Police tap rail leaders' phones

ALL EIGHT executive members of the Associated Society of Loco Engineers and Firemen have had their telephones tapped throughout the current wage negotiations with British Rail.

The tapping was done by the Special Branch with the express intention of obtaining advance information on secret union decisions and the standpoints of individual executive members on the wage claim.

Commenting on Socialist Worker's information, ASLEF general secretary Ray Buckingham stated: "I have attended several meetings only to find that it was quite clear to me the employers knew quite who I was going to say before I said it."

"It is of course nearly impossible to prevent tapping in a case like this, but I have always been suspicious and acted accordingly. I do make you wonder what sort of society we're really living in."

Behind the rail pay talks: special feature on centre pages

RAIDS: WHAT I.S. SAID

LAST WEDNESDAY (15 March) the International Socialists issued the following press statement:

Mr. P. J. Brosnan, in the morning the Special Branch raided the homes of 40 people, among them four members of the International Socialists. Under theRumple pre-text of looking for explosives the police spent up to six hours stripping documents and notebooks, some of which were illegally removed. One of our members, David Oldfield, had his passport seized (again legally).

This attempt to reproduce the police intimidation and repression currently in operation in Northern Ireland will not deter the International Socialists from fighting for the withdrawal of British troops or from campaigning in solidarity with those in Ireland struggling against British domination.

We, the four IS members were among those raided. The statement appeared in full in The Socialist (Newspaper and London Evening Standard), and repeated in a press statement read out by the editor of Socialist Worker, Roger Price, and the National Secretary of the IS Jim Illsley, on the IS attitude to the IRA. In a letter sent to The Guardian making clear our position it has not been published to date.

In view of the confusion which these press reports have caused we would like to make quite clear that the IS does not support the actions of the IRA in any way and does not and has not been involved in any operation, political or otherwise.

We do not impose conditions on national liberation movements but reserve the right to criticise those actions we consider to be counterproductive to the creation of a united mass movement. In Northern Ireland the Socialists are not opposed to both stages of the IRA's defence of the nationalist area and their offensive actions against the British Army, and to the working people of the Catholic areas, including to end British domination with the Irish Executive Council, International Socialists, 21 March 1972.

What happened on police raids básico pages.

DAY EARLY

Next week's issue of Socialist Worker will be published a day early for Easter and will be reduced to eight pages for one issue only.

UNEMPLOYMENT will remain at or near its current high level. Millions of pensioners will continue to live below the official poverty line. Workers on miserable wages in industries without strong union organisation will still get miserable wages.

That is the real message of this week's Budget. The Tory press has screamed with delight about 'millions given away in Barber's bonanza'. But they don't say how little this really means to working people, that it will do next to nothing to improve the lives of those of us whose labour creates all the wealth.

If you earn less than £20 a week and have two children, you will get nothing at all from the Budget. And there are millions of workers in that situation.

If you are an old-age pensioner or on the dole you get nothing at present. You have to wait until the autumn—for a miserable 15 bob (75p).

That's hardly enough to keep up with the astronomical rises in food prices.

The press has hailed the £1 a week wage increase as a great triumph. They don't tell you that most people will lose money. For example, when the government's Housing Bill forces councils to put up rents by at least 50p a week next month, that means the £1 increase has been offset in 20 days. People are being forced to cut their budgets and cut back. That's why we have had to call a strike on Tuesday in the Croydon area, which is busier by 200%.

The Tory press, for their part, say that unemployment has increased among working people. They ignore the fact that the Tories have just been caught by the pay freeze, which has reduced the value of taxpayers' pay by £2000 million in the last year. And interest rates are at 12%. That's hardly enough to keep up with the astronomical rises in food prices.

The Tories have the nerve to say that the government spends too much on social services. The government is spending £700 million on a six-day week, and it is spending £500 million on a new school at Dartford, and £300 million on the nuclear power station in Sellafield. They are spending £100 million a day on armaments. They are spending £200 million a week on the war on Ireland. They are spending £500 million a year on the police. And they are spending £1000 million on the police in the week they have called a strike on Tuesday in the Croydon area, which is busier by 200%.

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We're staying in say shoe women

FORTY workers—39 of them women—are occupying the Palatine, Norfolk, fastwear factory of Sexton Sons and Exports to stop the house's redundancy plans.

This week 130 redundancies were declared at the main factory in the north of the city. The factory is currently making shoes for export. The workers are showing once again that only tough militant action can beat the bosses' plans. Picture: Tony Skipper.

FIGHTING FUND—ONE LAST PUSH

The International Socialist Fighting Fund now stands at more than £4000 and we are confident of reaching our £5000 target by the end of the month. With the Tories determined to weaken our organisation through police raids and the clarification of left-wing media and the clarification of left-wing media, it is more important than ever that the fund is increased.

We need the money to ensure solidarity and to take legal action against the actions of our members. Don't delay. Make sure the fund goes over the top. Cheques and postal orders to Jim Nicholls, 16 National Trustee 8 Customs Gardens, London E2 8JH.

Noel Jenkinson

The Police are holding North London trade unionist Noel Jenkinson, whom they say was involved in the Alderhey explosion. They are charging him with murder, for which they have a warrant out.

They do not believe that those who now the police force—Headquaters—have a right to hold anybody for the Alderhey events. For it was they who organised the cold-blooded murder of 11 people in Derby and are behind all the horrors and bloodshed resulting from the Alderhey events.

So far as the International Socialists and trade unionists must demand the immediate release of Noel Jenkinson and the other men held by the police.
What Angela's trial really means

A report from David Finkel, of the US International Socialists

France's rulers exploit divided left

THE MURDER of the Socialist Party's president, François Mitterrand, by an extremist group has put the entire Left in France in a state of shock and despair.

Pompous aides of the PS, who insist that the Socialist Party's foundation is threatened because of the murder, are forced to admit that the Socialists and the Left need to find a way out of their current crisis.

On the other hand, the political right, which is now in control of the government, has been quick to try to exploit the situation for its own political gain.

The Right has been quick to try to turn the murder into a political issue, using it as an opportunity to score cheap points against the Left.

