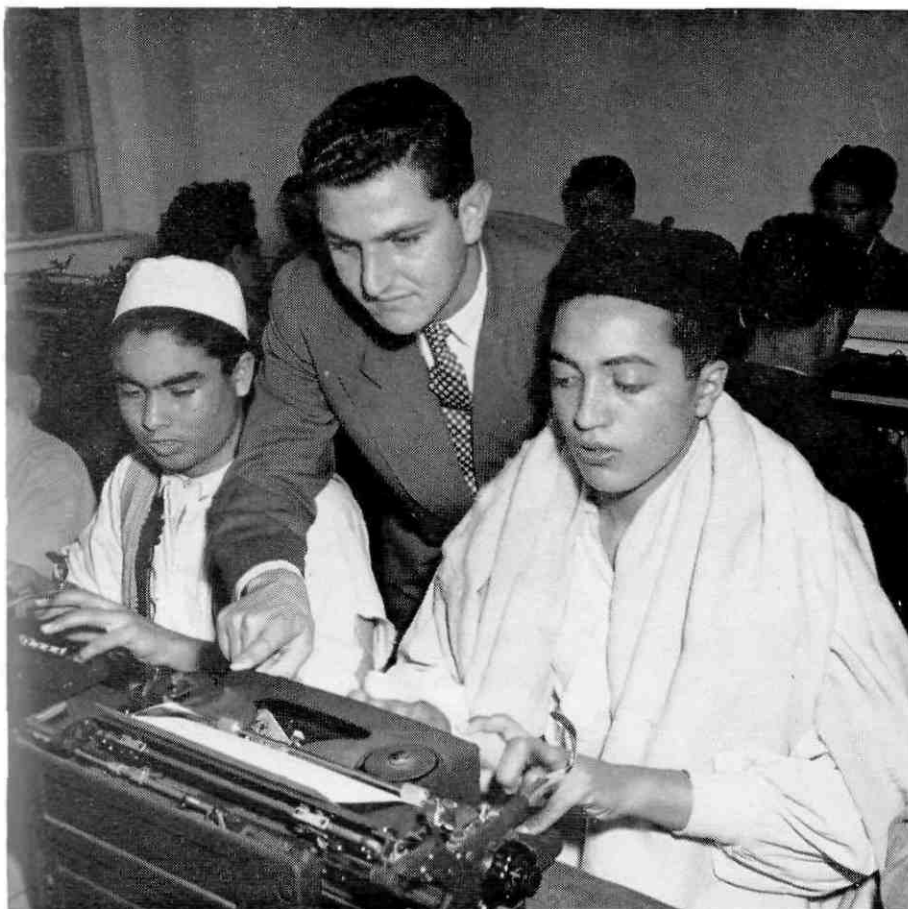
Individuals or firms who wish to carry goods simply for their own purposes require a 'C' licence. A 'C' licence holder is not allowed to carry any other goods apart from his own, but the licences are issued as of right and the applicant does not have to

prove his case.

Post war — in 1947 — came the Transport Act. Its major remaining product is British Railways. The railway companies and the subsidiary interests were nationalised by the Act and became the responsibility of an executive board set up under the British Transport Commission. The Commission was given overall authority for integrating road and rail goods traffic into a common commercial service and for planning the development of passenger transport in each area of the country. For these purposes the road haulage executive board of the BTC brought several long-distance road hauliers into public ownership and created British Road Services. And the area passenger authorities were empowered to take private bus companies, too, into public ownership.

The break-up of this pattern of transport organization was brought about by the 1953 and 1962 Transport Acts. The first laid down plans for denationalising British Road Services through a disposals board and within three years the publicly owned haulage fleet was reduced to 16,000 vehicles. In addition, it revoked the distance limits which had been imposed upon private hauliers, and allowed them to compete with BRS and each other for traffic on long-distance runs. The 1962 Act abolished the British Transport Commission and set up separate executive boards for British Railways, British Waterways, London Transport and British Transport Docks.

The remaining activities of the BTC such as the depleted British Road Services, several bus routes and manufacturing concerns were transferred to the Transport Holding Company which is now responsible for their administration. It operates about 20 per cent of all the bus services in the country and has a minority holding in a further 20 per cent. London Transport accounts for another 20 per cent of national bus services and 20 per cent are municipally owned. In all about 95 per cent of the passenger bus services are partly or wholly publicly owned.



ICFTU Youth Charter

The International Confederation of Free Trade Unions, at its recent Congress in Amsterdam, adopted a Charter for young workers drawn up by the Joint ICFTU/ITS Advisory Committee on Youth Questions. The following is a summary of the Charter.

THE FIGHT FOR THE RIGHTS of young workers and trainees is one of the main tasks of the free trade union movement. Its principal aim is to overcome the economic, social and cultural problems which young workers have to face. While the programme takes account of the varying degrees of industrial development enjoyed by different countries, it is based on the fundamental belief that, as a precondition for freedom and democratic progress, the precepts of the Universal Declaration of Human Rights must be observed in all countries without discrimination on account of race, religion or political views.

Every young person must be guaranteed the right to freedom of association

and a free choice to join a youth movement. Freedom of opinion, as laid down in the Universal Declaration of Human Rights, must also be guaranteed. No disadvantage must arise for young people by reason of their joining trade unions.

