

REBEL WORKER

AN INJURY TO ONE IS AN INJURY TO ALL

Sydney, Australia
Vol.43 No.3 (241) Dec. 2025 - Jan. 2026

Paper of the Anarcho-Syndicalist Network 50c

Minns NSW & Albo Fed. ALP Govts. Seize on the Bondi Massacre as a Pretext for New for Far Reaching Attacks on Civil Liberties & Military Mobilisation! To Facilitate the Establishment of the Neo Liberal "Strong State" & War Drive!



Police flank Albo in Bondi the day after the Massacre .

BONDI MASSACRE P.2; NSW RAILWAY NEWS P.3; LETTER P.5; SYDNEY BUSES NEWS P.5; N.T. BUS NEWS p.6; VICTORIAN RAILWAY NEWS P.7; PUTIN's RUSSIA P. 9; BRITAIN TODAY P.13; ITALIAN GENERAL STRIKE P. 14; DEBATE ON 'RANK & FILE GROUPS' & INDUSTRIAL ORGANISING P. 15; VINCENTE GARCIA 18/7/1866 TO 24/10/1930 P.18; NEWS & NOTES P.19;

Rebel Worker is the bimonthly Paper of the A.S.N. for the propagation of anarcho-syndicalism in Australia.

Unless otherwise stated, signed Articles do not necessarily represent the position of the A.S.N. As a whole.

Any contributions, criticisms, letters or Comments are welcome.

REBEL WORKER

P.O. Box 92

BROADWAY 2007 NSW

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www.rebelworker.org

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AUSTRALIA: \$12 a year

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\$25 (Aus.) by Air mail

\$20 (Aus.) by Sea mail Free to

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Bondi Massacre & Neo Liberal Strong State

There are some suspicious aspects of the Bondi Massacre, involving alleged Islamist terrorists opening fire on the "Chanukah by the Sea" Jewish gathering on 14/12/25. One of the gunmen Sagid Akran was able to obtain a fire arm licence and then buying six guns, only 4 years after his son Naveed who was also involved in the shooting, being investigated by ASIO for Islamic State connections. In 2024, Naveed was issued with a Class 1 Security Licence. There was also a very limited police presence at the Bondi event with only 3 police. Despite a Jewish security organisation requesting a much larger police presence. There is also their mysterious trip to the Southern Philippines, an Islamist hot bed. It would be known to ASIO and ASIS. Politicians and the Corporate media outlets argue that a "security

glitch" occurred. Similar to the so called "glitch" by NSW Police regarding allowing a Nazi Rally outside the NSW Parliament some weeks ago, which was also seized upon by the Minns Government as a pretext for new repressive legislation.

The Minns NSW ALP Govt. has

aligned with the ALP and are complicit to varying degrees with its policies such as support for Israel and its genocide in Gaza. Albo is also seizing on the event for sweeping new legislation affecting civil liberties. Protest groups are seeking to appeal the Minns Government legislation.

Following the passage of the



particularly used the pretext of the Bondi Massacre to introduce much more far reaching legislation which can outlaw any protest action. A seeming exemption is "a public assembly that forms part of industrial action, an industrial dispute or an industrial campaign." However according to existing industrial legislation associated with enterprise bargaining, any industrial action and associated gatherings can be outlawed by the Industrial Court even during so called "bargaining" periods". The Corporate Union bosses are all

legislation in the NSW Parliament, Minns rapidly defended the NSW Police Commissioner's snap decision to outlaw protests for 14 days and then potentially indefinitely? Now Minns & Albo are pushing for significant military mobilisation in civilian life.

**The Hand of the Deep State
in Moves to Establish the
Neo Liberal Strong State?**

See page 13

ASN APPEAL

**The Anarcho-Syndicalist Network
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N.S.W. RAILWAY NEWS

Great Victories!

New Tasks!

Since the late 1990's grass roots activists assisted by Sparks have won a series of dazzling victories against the restructuring of the NSW Railways for privatisation. In Sept. 1999, the defeat of the restructuring of the City Rail station network for franchising, the defeat of DOO (Driver Only Operation) on the Waratah trains and the defeat during the period 2016 to 2024 of moves to introduce DOO on the NIF (New Intercity Fleet). In sharp contrast to

the trail of defeats of workers in other industries over privatisation.

Despite success in cutting off these heads of the privatisation push Dragon in the Railways, new heads have appeared. Particularly the introduction of the Metros and the conversion of heavy rail to Metro such as the Bankstown line. Various dimensions of the Metros, other initiatives such as the Opal/ticket less fares and new surveillance measures, pose a major threat to all transport workers' jobs, the privacy of transport workers and the general population. Another head of this Dragon, is the Government and management running down of heavy

rail infrastructure leading to increased defects and the disruption of rail services antagonising commuters. So as to facilitate privatisation by stealth.

These latest developments point to the importance of establishing grass roots committees on the job and a draft log of claims to be discussed and endorsed on the job to wage a campaign to tackle this new privatisation by stealth strategy and Big Brother onslaught. Facilitated by unelected ALP Flunky NSW RTBU (Rail Tram & Bus Union) Secretary Toby Warnes and others in the union hierarchy.

Opinion: AI Surveillance, Digital ID Lockdowns, CBDCs, and Driverless Trains - The Final Purge of Transport Jobs in Australia

AI-driven surveillance, Digital ID integration, CBDC programmable money, and driverless automation in Australian transport isn't about efficiency or convenience. It's the culmination of a coordinated elite agenda to strip away privacy, track every movement, control spending, and eliminate thousands of blue-collar jobs in the transport sector, leaving workers redundant in a fully monitored, cashless grid. The RTBU and its SJW-infested bureaucracy? They're not defenders they're enablers, softening resistance while dues fund global-aligned "sustainability" campaigns that pave the way for this dystopian overhaul. Start with the driverless train roll out: Sydney Metro is already Australia's largest fully automated heavy rail network driverless lines snaking under the harbor and across the city, with extensions like Metro West and Western Sydney Airport primed for unmanned operation. Melbourne's Metro Tunnel opened in 2025 with Automatic Train Operation (ATO) tech enabling autonomous runs, complete with platform screen doors sealing off human intervention. Mining giants like Rio Tinto have pioneered

fully driverless heavy-haul networks in the Pilbara since 2018, proving the tech

"efficiency" algorithms controlled by private consortia (MTR, Alstom,



works for stripping crews. These aren't isolated projects; they're the blueprint for de-manning urban rail, trams, and buses. **Thousands of drivers, guards, and on-board staff face obsolescence jobs vanished to**

Siemens) tied to international capital. The RTBU's feeble "resistance"? Token disputes and sell-out deals forcing attendants on some lines, but ultimately accepting automation's march, preserving

bureaucracy salaries while rank-and-file members get phased out. Layer on AI surveillance: Cameras across buses, trains, and stations aren't just for safety they're feeding real-time data into predictive systems spotting "antisocial behavior" or hazards. South Australia rolled out AI cameras in 2025 at interchanges, while Sydney

mandating Digital ID for "verified" travel, gating public transport behind biometric approval. No ID? No ride. It's the gateway to excluding non-compliance from essential movement. Then the killer: CBDCs for programmable control. The RBA pivoted from retail CBDC pilots (finding no "public interest" casecode for not ready yet), but

metros) while endorsing "just transitions" rhetoric echoing WEF/UN sustainability goals: green fleets, reduced emissions, automated "mobility as a service." Translation: fewer jobs, restricted personal vehicles, mandated public transport under surveillance. Dues bankroll these distractions, alienating members who just want secure livelihoods.



airport Station. Photo: Wikimedia Commons

Trains uses AI to scan CCTV for threats. Past trials floated facial recognition as an Opal alternative imagine boarding without tapping, your face scanned and logged instantly. It's straight from global play books: constant monitoring to enforce compliance, flag dissenters, or nudge "behavior" in a de-carbonized, restricted-mobility future.

Tie it to Digital ID: Australia's national Digital ID system (via myID and myGov) is expanding in 2025-2026, linking credentials like mobile driver's licenses to a centralized profile. States are integrating it with transport agencies think seamless verification for ticketing, parking, or access. Opal already supports contactless payments and digital wallets; the next step is

wholesale experiments continue, with eyes on tokenised payments. Globally, CBDCs trial on transport first (China's e-CNY on buses/subways). In Australia, imagine fares deducted via digital dollar wallets; programmable to restrict travel (e.g., carbon limits, quarantine zones) or expire funds if unused. Combined with Digital ID and AI tracking, every trip logs your location, spending, and behaviour into a permanent profile. Cash? Phased out, forcing dependence on traceable digital flows.

The RTBU's SJW bureaucrats jobessed with equity mandates, inclusion drives, and ACTU/ITF global ties divert focus from this existential threat. They negotiate minor concessions (attendants on

In this grim panorama, transport workers aren't evolving they're being erased. Driverless systems gut crews; AI/Digital ID tracks compliance; CBDCs enforce spending rules. It's deindustrialization disguised as progress: borderless data flows benefitting multinationals, while locals lose sovereignty over movement and money. Rank-and-file drivers, guards, and operators? Collateral in the elite's-controlled demolition of independent labour. The grid tightens wake up before your job, privacy, and freedom are fully automated away. The betrayal runs deeper than dues theft; it's the handover of human agency to the machine overlords.

