

REBEL WORKER

AN INJURY TO ONE IS AN INJURY TO ALL

Sydney, Australia
Vol.41 No3 (235) \Dec. - Jan. 2024

Paper of the Anarcho-Syndicalist Network 50c

Australian Political Elites Back Israeli Settler State Agression in Gaza on Behalf of U.S. Imperialism! Real Peace in the Middle East can only be Achieved by International Workers' Solidarity and Co-ordinated International Direct Action on the Job!



Palestinians search for survivors after Israeli attack in Gaza.

Israeli Gaza Invasion P.2; NSW Railway News P.3 ; Sydney Buses News P.5 ; Flawed Research Attacks Oz Men P.6; Letter P.6; Victorian Railway News P. 7; France Today P.10; Britain Today P.12; From Corporate Bureaucratic Unionism to Grassroots Controlled Direct Action Unionism P.15; 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

E-mail: Via our web site

www.rebelworker.org

SUBSCRIPTION RATES

AUSTRALIA: \$12 a year

OVERSEAS

\$25 (Aus.) by Air

\$20 (Aus.) by Sea mail

Free to Prisoners

Supporters Subs, \$40 pa

Receives copies of RW & ASN

Pamphlets as published.

Send to the above. Cheques should be made out to Black Cat Media.

Israeli Gaza Invasion

On the morning of October 7th, over a thousand armed fighters, mostly from the Islamist Hamas, but also some other militant Palestinian organizations, broke through the Gaza Strip border fortifications and entered surrounding Israeli towns and kibbutzim. Even though some Israeli military bases were hit in the course of this major attack, it was undoubtedly and deliberately aimed primarily at Israeli civilians.

Over a thousand of them - old people, parents, young adults, children were brutally murdered by Hamas fighters. Not since the end of the Shoah have so many Jews been killed in one day. Over a hundred Israeli civilians were also kidnaped as hostages in the Gaza Strip. Even now, Hamas continues to indiscriminately fire rockets into Israeli territory almost every day.

There is nothing in the world that could justify such atrocities as those on October 7th. This was not an act of resistance, but a deeply inhumane and

anti-Semitic act. All hostages must be released immediately and unharmed and the attacks must stop. Our condolences go out to the civilian victims and the families of all those killed. Our solidarity goes out to the Israeli civilian population who are still coming to terms with the shock and helplessness caused by the attacks and who continue to face Hamas fire.

The Israeli state's response was not long in coming: Inspired by dehumanizing rhetoric from the Israeli government, the Israeli Air Force continues to carry out dozens of attacks on the Gaza Strip every day. Officially, they target Hamas officials and bases. However, Palestinian civilians being killed are willingly accepted. What exactly happened is difficult to say with certainty through the fog of war. What is certain, however, is that as things stand, Israel has already killed over 15,000 Palestinians. The suffering of those who have survived this hell so far is endless. Faced with the ground offensive in the Gaza Strip, many people have fled to the southern part of the tiny territory. But here too they are not safe from bombing. It is impossible to say with certainty what exactly the Israeli state is aiming at by expelling the population, whether they will be permanently ethnically displaced or will at some point return to their largely bombed cities. What is clear is that the Israeli ground attack is increasing the misery of the civilian population immeasurably. This ground

offensive must be stopped.

The Israeli bombings must also end immediately. Hamas' actions cannot justify the mass killing and displacement of Palestinian civilians. Here too, our condolences go out to the civilian victims and the families of all those killed. Our solidarity goes out to the Palestinian civilian population, who are left powerless by displacement and daily attacks by the Israeli army.

If we look at the international situation, we see that Western states like the Federal Republic of Germany are supporting their ally Israel and legitimizing the war. Elsewhere in Europe, protests in solidarity with the Palestinian population are also being suppressed. At the same time, anti-Semitism is also flaring up here. Internationally, too, many leftists take an uncritical or even glorifying attitude towards Hamas from a false standpoint in the anti-colonial struggle and against the background of the history of anti-Semitic tendencies in socialist movements. This new escalation reveals the parallels between European societies as well as recurring problems of the global left.