Every country has to provide adequate and suitable educational facilities at all levels as a prerequisite for the entry of young persons into useful employment and for their assumption of civic rights and responsibilities. The introduction of compulsory education for 10 years is one of the most urgent measures and would be a step towards fighting illiteracy and mental bondage.

It must be possible for young people

to attend schools of all kinds and to study at technical schools, schools for higher education and universities, irrespective of their social origins. The establishment of school advisory bodies, which could give parents and pupils valuable advice in the choice of schools education, would be expedient.

In order to make it easier for teachers and parents to recognize better the capabilities and interests of the pupils, more opportunities should be provided during the last few years at school for activities of their own free choice. In this way, earlier guidance of possible further studies or suitable vocational training is possible. The attainment of qualifications for studies at technical and higher education schools and uni-

versities must be made possible by various educational means in order to leave no avenue closed to young workers and students. The free provision of teaching and learning aids must be compensated by the provision of training or educational grants from public funds.

The employment of children under the age of 14 must be absolutely forbidden as a matter of principle. An extension of this prohibition to 16 years should be aimed at. During their last few years at school, students should be prepared for employment and their vocation. This must include instruction to the students on the significance, functions and aims of the trade unions.

Vocational guidance bodies should be established in all countries to assist young people in the choice of occupation. This vocational guidance, which must be free of charge and independent, should give every possible consideration to the inclinations and capabilities of the young people. Vocational guidance must be compulsory, the choice of an occupation must be free. Schools and vocational guidance bodies must work in close liaison. The transition from schools to working life entails readjustment for young people, and in this difficult phase of adaption to the entirely new atmosphere of *working life*, it is particularly important for the trade unions and local workers' representatives concerned to take care of the problems of young workers and represent their interests.

The principles of vocational training must be regulated by law. Vocational training should be closely related to practical requirements and be carried out in suitable future adaptation to technological change. Independent institutions should inspect all undertakings to see whether they provide all necessary facilities for vocational training.

A theoretical training (in a trade or technical school) is necessary and should go hand in hand with the practical training in the enterprise. The principle that time spent at school counts as working time should be applied. Vocational training must be free, and during this period of training



the trainee must be remunerated.

The right of trade unions to co-determination and participation in all stages of vocational training must be ensured. After having received basic vocational training, the worker must be afforded adequate facilities for advanced vocational training, to extend and perfect the vocational skills which he has already acquired. As a rule, basic vocational training in the undertaking should last for not more than three years.

On entry into employment, the young worker should have a thorough medical examination. Thereafter his general state of health should be checked at regular intervals, if possible every sixth month. These examinations must be free of charge. It must be prohibited for young people under 18 years of age to be engaged in dangerous and unhealthy work, such as

underground working, piece work, night work and production-line work. Suitable controls are to be provided in order to enforce the regulations protecting young workers and trainees. Instructions on hygiene requirements and on the prevention of industrial accidents is absolutely essential.

As a matter of principle working hours for young people under the age of 18 must be shorter than for adults. Efforts must be made to see that they do not exceed a maximum of 7 hours a day or 35 hours a week. In a working day of 7 hours, the young worker must be assured of a work-break of at least 30 minutes. Suitable premises for relaxation must be provided for young workers during workbreaks. The young worker must be guaranteed a continuous leisure period of at least two days at weekends.

The remuneration of young workers



must be based on the principle of equal pay for work of equal value, as laid down in ILO Convention No. 100. Minimum wages for young workers should be guaranteed either by collective agreement or by legislation. In cases of unemployment, sickness, industrial accidents and diseases, or other incapacity, young workers should enjoy full social insurance protection. Social insurance protection should also be extended to any dependants of the young insured person.

The annual leave entitlement of young workers should be longer than that of adults, and should amount to at least 24 working days per year. Young workers should be assured of special paid leave for residential courses of trade union training and for participation in other cultural, educational particularly important to the young worker. It is necessary to pro-

vide the young person, as one still in the stage of physical and mental development, with the time needed for relaxation. Such leisure time, furthermore, should enable him to go on perfecting his general and specialised training. For this purpose adequate facilities must be put at his disposal.

Wherever there is compulsory military service, this should be regarded as a temporary interruption of employment. Young people must have the right to refuse to do military service for reasons of conscience. In the event of an alternative service being provided, the young people concerned should be called upon to undertake work of social value. After completing their military service, young workers must have the right to return to their former employment.

Rights acquired by young people at the place of work must be maintained

during their absence on military service and their entitlement to social insurance benefits must not be affected by such absence. All dependants of persons undergoing military service must continue to enjoy undiminished social insurance protection. During military service trade union membership should continue without payment of union dues. The right of the trade unions to maintain contact with members undergoing military service should be guaranteed everywhere. The trade unions for their part should inform young persons before their period of service about all their rights and obligations in this connection. The same principle applies to those who make use of the right to refuse military service, to perform some alternative service.

It can be expected that suitable protection for young people, as well as advice and assistance, will contribute greatly to preventing juvenile delinquency. Juvenile courts and social workers should take a personal interest in juvenile delinquents with a view to guiding them, encouraging them, and giving them a chance to adapt themselves to society. Penal legislation should take into account the degree of maturity of the young criminal offenders and make special provision for their punishment, paying due regard to the need for humane treatment. For young offenders up to 21 years of age the main emphasis should be on rehabilitation. Even after completion of the punishment, the young person should continue to be cared for.