By Railway Jeffery

LETTER

Dear RW

Word has got around that Shunters jobs are on the line. There is nowhere for them to go. Drivers will be expected to use the automated

coupling devices in lue of having Shunters. It is causing hold ups at Central and other depots because drives arrive just before the train departure time. If they have any

trouble the train is delayed. Obviously these jobs will be targeted with the Sydney Trains and NSW Trains merger.
Railway Ronnie

Sydney Buses News

LEICHHARDT DEPOT NEWS

RW: What is the situation with the rosters?

Leichhardt Driver: In the Sept.- Oct. edition of Sparks, there was mention of the extensions to starting and finishing times of AM shifts. This change by management was possible, as unlike at Kingsgrove, there was no local agreement to preclude the changes.

RW: What are the latest developments with management's corner cutting?

LD: Associated with the privatisation of Sydney Buses and Transit Systems takeover of Region 6, we have been facing constant corner cutting to squeeze out more productivity and been subject to budget efficiency drives. Recently a shambolic initiative by local office management has been corner cutting with our journals. A while back, management was wanting us to complete a pre-departure check list with our journal. A dispute over the issue blew up with the union. As a result we were advised by the union to just ignore the check list. Subsequently management backed down and withdrew the new style journals. The new forms were stored away at the depot, it seems for a rainy day. Now to save a few meagre dollars on printing and paper for new runs of our journals, local office management is now issuing to us the journals with the pre-departure check list.

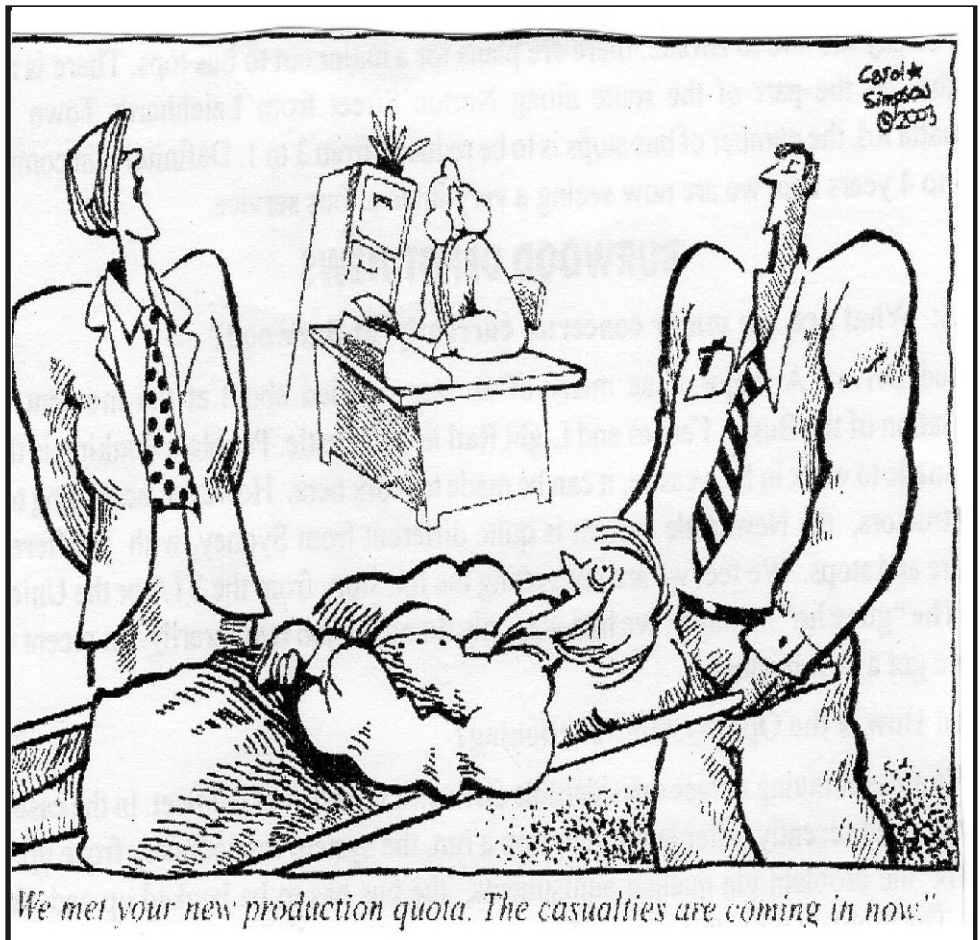
Uncle Scrooge Comes to Leichhardt Depot

RW: What has been the situation

with your Xmas party?

LD: This festivity has also been in the sights of Transit Systems Uncle Scooges to save a few dollars. In years gone by prior to privatisation and the appearance of the TWU, we would organise our own Xmas Party at the Institute. Last year management organised a bargain basement Xmas Party of sorts for us. They arranged

they were unable to enjoy management's meagre Xmas Cheer and generosity. This year with management's intense focus on budget cutting, they have not provided for any Xmas Party Cheer for us.



for an ice cream truck to come around to the depot to provide free ice creams for us. However, the ice cream truck only came around at certain times. As a result many on the AM and PM shifts were not at the depot when the truck turned up. So

TEMPE DEPOT NEWS

RW: What are the latest developments at the depot?

Tempe Driver: We are constantly in a bad way with the rosters, with

inadequate running times and layover breaks. We mostly have no adequate time at the end of our runs to relax and go to the toilet. I have noticed today I'm getting only 5 or 7 minutes as layover breaks on various runs. Only with the 422 into the city layover break near Railway Square do we get adequate layover break of 10 to 15 minutes. **We are under constant pressure with the running times with stacks of commuters waiting us at bus stops. With us being pressured to miss our**

layover breaks completely on occasion. Its all push, push by management as part of their corner cutting and productivity squeezing.

KINGSGROVE DEPOT NEWS

RW: What are the latest developments at the depot?

Kingsgrove Driver: We are facing an

intensifying efficiency drive by the bosses with the rosters. Since five or six weeks ago when we received our new journals, we have been facing bigger cut backs to our layover breaks. They are now being reduced to an unacceptable 2 to 3 minutes. In the case of the 483 to railway square Monday to Friday, you have 2-3 minutes to turn around and then 2-3 minutes to start up for the return trip. So savagely attacking your layover breaks.

NORTHERN TERRITORY BUS NEWS

21/10/25 Greater Darwin area commuters are being advised to seek other transport options because of a 24-hour bus drivers strike on Monday, October 20, after stalled enterprise bargaining negotiations between the Transport Workers Union and private bus operator CDC.

The Department of Logistics and Infrastructure announced on Friday that urban bus services in Greater Darwin, including those in Palmerston and surrounding rural areas, will cease operations at 12:00am on Monday as part of the 24-hour protected industrial action.

NT bus services in Alice Springs, Tennant Creek, Jabiru and Batchelor will continue to operate as scheduled, the government said.

Dedicated school bus services, including special needs services, will also continue to operate as usual.

However, students who rely on urban services to get to school will be unable to take a bus on Monday.

"This includes students who use urban services to travel to an interchange in order to connect with dedicated school bus services," the department said in a statement.

Hospital shuttle bus services between the Royal Darwin Hospital and Palmerston Regional Hospital will remain operational. This service is for patients or approved escorts traveling to medical appointments only. Electronic wheelchairs and mobility scooters are not accommodated, the department said, and bookings are required.

The TWU said the strike action was a

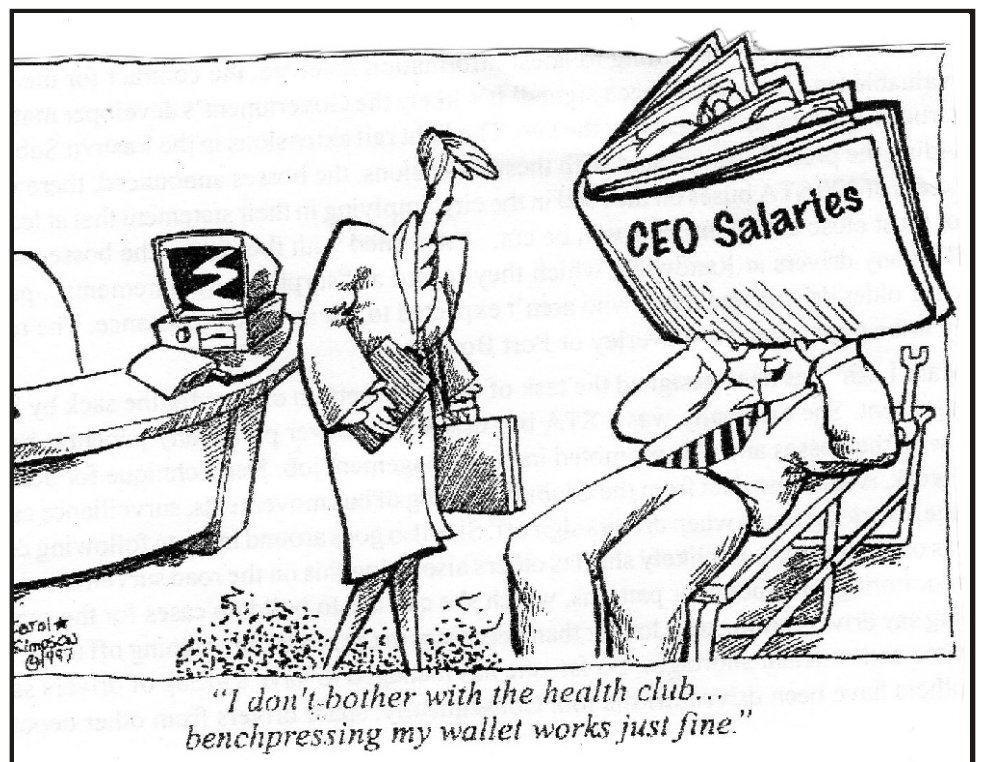
last resort amid stalled employment negotiations.