Our perspective on the present and future in Israel/Palestine

Has that said everything? No it's not. The events we have been witnessing

See Page 14

ASN APPEAL

The Anarcho-Syndicalist Network requires suitable cost effective permanent premises. A\$750,000 is urgently sought to buy premises for the proposed Rebel Worker-Anarcho-Syndicalist Network Media Centre.

Please make out Cheques to Black Cat Media & send to P.O. Box 92 Broadway 2007 NSW.

N.S.W. RAILWAYS NEWS

DEFEAT OF NEW D.O.O. PUSH

Analysis of SMH article Tues. 12/12/23 p.3 'Doors flew open while new intercity train moving.'

To camouflage the real reason for the new delay in putting into service of the NIF (New Intercity Fleet). The article provides flimsy reasons provided by Sydney Trains management and so called 'leaked documents'. A major reason based on leaked documents refers to CCTV's malfunctioning, "CCTV cameras presenting blurry images ...the 'real work' on software



changes such as to CCTV screens would happen early next year because it was dependent on the manufacturer." However, the CCTV's operation and its viewing by the driver is all about DOO (Driver Only Operation). With a functioning guard's compartment and maintaining the role of the guard in safe working, no need for the CCTV's! However the malfunctioning of the CCTV's would be an obvious obstacle to DOO. In the SMH 12/12/23 article there is no mention whether work has been done to set up the functioning

guard's compartment on the NIF. It refers to the alleged deal by Claassens with the previous NSW Liberal Premier Dominic Perrottet which supposedly resolved the bogus Rail EBA 2022 campaign with an agreement to maintain the role of the guard in safe working in the NIF Deed. However Claassens has been too frightened to put the NIF Deed on the RTBU web site and social media for members and others to view the full contents. Why? Because there is no such guarantee for it

in writing as part of the NIF Deed. Its totally bogus! Intriguingly in SMH article 22/6/23 "Intercity train fleet delayed again" p.7, it advises no work has been done to construct the functioning guard's compartment on the NIF. In the SMH article 12/12/23, it says "Sydney Trains CEO Matt 'Mr 533,205 pa' Longland said last month that physical modifications to the trains were under way..." This vague talk of 'modifications' is to camouflage the reality that no work has been done to

Doors flew open while new intercity train was still moving

Matt O'Sullivan
Transport and Infrastructure editor

Crew doors on one of NSW's new intercity trains opened suddenly as it was travelling through the Blue Mountains last month in the latest fault besetting the multibillion-dollar fleet.

Internal documents obtained by the Rebel Worker reveal the new double-decker trains that have been undergoing testing ahead of plans for the first of them to enter service in the second half of 2024, more than four years later than originally planned.

Records of the incidents show doors on the driver's compartment of a new intercity train opened by themselves after it had passed Lapstone station on November 11. It triggered an alarm of a major fault and forced the driver to immediately bring the train to a halt on the Blue Mountains line.

The leaked documents reveal braking problems have been a repeat complication with the new trains.

In an incident in early September, a train's electric brake failed to engage, forcing the driver to stop the train before it could reach the next station. In another incident, staff noted that braking problems needed to be fixed urgently to reduce the risk of a train passing a red stop signal.

CCTV cameras freezing or presenting blurry images, messages on digital displays for passengers dropping out, and problems with air conditioning and digital train radio systems are among the other faults detected.

Coalition transport spokeswoman Natalie Ward said regional passengers were constantly waiting for the government to prioritise their transport services, but instead all they got were delays and excuses.

The minister's job is to get transport services working for the benefit of the people, she said.

A spokesman for Transport Minister Jo Hayes said the point of the testing was to identify issues before service, and the government would ensure passengers "get to travel on a safe and reliable" train fleet.