The trade unions have the right to be represented on all bodies concerned with youth questions, above all on those which deal with vocational problems and social protection for young people. At the place of employment spokesmen elected by young workers should represent their interests. In view of the particular problems of young workers and trainees, and with the object of establishing closer relations between young trade union members and their organizations there should be representatives of young people on all trade union governing bodies, as full members with voting rights.

Round the world of labour

EEC unions' joint action programme

THE ICFTU-AFFILIATED trade union centres in the countries of the European Economic Community recently announced a joint action programme which will have a decisive influence on their work during the coming years and will certainly affect the economic and social development of those countries. The action programme does not limit itself to general declarations, but formulates concrete demands, and pledges the trade union movements to take definite action to implement them.

The trade unions declare that only a policy of full employment can provide the basis of European economic and social policy, and that, within the Community, steady and continuous economic growth must be guaranteed by long-term planning. The programme also contains a statement which will have a decisive influence on the future relations between capital and labour in the Community. They speak of a 'Democratization of the Economy', and call for 'participation by the workers, represented by the trade unions on the basis of equality with the entrepreneur, in the solution of all economic and social-political problems'.

The Joint Action Programme demands:

Reduction of Hours of Work to a maximum of 40 per week, spread over a five-day week, without loss of earnings.

Increase in Annual Paid Holidays to 4 weeks per year.

Increase in Holiday Pay; in addition to the payment of normal earnings a holiday bonus to an amount equal to the payment made for the holidays must be made to all workers.

Guaranteed Earnings During Periods of Unfitness for Work. In the event of prolonged periods of unfitness for work, due to sickness, accident, or incapacitation, the worker must be

guaranteed the payment of a wage or salary to an amount sufficient to maintain his customary standard of living.

In this manner the Free Trade Unions intend to play their part in the establishment of a Europe in which there will be no place for authoritarian tendencies, and which will be and will remain a partner for all nations prepared to strive for peace and freedom in a world free from social distress.

The Free Trade Unions call on all European workers to strengthen their organizations, and to join in the common struggle for the establishment of a free and socially progressive Europe.

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Worker participation in Latin American free trade area

The following is a translation of the editorial published in a recent issue (March-April) of the ITF's Latin American regional journal, Transporte: AS AN ORGANIZED FORCE representative of our people, we have given our assent and our loyal and firm support to all those efforts and programmes which aim at improving living conditions, such as the integration programme put forward by the Latin American Free Trade Association (LAFTA).

'Our support is based on the firm conviction that the LAFTA is undoubtedly promoting economic, social and political unification of the Latin America states; and it is perhaps one of the most realistic plans for solving the problems of underdevelopment: low per capita income, poor food, low standards of health, education and expectation of life, insufficient job opportunities, miserable or very irregular social benefits; in fact, a level of subsistence which deprives the worker of any hope of attaining the status in the community which is his right.'

These are the conclusions and recommendations of the first seminar on the Latin America Free Trade Association,

held by the Inter-American Regional Organization of Workers of the ICFTU in Bogotá, Colombia, last year.

Simón Bolívar's old ideal of integrating the Latin American republics to enable them to face together the challenge of civilization is today very much in the minds of their peoples. This ideal is the reason for the increasing influence of the Latin American Free Trade Association, and it inspired the gathering of national leaders in Lima, Peru, which met to form the Latin American Parliament; every move towards integration is bound to have a favourable reception, since each helps to define the road which will enable the continent to make the great leap forward.

However, we must emphasize that all these currents have received immediate support from the democratic trade union movements; because the latter have for many years constituted a united bloc deeply preoccupied with the future of modern society, whose material advances must go hand in hand with social progress and economic justice for the underprivileged.

The conclusions with which this article opens also say: 'it is neither realistic nor practical to believe that the desire to create a Latin American Common Market as the basis of harmonious development can be achieved without recognizing, analyzing, and overcoming the social and labour problems which are an inseparable part of the economy.' And obviously the inhuman structure of the past, designed for the enrichment of the few, created the inequalities which weigh so heavily upon our peoples, and which have made them into members of a society dependent in some cases upon the largesse of those in power.

If these serious defects are to be corrected, it is essential that the workers should participate in the plans for

economic and social progress. Already one of our affiliates in Argentina has demanded of its government that the *ITF should be included in the LAFTA*; and the Organization of American States has welcomed the idea of forming a Labour Advisory Committee.

We applaud all these trends which recognize the necessity to extend the bonds of solidarity between men and nations in this important part of the free world; but in order to be able to support them to the fullest extent we demand that there should be no repetition of the foolish equivocation of other decades which served only to protect feudalism and autocracy beneath whose tragic sign the most unspeakable treatment was meted out to the workers.

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Argentinian port cooperative

THE ARGENTINIAN PORT WORKERS' Union (SUPA) has successfully established a labour cooperative to undertake loading and unloading operations in the Port of Buenos Aires, eliminating the middlemen who for so long have exploited the dockers' labour for nothing but their own personal gain.

The rules and objectives of the new Cooperative, which owes its creation to SUPA's indomitable General Secretary and new ITF Executive Board member, Eustaquio Tolosa, can be summed up under the following points:

1. Every worker employed by the Cooperative must be a member; every member must work for the Cooperative.

2. The Cooperative has no manager and no officials; all members work together under the rules and regulations which the members themselves have decided shall guide the operations of their enterprise. Better work means more profit for the enterprise as a whole; more profit for the enterprise means more profit for each man.