The Right has been quick to try to turn the murder into a political issue, using it as an opportunity to score cheap points against the Left.
Unity can defeat police repression

THE UNIONIST BULLY BOY, William Craig, ex-Home Secretary of the Orange-Tory police state in the Six Counties of Northern Ireland, threatens to 'liquidate' the 'enemies of the state'. A man called Reginald Paget, a so-called 'Labour' MP, calls on the Tory government to start shooting its Irish political prisoners. Are any political opposition talk of police incitement to murder? Of course not. The police—or more accurately their political bosses—are preoccupied with other matters. Their primary targets are the revolutionary left and the Irish national movement.

Last week’s raids by the political police on the homes of socialists and trade unionists are part of a developing pattern of repression. It includes prosecutions against publications like ‘OZ’ and the ‘Little Red Schoolbook’, the tapping of the phones of trade union officials and the increased police violence against pickets and demonstrators.

The main purpose of all this police activity is intimidation. The government is becoming worried at the increasing opposition to its reactionary policies. Badly shaken by its defeat in the miners, it knows that there is a real danger of large scale resistance to its FaR Rents wind-ups. It is apparently attempting to use its industrial Relations law by some maverick employer would produce a real explosion.

And in the Six Counties of Northern Ireland, despite of its much smaller population, it is in a blind alley from which it is becoming harder and harder to escape. The government desperately needs to frighten off those of its opponents who can be frightened off and to isolate and harass those who cannot. It can be predicted with some confidence that the attacks upon previously well-established democratic rights will be stepped up and that more and more attempts will be made to victimise members of left-wing and nationalist organisations.

As far as the government has not resorted to a policy of out and out repression, the Six Counties excepted, nor will it do so in the immediate future. Its aim, following the elections, is to draw in the trade union leadership into some sort of accommodation around an ‘Incomes Policy’, probably under a new name.

The Tories do not want another serious confrontation, which might lead to widespread solidarity action, until they have the TUC in the bad.

The best defence

The defence of victims of police harassment requires the maximum unity of all who are seriously concerned about democratic rights, irrespective of party, union or religious differences. For it is from these struggles that more and more workers gain an understanding of the need to fight the Tories in every field.

Much progress has already been made. The government has been enforced to retreat on miners pay, on UC, on the enforcement of the Industrial Relations law and so on. The one exception, is the maintenance of a Tory weakness, not of Tory strength. So too is the government’s failure to impose its former Orange stooges, a ‘settlement’ of the Irish problem that could be described as the Green Tory weakness. There have been no partial defeats that have been inflicted on the Tories into a general defeat, to bring the government down, it is necessary to unite larger and larger sections of the working class, to fight for wages, conditions, housing, welfare and the rest. And that task is part and parcel of the struggle to create a socialist alternative, to build a revolutionary socialist party and to replace certain concessions. The failure of the National Industrial Relations Court to enforce the law against the shop stewards of Ideal Castings is very significant. The Tories do not want another serious confrontation, which might lead to widespread solidarity action, until they have the TUC in the bad.
WHAT a strange letter you publish from Iris M Ashford. She starts off by telling us that Marx intended his movement for the working class to be the step in the direction of freeing the trade union movement, not the federal unions.

In spite of all attempts to biff its obvious claims, it remains, inarticulate, interested, and profit so far from the ordinary workings of freedom in our society. The Labour Party is not the only party claiming to be socialist. Our objective could very well be achieved.

The letter demands, for the splinter groups to join together and to form a mass party of the workers of this country. I just don't see any reason why they should not go ahead and make an effort to increase their sales much better inside the machinery of society.

She finished up with the oldest suggestion of all. When we have abolished the capitalist system then start having equity elections for all seats of Parliament. Believe me, Mrs Ashford and other comrades in the splinter parties, when we have abolished rent, interest and profit, we shall have plenty of other things to do than holding elections about ideologies. That is the day when we will have the strength to do to the top left by the capital left by the political and economy.

This is also what is to be done with the rest of the world to think about.

In this country, one group of people represent in almost every village and town, and in most cities more or less. Their political power is great and they are the party of the working class. Only weakness is their lack of organisation.

One fifth of the population live in council housing, 10 million people. All rents are going up in April, again in October and again in April next year and will cause a lot of distressing.

On the night of 1 May we will start a strike and down the numbers. In the creation of a truly revolutionary force RICHARD G FIELD, Croydon, Surrey.

LETTERS

Return to the Labour fold

WHAT a strange letter you publish from Iris M Ashford. She starts off by telling us that Marx intended his movement for the working class to be the step in the direction of freeing the trade union movement, not the federal unions.

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WHIM

Safety precautions are non-existent, but the police are no safety officers, hotel and lido owners must be setting up fire extinguishers. Although there are fire extinguishers, the guests are not informed how to use them.

In DEFEENCE of the IRA

SOCIALISTS are against the use of force, and are therefore against the revolution or as the substitution of the gun for politics. This is not what we mean by "individual terrorism." We do not condone the IRA in any way, but we call for the right to bear arms. Those who have been arrested or have been subject to the law are "individual terrorists." We do not support the IRA, and demand a unitary Ireland to reconstruct a new Ireland as a multi-cultural, multi-racial, and multi-religious nation. We demand a republic, not a state.

In your report about internment the press gives which seems as if only men have been interned, but in fact we have heard of one case in particular where a woman is serving a term of six years under the parliamentary system. JUDITH BARKER, MARGARET MOONEY, Broad.

IT IS surely time to set up a machinery to deal with the mess in the British government. TONY GIBSON, Sheffield.

The best way to deal with the situation of the IRA in Northern Ireland is to start a dialogue with the nationalist population. But surely the best method of dealing with a guerrilla war you attack with a sniper. The British are not the freedom fighters must be supported both by the British and the IRA. British imperialism. Renunciation of force is a matter of order. RAY HUTCHISON, Sheffield.

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A picket line at the factory, with police escort. For once the pickets outnumbered the police.

The strikers tried hard for a compromise, offering four and then three-day working. Millington's management refused to attend the first conciliation meeting, sponsored by the Department of Employment. At the second a last minute agreement was being drafted when foreman Walker screamed he wasn't having any of it. Certain strikers must agree to be made redundant before any settlement, he said.

Conciliation had led nowhere, but the union took no steps whatsoever to develop the battle to a speedy climax. Through and officially organised blitzing was not considered. A strike for recognition was already being allowed to slip into a long uphill battle.