"It took the new Myns Labor government just five months to get the Marryung fleet on the tracks doing testing - something the job-crafts couldn't do in five years," he said.

A Sydney Trains spokeswoman said the express purpose of testing was to identify any defects, software or functionality issues within the complex systems and investigate their root cause and remedy them in a timely manner.

When the delivery of new trains was fixed by the supplier in accordance with the defect and issue management processes prescribed in the contract at no cost to Transport for NSW," she said.

The new intercity fleet was at the centre of a long-running dispute between the previous Coalition government and the Rail, Tram and Bus Union.

The stand-off was settled in November last year when the then government agreed to union demands to modify the trains to allow guards to monitor passengers feet- ing on and off at stations. The modifications to cameras, screens and emergency doors on the 62 trains will cost \$255 million, taking the total bill for the new fleet to almost \$2.2 billion.

Sydney Trains chief executive Matt O'Sullivan said last month the physical modifications to the trains work on soft wear changes such as to CCTV screens would happen early next year because it was dependent on the manufacturer.

Longland has said the first of the new trains would enter service on the rail line from Sydney to the Central Coast in the second half of next year. Under the original plans, the trains were to start services on lines from Sydney to the Central Coast and Newcastle in late 2019, and to the Blue Mountains and Lithgow the following year.

construct functioning guard's compartments and never will be! Because the NIF under DOO is to play a key role in the privatisation push in the NSW Railways. With the removal of guard on the NIF setting precedents for DOO on other trains cutting costs for private operators as part of the carve up for franchises.

Given the NIF has been under trial for years, these problems were likely already resolved. The NIF under DOO was already set up for services with the 2024 timetable. However the grass roots have been stirred up by the last edition of Sparks amongst train crews about Claassens, management and the Minns Government plot to introduce DOO with the Trojan Horse of the NIF and were obliged to back off again. In the article Longland advised that the NIF trains would be put in service in the 2nd half of 2024. Again to camouflage the actual time for the introduction which would be in the late Nov. and early Dec. 2024 period due to the NIF under DOO being introduced followed by the replacement for the XPT's also under DOO to take advantage of the holiday period for so called 'teething problems'. In regard to putting the NIF into service, the article refers to the NIF beginning operation from Sydney to the Central Coast, perhaps connected with fears of direct action by drivers in the Illawara upset about DOO which have militant traditions. It was the focus of 'Drivers for Affirmative Action' of March 2004 which waged an ôillegalô direct action 'work to rule' campaign for four days and won bonuses.

Other news with the NIF is that with the hot weather the stabled NIF (with very cold internal temperature) have had their windows shattering.

Wynyard Train Break Down & the Tangara Replacement Trojan Horse

See : <http://www.youtube.com/watch?v=GhqhkyYsE> This report blames Sydney Trains ageing Tangara fleet for the breakdown of a Tangara at Wynyard on

Friday 1/12/23 and refers to the fleet's initial replacement in 2027 needing to be extended.

In the Youtube Report, David 'Rough Red Babineau, RTBU Bus Division Secretary was interviewed in the report on behalf of the RTBU. He resorts to duplicity. He refers to the replacement for the Tangaras to be built in Australia. In contrast to the NIF and XPT replacements which were built overseas. As a so called victory Claassens and the RTBU officials are claiming through lobbying the Minns NSW ALP Govt. Diverting viewers of the youtube report attention from the issue of the Tangara Replacements being certain to be designed for DOO, just like the NIF as a key step toward rail privatisation. In the case of the replacement of the Tangaras no doubt there is no written guarantee for preserving the role of the guard in safe working with a functioning guards compartment.