3. The principles and achievements of organized labour are applied in the Cooperative and adapted to its structure. Union-approved hours of work, rates of pay, pensions and working conditions are the rule.

4. Every worker has the right to draw wages in accordance with the appropriate collective agreement and to share in the profits made by the Cooperative.

5. Every worker is expected to discharge his duties towards the Cooperative with a sense of responsibility and self-discipline, in order to ensure the success of its operations.

Figures which the Buenos Aires Port Workers' Cooperative Ltd. has recently made available show that the enterprise has made a successful start and they augur well for its future.

* * * *

Report on Britain's ports

IN ITS FINAL REPORT on the progress of decasualization in the British port transport industry, and the 'causes of dissension and other matters affecting efficiency of working', the Committee of Inquiry set up under the Chairmanship of Lord Devlin finds that the causes of dissension mostly have their roots in the casual nature of the dockers' employment.

Seventy-five per cent of dockers are not in regular employment. However, like other workers they do have the usual regular financial commitments, yet with no real basic wage from which to budget, except the 'fall-back' rate which is inadequate as a living wage. Arising from this basic insecurity are other forms of discontent. The preferential treatment given to some 'blue-eyed boys'—regulars who become the favourites of a particular foreman and whom he will always select—means they have a considerable advantage in earnings over the 'drifters'. The casuals, less responsible than the regulars, often express their dissatisfaction with some aspect of working conditions by coming out on strike unofficially—and the 'one out, all out' spirit of solidarity is particularly strong in the docks. The report also states: 'We are satisfied that the casual employer is a cause of both inefficiency and dissension'; many of these employers have no premises, and can neither ensure proper working

conditions for the men nor maintain a proper standard of skilled supervision.

The Committee found that efficiency was impaired by a number of time-wasting practices which have arisen out of a desire for job protection. Welfare facilities were also found generally to fall far short of what they ought to be. Finally, the Committee found that inter-union disputes in the port industry, and a certain failure of communication between union and members, contributed to the uncontrolled and insecure situation.

The report recommends that decasualization should be extended so that all registered dock workers are given regular weekly employment; the number of port employers should be greatly reduced, and all those remaining would have to be licensed; and the National Dock Labour Board should give top priority to improving amenities. In addition, a joint committee should draw up plans for decasualization and modernization of the industry, giving consideration to ways of eliminating restrictive practices. This joint modernization committee has already started work in a hopeful atmosphere created by the ready acceptance by both sides of the findings of the Devlin Inquiry.

* * * *

Works councils at sea

IN 1946 AN AGREEMENT came into effect between the Swedish national trade union centre, LO, and the central employers' organization providing for the establishment of works councils—consultative bodies at individual places of work enabling management and labour to discuss and find solutions to a variety of problems which crop up at plant level. These works councils, which have become a special feature of Swedish industrial relations, are composed of representatives of management and labour in an individual enterprise. They are not negotiating bodies and have no executive function. Their main purpose is to maintain contact and cooperation between management and workers, to promote security of employment for workers, to ensure

their safety and wellbeing at work, and in general to promote good production and good working conditions.

It was a long time before the subject of works councils came up for negotiation between the seafarers' organizations and the shipowners, but in 1962 a working party was set up to study the possibilities, and on 30 May 1964 an agreement was concluded providing for shipboard committees ('Works council', possibly an unsuitable term for a shipboard institution, is 'samarbetsnämnd' in Swedish, which literally translated means 'cooperation committee').

The agreement provides that any vessel with a complement of at least thirty should have a shipboard committee, though any vessel in any trade can set up a committee, if there is general agreement amongst those on board as to the need for one.

Any shipboard committee will consist of five members, in addition to the commanding officer, who is automatically chairman. The deck and engine room officers provide one member each, ratings one each for deck and engine room and the catering department one.

The committee meets at least once in every two months. Its tasks are, amongst other things, to promote co-operation and contact between the different departments, to work for a happy and harmonious atmosphere on board, to circulate information about the ship's destination and future assignments and about ports of call, to promote better standards of skill and competence and to explore ways of improving or extending training facilities for work on board ship. An individual crew member or the committee itself can put forward proposals aimed at simplifying or easing work or at improving safety and wellbeing on board.

The works council has already gone to sea. The first shipboard committee was recently set up on the m/s Nara of the Swedish East Asia Line. A Central Cooperation Committee for the shipping industry, composed of

Publications received

Brief History of the American Labor Movement, published by the US Department of Labor: this 101-page illustrated booklet introduces readers to the mainstreams of trade unionism in the United States. Its purpose is to stimulate a deeper interest, and a list of detailed histories is given at the end of the booklet.

International Institute for Labour Studies, 1960-1964: a booklet reviewing the Institute's first five years of activity, which attempts to assess the extent to which it has met the expectations of its founders.

Annual Bulletin of the International Radio-Medical Centre, 1965: this once-yearly illustrated magazine reviews progress and celebrates the Centre's thirty years in the service of mankind providing medical assistance and advice to the crews of ships at sea.

Published by the Organization for Economic Cooperation and Development: International Seminar Reports — Adaption of Rural and Foreign Workers to Industry, December 1963; Active Manpower Policy, April 1964; Job Redesign and Occupational Training for Older Workers, September-October 1964.