Immediately the Millington foremen went on the offensive by the door back. Foremen and directors were round and tried to persuade people to go back. They met with some success. Some strikers drifted off elsewhere for work.

PANDA CARS

This was countered by mounting solidarity pickets, without any help whatsoever from the union. Millington's turned to the police, making a directors' office in the factory available.

Chief Superintendent Lindsay later said: "It was a very kind of the company. We're paying rent of course." Millington's have since returned the praise: 'The Police are magnificent.'

Here are some examples why. At 9pm on 21 October last, there were five panda cars. They were being taken away after by three Panda cars, three police vans and a lorry. At 6.15pm on 27 October, there were nine panda cars, two panda trucks and 12 policemen. At 1am on 29 October, two panda cars and 11 policemen. At 9am on 31 October, there were six policeman and no pickets whatsoever.

Police started visiting the homes of strike committee members in the early hours, making accusations but bringing no charges.

Among the accusations were that they were making up lies to certain families, arranging deliveries of soil and manure to Blackleg, and had been seen near an electric generator — with the implication that thisstattage was intended.

The police and the local press built this into a home-moving of strikers terrorising a whole community. In fact the only occasions when anyone was actually hurt both involved actions by the management.

One of the directors drove his Jaguar straight at two pickets, knocking them down and injuring a policeman, who was off work for six weeks. Although there were 50 witnesses, no prosecution was brought.

The Millington foreman drove in this van directly at an electrical union member on the solidarity picket and charged him.

On November 16, Bill Delucie, the Millington foreman, was charged with driving in a manner dangerous to the public and using offensive language. He was fined £30 and ordered to pay another £36 costs.

He had been accused of trying to knock down one of the foremen at the roundabout and convicted despite the prosecution evidence. Two blacklegs described the incident as taking place on different sides of the roundabout.

Late last night Millington striker, Tony Fagan, was charged with obstructing a seven foot wide pavement and the police, all by himself, got off.

In November the Labour group of Ashton council unanimously drew the attention of the Lancashire Police Authority to the police resources tied up at Millington's, stating that the council considered this unnecessary and asking the police.

Failing a prompt reply, Counsellor George Harrison and A Bentham wrote individually. The reply, Sir Patrick McCallum, clerk to Lancashire Police, stated that the circumstances did not justify the time and expense required to produce the police and using offensive language. The police then sent Chief Superintendent Lindsay to the January meeting of Ashton Council to explain the situation.

In a 75-minute speech, he made much of so-called terrorism, but put it down to people from Widnes, Mersyside, a fearsome name in Lancashire.

When asked by councillor Harrison how many charges and how many arrests had arisen out of 'terrorism', Lindsay replied: 'I can't say.' He added: 'It's not fair. He insisted that the police had taken no sides.

But by this time the solidarity picketing had been stopped following direct discussions between police and Millington and AUEW full-time officials.

In fact the Millington strikers found early on that the great unity they had joined was restricted to do anything for help at Millingtons. During the strike they have learned that lesson again.

They have never before been visited on the picket line by any of the three full-time officials responsible for the area.

The AUEW district office has reported nothing about black at the official level, and since supplies for Millington's come in small quantities the firm has devised methods to frustrate the picket lines.

CHEAP LABOUR

But in the 25th week of the strike, the AUEW-Picketers' Association shows that workers have very little interest in the strike. They drew the attention of the company to the paragraph in a letter from Millington management dealing with so-called apprentices.

They found out that the six apprentices should be working in the strike. The executive instructed the apprentices to return to work. In fact the lads are not working, since they have no instructions, but cheap boy labour. They are paid to sit in the factory.

In fact this allows employers to take sympathy action but not workers. One law for the rulers, another for the ruled.

The new law reproduces the existing law for the protection of peaceable picketing, but there will be no protection where picketing could lead to an 'unfair' industrial practice.

A picket who belongs to an unrecognized union and who persuades a lorry driver not to deliver goods to a factory will be inducing the driver to break his contract of employment. So the picketer's employer or the employer of the driver can then ask the National Industrial Relations Court for an order restraining the picket from similar action in future.

Action

The new law is designed to intimidate workers. It will often be another form of punishment. The new law makes the balance of forces to be in the employer's favor.

If every time an employer takes a worker to court widespread action is taken to protest on the picket line the bosses would be 'intimidated'.

ROGER ROUSEWELL
Goodybye jobs! British Rail makes the going easy...

Almost every time Britain's railwaymen have put in for a substantial pay increase two things have happened: The British Railways Board has said 'We can't afford it' and the leaders of the rail unions have either taken them at their word or quibbled a little and settled the matter over late night drinks at Downing Street.

As a result in 1972 the basic wage rates of some 90,000 out of a total 130,000 wage grade staff are below the Tory government's official poverty line. The current railway minimum of £17.20 is £4.55 below that gained by the Post Office Workers after being defeated by the Tories last year. And postmen, like railwaymen, rely on overtime work for anything approaching a living wage.

The unions' claims have never been formulated to tackle the terrible scandal of the lower paid in the railways. So the situation today is little different that it was in 1940.

Then the notoriously low pay of British railway workers was not a regular theme in Nazi Germany's propaganda war.

One thing has changed dramatically though. There are many fewer railwaymen picking up even more frequent wages.

For staff has been reduced by more than 56 per cent in the years 1966-1970. This is the fastest rate of run down in any British industry, including the mines.

Only half these staff reductions can be attributed to closure of lines.

Lost jobs

Scarcity had the industry recovered from Beeching's 'if it doesn't pay, do it' surgery when the British Railways Board, galvanised into action by the last Labour government, pushed through rapid productivity deals. They met with wholesale support from the unions.

From 1962 to 1966 there was a 103,000 reduction in staff. Passenger ten miles output hardly changed—meaning a 26 per cent increase in productivity over the same period. Wage costs were taken to be 'broadly constant'.

Again in 1968/69 still further staff reductions meant a further 23.5 per cent cut in output measured on the basis of passenger ton miles.

In both 1968 and 1969 about 22,000 jobs disappeared—none of them due to closure. For the process of so-called modernisation in fact just as deep as on the main lines, where passenger and freight traffic was increasing.