"Strike action is always a last resort. It's extremely disappointing that it has come to this, but our members have been more than patient in their attempts to secure a fair agreement that would bring them in line with industry standards," TWU SA/NT Branch Secretary Sam McIntosh said this

increased penalty rates for weekend shifts, as well as essential safety enhancements.

"TWU members will be on strike for 24 hours, though we will ensure that school and special needs runs continue to operate," Mr McIntosh said.

"Let's be clear: this campaign is



week.

Mr McIntosh said the TWU is ramping up its campaign for improved safety standards and is pursuing a new enterprise agreement after the previous one expired in June.

The union is also pushing for better working conditions, which include

vitaly important, and we will be forced to take further action if an improved offer that reflects industry standards isn't put forward. Drivers and our community want to see this resolved so that we have a safer, fairer and better bus network."

The TWU previously raised serious

safety issues on Darwin buses, including drivers increasingly being physically assaulted, verbally abused, and having to deal with rocks being hurled at buses. Last year, a driver was attacked and kicked in the head while driving a bus down a highway.

Bus operator CDC also confirmed

Monday's 24-hour work stoppage in a statement on Friday and said further information about particular services that will be impacted could be found on the CDC NT website and Facebook page.

"CDC Northern Territory is continuing the Enterprise Bargaining Agreement discussions in good faith with the

Transport Workers Union and our employees," the company said. "We remain committed to reaching a fair and reasonable resolution."

VICTORIAN RAILWAY NEWS

In this issue of RW we will discuss Operational issues at V/Line. Drivers, Conductors and Customer Service Staff will discuss these issues. As in previous issues of RW names have been changed.

RW: Can you explain Track Faults which have occurred at both North Melbourne and Sunshine over the last couple of years?

Rastus: Those faults have been happening regularly. They always seem to happen in the morning peak hours around Sunshine and the Flyover at North Melbourne.

Roscoe: The Ballarat, Geelong and Bendigo lines pass through Sunshine and North Melbourne and when a fault occurs in these areas, there is one word **CHAOS**. Most of the passengers on these trains are ordinary workers trying to get to work on time. V/Line does not seem to care if the workers are late. There is no apology issued in the form of a leaflet. Free travel is not offered.

Clarence: Some V/Line workers are passengers on these trains and they were late for work.

RW: Were these workers docked for being late?

Ichabod: Answer YES, but it was later withdrawn. V/Line employees feel sorry for the ordinary workers. These workers are docked for being late for work.

RW: Does V/Line have a back up system for these faults?

Roscoe: Answer Yes. Call in buses.

Archie: The feeling amongst V/Line employees is V/Line management admit defeat. They apply "Murphy's Law." Things will work themselves out.

Jethro: Recently an **OIL LEAK**

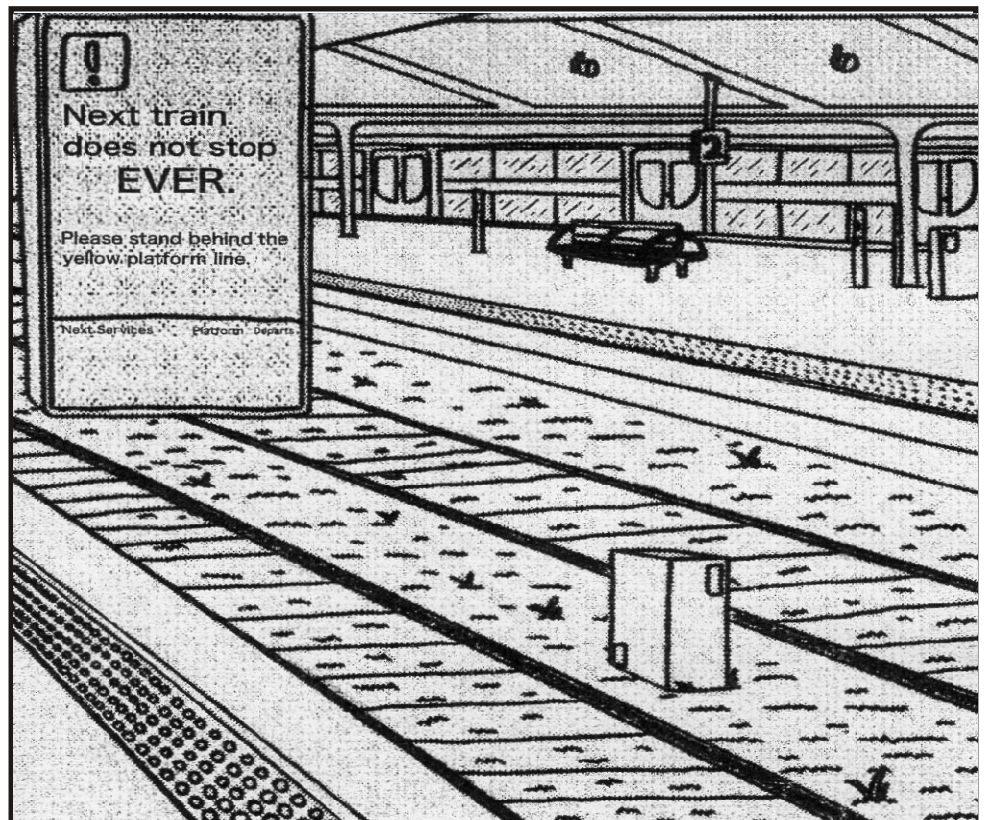
occurred on the Ballarat line between Ballarat and Wendouree. It was rumored that V/Line wanted to replace the service on the whole Ballarat line with buses.

Rastus: This was true as a number of drivers heard an argument over the Radio between Bathurst station managers and Train Control.

Roscoe: Common sense prevailed

from Manor to Melbourne via Werribee. There are some empty car movements via the old line for certain drivers to keep their extra knowledge.

Ichabod: The construction of the Airport line is to recommence in the New Year with major work at Sunshine. With these works there will be shut downs which will affect services on Geelong, Ballarat and



and trains ran from Ballarat to Melbourne with buses used between Ballarat and Wendouree.

RW: If trains are disrupted at Sunshine for Geelong trains, V/Line could send the trains on the old line via Werribee.

Rastus: The problem is a fair number of drivers have no knowledge of the line

Bendigo lines.

Archie: I have seen the proposed station at Sunshine plans. Two extra platforms are to be provided. There will be some closures for major works.

Rastus: With the works V/Line should put positive ideas to Public Transport Victoria to ease major

disruption.

Roscoe: One idea would be to train V/Line drivers on the route from Manor via Werribee to Spencer Street. Due to a heavy peak hour not all Geelong Trains could even go through to Melbourne so a Shuttle Service to Werribee commenced with suburban trains could be operated.

Forsyth: With Ballarat and Bendigo trains if disruptions happen on V/Line tracks between Sunshine and Melbourne, termination of Bendigo trains, Sunbury passengers travel Melbourne on Metro Trains. Termination of Ballarat trains at Sunshine with further travel to Melbourne on Metro Trains.

Rastus: If faults occur on the V/Line tracks around North Melbourne direct passengers to Metro Trains changing to a reduced train service at Werribee, Sunshine and Sunbury. It would be quicker than running buses all the way.

RW :What about issues with defective Velocity Trains at Spencer Street?

Rastus: We can describe a few issues with these trains over the last few months.

Roscoe: There have been a few issues where three car Velocity Trains cannot be coupled together to form a six car train in the evening peak.

RW: What was the solution?

Archie: The train was a Ballarat Train so they ran the train as a three car train. The train left Spencer Street packed to the rafters. Management didn't care as long as the train ran. If the train did not run, V/Line would be fined. I feel sorry for the Conductor.

Ichabod: This coupling problem happens on certain platforms. When the station was rebuilt it was only the platforms. The tracks were not relaid. They were only patched up to minimum standards. Some tracks have been rebuilt over the last few years.

Clarence: At other times due to defective trains passengers are moved to other trains. In one incident a train was defective on Platform 16B. The only train they could obtain was on platform 2B. Passengers had to walk over to the train on platform 2B. On arrival there was no train. One was eventually found on platform six. Wait for it. It was a

three car train.

Rastus: These are the issues employees face. Arguments with management. There was an incident many years ago where there was nearly a punch up on the platform with a passenger over delays to his service.

Ichabod: What is needed is a standby train which could be called into service at short notice.

Rastus: Knowing V/Line there is no SPARE ROLLING STOCK.

RW: Once again we have run out of space. Lets hope these problems can be solved and quickly.