Subsidies and Other Financial Support to the Fishing Industries of OECD Member Countries: a study and appraisal of the policies of member countries which was approved by the OECD Council in July 1964.

Government Finance and Economic Development (price US \$5, £1 10s., F.20, Sw.fr. 20, DM 16.50): a book containing papers presented to the OECD Third Study Conference on problems of economic development held at Athens in December 1963. The book is a systematic attempt to analyze

representatives of the seafarers' organizations and the shipowners, which was appointed on the conclusion of the 1964 agreement, is observing closely all developments aboard the m/s Nara and is preparing the way for committees to be established on further vessels.

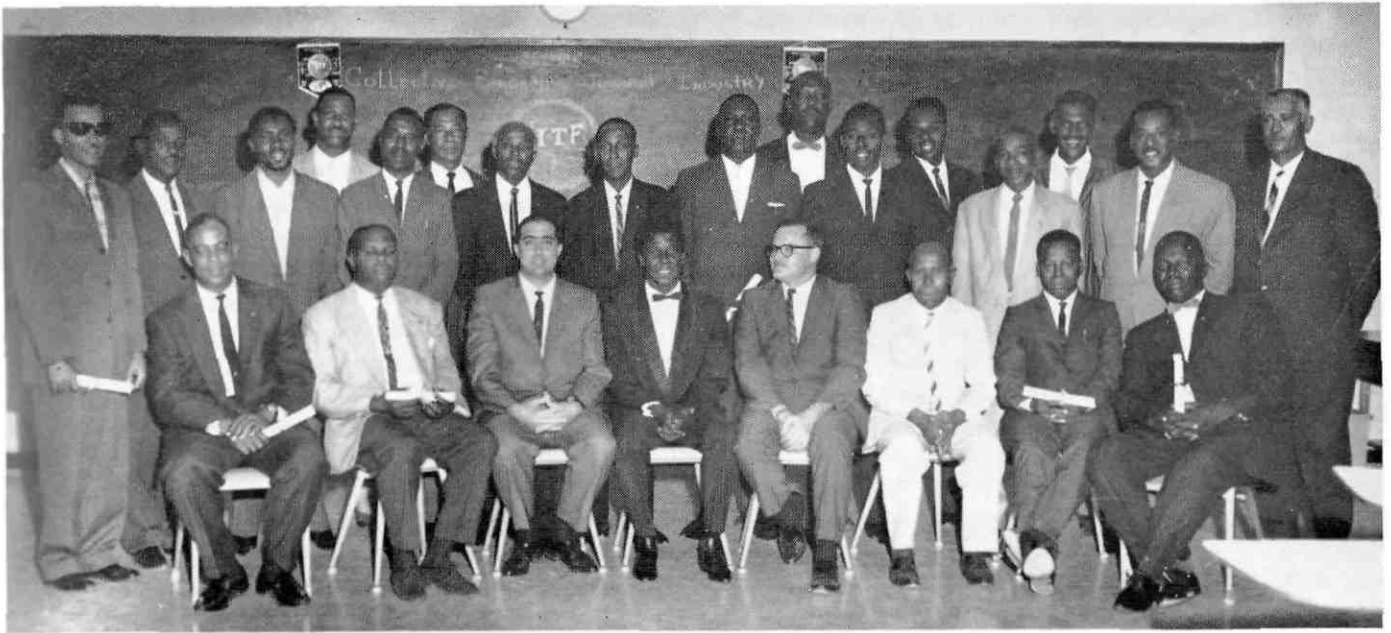
the present state of knowledge on fiscal policy as applied to the problems of developing countries.

Automation and Technological Change (Pamphlet published by the British Trades Union Congress, price 1s.) draws attention to the importance of proper consultation with the unions concerned before management effects any technological or organizational changes in an undertaking. Early and detailed forecasts of future labour requirements must be made, so that the effects of such changes on workers can be dealt with. It is not change itself which presents the danger, but the speed and manner in which it is brought about.

On health and safety the pamphlet points out that workplaces in technologically advanced industries tend to be cleaner, better designed and more pleasant than others. On the other hand they demand a faster tempo of work and greater concentration. Thus in place of physical strain which the worker once had to reckon with, there is a danger of excessive nervous and psychological stresses. There is a need to keep research in the human sciences in line with other forms of scientific and technological research.