Big deal

Signalling, where rates of pay are relatively high, is being degraded at no cost to British Rail. The new power-operated and electronic signals will mean a reduction of signalling staff on the London—Glasgow line from 2000 to 224.

The 1965 scheme which saw a new agreement on mileage rates in return for a reduction in loco男人 was estimated to save British Rail £6 million a year. £800,000 extra was paid to the guards for the favour. One year after signing the agreement the unions said it was 'grossly unfair'.

In the railway workshops the story is the same, with staff halved in 10 years, with savage productivity reductions attached. These include Saturday and Sunday rosters to the normal working week, and lower grade workers doing higher grade jobs for part of their time—but being paid the lower rate by agreement.

by ARTHUR MALONE

There is plenty more to come if British Rail has its way. Workshops are virtually to disappear as the remaining contracts are turned over to private farms.

In the case of lines, railway management is pushing hard for approved extension of loco and train crews, further reduction in the wagon fleet and much faster turning round.

Of course railway management argue that much of the improved productivity is not produced by labour at all, but by capital investment. But where has the capital come from?

Railwaysmen have for many years served an enormous capital debt and created most of the new investment by their labours. The public has assisted through high fares.

Problem

The situation, now as ever, is that the only railwaysmen find a way through their appalling rates of pay is by systematic overtum and weekend working. On average they do nine hours a week, with footplate staff on four or five.

This is regarded both by British Rail and most of the men as part of their basic, rather than an inconvenience payment. Nor, much importantly, is it seen as something no one should be taking, never mind relying on, in a situation of massive and continuing redundancies.

The NUR has never once framed a wage claim to tackle the problem of low pay, it never states a figure when making a claim, but simply makes clear that the problem is in real terms and any negotiations puts down a percentage. This makes it difficult to mobilise the membership and prevents unity between the grades since the percentage impact is very different at the top end.

Drinks

In 1960, the railwaymen (after a decade of gigantic) became Tony Britain's only 'special case' before the miners.

Four years later they were back 'out of line' again. Since that date they have financed their own increases many times over, and the real problems have remained untackled in favour of midnight drinks with prime ministers.

Imposition of an overtime ban now would prepare the membership for the fight they must put up sometime. But the NUR seems totally unprepared to make any such move.

British Rail is relying on being able to swing the union leadership to accept an 11 per cent increase dressed up as 16 per cent. This will be done by the simple device of consolidating some of the bonus into the basic and paying nothing extra in cash terms. As the secret terms of the claim admit, the unions need 10.5 per cent right now just to get the difference between last year's claim and what they settled for.

The unions' affair with productivity dealing, with fighting out redundancies but for more redundancy pay, a bigger bonus to 'cop it and hope it', 'carries on'. It may be that this year something will go badly wrong with the normal sweetheart relations with management.

It's about time it did, for the railways men too are once again 'a special case'. And the only way that will ever get righted is by taking everything out of-the ordinary action.

High safety record always second to the costs
1948: all change, but not for the workers

THE STORY of railways since nationalisation is about their transformation from one insanable condition to another. When they were taken over in 1948, they were in a shambles. Four private companies (previously 100) were not integrated in their operations. Even their technology was not standardised.

In a constant financial crisis, there was an almost inevitability and there was absolutely no possibility that they would make a profit. Not surprisingly, they were dumped on to the shoulders of the public.

At the time of nationalisation only five per cent of the total route mileage was electrified—less than any other country. Britain’s already had a modernisation programme that involved a high capital cost—£21 million. But services were fractionalised with an extra working cost of only £164,000 a year. Estimates were that for total main line electrification was a massive £20 million, which the railway companies could not afford. That the companies with heavy state subsidies did manage to spend more than these figures in the same period just to renew and reconstruct the industry.

Slumped

In the last year of private enterprise the railways had a £60 million deficit. On the other hand, the cost of coaching stock was over 35 years old. The flying Scotsman was valued at £90,000, the waggon stock and 39 per cent of the rolling stock was over 30 years old. It was estimated there was an immediate need for 5000 new vehicles and 2000 traction engines, in addition to renewal expenditure, at least £100,000 a year, spending on a capital investment programme.

Book value of all four companies’ ordinary stock had increased by 17 per cent since 1939. 10 years later, the railways had long since paid off the war debt.

Needless to say compensation was no compensation. The nationalised transport board was to blame. The nationalised transport board was to blame.

Siren

‘Had this modification been available, Graham (the look-out man) might possibly have succeeded by stopping the hammers in the man in time, even though he failed to see the locomotive until they were only 200 yards away, he reported. The reason the generator was not equipped with such a cut-out switch is most revealing. In March 1949 (31 months before this case the British Railways Board decided to modify all such switches, so that a look-out man could stop the hammering.

This was specifically intended to act as a warning. The operators would know that they should immediately shut down the engine. This is the way the hammering was stopped and the man prevented from being killed. In fact, the engine was not 100 yards from the point where the hammering was heard. Two look-out men were killed. Both of them had been injured.

Scandal

Although the labour force has been growing, the workforce and the seniority of the railways do have a great deal to do with the present economic situation, from a wage rate case any time that wages are allowed to meet the inflation cost of living. That isn’t to state that wages are being allowed to meet the inflation cost of living.

Ruthless

Labour’s nationalisation plans had created a transport commission and the railway lines were offset against the nationalised road transport.

The decision to reduce staff and reductions and ruthlessness on the railways, which had taken control on behalf of the rest of the big four industries. In 1949 the NUR accepted the view that wages could not be increased substantially for about 10 years because ‘railways were running on square wheels inherited from the past’. In the first 15 months of nationalisation 25,000 jobs disappeared.

Killed

On 10 August last year a seven-year-old was struck down by the end of a derailed carriage. The engine was hit by the end of a derailed carriage and the man was killed. After the accident, a statutory investigation programme to design a replacement was put into effect. The accident happened while the man was walking his dog on the track. Between 1951 and 1952, 130 such accidents in the Scottish region had not been equipped with safety barriers. The reason ‘it had been decided that the modification which the hammering was stopped and the man prevented from being killed.