Rastus and Roscoe: In having the final say, the opinion of most drivers is that V/Line Management are a bunch of morons when it comes to these disruptions. They only have one solution. "Call in the Buses." Where is

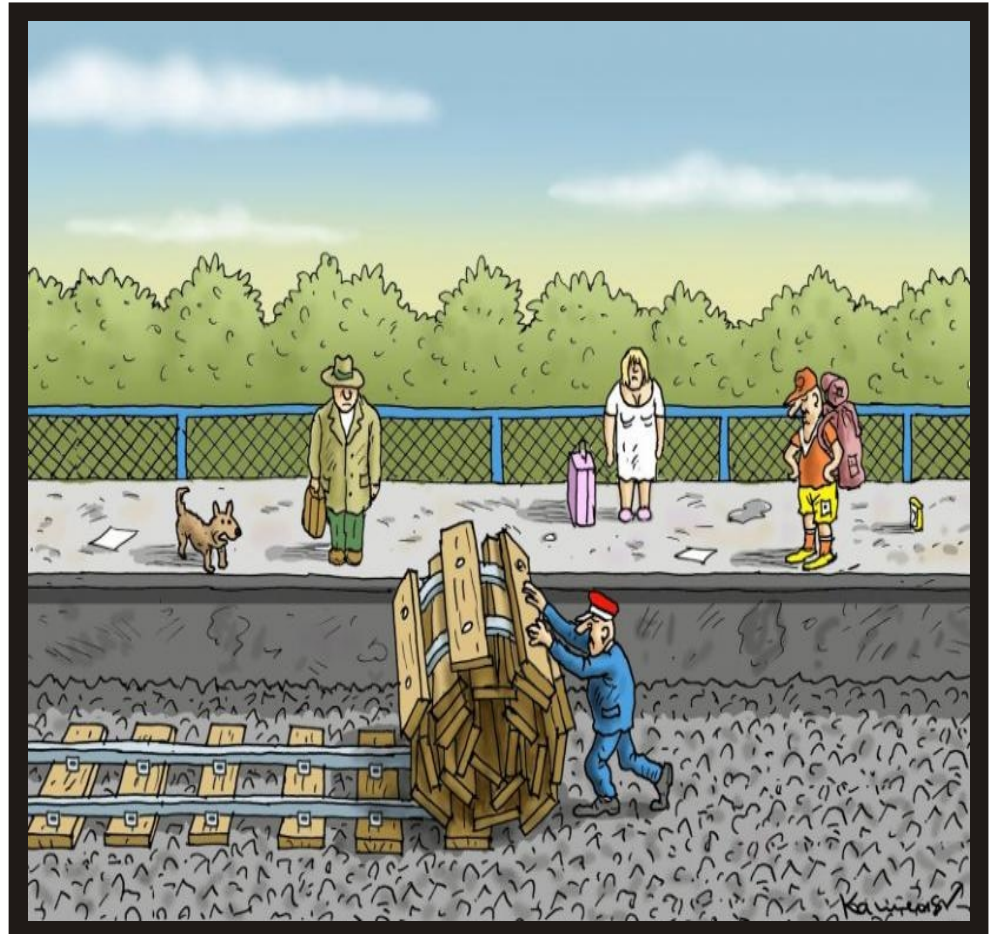
RW: What is the story about fellow employees dobbing in their work mates?

Archie: It is happening all the time at V/Line. Employees are dobbing in their fellow employees on minor issues.

Rastus: The same thing is happening to Drivers. Customer Service Employees have been dobbing in Drivers for example, taking too long to prepare trains. In fact they have been putting Drivers down on paper.

Ichabod: We now introduce you to Esau.

Esau: I was successful in obtaining a conductor position. What upset me was the instructor training the conductors, informing us we had to report any employee, drivers included if they breached V/Line



the alternate plan?

In this issue of RW we will discuss issues at V/Line. Once again involving, Drivers, Conductors and Customer Service Employees. As in previous issues of RW names have been changed.

rules.

Forsyth: When I went through Conductor training many years ago, my instructor informed us, "Never lag on your workmates as it is un-Australian."

Ichabod: We will give you an example of what happened over six months ago, where an employee was

dobbed in over a comment made on the spur of the moment.

Allison: An employee applied for another position with V/Line. This employee was told he was not successful in obtaining the position. He came into the meal room and made a couple of comments about Human Resources.

Esau: Another employee sitting in the meal room reported this employee to Human Resources.

Archie: The employee had to front Human Resources. Despite the union defending the employee, it was to no avail. The employee was given a final warning.

RW: What about the employee who dobbed this employee in?

Forsyth: This person is known to dob employees in and reporting them to the Customer Service office. The person is a go getter who wants to advance their career.

Ichabod: The word has gone around Spencer Street to be careful what you say if this person is around.

Archie: There was an incident years ago where an employee refused to dob in an employee and walked out of Human Resources. He told Human Resources he was not going to cause a fellow employee to lose his job.

RW: What is the situation on the Albury and Warrnambool lines?

Ichabod: There is still overcrowding on these lines. Albury trains in some cases are running six car trains with few exceptions. Warrnambool trains are still operating as three car trains.

Allison: It will get worse on weekends in December and January with free travel over the weekends.

Esau: This free travel is so passengers can book and ride the new Metro Tunnel which runs from South Kensington to Hawksburn.

Roscoe: At Holiday times back up buses have been provided but a fair number of passengers shun these buses. They prefer to stand.

Rastus: One of the reasons for the overcrowding on the Albury Line as compared to Sydney to Melbourne is less distance. There are three trains a day to Melbourne seven days a week plus an extra train to Melbourne on Saturday and one to Albury on Sunday. V/Line fares are not valid on Countrylink services.

Allison: If you want to travel to Sydney there are only two trains a day from Albury. One around midday and then at 11pm. These used to be the Riverina XPT that left at 6.30am. I hear you you cannot do a day return to Wagga, Junee,

Cootamundra and back to Albury. The Riverina XPT was discontinued when the XPT to Melbourne was introduced.

RW: What is the situation on the Bairnsdale line?

Roscoe: The major works on the line have been completed and a forty minute service has been introduced in the peaks and week ends to Traralgon.

Allison: Free travel to compensate for bus replacements during major works have been introduced for November.

Archie: But there is a catch. The free travel is only available for persons living between Nar-Nar Goon and Bairnsdale. In other words there is no free travel from Melbourne as these are reverse commuters who travel from Clayton and Dandenong who work in Warragul and Traralgon.

Forsyth: A number of people who have refused free travel decided to travel anyway. The conductors rather than get into an argument let them travel for free.

RW: Once again we have run out of space.

Rastus and Roscoe: In having the final say we have one word for this customer service employee, "Get out of the industry, you are not wanted."

PUTIN'S RUSSIA

We publish below an interview by the Czech anti-militarist group Dezerter with the Russian group KRAS. We do so to provide information about the situation in Russia, and the movement against war there.

1) Greetings to Russia. Please give our readers a brief introduction to your local syndicalist organisation and the International Workers Association.

Greetings, comrades! We in the KRAS, Confederation of Revolutionary Anarcho-Syndicalists, see ourselves as a small initiative group from which, we hope, in the future an anarchist workers' union could grow, capable of waging practical struggle in the workplace. As an organisation, we have existed since the mid-1990s. Over the years, we have actively supported strikes and

social protests in various industries and professions, trying to give the movement a self-organised character. In particular, we held solidarity actions with the strikers, collected funds, and conducted information campaigns. Not limiting ourselves to issues of economic struggle, we also took part in other social protests, including protests against the wars in Chechnya, against gentrification of cities, against pension reform, against the destruction of public health care, education, and so on.

2) Our magazine is anti-militarist, how about you, your organisation and the International? How do you perceive anti-militarism and how would you explain it to an ordinary Russian or Ukrainian worker?

Anarcho-syndicalism has always

been anti-militarist from the very beginning. This has been confirmed in the resolutions of many IWA congresses and in the many anti-war actions in which sections of the International have participated throughout its history. It is very important to note that anarcho-syndicalists have condemned and continue to condemn militarism from all sides, whether it is the militarism of capitalist or so-called "socialist" states or the so-called "national liberation" movements. Our organisation also takes a consistently anti-militarist position. We are against any wars and armies, and adhere to the simple idea of "no war except class war". In fact, this is precisely what we focus on in our agitation. We try to explain that wars serve the interests of the ruling classes and the state apparatus, while the working people gain nothing and only suffer from them. Moreover, they suffer not only because the workers are forced to

kill people like themselves and die for the interests of others, the interests of power and profit, but also because war brings economic hardship and ruin to ordinary workers in the rear.

3) Your analyses predicted an escalation of the conflict in eastern Ukraine and the outbreak of war. What changed for you and ordinary Russian workers after the outbreak of war?

The Russian-Ukrainian conflict has been going on since 2014. It is based on the desire of the ruling classes of both countries to re-divide the territories and property of the former "Soviet Union" as a single capitalist corporation, which they already divided in 1991, as well as on the interests of the ruling classes of the great world powers, including the United States, the European Union states and China. On the one hand, the contradictions gradually escalated, which is in principle inevitable at the current stage of capitalism's existence, and this potentially always leads to war. On the other hand, it could not be ruled out that the parties would reach an agreement this particular time, as had happened in the past. We hoped that the escalation into a large-scale war, which broke out in 2022, would still be avoided. At least that everything would not explode this time. But events began to develop according to the worst-case scenario.

With the outbreak of large-scale war, the situation for us and for the working classes as a whole worsened dramatically. The authoritarian neoliberal regime ruling in Russia has always been extremely repressive, but now, in the context of war, these repressions have taken on massive proportions. Under the pretext of war, a large-scale "tightening of the screws" is taking place. New laws that have been adopted and continue to be adopted and tightened have essentially abolished civil liberties.

There is no possibility to freely express one's opinion; rallies and other protest actions are not allowed. Critical statements about the war or

the government's policies can lead to many years in prison. In addition, there is a practice of declaring critics of the regime "foreign agents", which also means that they are denied access to work in the education sector and public institutions.