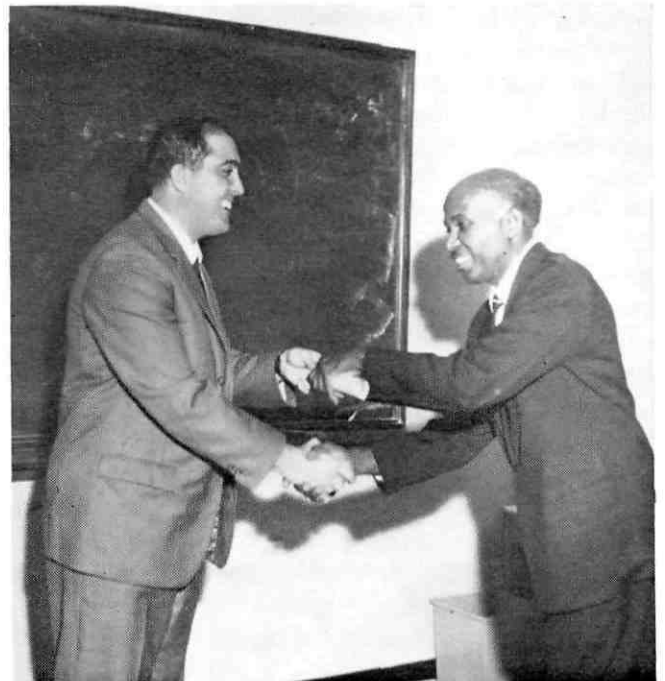
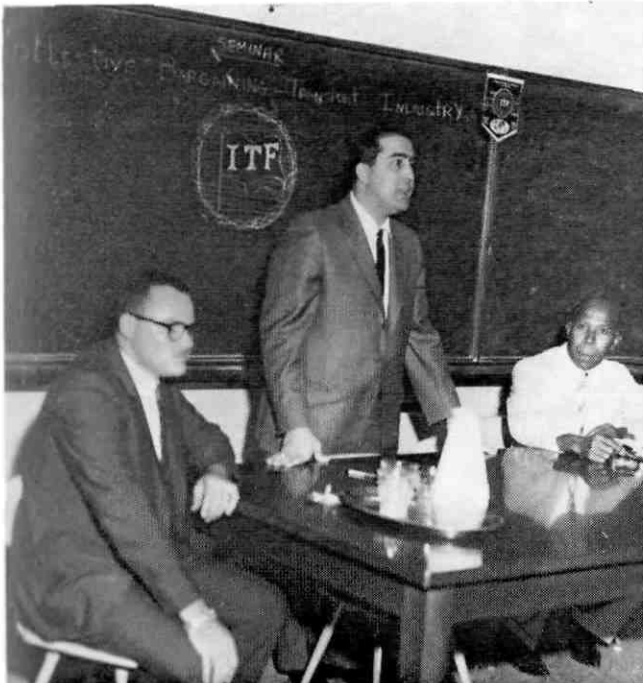
Regulations for the Safe Transport of Radioactive Materials (1964 Revised Edition, published by the International Atomic Energy Agency, Vienna) is an up-to-date and comprehensive list of requirements for carriage and packaging for the safe transport by land, air or water of radioactive goods.

Long distance road haulage (a paper written by John Darker for the British Fabian Society) makes a number of proposals aimed at increasing the efficiency of the British road haulage industry. It deals amongst other things with the licensing system, traffic control, road improvement, parking facilities, groupings within the industry and maintenance facilities, and calls for the introduction of a Master Driver's Diploma to 'help professionalize an arduous calling.'



ITF'S FIRST JAMAICAN SEMINAR

TWENTY-THREE TRADE unionists from countries in the English-speaking Caribbean area took part in a seminar last June organized jointly by the Trade Union Education Institute of the West Indies University and the ITF at Kingston, Jamaica. The ITF has organized or sponsored many trade union education projects in various parts of Latin America and the Caribbean for the benefit of transport workers' unions in the Region. But until this year ITF educational activities there had only catered for the Spanish- or Portuguese-speaking affiliates. The pictures show (above) students and instructors at the seminar with Rex Nettleford, Director of Trade Union Studies at the West Indies University; (below left) ITF's Jack Otero, holding a class, with—left—Lester E. Dennis (US Brotherhood of Railway Clerks) and—right—Ken Sterling, Director of Education of the Jamaican National Workers' Union; and (below right) Otero handing over a certificate of merit to one of the students.



Unresolved issue: internationalism

The following is an editorial which appeared in a recent issue of the News Bulletin of the International Union of Food and Allied Workers' Associations:

ALL LABOUR AND TRADE UNION internationals for the past hundred years have been based on the idea that the workers of all countries have basic interests in common, and that these common interests are stronger than any that may tie the working class of any one country to its own rulers, or to any other social group in that country. It follows from this assumption that there is an identifiable international trade union and labour interest distinct from all other interests, and that a trade union international exists to give this special interest organized expression.

As all other international trade union policies, this set of guiding principles is based on the consensus of member organizations, that is to say, on a compromise which does not fully satisfy anyone. The common labour interest cannot be defined in terms of what is easily acceptable to all parts of the movement, in terms, so to speak, of the lowest common denominator of all sectional interests represented in the international. This procedure can lead only to paralysis since the demands of the interests, are frequently contradictory and cancel each other out.

A long-term basis for action and for further policy-making can be defined only with reference to the wider goals of the international labour movement, that is, with reference to the kind of society and to the kind of world we want.

This, in turn, implies that all attempts at using a part or the whole of a trade union movement as an instrument of governments or of any other outside interest must be resisted, and that policy should at all times reflect the platform that has been recognized by the whole movement as expressing its common interest. Although it is no

doubt true that in previous labour internationals also these principles were often honoured more in the breach than in the observance, they nevertheless constituted a recognizable ideological basis that ensured the survival of the movement through unprecedented social and political upheavals.

If the international labour movement exists today, as it no doubt will continue to exist in the future, this is principally due to the fact that a majority of its member organizations continue to act on the principles that inspired the previous trade union internationals. A stricter adherence to these principles and a greater consistency in their expression, might have increased the authority of the ICFTU in the past and is certainly desirable for the future. The value of denunciations of trade union subservience to governments in communist and certain developing countries, for example, would have been greatly enhanced if similar denunciations had been uttered when appropriate in countries where the ICFTU listed or still lists affiliates.