In the report Babineau hypocritically blames bus privatisation causing

announcement of plans to privatise Region 6, by RTBU members with the provision of scabs particularly former Sydney Buses drivers who knew the routes and were now employed in private bus companies. The role of the RTBU officials in the conspiracy may have gone back even decades with their okaying of the Metro Buses which operated across bus regions and played an important role in the strike breaking. Meanwhile Secretary Claassens who regularly attends weekly secret meetings with NSW Transport Ministers would have been tipped off maybe even years before of the privatisation skulduggery. Grass roots bus drivers were of course kept in the dark about the looming privatisation moves. (See report in Sparks No.158 Dec.2017-Jan.2018 'New Insights on the Bus Privatisation Conspiracy & How to Defeat it.') on www.sparksweb.org Following Babineau's so called election to Bus Division Secretary he didn't lift a finger to organise



reductions in bus services for worsening commuter difficulties with rail malfunctions. However, its been the Rightwing ALP aligned officials of the RTBU like Babineau which have done their bit of the heavy lifting to nullify effective industrial resistance by members to see off bus privatisation. In particular Bus Division officials conspired to set up to fail so called snap industrial action after former Liberal NSW Transport Minister Constance

industrial resistance to the privatisation of the Eastern and Northern STA Depots in Sydney. Also of significance, Chris 'Minimum' Minns has talked about ensuring Sydney Water will not be privatised as he intends having legislation passed in Parliament to prevent it. He has engaged in no such talk about Sydney and NSW Trains.

By Casey Jones

Sydney Buses News

The Biggest Rort in the RTBU

The Bus and Tram Division of the RTBU has around 3000 members who contribute \$23 fortnightly in fees to be part of it.

The Secretary of the Bus and Tram Division, Mr David Babineau is on an annual salary of \$170,000. The time he spends at the union office doing his official duties is very questionable. For most of his days, he is not at work, but works from home doing whatever he likes. He is an expert at playing XBOX games and drinking wine.

Even Alex Claassens has no control over Mr Babineau. As Claassens knows that if Mr Babineau opens his mouth, then the RTBU will be in a shambles, with its dodgy dealings within the ALP and TWU exposed.

The Bus and Tram members work so long hours to pay their union dues, but their Secretary is the biggest rorter of all the officials of unions involved in NSW. He is comparable to Mr Craig Thomson, the ex-HSU union official and ex-ALP Parliamentarian, who was found to be corrupt and was imprisoned some years ago.

(Editorial Comment: Thomson was able to avoid lengthy imprisonment, but was fined. Just a slap on the wrist. See Wikipedia Biography of Craig Thomson. Certainly the ALP Octopus interwoven with the union hierarchy has its tentacles in the 'legal fraternity', as well as the 'real estate and developer fraternity', Government Departments such as the AEC (Australian Electoral Commission), etc.... which can provide 'assistance' when required, See 'RTBU Elections 2018: Were They Rigged?' p.5 Sparks Dec.2018-Jan.2019 No.161 and also 'Spotlight on Rorts in the Union Office,' Aug.-Sept. 2018 No.160 on www.sparksweb.org)

Can Alex Claassens fix this guy? The answer is basically no! As a majority of Bus and Tram delegates totally support this guy and also many members. Even though there is truth in the accusations made against him and there is talk amongst members in many depots about this Babineau's conduct.

LONG LIVE RORTS AND CORRUPTION IN THE RTBU NSW

Leichhardt Depot News

RW: What are your thoughts on the new rosters?

Leichhardt 2: With the new timetables from Sunday 10/12/23 the new rosters have been introduced involving the merging of the ex-STA/RTBU rosters with the Transees/TWU rosters. The Transees/TWU members will mainly benefit from them, with significant increases in their wages reaching 95% of the ex-STA drivers wages. It will have a negative impact on the ex-STA drivers with longer shifts being imposed. The 'parity agreement' involving RTBU and TWU members in regard to conditions is exclusive to Region 6. Its a permanent agreement in regard to parity, unlike EBA's which change in regard to conditions. New drivers in Transit Systems are mostly joining the TWU and the RTBU is continuing to severely decline in membership in the buses. While the TWU has been the traditional 'company' union for Transit Systems, prior its takeover of Region 6. There has been talk of some meal breaks being reduced since the new rosters have been introduced. This may only be occurring in a few cases for operational reasons. We are allowed 50 minutes for meal breaks, and if the meal breaks are reduced below 41 minutes the company has to pay for it. So discouraging severe meal break time cuts.