The practice of denunciations is widespread. The ideology is set on a course towards nationalistic and clerical obscurantism. Of course, in such conditions, our organisation was forced to stop open, public and street actions. But we continue the explanatory and agitational campaign for self-organisation of working people, for social and personal emancipation, including trying to explain in whose interests this war is

vulnerable" people. It is not known exactly how much Russia is spending on its armed conflict with Ukraine. Various sources quote figures ranging from \$500 million to \$1 billion per day, although it is unclear whether these figures can be trusted. Regardless, these are huge expenses. Therefore, the state sharply increases military spending and cuts spending on social needs. If in 2015-2021, on average 28% of budget expenditures were spent on social policy, then in the 2025 budget, expenditures on social policy amount to only 16%. At the same time, the share of official military spending exceeds spending on social policy, healthcare, education and the economy



being waged and what the historical practice of anti-military resistance is.

4) How did the social situation change after the outbreak of war?

The wars that states wage among themselves always turn out to be on the "internal front" the wars of the ruling class against the exploited working people and the "social weak" people. War always costs money, and this money comes from the pockets of workers and "socially

combined. Prices are rising rapidly. The so-called "inflation for the poor" (which takes into account food products, medicines, cleaning products, transport and communication services, and housing and communal services) reached 16% in 2024. Prices for some food products have increased several times.

It is becoming increasingly difficult for poor people to survive. It is enough to mention that 34% of Russian

residents experience difficulties in purchasing the medications they need (while 54% of them directly say that the reason is a lack of money). 35% of the average family's expenses go towards food. In 2024, only 37% of families had enough money for everything they needed, except for a car and real estate.

Taking advantage of the military situation, entrepreneurs have increased pressure on workers. There have been cases where labor activists and strikers have been accused of anti-state actions and undermining the war effort. War is a great excuse for "optimisation". The share of companies planning lay offs has grown from 7% in January of this year to 11.5% in June.

Strikes do occur, however. People demand payment of wage arrears or better working conditions. There are also social protests due to the poor state of infrastructure, which has not received the necessary investment for years.

5) Many Russian workers support Putin's war campaign, others are silent. What is the real situation? Why is this and how is it changing over time? If it has changed?

Russian society has been divided since the beginning of the armed conflict, although it is quite difficult to assess the real ratio of supporters and opponents of the war. Official poll figures in the current conditions do not inspire much confidence: people often simply do not dare to answer honestly. And some polls that record the percentage of those who refuse to answer questions at all show that such people are the overwhelming majority.

However, even opinion polls that, at first glance, show a predominance of those who approve of the current government while responding, - even these polls show that the number of those who support an end warfare is very high. For example, in February of this year, 59% of respondents said that

peace talks should now be held rather than military action continued. The number of those in favor of continuing military action was 31%.

If we talk about subjective feelings, then we have the impression that, although most people perceive this war as something routine (as, for example, in Soviet times they perceived the war in Afghanistan), they have long been tired of this routine and would like to see the conflict end.

But, of course, there is a huge distance between such fatigue and any active actions.

Here we should take into account the enormous social passivity in post-Soviet societies (and Russia is no exception, just like Ukraine). **People are not happy with the situation, but they do not believe in**

sources that at least 50,000 men have deserted the Russian army? Are those numbers real or are they underestimated?

The recently deceased German pacifist Rudi Friedrich, whose organisation $\frac{1}{2}$ Connection7 helps war objectors and deserters around the world, said earlier this year that according to his data, about 250,000 conscripts who did not want to fight in the war left Russia during the conflict. In the same period, 300,000 conscripts left Ukraine. Of course, this is not collective resistance, but individual, but it is also extremely important and significant.

7) How does the Russian army recruit men? There is a violent mobilisation in Ukraine where people are being hunted like animals in the street. Is this also happening in Russia?



the possibility of changing anything through collective action. Everyone tries to solve their problems alone. From our point of view, this is the result of both the frustration of hopes during the so-called "Perestroika" period, and the general social atomisation and egoisation that resulted from the "market reforms". This is a deep trauma, which is not easy or simple to overcome.

6) We have traced from various

In Russia, there are universal conscription for men from 18 to 30 year old. The term of military service is 1 year. In addition, the authorities announced additional mobilisation in the fall of 2022. Now it is effectively limited, although not cancelled. At the same time, the so-called "voluntary recruitment" into the army is expanding through the so-called "contract service". A man can sign a contract with the military department, according to which he serves in the army for a fairly large

reward. This reward is so large by Russian standards that many people enlist in the army to pay off loans, mortgages, debts, or simply to provide for their families. In addition, prisoners are recruited into the army on the condition that they receive forgiveness for their crimes.

Recently, the authorities have been trying to send to the front, first of all, such "contract soldiers".

Probably to avoid such widespread indignation over forced mobilisation as in Ukraine. However, in practice, signing a contract is far from always a "voluntary" matter. Relatives of military personnel have repeatedly complained that soldiers called up for regular military service were often forced to sign a contract while still in the army, after which they were sent to the front.

As for the hunt for people, it has not yet reached the same scale as in Ukraine. The authorities have tightened penalties for draft dodgers. A unified electronic system of accounting and control is being introduced.

From time to time, raids are conducted to find draft dodgers. Such actions may include checking documents on the street, in the metro or other public places, serving summonses on the spot and raids on places of residence (hostels, rented apartments, warehouses and dormitories), in gyms, etc. It should be noted that the favorite victims of such raids are also migrants who have received Russian citizenship.

8) Does the Russian government respect the conscientious objection to refuse to join the army guaranteed by the human rights charter? In Ukraine they simply 'democratically' abolished it in violation of international law.

Officially, in Russia there is the possibility of so-called "alternative civilian service". A conscript has the right to undergo alternative civilian service instead of military service only in two cases - if military service is contrary to his beliefs and religion, or if he is a representative of an indigenous minority and leads a

traditional way of life. In this case, the conscript must justify "his views, beliefs and moral principles", the Defense Ministry website says. The decision on whether a conscript can undergo alternative service or refuse him such an opportunity is made by the draft board. If approved, he is sent to work either in civilian positions in the army for 18 months, or in civilian government agencies, but for 21 months. In most cases, conscripts undergo civilian service within the region of their residence.

In reality, it is very difficult to achieve a replacement of military service with an "alternative" one. In the first half of 2024, for example, only 2,022 conscripts received it.

9) What are the ways to avoid being conscripted into the army and to the front? We know that there is an organisation called 'Idite lesom' that helps.

Previously, there was a rule that a draft notice was considered officially delivered if it was handed over to the conscript in person and against signature. In those conditions, the main method of evasion was not receiving the draft notice. Many tried to obtain an exemption from military service for medical reasons.

Now the situation has changed. Now draft notices are issued electronically, through a special website. And it is very difficult to get an exemption from the army due to illness: more and more often they report about completely unhealthy people being called up to the army.

But Russia is big. Therefore, the most common way is still to move to another region, to change one's place of residence. Some people manage to go abroad. But now the authorities are taking measures to make such opportunities as difficult as possible (by compiling a single electronic list of conscripts who have received draft notices).

We are not personally acquainted with the activists of "Idite Lesom". We know that this group exists and helps

conscripts change their place of residence, leave the country, desert, and so on. The authorities have declared this group a "foreign agent".

10) The anti-war protests from the beginning of the war are no longer heard of. Are there any? How strong is the persecution of these manifestations? How many people are in prison or awaiting trial?

To be fair, it should be said from the very beginning that not all of those who protested were against the war and all the warring parties.

Many of them were for the Ukrainian state. And this is not at all the same as being against war as such. One way or another, after the adoption of new repressive laws and the tightening of repression, the wave of open and public protests began to subside. Such protests (not only on the topic of war, but in general) in today's Russian state are, as a rule, completely impossible. To hold any non-governmental public event, you need to obtain permission, and it is almost never granted if the issue in any way affects the interests of the authorities.

Interestingly, in Moscow and some other cities, the refusal to grant permission is motivated by safety measures against COVID, although this does not prevent official mass events from being held. An unauthorised public event can result in a fine or even imprisonment. The exact number of people arrested, tried, and imprisoned for criticising the government in connection with the war (in one form or another) is unknown. It is sometimes difficult to separate one reason for the repression from another.

Human rights activists cite the following figures. In total, from February 24, 2022 to February 17, 2025, 20,081 people were detained in connection with criticism of the war (in various forms and for various reasons). Currently, most people are arrested not for public actions, but for what they wrote on social networks. In addition, 46 people were detained during protests by women relatives of those mobilised who were holding protests to have them released home.

BONDI MASSACRE Cont. From Page 2

The Bondi Massacre has been compared with the Port Arthur Massacre by the Corporate Media, in regard to the numbers of people killed and injured. The Port Arthur event was also used as a pretext for

new legislation affecting gun ownership but also facilitated the move for increased surveillance via such innovations as CCTV's. The youtuber "Wasp Files" has uncovered many bizarre coincidences, contradictions and inconsistencies in the official narrative of the Port Arthur event. Pointing to a Deep State

(ASIO, CIA, M16 etc) and top levels of Government conspiracy. With Martin Bryant manipulated and framed up as the "patsy" for the lone gunman. Similar to Lee Harvey Oswald with the JFK assassination and James Earl Ray in regard to the Martin Luther King assassination amongst other cases.

BRITAIN TODAY

British Railways Wildcat Strike!

7/12/25 Train drivers have launched a new strike over the sacking of a colleague who allegedly fell asleep on multiple occasions while operating a 125mph passenger service.

The unnamed driver for Hull Trains raised concerns after experiencing 'fatigue matters' on more than one occasion at a safety meeting.