A stronger insistence on the priority of international policy over considerations of expediency and convenience might also have strengthened the ICFTU's authority in discouraging independent international activities by national centres, and might incidentally have led to the building up of a healthier organizational base in the developing countries.

A greater concern for basic workers' interests might have finally led the ICFTU to give consideration to the rapid growth of international connections in business and industry, and to the numerous problems arising from these trends for the international labour movement. Action along these lines would have satisfied a demand of some of the more active industrial ITSs and opened up a new field of fruitful trade union action.

A reappraisal of ICFTU policy requires a fresh and objective con-

sideration of the actual needs of workers in all countries. These actual needs should be the basis of a program that is practically relevant in all countries where workers exist, and which expresses their common interest by focusing on specific problems. Two immediately come to mind, although there are no doubt many others: the group of problems associated with industrial democracy, as universal an issue as any today, and those associated with the internationalization of business, which affect industrialized and developing countries alike.

* * * *

Group life insurance for Danish workers

Work has begun on the creation of a group life insurance scheme to cover all Danish workers belonging to unions affiliated with the national centre, LO. A committee has been set up by LO, the Social Democratic Party and the Cooperative Movement of Denmark to study the possibilities and prepare the way for the establishment of the scheme.

* * * *

Catholic workers in Netherlands may join non-Christian unions

The Bishops of the Roman Catholic Church in the Netherlands have issued a declaration removing the Church's 47-year old ban on Catholic workers joining unions affiliated to the Netherlands Verbond van Vakverenigen, the non-denominational centre.

* * * *

Remedy for oil pollution

A SYSTEM OF COMPLETELY coating oil tankers internally with a plastic-type compound when they are under construction has been suggested as the long-range solution to the problem of oil pollution of coastal waters. The coating would prevent rusting, and with the inside surfaces of the tanks smooth it is possible to discharge a greater amount of the oil cargo, leaving a negligible amount of oil residues remaining in the vessel. The ballast water which is later pumped out of the tanks back into the sea thus remains relatively clean and oil free.

SIERRA LEONE, with two and a half million people living in an area slightly larger than West Virginia, is among the least publicized of the nearly two score of new nations that have emerged in Africa since World War II. It is a small country, indeed, in a continent that is three and a half times as large as the United States and has at least 225 million population.

Furthermore, the former British protectorate, located on Africa's West Coast bulge, has kept a relatively steady republican Government since gaining its independence in April 1961. It has not been marked by the violence and upheaval that has injected some of the newly independent countries into news headlines.

The primary subject being taught in the school is English—reading and writing. Although English long has been the official language in the country, there is a high rate of illiteracy, particularly in Sierra Leone's 'provinces.' This is understandable when one realizes that more than 100 different tribal languages are spoken within the country's borders!

However, as Freetown's newspaper, the *Daily Mail*, recently pointed out, the school also will offer courses directed toward making workers aware of the 'dignity of labour, the importance of their union and how they can help in strengthening and building the new nation.'

From Freetown, an Atlantic Coast

worthy but financially-handicapped union in a developing part of the world. The help, in this instance, came from the ITF, US railroad unions and CARE (an American relief organization) which furnished school equipment.

Getting the school established and into operation was a 2½-year project. During that time, there were delays—the usual 'red tape' to overcome. The author of this article is proud to have had a role in the school's initiation and development.

In November, 1962, I visited Sierra Leone while in Africa on assignment for the ITF. In Freetown, I met with leaders of the Railway Workers' Union and learned of their aims and

AFRICAN RAIL UNION LAUNCHES UNIQUE 'SCHOOL ON WHEELS'

But in this summer of 1965, the Railway Workers' Union of Sierra Leone—a proudly democratic union with 5,500 members—has launched a project of such significance and potential impact that it deserves to bring Sierra Leone wide publicity.

The union, an ITF affiliate, is sponsoring a 'school on wheels'—a converted railroad passenger car that seats 38 students. It is equipped with a blackboard, students kits and a 16-millimeter sound projector. The union has hired a full-time teacher for its school. Management of the Government-owned railroad has agreed to transport the school wherever the union wants along the road's 300 miles of track.

The school was officially dedicated in ceremonies held in Freetown, Sierra Leone's capital, on June 23, attended by officers and members of the union, railroad officials, and an impressive list of dignitaries, including the country's Minister of Education, E. Wurie and US Ambassador to Sierra Leone, Andrew V. Corry.

by LESTER L. ZOSEL,
International Representative,
US Brotherhood of Railway and
Steamship Clerks.

port, the school is moving across the country, stopping at such rail points as Majamba, Bo, Kenema, Magburaka and Pendembu. Its length of stay and the free education it dispenses will be advertised wherever it goes.

The 'school on wheels' came to be through the relentless efforts of J. O. Jonah, the union's president, P. S. Mammah, its general secretary, and his assistant, A. Roberts. Its existence likewise springs from cooperation given by an enlightened and progressive management.

The achievement also represents a specific example of how international forces can be marshalled to aid a

needs. A main goal was to publish a union newspaper. But the venture came up against the overwhelming obstacle that too many workers could neither read nor write English.

