

RAIL STRIKE THREATENS INDUSTRY:

Britain still waits for the trains to run as the rail strike drags on at a cost no one can calculate. Emergency regulations by the Government, and peace moves by the T.U.C., still fail to bring the locons out of their yards.

Footplate union secretary James Baty is unyielding.

Industry forges ahead, but with one eye on dwindling stocks and piling out-put. Factories need steel, the steelworks need ore, both need coal and with their lifelines out, some are already at a standstill. Steel is vital to Britain's shipyards, and over them, too, hangs the threat of unemployment.

Road traffic round London is three-times normal. Emergency arrangements for staggering hours ease the rush-hour pressure a little, but hour by hour the stream of cars pours by.

London's police, helped by the A.A. and R.A.C., organise special parking areas to cope with the thousands of cars bringing City workers to their jobs. In the Royal Parks, along the Mall, and in every suitable street fringing Central London, cars are parked nose to tail.

To handle the nation's mail, troops and R.A.F. help out the G.P.O. Army lorries leave the central sorting office at Mount Pleasant for many different parts of the country, loaded to capacity with your mail and mine.

At Northolt aerodrome, R.A.F. Transport Command planes wait to carry their share of the mail which should be travelling far more cheaply by rail. A postman on a plane is a strange sight, but these are strange times, when anything can happen except what seems reasonable.

From a helicopter we can see the full extent of the needless congestion which strangles the capital, and which is repeated in other towns and cities. This madness must stop, and the control of our affairs be restored to its rightful holders - the Parliament of our country.