He was later sacked amid claims he had admitted to a manager that he had fallen asleep at the controls, mentioning it in passing shortly after it happened.

According to the company, Hull Trains has strict measures for the reporting of fatigue which the driver failed to follow.

But union Aslef has backed the former employee in a months-long dispute which previously saw drivers walk out for eight weeks in March.

Its members on Hull Trains have today walked out for a further 48 hours following months of industrial action, as the union complains the worker was unfairly dismissed.

The company says the driver was sacked over a safety issue, but the union has accused the firm of failing to follow due process and claims the driver had done 'nothing wrong'.

Nigel Roebuck, Aslef's organiser in the north east of England, said: 'Yet again our members at Hull Trains are back out on the picket lines in this lengthy dispute with the company.'

'After months when Hull Trains has been telling all and sundry that they

were in dialogue with Aslef, when they were not, finally we have had a series of informal talks to try and find a resolution but, once again, we find ourselves in a stalemate.'

Mick Whelan, outgoing general secretary of Aslef said: 'Hull Trains sacked a driver, without proper due process, for doing nothing wrong.'

'He has a completely clean safety record. He raised fears of fatigue at a safety meeting.'



But it was previously reported how the driver in question had already received help for 'similar issues' when he raised the issue of fatigue again at the meeting.

A letter sent early in the year to all drivers revealed that disclosures made by the driver, thought to include the fact that he had fallen asleep at the controls, amounted to a safety risk that the firm 'could not ignore'.

The letter read: 'The disclosures

made by this driver, especially against a backdrop of previous similar issues where full support and feedback was given, presented us with a safety risk that we could not ignore.'

'Given the previous instances, including one within the 12 months prior to this where similar fatigue matters were also not properly reported, after much support and guidance we have reached a point where we cannot be confident that they can be trusted to properly report safety matters in a safe and appropriate way, so that we can

support them and manage the risk.'

A spokesperson for Hull Trains said: 'We have been operating a full timetable for a number of months and are pleased to be able to do so again today. We're committed to continuing to support our customers and communities.'

'We have recently made an offer following constructive talks with Aslef to bring this matter to a close.'

ITALIAN GENERAL STRIKE

Monday September 22nd saw over one million taking part in strikes and occupations against the massacre of Palestinians in Gaza and the shipment of arms to Israel. There were mobilisations in 85 locations.

In Milan, tens of thousands took part, in spite of heavy rain. In Genoa, again despite heavy rain, more than 600 port workers blocked the port, stopping a ship said to be carrying containers to Israel. In Bologna tens of thousands marched, before being attacked by water cannon and tear gas. Twenty thousand marched in the port town of Marghera.

Truck drivers put on slowdowns at motorway toll booths, and freight trains were halted for 24 hours. In Livorno, dockers and students blocked the port. There were similar actions by dockworkers in La Spezia, Ravenna, Trieste and Venice. In Rome, the Termini railway station was blocked, causing the cancellation of many trains.

There were other actions and demonstrations in Palermo, Catania, Potenza, Bari, Lecce, Brindisi, Sassari, Cagliari, Bolzano, Pisa, Calenzano, and Novara. A blockade of an arms factory took place at Campi Bisenzio.

Schools and universities saw blockades and strikes too. The Faculty of Letters was occupied in Rome, as were universities at Florence and La Sapienza, whilst students blockaded campuses in Bologna and Torino. In Brescia there was a mass walkout by teachers. All ports were shut down, 90% of public transport and 50% of rail transport.

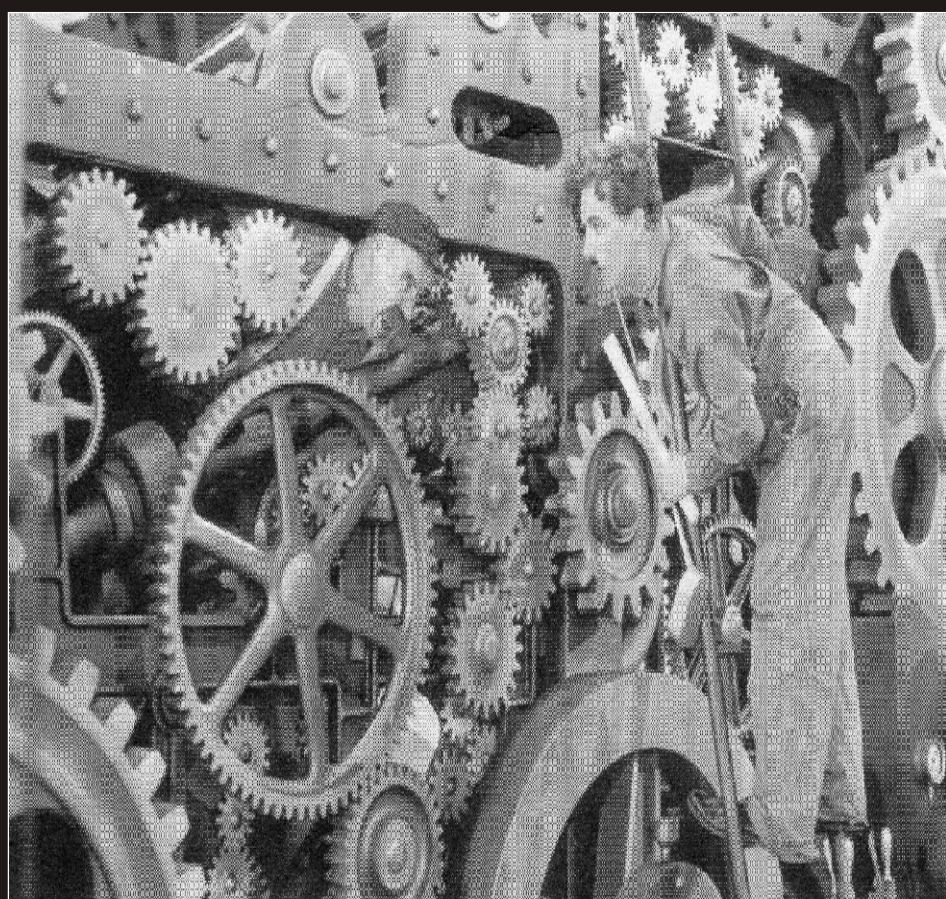
The demonstrations were huge, with 100,000 in Rome, and 50,000 in both Bologna and Genoa.

The strike action was organised by five grassroots unions, Confederazione Unitaria di Base (CUB), Unione Sindacale di Base (UB), Sindacato Generale di Base

(SGB), Associazione Difesa Lavoratrici e Lavoratori (ADL Varese) and Unione Sindacale Italiana (USI-CIT), and by the Autonomous Collective of Dockworkers (CALP)-under the slogan Blocchiamo tutto ("Let's Block Everything"). In addition to the demands around Gaza, the base unions attacked increasing military spending, the huge increase in

four hour stoppages before the 22nd. Right through September 22nd, the CGIL leadership refused to comment (Though much of the rank and file of CGIL has great sympathy for the actions).

Many young people took part in the September 22nd mobilisations, and there were many signs of unity between workers and students.



precarious jobs, and the fall in real wages.

The actions were denounced by the far right Prime Minister Giorgia Meloni, who called those taking part "hooligans". Her party, Fratelli d'Italia, has close links with Netanyahu's Likud party, and she has reaffirmed her support for Israel.

For their part, the mainstream unions like CGIL took no part in the day's actions, organising symbolic

The mobilisation in Italy, like recent events in France, Serbia, Nepal, Indonesia, the Philippines, and Ecuador, points to the redevelopment of class consciousness and internationalism, and augurs further struggles. It is hardly any surprise that these developments are little reported on, or simply ignored, by the establishment media in the West.

Debate on 'Rank & File' Groups & Industrial Organising

To change the world, and ultimately overthrow capitalism, we need workers' power.

Today, the capitalist class has almost all the power. It doesn't matter who we elect, or how often we take to the streets. Governments have no reason to listen to workers, and every reason to give in to the bosses and the landlords. They control the economy, so they call the shots. The ruling class can attack our wages and raise our rents. They can gut the public service, to avoid paying more tax or devaluing their bonds. And despite two years of massive protests, they can continue to back Israel as it carries out genocide in Gaza.

Capitalists can do these things because we don't have strength where it really counts: at work. Union membership is down to just 13%. Strikes (especially those with hard picket lines) are becoming increasingly rare.

But if workers get organised, we have the power to change all that. We can take on the bosses, the landlords, and the politicians. We can win higher pay, better public services, and cut ties with Israel-but only if we rebuild a fighting workers' movement.

To do this, we need to transform and rebuild the unions.

How did we get here? Unions play a contradictory role under capitalism. On the one hand, workers have built unions to fight for their interests. At the same time, the union-form of organisation has tended to generate a bureaucracy with its own set of financial and political interests.

For union bureaucrats, the real goal is 'labour peace': they sell bosses the promise that, if granted certain concessions, union members will get back to work, and won't take industrial

action. Making these kinds of deals protects the legal status of the union, maintains the bureaucracy's authority, and secures their salaries.

By selling labour peace at any cost, union leaders have pushed members to accept weak agreements and increasingly traded away the right to strike. Because of this, most forms of

doubled down. Most of their efforts go towards convincing the ruling class that they are 'responsible leaders'. They increasingly rely on union-mergers and their relationship with the Labor Party to keep the unions viable, and cling to their own cushy positions.

ASN: Again this is a grossly



industrial action are now effectively illegal. Unsurprisingly, this has led to weaker bargaining power, bad EBAs, and a massive decline in union membership.