The re-election of a Tories government in 1951 and a recent economic crisis in the industry led to new policies. All the profitable sectors of the railway industry were closed off. The government put the statutory obligation to pay their way back on the railways. This resulted in a third of the total workforce being made rotten.

Emir Ernest Marsden, a Tory Minister of Transport, said the thought of the term ‘rested interest’ until he took up his office. He then pursued a policy whereby the road and railway industry was transformed by massive public expenditure while the railways were cut back in the economic crisis. Wagon and locomotive construction was transferred to the giant private engineering firms and the run down of the railways started. It is still going on.

The Labour government to tackle the privatisation of the railways. The industry was reduced by fifth. 1964-66, considerably less than anything the Tories had ever managed.

The financial crisis of the rail way industry was, and has been, the core of the difficulties that banks and industry.

Labour brought in a new Transport Act in 1968. This reduced the interest and service debt of the Railways Board, which had increased by about 43 times since 1948, from £4 million and the entire suspended interest was paid off.

But the basic purpose of the Act was not to ensure the survival of British Railways. They had to manage the transport sector. The government had far more limited the rail network. The situation at the local level has been an extremely poignant affair. Many towns that used to have a railway now lie with a long isolated claim for a railway. The northern routes (not mentioned here) but settlements have been cut for passenger services with large productivity streams which attracted both earnings and the labour force.

John Ogilvie, a researcher and development engineer, has recently shown that the projected £600 million cost of the third London Orbital would pay the entire cost of the London-Birmingham rail electrification scheme within 20 years.

The report will have a peak output of 20,000 passengers per hour, or one per minute per acre. The option of the Cross Rail, London, has a peak output of 20,000 passengers per hour.

It is not quite as large as the London网络, but the peak hours were kept within the financial crisis. Wagon and locomotive construction was transferred to the giant private engineering firms and the run down of the railways started. It is still going on.

The Labour government to tackle the privatisation of the railways. The industry was reduced by fifth. 1964-66, considerably less than anything the Tories had ever managed.

Drenching the worker saddled with sole responsibility for paying the interest charges on the compensation stock.

This alone meant that railways had to produce around £20 million a year just to service the debt for borrowing the funds to take the private owners’ railways off their hands and rail them off the rail network for them.

The pits had just changed hands. Firms were kept in constant financial difficulties and were kept indirectly linked at director level, many powerfully independent, indeed happily on their compensations, taking back from unproductive railways and mines.

The railways had long had financial and their leaders were soon firmly needed and their pay was kept in constant. But in all probability this had taken control on behalf of the rest of the big four industries.

In 1949 the NUR accepted the view that wages could not be increased substantially for about 10 years because ‘railways were running on square wheels inherited from the past’. In the first 15 months of nationalisation 25,000 jobs disappeared.

The nationalised transport board was to blame. The nationalised transport board was to blame.

20th century the basic unit the same. The companies, consistency company with ‘independent’ companies. They cannot compete against the culture for example. They cannot compete against the culture for example. They cannot compete against the culture for example. They cannot compete against the culture for example. They cannot compete against the culture for example. They cannot compete against the culture for example.
WHEN LONDON HAD ITS ‘BLOODY SUNDAY’...

RECENT EVENTS in Derry have been given the name Bloody Sunday. England too had its Bloody Sunday in 1887, as the final incident in a long unemployment campaign waged by the Society of Democratic Federation, the first socialist organisation of national importance.

The campaign was given headline news by Black Monday—8 February 1886—a few hours before the railway sent London into a state of panic for the next two days. A meeting in Trafalgar Square on Black Monday was followed by an unorganised march to the ‘out-of-work’ shelter to Hyde Park.

The procession went through the heart of ‘Chibland’ and ‘whippland’, members of the Carlton and Reform clubs joined in great unwashed.

The unemployed retaliated with bricks and stones and the windows crashed in. Near Hyde Park, passing carriages were rocked and overturned, and any jewellery which fell from the upended was quickly pocketed.

More determined lootings began in Oxford Street. As a finale, the unemployed, on the way back to their East End haunts, strung up Rule Britannia. Playing under the socialist banner had spontaneously relapsed into a nationalist feeling for Queen and country.

The long period of the Great Depression in Britain was broken by bouts of real strikes with mass unemployment, as in 1885-7. For such workers as the shipwrights, builders, and dock labourers, an unemployment crisis intensified a regular plight of long spells of the Scowcroft or unemployment.

Degraded conditions

Workshops and factories closed down when trade slackened and the workers, thrown on the streets, joined the ranks of the seasonal unemployed. The workers were forced to sell their savings of their own, and were forced to part with even money (eg., for the ‘Pop Shop’, on the generosity of employed friends). This was often organized by community organizations out of the Poor Law.

Only the workshop offered permanent support—the dreaded ‘bastille’, in which independence was left at the door. The SDIF retaliated against these degraded conditions of relief by aggressive processes to the workshop, and demanded public works for the worthless.

The SDIF varied their processions to the workhouse with processions to the local churches. After one parade to St Paul’s Cathedral in February 1887, the unemployed chanted ‘No when

Three killed, hundreds battered by police on march by jobless

by Vic and Sheila Bailey

Mannin House relief fund to an eventual £60,000. All alike had been dealt to the unemployed’s slogan, ‘Justice, not Charity’.

The attitude of socialists to the events of Black Monday varied. The SDIF leaders were delighted at the free advertisement the issue had given their organisation. William Morris of the Socialist League thought the riots illustrated an awakening of the English working class.

But Friederich Engels, Marx’s collaborator, thought the SDIF had been leading only the casual labourers, along with the ‘rough’ or criminal elements. The bust-ups, Engels said, had linked socialism with looting, and damaged the socialist cause.

Yet the unemployment agitation was not discredited. The SDIF continued their campaign. The next showdown came when the authorities decided to rid Trafalgar Square of the homeless unemployed who used the square as a sleeping place during the summer months of 1887.

The banning of meetings in the square resulted in the demonstration of 13 November 1887, when contingents of radicals and socialists approached the square along different routes and were ferociously assaulted by the police. Defenceless marchers could not possibly penetrate the ditches of police.

During the christened Bloody Sunday, the thrust pushed to the area blackened. Violence had beenavenged on Bloody Sunday with the lives of three demonstrators.

