## PETROL STRIKE COLLAPSES

At Stratford the last of several meetings voted, like Wansworth, to return to work. The petrol drivers went back. The threatened collapse of Transport in London, and perhaps other cities, was averted. *leoo* men of the R.A.F. joined the emergency force of servicemen who took over the job - all heights welcomed - of driving the petrol *now* force of the Army; other technicians **men** supplied by the Navy. All were quickly made familiar with for tankers and filling apparatus. If the country was to beat the handful of Red conspirators behind the strike, fullecale deliveries were essential with all possible speed.

Shell's Fulham Depot was soon running, if not normally at least much better then seemed likely 24 hours before. The real strike organisers in the background tried hard to spread the trouble, hoping to interest Tyneside petroldrivers and cause a sympathetic strike of all London public transport. The Red policy is to foment strikes whenever possible; not necessarily big ones; numerous minor stoppages could oripple the country, like the old Ohinese torture of death by a thousand small out at Shell Mex House the oil companies organized the control of operation tanker, mame given to the services' emergency help. Everything was running shoethly.

Q Poplar bus garage was among potential trouble spots, some drivers refusing to use so-called black petrol and closing the door in our cameraman's face. The men's attitude would have been very serious had it been copied everywhere. Fortunately it wasn't.

The big tankers aren't easy things to drive. A skid caused one casualty, but what was one amongst so many. Delivery times were extended here and there, some/drivers having forgetten to leave the control keys behind.

News now got around that the strike was collapsing. The Red disturbing thing is that the nation that beat Hitler has not yet effectively tackled a few active Communists. Meanwhile London says thank you to the 5,000 servicemen who carried onl

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