ASN: The author is discussing the union issue extremely abstractly to be ridiculous. Failing to take account of the change from "bureaucratic reformist" unionism to "corporate" unionism" which developed in the context of the ACTU/ALP Wages and Prices Accord years 1983-1995 and the subsequent "unofficial" Accord years up to today. Particularly associated with "enterprise bargaining". An initiative of the Keating ALP Federal Govt. It must be seen as a ploy to cut workers' wages and conditions through "smoke and mirrors" techniques.

In response, the bureaucracy has

simplistic discussion of the corporate union phenomena in Australia. It fails to take account of how interwoven today's union hierarchy is with the corporate set up. Particularly extensive "legal corruption" involving massive corporate funding using such pretexts as so called training, payments for union officials membership of Super Boards and payments from Super Funds using all manner of pretexts such as co-sponsorships. Through union officials' membership of Super Boards, they are directly involved in the management of Capitalism. Allegedly elections for important union positions and also EBA's and industrial action ballots are rigged when required. Courtesy of ALP networks in the AEC (Australian Electoral Commission) which was established by the Hawke ALP Government in 1984 as an unofficial

part of the Accord. Together with likely Deep State (the cops and ASIO/CIA) infiltration of the union hierarchy. Union mergers must be seen as interwoven with this corruption, tentacles of the ALP Octopus and an opportunity to further centralise bureaucratic control of the Corporate unions. (1)

An interesting example of these rorts interwoven with tentacles of the ALP Octopus was associated with the merger of the public service ACOA (Administrative & Clerical Officers Association), APSA (Australian Public Service Association) and the ABC Staff Association to form the PSU (Public Service Union), now CPSU (Community & Public Service Union) many years back. Allegedly ACOA's office building in Sydney called Seekers House, was sold below market value via a real estate agency run by former Communist Party of Australia (CPA) members who had moved over to the Left ALP Faction. The same faction which ran the ACOA and now the CPSU. ALP Left Faction lawyers delayed the outcome of a court case against a certain Ray Harty, NSW State Secretary of the APSA for ballot rigging, until the union merger was finalised. **Also the office building owned by the ABC Staff Association went mysteriously missing following the merger. Sold off as part of the merger skulduggery to provide monies for a slush fund for the Left ALP Faction union bosses? After the merger, strike funds of the merged unions also seem to have vanished! Again, the question arises, whether these monies were used for a slush fund by the union bosses? Similar rorts would also characterise numerous of other mergers to form the corporate unions. (2)**

Why Rebuild the Unions?

Despite their inherent limitations, the established unions are still the largest organisations of class struggle in Australia. Most workers looking to build power in their workplace still look to them, and we need to organise alongside these workers.

If workers in Australia were building more radical alternatives, like shop committees and workers' councils, or if we could realistically expect our call for such organisations to be taken up, we would embrace these over the unions.

But real revolutionaries act in the world as it exists-not how we'd like it to be. And as long as the unions continue to function as a vehicle

for struggle, they remain a potential source of workers' power. The reality is that if you want to change the world, and if you believe in revolution, you have to take part in the union movement.

ASN: But a federation of shop committees/workers' councils particularly within industries on regional and national levels based on ultra democratic processes and direct action, would imply moves for major breakaways from the corporate unions. With effectively the emergence of anarcho-syndicalist style unions.

The reason why workers are not spontaneously establishing such economic combative organisations and steps toward it involves a complex of factors. Particularly the progress of the employer offensive associated with the legacy of the Accord era involving closures of innumerable factories, massive job losses, long shifts, constant speed ups and the closure of entire industries such as the auto industry contributing to workers low morale.

In contrast to the bureaucratic reformist unions, the corporate unions are capable of much more sophisticated manipulation associated with their corporate media, management, ALP Octopus tentacles and Deep State (eg CIA training) connections. As a result even when union officials are pressured into taking militant action and achieving seeming "goodies", such action and "victories" are given a demoralising swing maintaining workers' low state of morale. Meanwhile grass roots activists would have great difficulty establishing organised opposition to the union officials without intensive outside-the-job assistance.

Associated with this low workers' morale is longer and rotating shifts (particularly the spread of 12 hour shifts) causing a chaotic situation for organising and increased surveillance. There is also a massive cover-up of the massive web of corruption which entwines the corporate unions involving the Corporate Media, legal fraternity, the Government and its Departments, etc. Is the author of this article and their group also setting out to contribute to this cover-up?

In such an important sector as building and construction, militants would face the constant threat of black listing by employers and the union bosses. Posing a much bigger threat than other industries due to building sites constantly coming and going. Together with the threat of violence from the criminal contacts of employers and the union bosses. At the top levels due to the above factors and interweaving with the Corporate set up, ALP Octopus and Deep State there is no genuine union!

What kind of unionism?

Simply joining a union isn't enough. To build real class power, we have to transform our unions into fighting organisations under member control. Workers need to see the unions as the best way to assert their interests, whether that be at work, or in any other part of life.

No political organisation or leadership ticket can transform the unions. This can only be done by taking de facto control of the union and building power from the bottom up. To do this, we need to build a rank-and-file movement which allows ordinary members to challenge the bureaucracy and lead the charge for industrial action.

In every union, we want to build rank-and-file groups. These groups shouldn't be 'socialist' or 'left-wing' caucuses. The membership of a rank-and-file group is open to all union members who want to fight in their interests as workers. Political differences can't be raised as a barrier. The one requirement is that

members be willing to fight in solidarity with all other workers.

In each workplace, group members need to fight for a vision of unionism based on the principle that we are the union. We need to make democratic meetings, the direct election of union positions, and taking industrial action the norm.

The rank-and-file movement is built by members on the job- not by professional organisers from the union office. Rank-and-file groups bring militant members together across workplaces in a coordinated struggle to democratise the union and push for strikes.

This isn't to say that rank-and-file groups should be hostile to union officials for the sake of it. When the officials support members, we can support them. But as soon as our interests diverge, rank-and-file groups need to be able to act without-and against-the union leadership.

ASN: Again the author fails to grasp important aspects of corporate unionism. If a union official was assisting the grass roots in any significant way in an area of concern to the ALP and corporate union top brass and employers, they will be removed from their position! So called "legally" via rigged union elections if so required.

An interesting example of this phenomena was the election of a certain militant to the NSW Secretary position of the NSW Fire Brigade Union many years back. This militant had been assisted by the ASN with the publication of a work place paper. By some miracle he was "allowed" to the elected by the ALP networks in the AEC and ALP Godfathers. Perhaps because any monkey business with the ballot counting by the AEC would have been too obvious and the strategically peripheral industrial situation of the Fire Brigade Union? Another factor maybe is that a certain significant layer of workers being conservative types eg ex-Military, former police, etc. **Following his election, a certain ASN militant raised with him the idea, that instead of strike action to**

improve workers' wages and conditions, why not consider blockades of Sydney Streets with fire trucks? Some weeks later there was a blockade by fire trucks of the Sydney CBD streets focusing on the NSW Parliament House! Curiously the corporate media blacked out the action!

Following the State Secretary assisting workers to win a better EBA outcome than other unions, the ALP Right Faction/Deep State/Govt. struck back. He was suddenly faced with a coup in the union office by some union officers connected with the ALP Right Wing. Subsequently he and his team lost a so called union election, presumably allegedly rigged by the ALP Networks in the AEC if required. He was replaced by a so called Leftist from the Trotskyist heritage who it seems in reality was part of the Rightwing ALP machine/Deep State in the union. **Following his assuming office, the new State Secretary was sent by Unions NSW on an international junket at the cost of \$30,000 which featured attendance at the notorious CIA connected Harvard Trade Union Officials Training School. The new State Secretary then resorted to dirty tricks to push through a worse EBA. It featured him inviting the Fire Commissioner to address a union mass meeting. He lectured workers about the bogus great victory they had won! In this way also obviously intimidating workers at the mass meeting and so heading off militants' criticism and any debate! So greasing the tracks for the approval and rail roading of the worse EBA by the mass meeting! (3)**

Anarchists in the rank-and-file movement

The rank-and-file movement's role is to build the power of the unions, democratise them, and turn them into a fighting force. That means uniting as many workers as possible so that we can fight together in solidarity.

ASN: As argued above the corporate unions cannot be democratised. As these bodies at the top levels are interwoven by innumerable threads

with the corporate set up. The mandarins of the various agencies of the corporate set up won't allow it. The only way forward is facilitating the processes which will lead to major syndicalist oriented breakways. Contributing to transitional steps toward a new union confederation along syndicalist style lines organised industrially. Seeking to unite all workers in the same industry.

For organised anarchist communists, the task is different. We need to promote anarchist ideas and methods within the rank-and-file groups, and ultimately the unions as a whole. Within the rank-and-file groups, we foster class consciousness and push for a broader understanding of solidarity. We insist on the need for the political independence of the unions, and argue for strikes as our main weapon of struggle.

As the size and strength of the rank-and-file group grows, members establish effective control of the union from the base. This puts membership in a position to force a democratisation of the union's structures. For such a transformation to be genuine, we need to cap the salaries of all paid officials, enforce strict term limits, and-above all-hold mass meetings that set union policy and direct the leadership.

From the rank-and-file movement to revolution

Class power is a muscle. It's the source of our strength, and carries with it the possibility to transform our lives and the world. Today, that muscle is weak, because the unions have been emptied of their fighting spirit and democratic structure. It's our job to enter the unions, and to fight with others willing to change that.