Other news is that AM shifts have had later finishing times. Its unclear as yet

regarding the situation with the trainees who start on the job with very poor conditions. These so called traineeships extend for 2 years. I was recently speaking to one who advised he was unaware of any 6 monthly reviews. Also recently I noticed a bus which looked to be from our depot with the sign 'Transit Academy' on it, with one driver and four others in it going around in our area. Is that to do with the so called traineeships?

Traffic Gridlock

RW: What are your impressions of the situation on the road?

LD1: We are being hard hit with the new Rozelle interchange fiasco. Recently I was delayed by an hour by the traffic congestion. Victoria Road is stuffed! Its congestion is affecting various bus routes such as the 433,405, 502 etc. We are also facing problems with our use of the bus lanes and inadequate policing to ensure we have no problems accessing the lanes. In the case of the entry to the Anzac Bridge in the past 7 lanes were merging into 4 lanes. Now 10 lanes are merging into 4 lanes. To reduce traffic congestion motorists could be using a free toll way, but there is no sign about it being free, so discouraging their use of it.

There has been tremendous community uproar over the traffic gridlock affecting Balmain with locals facing great delays and gridlock getting out of the area. On Thursday 7/12/23. ALP Inner West Council Mayor Darcy Byrne held a public meeting at Balmain Town Hall attended by 250. The meeting was addressed by Transport for NSW co-ordinator general Howard Collins. He received a hostile reception when he advised the audience that the traffic gridlock issues would not be resolved until 2028 with the completion of the West Harbour Tunnel.

RW: What are the latest developments at the depot?

Leichhardt Driver2: With the finalisation and voting for the EBA earlier in the year a new roster has been introduced involving the merging of

the separate rosters for the ex-STA RTBU members and the Transees and TWU members. So far I have not noticed any significant changes for the PM drivers. We expect management will make significant changes with imposing longer shifts on the ex-STA drivers. We are continuing to see a significant influx of new drivers at the depot. However with the harsh conditions they will face they may not last long on the job. Around the time of the EBA campaign there was talk of us being obliged to become multi-tasked with us being obliged to take on the cleaner job at the end our shifts to clean our buses. As yet nothing has happened regarding this push. Our RTBU rep is continuing to do an okay job.

RW: What are your impressions of the new merged rosters introduced since 10/12/23?

Leichhardt Driver3: I have noticed with the introduction of the new rosters the bosses have significantly cut meal breaks by nine minutes involving some ex-STA drivers. There has been no change with the 10 minutes sign on time. Otherwise as yet I have not noticed any significant changes for ex-STA drivers.

Kingsgrove Depot News

RW: What are your impressions of the situation at the depot?

Kingsgrove Driver: The majority of drivers are very unhappy with the EBA pay rises which the union hierarchies achieved for us. The rises are well below inflation. The rises don't meet the soaring prices we are facing. Compounding the problem has been the very short shifts many of us have been facing for the last year. Consequently we are all anxious about the new rosters. As part of the new EBA and the parity agreement between the TWU and RTBU in Region 6, the rosters of the ex-STA drivers will be merged with that of the TWU members/Transees. The new rosters will be introduced from Sunday 10/12/23 with the new holiday timetables. Many of us are hoping with the merged rosters there will be scope for more overtime, so we can cope with the rising cost of living.

RW: What is other news?

KD: We have noticed not so much new starters on the job, but we have noticed drivers from depots working from here.

Tempe Depot News

RW: What's the latest at the depot?

Tempe Driver: We are experiencing quite a new development. For a week now from the time the new holiday timetables and new rosters were introduced we have been experiencing an over supply of drivers. Presumably Associated with management's changing of the schedules. Particularly casual drivers are angry with the changes. They are being hard hit with the reduction in their work and wages.