So began the illusion of untried unemployed correctly using police strength. Some of the discouraged labour movement turned to labour representation in parliament.

William Morris kept his revolutionary ideas but adopted a wider approach. To get into the government, the workhouse needed to create a working-class party.

Harmless stick

Those marching in the unemployed demonstrations from 1884-87 had not won a victory, any solid organisation for continuous activity. And their positively hostile attitude to the trade unions ensured that the SDIF remained a sect and did not develop into a strong political body.

Yet the natural collapse of the old society meant that they used the unemployed riots as a basis for the way by the government.

During the riots, and at the following court cases, the SDIF basked in the spotlight of attention. The euphoria of the whole occasion distanced them from the rank and file in the unions.

Spontaneous riots can frighten the well-off, but they do not fascinate the police. But political success cannot be made without losing the working class heads broken.

A working-class party is to avoid the confusion of motives within riots and not dovetail with the resistance against the structure of the capitalist system—as offensive involving employed to western as they migrated—a sound revolutionary party is fundamental.

STOUT YEAR FOR BEER MEN

STOUT PRICES have shot up again. Green King have increased the cost of a pint of bitter at their 960 pubs by 1p per, and Tollomache, who have 500 houses, have lumped up 1p on the price of most of their beers.

Only two days before Tollomache announced that the price of a pint of bitter was going up from 12 to 13p the company’s chairman, Lord Tollomache, was telling the world that group profits after tax for 1971 was £279,746, more than £57,000 up on the previous year.

It is not too optimistic an increase of more than 21 per cent in profits and then add more than 1p per pint to your prices.

What is particularly interesting about the Tollomache price jump, however, is that they were among the much vaunted ‘CBI voluntary ceiling of 5p per cent for 1972’.

Lord Tollomache described 1971 as a very good year for the brewers, but in 1972, (Cheese).

The Greene King increase on bitter is even bigger. It represents more than 30p in per pint terms, or a rise of more than 13 per cent.

In their press statement announcing the increase Greene King were quick to point out that they had been forced into jack up prices to meet the problem of inflation. Wages and costs were going up.

They are not the only thing going up. Another item that has been inflation nitely has been Greene King’s profits. In 1969 they were £56,937 and tax and £404,315 after tax. In 1968 the figures were £9,186 and £528,686. In 1970 they had risen to £92,915 and £587,177.

If Greene King are genuinely anxious to cut back on expenditure they might start by stopping their annual £50 donation to the Salvation Army.

This persists a organisation is a secret society of businessmen, founded in 1981 to ‘crusade for capitalism’.

Ron Knowles

OUR NORMAN

I DON'T LIKE WAKING NIGHTS

TIME SEEMS TO TRAG

IT COULD CHANGE A MAN

GLAD I'M NOT PERMANENT NIGHTS

8 SOCIALIST WORKER 28 March 1972
**REVIEW**

**Friends in high places blinkered view of Clyde struggle**

The government's decision to force Upper Clyde Shipbuilders into liquidation last June was set in motion a train of events that has transformed the labour movement for a long time to come. It is therefore essential to consider and analyse what took place and is still taking place on Clydebank in order to learn from the positive as well as the negative conclusions from that experience.

*Almost the book* is written from the standpoint of those who believe that the work-in is an important contribution to the fighting tactics of the working class movement. Buchan was the only journalist allowed by the DFIR to visit the UCS shipyard's co-ordinating committee and the book is the result of that struggle to tend to be presented in the terms of the leadership of the factory shop stewards outwitted the natty Toon.

What Jimmy Reid said to John Devlin reveals more attention than how a mass movement developed that forced the government to retreat and a factory that could have swept them from office.

**Surprised**

Yet in the first page of his book Buchan commits a grave error in his public campaign which sprang up around the UCS in the form of the public campaign which sprang up around the UCS by the UCS shop stewards' co-ordinating committee. The book is the result of that struggle that the struggle to present this in the terms of the leadership of the factory shop stewards outwitted the natty Toon.

When Jimmy Reid said to John Devlin reveals more attention than how a mass movement developed that forced the government to retreat and a factory that could have swept them from office.

**Uncritical**

The atmosphere on Clydebank at that time contrasted in many ways to the understanding of the UCS struggle—strangely fact-seeking to the book. Anyone seeking a serious examination of what went on in the factory shop stewards' committee meeting room will be disappointed.

Instead Harold Wilson's visit to John Devlin's letter is described at some length. 'If the Labour Party was to support the strike, the miners would have to be the man who would control the UGC in the future.'

On the next page the following is to be found: 'If he were to envisage himself as enlisting from Wilson's lip 'I'm making the point that the UCS' to avert the right of the shipbuilding workers to go to work'. Wilson incidentally wrote to Buchan: 'I have not yet formed himself as an interventionist'.

Vi Feacher's intervention, essentially the leadership of the UCS Clydebank workers' anger to orthodoxy, is described as follows: Vi Feacher's involvement added much to the campaign. He added the weight of

**Worried**

When the liquidator heard of the UCS shop stewards' decision to move the keel of a ship from Linthouse to Scotstoun, he ordered them to transfer themselves. This occurred in August when the government was extremely worried about the Clydebank workers' attitude.

The second example concerns a refusal to draw showing boards which had been sold to leave an account of the third, the liquidator refused six payments in the past.

And that's it. The author, who attended every meeting of the UCS shop stewards' committee, gives no other example of 'worry'.

By October, as we are told, the UCS shop committee ceased to be a political struggle and became once again a struggle based on industrial or political negotiations. If the jobs were to be saved, then one must accept at some stage there had to be negotiations with the employers or the government. But how did the leading stewards approach the question?

Jimmy Reid is quoted as saying: 'In the last year we had established with the management a phased programme of production which would move from one vessel to the next in such circumstances you can start talking about productivity and we were on the committees and responsible. The productivity records at the end of second quarter in Britain.'

Reid and Arlott both spoke of 'harnessing the skills and in some cases the genius of the workforce to production'.

By allowing the struggle to be prolonged and by avoiding a direct confrontation with the government, the UCS leaders created the circumstances which look like forcing them into making further productivity concessions as well as a return of the whole workforce. (As there is in 1950 fewer workers than last June.)