Without a rank-and-file workers' movement, there's no hope of rebuilding the unions, and definitely no hope of revolution. But when workers take the fight to the bosses, participate in democratic structures, and maintain their

independence from all political parties, they build the vital muscle of class power.

ASN: Realistically the flowering of such a rank-and-file movement across industry must be seen in the context of greatly raised morale and a strike wave/direct action movement. The processes leading to its emergence must be seen in the context of strategic industrial organising focusing on sectors affecting the arteries of the Corporate set up. Not just wishful thinking about setting up rank-and-file groups anywhere on the industrial front. An obvious sector of immense strategic importance is transport industries. It would involve long range, serious industrial organising and the publication of work place papers such the NSW based

Sparks. So as to ignite strike/direct wave movements and major syndicalist oriented break aways from the Corporate unions which cannot be reformed into grass roots controlled bodies. Due to their extensive integration into the Corporate set up. Such a publication as Rebel Worker would also help out with preparations for the big push by assisting networking and education regarding syndicalism amongst particularly militants in other less strategic sectors.

It's through this experience-the exercise of our collective muscle as a class-that workers gain the confidence and structural power within the economy that we'll need for revolution. In every industry, and every union, the task lies ahead of us. We either build the rank-and-

file movement, or we lose.
Thanks to The Picket

Notes

1. See "Spotlight on Rorts in the Union Office": in *RW Vol.36 No.2(231) Aug.-Sept. 2011*, "RTBU Elections 2018: Were they rigged?" in *RW Dec.2018 f Jan. 2019 Vol.36 No.3 (223)* & "From Corporate Bureaucratic Unionism to Grass Roots controlled Direct Action Unionism: Perspectives for Strategy & Activity in Australia Today" in *RW No.41 No.3 (235) Dec. 2023 - Jan. 2024* on www.rebelworker.org
2. Information received from a long time ACOA/PSU/CPSU Branch Councillor.
3. Information received from a long time militant of the NSW Fire Brigade Employees Union.

Vincente Garcia 18th July 1866 to 24th Oct. 1930

Vicente Garcia, or to give him his full name Vicente García y García Díez Varona, was born the son of poor agricultural labourers on 18th July 1866 at Paracucuesta, in the province of Burgos, Spain. As a child he tended cattle. At the age of twelve he emigrated to Bilbao, where he worked as a grocery clerk, an apprentice barber and finally learned the trade which he kept up for the rest of his life, as a cooper. He began to gravitate towards the anarchist movement and a letter from him first appears in the Madrid anarchist paper *Bandera* in October 1885.

He was one of the first Spanish anarchists to move from the ideas of collectivism to those of libertarian communism, under the influence of the Italian activist Errico Malatesta. He founded an anarchist-communist fortnightly paper in Bilbao, *El Combate*, in 1891. For this he received a six months prison sentence. He was probably an attendee at the 1891 conference of the *Federación de Resistencia al Capital* also known as the *Pacto de Union y Solidaridad*, a precursor of the CNT, in Madrid. He took part in the labour agitation



around the Ortuella mines in 1891. Together with Malatesta and Pedro Esteve he conducted a propaganda tour of Spain in 1891-2. He then travelled to the United States with Esteve. He returned to Spain and was then active with the anarchist

paper *El Corsario* of Corunna (1890-1908). There he met Matilde Martinez and they entered into a free union.

There was then a move to Sestao-Baracaldo, where he ran a secular free

See page 20

NEWS & NOTES

Some of the most important news lately was the Bondi Massacre which has been seized upon particularly by the NSW Minns ALP Govt. for a new crack down on civil liberties. Suspicious aspects of the event hint at the hands of the Deep State and top levels of Government in the affair. Such moves must be seen in the context of moves to facilitate a Neo Liberal "Strong State". In line with facilitating the Big Business neo liberal agenda and moves for WWII and war with China. (See article page 2.)

However a sector which is playing a much more important role in the Neo Liberal "Strong State" agenda and the employer offensive is transport industries and various Govt. "Big Brother" moves. Involving increased surveillance, AI and Digital ID measures. Together with the construction of Metros and major jobs shedding. This is a sector where the ASN since the late 1990's has played a crucial role assisting militants to defeat various privatisation moves. In stark contrast to most leftist groups of various stripes which have been hopeless in achieving anything significant on the industrial front. When they are not acting as stooges of the corrupt ALP aligned union bosses. (See article page 3.)

In this edition we also focus on a worsening speed up drive in Sydney Buses connected with management moves to tackle loss making. We emphasise the importance of grass roots organisation on the job to fight back. (See article page 5.)

Help build RW! Why not consider ordering bulk copies to distro. Leave at the lunch room at work, at cinemas, book shops and sell on Saturday mornings in your local shopping centre? Your help on the financial plane is also most welcome.

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Rank & File First
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Where we stand:

1. Our aim is to create a free and equal society.

2. We are a revolutionary labour movement that uses as its only means of struggle, direct action in all its forms: occupations. Strikes, boycotts, sabotage, etc. We are independent from all reformist and hierarchical unions and political parties, and we are creating an alternative to these and existing society. We do not seek to gain political power, but rather to see it distributed amongst all.

3. We are a network of anarcho-syndicalists practicing co-operation and mutual aid. We have an equal part in making decisions. Responsibilities within the network are subject to agreement by the members.

4. We are engaged in struggle where we work and where we live, to develop self managed production, distribution and servicing for the world community to meet human needs rather than profit. We give solidarity to others in their struggles.

5. We are fighting to abolish all authoritarian institutions such as the State (including its communist variety), capitalism, all hierarchical and oppressive divisions between people.

6. We have no country and are organised on an international basis in opposition to oppression everywhere. The ASN is striving to build a viable revolutionary syndicalist movement in Australia as part of a world wide movement able to meet the challenge of the global employer offensive.

TO FIND OUT MORE:

I would like more information about the Anarcho-Syndicalist Network. Please send me information.

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**REBEL WORKER
Web Site:**

www.rebelworker.org

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school from 1899 to 1900. He also acted as the administrator of the anarchist magazine *Revista Obrera* (Workers Review) in 1900. His next move was to Haro (La Rioja) where he set up a new anarchist paper *Justicia Obrera* (Workers Justice) in 1900.

He also produced and edited the Manifesto of the International Worker on 2nd December 1899 which put forward the creation of an International Workers Alliance which would organise workers outside the control of political parties and he also planned a congress which would send delegates to the forthcoming Anarchist Congress in Paris. However the Paris Congress never took place. In La Rioja he organised among the vineyard workers but the resulting repression from the wine bosses forced him to leave. A year later he was back in Bilbao, travelling to Santander to visit the Montjuich prisoners.

He moved to Dowlais in South Wales in 1901 (see my Spanish Anarchists in the South Wales Valleys here at libcom), joining the Spanish anarchist community there, and working in the steel works. It appears that as well as wanting to escape repression back in Spain he also wanted his two daughters to learn English! Garcia had always been actively involved in correspondence and article writing for the Spanish language libertarian press from the beginning of his involvement with the anarchist movement. His Pro Prensa group in Dowlais contributed to all of the Spanish language anarchist press, whether it be South America, Mexico or Spain itself. He often used pseudonyms like Palmiro (also used by the anarchist Abelardo Saavedra)

which referred to the French philosopher Volney's book *the Ruins of Palmyra*, *Un Anarquista*, *Juno*, or *Martin Zalacaín*, after a leading character in the works of the libertarian novelist Pío Baroja..

He was also involved in the Sección Varía (all trades workers organisation) set up by Spanish workers in South Wales which also included José Argüelles, Ponciano Gracia and many others. In 1906 he moved to Bordeaux in France where he became very active in the Spanish anarchist community there. Again the move was apparently prompted by the wish that his daughters learn French. He wrote for *La Enseñanza Moderna* (Modern Teaching) of Irun on rationalist schools.

He was expelled from France because of his involvement in the assassination of the Spanish Prime Minister José Canalejas by a Spanish anarchist Manuel Pardiñas, who had come from Tampa, Florida to avenge the death of Francisco Ferrer. Pardiñas had been in correspondence with Garcia, and this correspondence was intercepted by the French police. As a result Garcia had to move to London in 1912. In 1913 he helped organise the International Syndicalist Congress in London, held in London from 27th September to 2nd October and was responsible for writing to all Spanish-language contacts in preparation for the Congress. Together with the three Spanish delegates, as well as Tarrida Del Marmol, Pedro Vallina, and Antonio Bernardo, who represented the FORA at the Congress, he visited Kropotkin in Brighton.

In 1915 Garcia was one of the signatories of the anti-war

statement, the International Anarchist Manifesto. He appears to have kept up his contact with the Spanish groups in South Wales, as contributions from the Ferrer group of Abercraf, and the Spanish group of Dowlais to the anarchist paper *Freedom* are recorded to have come via him in WW1 issues of the paper.

From 1920 he wrote for *Solidaridad Obrera* of Bilbao and for *Revista Blanca* up until 1925.

He died on the 24th October 1930 in London. His vast library of anarchist publications was donated to Soledad Gustavo, the mother of Federica Montseny. Part of the collection resides in the Institute of Social History in Amsterdam, the other part was lost during World War Two.

Vicente Garcia as well as being a prolific writer for the anarchist press was an author of plays for workers societies and schools, like *Among The Miners* and *The Truth Will Triumph* both from 1892.

Nick Heath

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Revolutionary Syndicalism and International Labour, 1913:
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