The first need was for education. When I suggested that the railroad management might donate an old coach to be used as a school, the union's leaders liked the idea but were skeptical. They felt the Government-management would veto the plan. They agreed to contact management. I returned to the United States.

A few months later, in 1963, Mr. Mammah wrote to tell me that management liked the project. It would convert the car. CARE agreed to assemble student kits. It also obtained a projector and transformer. The equipment was sent to Sierra Leone in December, 1963.

Conversion of the car was completed late in 1964. I had an opportunity to preview it on another visit to Africa last November. At that time I met with railroad management and

union officials. The treatment accorded us by management left nothing to be desired. Above all, it indicated that they too realize the importance and significance of this school car project. Railroad officials have promised to convert and deliver two more passenger cars—to make a fleet of three 'schools on wheels.'

These cars will be mixed into trains, at no cost to the union, and thrown off on sidings in preselected locations in the 'provinces.' The arrival time of the cars will have been advertised in advance of arrival. Students will also have been selected from among the local railroad workers. Once the workers at a given locality reach a pre-set standard of reading ability they will begin receiving a union publication printed especially for these workers. After subsequent visits of the school cars, it can be assumed that reading ability of the workers will have increased to the point that the union publication can become more sophisticated, thereby providing more comprehensive coverage of trade union news and education.

Sierra Leone's 'school on wheels' could become a forerunner of similar schools in other developing nations, where without exception there are critical and immediate needs for reducing illiteracy and advancing education.

Where railroads exist in newly independent nations, these are Government-owned. Such Governments, at least the democratic ones, ought to eagerly assist unions interested in starting a mobile school. In countries that lack railroads but have roads, buses might be converted into classrooms.

The ITF—like other International Trade Secretariats—is ready, willing and able to assist unions in those developing nations which encourage free labour movements. It helps unions' educational efforts because it knows such efforts lead to a higher standard of living for workers, stronger democracies and additional bulwarks for freedom.

Union may own and operate ships

THE ANNUAL GENERAL MEETING of the British National Union of Seamen decided recently by a large majority that the union should consider forming a seamen's cooperative shipping company, to run ships owned and manned by members. The proposal was made by Master Mariner Crawford Miner, who has been at sea since the age of 15 and remained a member of the seamen's union although qualified to join an officers' association.

His idea is that the union should first buy a 1,000 ton vessel for short-distance trade between British and Continental ports. Such a ship could be bought for about £30,000 to £40,000, and total operating costs, including wages, fuel, stores, port dues and insurance, would be around £1,300 a month. Union members would be invited to buy £1 shares in the company, which he calls United Seamen's Shipping. If two-thirds of the members were to take out shares worth £5 or £10 there should be more than enough to finance the project.

If the union were to make a success in coastal trade, it could then operate ships further afield. As shipowners they could become members of the Shipping Federation, the employers' organization!

* * * *

Sea pollution damaging fishing resources

INTERNATIONAL ACTION to prevent pollution of the sea damaging the world's fishing resources has been called for by fishery scientists. Recently several alarming examples of pollution have come to light. Among them are the discovery of DDT in Antarctic penguins, poison in the flesh of tuna fish, and that one pesticide can kill fish when diluted to one part per billion.

A special marine resources committee set up by the UN Food and Agricultural Organization recently condemned the indiscriminate use of the sea as 'an ideal place to deposit any unwanted by-products of civilization and industrialization'. In its report the committee says there is at the very least

a need for detailed records of deliberate discharges of pollutants into the sea. More observation of their effects is required with, eventually, global monitoring of areas liable to pollution. Pollution is greatest in inshore waters where young fish feed. In some cases the whole biological system in the sea has been changed by pollution. By putting sewage into the sea the set-up of life in that area can be altered.

It is estimated that in California alone there is enough pesticide on the land to kill the entire world population five times over. Tuna fish feed off the Californian coast, and they may easily have absorbed some of this poison into their flesh.

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International Transport Workers' Federation

General Secretary: HANS IMHOF

President: HANS DÜBY

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
- 340 affiliated organizations in 82 countries
- Total membership: 6,500,000

The aims of the ITF are

to support the national and international action of workers in the struggle against economic exploitation and political oppression and to make international trade union 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 to organize in trade unions;

to defend and promote, internationally, the economic, social and occupational interests of all transport workers;

to represent 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
Bermuda * Bolivia * Brazil * British Guiana * British Honduras
Burma * Canada * Chile * Colombia * Costa Rica * Curaçao
Cyprus * Denmark * Dominican Republic * Ecuador * Estonia
(Exile) * Faroe Islands * Finland * France * Gambia
Germany * Great Britain * Greece * Grenada * Guatemala
Honduras * Hong Kong * Iceland * India * Indonesia * Israel
Italy * Jamaica * Japan * Kenya * Lebanon * Liberia * Libya
Luxembourg * Madagascar * Malawi * Malaya * Malta
Mauritius * Mexico * The Netherlands * New Zealand
Nicaragua * Nigeria * Norway * Pakistan * Panama * Paraguay
Peru * Philippines * Poland (Exile) * Republic of Ireland
Republic of Korea * Rhodesia * St. Lucia * Senegal * Sierra
Leone * South Africa * Spain (Illegal Underground Movement)
Sweden * Switzerland * Taiwan * Trinidad * Tunisia * Turkey
Uganda * United Arab Republic * United States of America
Uruguay * Venezuela * Zambia

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