Was this really the outcome envisaged by the tens of thousands who took part in strikes and demonstrations, who contributed money to the UCS men?

By refusing to accept redundancy payments the employers 'right' to throw men on the scrap-heap was implemented and serious workers hit a clamp in the British labour movement. In this, the UCS shop stewards followed the 'popular front' of the Communist Party's British Road to Socialism. Another option was open. On 29 July last year, Provost Fleming of Clydebank, and hardly a revolutionary socialist, could say: "If the men barricade themselves in the yard and behave with dignity, they will get public sympathy and support from everybody."

But had this been linked to a general campaign against unemployment, who can say what the mass pressure of the labour movement might have gone on to achieve?

Sadly, almost satirical, on the last page of the book, Alasdair Buchan seems to suggest that what the whole thing was really about was some inner craving which he, asserts, makes Clydebank workers want to build ships. Anyone who believes that the events at UCS can be explained in this manner has learned nothing from the experience of the last nine months.

*The Right to Work by Alasdair Buchan: Clyde and Boys, 65p.*

**DAVID EAST**

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**Socialist Worker** 25 March 1972
THE EAST end of Newcastle upon Tyne is dominated by the massive engineering works of C. Parsons, where in the past few weeks workers have been in the forefront of the battle against redundancies. Their resistance has already yielded some results.

The company has withdrawn the threat of the sack from 300 shopfloor workers, and has promised no redundancies for the rest of 1972. But 600 staff are still threatened and the struggle continues.

In other organisations, TASS commented it intends to close its plant at Frith in Kent. Just over 60 jobs are under threat, almost all are members of AUWSS-TASS. All negotiations for this plant have been conducted at

Newcastle.

As the beginning of January the staff unions at Newcastle have held one-day strikes every week. All overtime has been banned by both shop staff and shopfloor, and all sub-contracting of work has been stopped.

Torn up argument

As up to half of Parsons' production is subcontracted, those workers have had a crippling effect. At present the situation is a stalemate. The company's tactics are to separate the staff—particularly the technical staff who will bear the main burden of the redundancies—from the shopfloor. But although the immediate threat of sackings has been lifted from shopfloor workers, the ban on subcontract work remains, and though support for the staff has now been left to the individual shopfloor unions, no decision is possible as long as the supervisory staff are in dispute.

One day this month, the management have torn their closed shop agreement with the Technical and Supervision Section (TASS—formerly DATA) of the Amalgamated Engineering Union, which is the Tory industrial policy with a vengeance: after softening the organisation with redundancies, firing in the body blow of the Industrial Relations Act.

Parsons is now a test case for the whole labour movement.

TASS, who have demonstrated their militancy and effectiveness in the Parsons struggle for many years, are allowed to be defeated, then the closed shop is in imminent danger everywhere.

The agreement was a breakthrough of fantastic importance for the union. For the first time in a major company the closed shop was extended right up to the fringe of senior management.

This historic agreement was the result of a two-year campaign, which culminated in a five-month lockout of a section of the union's membership. But the company finally caved in when faced with a strike of a total size and an impressive display of support from the union's annual conference.

The final stages of the fight for the closed shop at Parsons were complicated by the intervention of two professional bodies: the United Kingdom Association of Professional Engineers (UKAPE), and Clive Jenkins' help.

Big profits at no risk at all

IN THE CITY

Two weeks' ago I told the story of how the takeover bid for the City of London's Blythswood Securities Ltd. The City could safely use confidential information to make a lot of money. This week I shall illustrate just how this is possible.

The Stock Exchange system works on a perfectly clear accounting system, that if you settle up for any shares you have bought two or three weeks later. It is true to say that shareholders who have bought shares in the beginning of the account and you never have to pay if the shares you have bought are worth more.

There has been a good example of this. On Tuesday 29 February the Blythswood Securities Ltd. for a smaller brewer in which they already had a 25 per cent stake.

A leak

By the end of the week the share price Blythswood Securities Ltd. share price had been 80p. At the beginning of the week the average price was 80p. They rose 25p to 40p on Monday, the day before the bid.

The Blythswood Securities Ltd. financial advisors said: "There certainly appears to have been something going on. As some might say, speculators who knew the deal was coming filled their boots with shares, and

then sold them a couple of days later for an extra £1 or more. And they never have had a penny in the bank, though many of them probably have considerably more than a

But without Clive Jenkins' help

With T.H. Rogerson

WHAT'S ON

Copy for What's On must arrive first post Mark Scott, Newsdesk, Scottish Daily Mail, 19 George St, Edinburgh. Notices are charged at 50 per line. Sending your copy in a,self-addressed envelope without payment—�Notes will not be returned.

MEETINGS

WALTERS is public meeting "The Unjust War", by Walter Critchett, Blythswood Centre, 35 High St, Smithfield, Sheffield. 11th February, 8 p.m.

NORTH LONDON ANTI-IRELAND/IRELAND "The Reapers" meeting, on "Security Claims. Who's the Next Special?" Sandhurst Hall, 171 High Street, Latimer, W14, 3rd February, 7.30 p.m.

UNEMPLOYMENT AND THE PRESENT CRISIS presentation by Pat Rose, I. withdrauld International, 35 Orchard Street, London 12 March, 7.30 p.m.

LONDON BRANCH SECRETARIES' MEETING, Westminster, 237 Parliament St, London S.E.1. All branch secretaries must attend.
DEFEND TASS

union, the ASTMS. Both attempted to poach members from TASS. The disruption of UKAE was predictable. It openly protested itself as an anti-military pro-employer organisation. It offered itself to the higher-paid paed as a lesser evil to TASS. Now it hopes to use the Industrial Relations Act to gain a foothold.

Here the TASS leadership had still to support for staff union's everywhere against the real threat of yellow unions.

Less expected however, was the intervention of Clive Jenkins, the TASS organiser, in the UKAE, an organizing campaign among technical staff at Parsons in 1970, at the height of violence of the strike. The recruiting leaflets appealed to the "professional status" of staff against the shopfloor links of TASS.

The climax of this displaced campaign was to take Parsons through procedure, to use the pressure of the Engineer's Union to force the company to grant negotiating rights to ASTMS.

Paper tiger

But Jenkins' challenge evaporated in face of the determination of the TASS members' closed shop agreement. His friends declared the left of the ASTMS members joined TASS. Most of them had become "paper tigers". Jenkins himself was dealt a blow when he was selected a union official for his "paper tiger" behaviour.

Jenkins' "challenge" was a case of Clive Jenkins has reappeared in the scene. On 9 March the ASTMS obtained a recruiting meeting for senior technical staff at Parsons. If press reports are to be believed he is using a "paper tiger" for solving the closed shop problem, which involves TASS and ASTMS collaborating with the National Union of Railwaymen (NUR).

BUT TASS is not going to play games with Clive, as this statement from the executive committee makes clear: "TASS refused to adhere to this advice to the NUR. To do so would offend its own policy as well as that of the TUC, which took the TUC to prevent the ASTMS from entering an overcrowded field where its presence would only tend to confuse the fight against anti-trade union organisations.

Commenting on the right of any union to recruit, TASS insists that this is a decision of the government's game and giving substance to the Industrial Relations Act.

"While confusion reigns and the state intervenes, we shall have 1400 members. None of the conditions have more than a handful. Nevertheless, the conditions for disruption, besiege, strike and division now exist. TASS says to its members: We will represent all technical engineering we're staff, and that their agreement to work on the redundancy issue.

"We have the support of the FEUC in taking action to defend the agreement or go it alone if enhancement better is satisfied by the executive of the TASS.

"We believe that the TUC and its affiliates must more strongly support TASS in its fight to protect the jobs of its members. The recent miners' strike ensured that the welfare of the miners was given the necessary emergency to the miners. In the same way NIRC and CIR must not be allowed to deliberate in silence. Trade union voices must be heard out loud, but where trade unionists will hear, see and understand"

DAVE PEERS

SOUTH WALES:—67 construction workers who have been locked out by contractors Simon Litwin now face a battle to win a strike at Llandarcy for ten weeks by contractors Simon Litwin now face a battle to win a strike at Llandarcy for ten weeks. The striking workers have resolved to continue their struggle under the banner of the ASTMS, which is assisting with the strike.

Eddie Marshden, general secretary of the construction workers' section of the ASTMS, told the striking workers that the union had been approached by the contractors to take over the site. The union has agreed to the request and is now assisting the workers in their struggle.

Forbidden

Work at Llandarcy, as at other sites throughout the country, is suspended under a strike agreement. Four of the strikers have been arrested and are facing prosecution for breach of contract.

The strike was called after the company failed to negotiate with the union on the terms of employment for the workers.

"The company has refused to negotiate with us on the terms of employment for the workers," said Eddie Marshden.

"We are now trying to negotiate with the company and we will not return to work until we have reached an agreement.

"We are prepared to continue our strike until we reach an agreement," he added.

The strikers are demanding better working conditions, higher wages, and an end to the use of casual labour.

Rents rise go on

GLASGOW.—A narrow majority of the delegates to Glasgow City Labour Party's annual conference decided yesterday (Wednesday) to call a rent strike.

"The landlords are taking advantage of the current economic conditions and are attempting to increase rents," said the union's general secretary.

"We are calling on all landlords to freeze rents at their current level until the economic situation improves.

"We will continue to campaign for a fair rent policy until our demands are met," he added.

Strike opposes sacking threat

WOLVERHAMPTON:—Willenhall radiators workers are showing the way to others in the steel industry. In 1970, 1,000 production workers have gone on strike to stop the sacking of a 62-year-old man who was using an overtime card for four years.

"If there's a strike anywhere in the steel industry, it will be here," said the general secretary of the union.

"We have been negotiating with the company for months to find a solution, but they have refused to come to the table."

"We are now prepared to go on strike to protect our members' jobs," he added.

Meanwhile, the management have announced that they will not be forced to sack workers, but that they will be suspended until a new agreement is reached.

"We will not accept any workers being sacked without a fair hearing," said the union's general secretary.

"We will continue to negotiate with the company until an agreement is reached," he added.

"We are determined to protect our members' jobs and we will not be intimidated by the management," he said.

"We will continue to stand up for our members' rights and we will not give in to any pressure from the company," he added.

I would like more information about the International Socialists

Name: John Smith
Address: 123 Main Street, Anytown

Send to: IS, 56 Cottons Gardens, London E2 8DN
ST HELENS: The occupation at the St Helen's Plastics factory is now in its third week. The workers, who are employed by the North West North West Shipyard company, have been in dispute over the use of inlaying injecting liquid machines. The dispute has also affected workers in Edinburgh.

A MIAGHTY WAVE of factory occupations will get any attempt at engineering bosses in the North West to enforce a lockout. Almost 1,000 steel workers at the James Mills steel works at Bradbury, Cheshire, are maintaining a round-the-clock occupation of their factory in the first skirmish of what promises to be a crucial battle for engineering workers.

The example of the Bradbury workers has added to the determination of engineers through-out the area not to submit to any attempt by the bosses to lock out the workers. Two weeks ago, more than 800 stewards in the area decided to commence day work from 27 March in pursuit of a demand for a £4 increase on the basic rate—some factories want £6 to £35 hour wage and an extra day holiday. Shop floor managers, however, brought forward day work at some factories while many Employers' Federations have already been used. The united movement in the support of the employers is being made by the Manchester Engineering agreement which allows for an overtime bonus based on three shifts. Many workers are therefore left unorganized and it was announced that action will be taken to stop the lockout.

The agreement has been announced that it will be illegal for the stewards to continue their action, but the company is contesting the right of the stewards to call the work to stop. The Court president condemned the company for being "too legalistic," while the stewards are demanding for an equal share of the profits generated in the company. The Court president ordered the company to cease the strike and warned of legal action if the strike continues.

BENDIX FACTORY IS SOLD

KIRKBY: A mass meeting at Fisher Bros in Kirkby yesterday unanimously agreed to the Thoreson group plan to transfer ownership of the factory to a new holding company called International Property Developments. The new company will be able to offer the factory space to smaller businesses and the effect of the move is expected to create 100 new jobs in the Kirkby area. The negotiations between the company and the trade union have been lengthy and the agreement was reached on the basis of a £5 million investment by the new company.

The union said that the move would be welcomed by the workers and the new company said that they were looking forward to working with the workers to ensure a smooth transition.