Waverley Depot News

RW: What is the hottest issue at the depot?

Waverley Driver: Since privatisation, an issue many of us are very angry about in the Eastern Suburbs depots is that when we are running as special between trips, we have to put up the 'not for hire' sign with the additional message that Trans Dev is hiring drivers now. We see this sign as a bashing of our credibility and self worth. Giving the impression we are worth nothing and provides poor PR for the public transport system. We are effectively advertising our job as it so bad, no one wants to do it. In other words "come and get my job, I'm not prepared to work for peanuts".

FLAWED RESEARCH A T T A C K S AUSTRALIAN MEN

A recent report entitled 'Identifying and understanding child sexual offending behaviours and attitudes among Australian men' commissioned by the university of NSW, has painted a bleak picture suggesting that a massive 4% of Australian men want to have sex with children!

The problem with this research is its definition of 'children' as being under 18 where in most states anyone can legally have sex with anyone 16 or over. So in response to the question if there were no consequences would you have sex with some one 16,17,18. 4% of middle aged men answered yes! This was then interpreted by the report as men wanting to have sex with children.

The report admits this flaw in their methodology but suggests its ok because most of the respondents were over 24 and many middle aged. So the authors assume that any man wanting to lawfully engage in sexual contact with some one over 16 as they are legally entitled is a pedophile. An older man is some kind of predator because he enjoys being with young women.

It is fairly clear that this report is tainted with modern feminist thought, men should be forced to kneel at the feet of women in their thirties, not enjoy the company of young women. Older women despise young women because they get all the attention of older men. It's just plain jealousy pure and simple.

Comedian Wendy Harmer tweeted based on the report perhaps the media should stop showing half naked girls at schoolies. These girls are either 17 or 18 and according to the law sexualised

adults. Showing them as such is consistent with the law of the land.

This is a prime example of just how conservative modern feminism is trying to regress the rights of young women to their own agenda.

S.

LETTER

Dear RW

I feel it necessary to say something as an anarchist about the free Palestine marches currently carrying on. Hamas or the PLO before them are just like the murdering IRA wanting to replace Israel with their own version, in this case if Gaza is anything to go on, an Islamic state persecuting gays, women indeed any minority and free speech. This is the problem with 'self determination'. Is the USA seriously going to hand the country back to

native Americans? Australia back to the aboriginals? So we can all live under patriarchal indigenous law? How is that an anarchist solution? That does not take into account the generations of non indigenous people who have lived there for a start.

I believe in the right of anybody to live anywhere on the earth. So why should I want Palestinians to gain sole control of one part of it. Knowing as we do that they will impose a hell of Islam just like in Iran. Ok Israel is not perfect but

in the Middle East, I know where I'd rather live.

Islamic governments are the enemy of freedom and of anarchists. That's probably why so many moderate muslims choose to escape to Australia. I know, I have many muslim friends. The tactics of Hamas are disgusting and I can't see how any intelligent person can align with them. There is no excuse for what they did and it sours the whole free Palestine movement.
S.



VICTORIAN RAILWAY NEWS

In this issue of RW we will discuss the latest happenings at V/Line. Drivers, Conductors and Station Staff will discuss these issues. As in previous issues of RW names have been changed.

RW: What is happening with the current EBA's?

Clarence: Negotiations have commenced with V/Line management over a new EBA. You maybe aware our fellow workers in Metro Trains have voted for industrial action towards the end of September and early October. A ballot of members at Metro Trains was held and 96% of members voted for industrial action.

Jethro: Our turn will come so V/Line management watch out.

RW: What about those employees who are not in the union?

Rastus: Management will send a letter to those scabs informing them that the union will be negotiating on their behalf.

Archie: Employees pay their dues regularly for the union to negotiate on their behalf of scabs who pay nothing. They should be charged a fee.

Shem: As we have said in previous issues of RW these people think that not being in a union will make their chances of promotion better with V/Line management. These scabs are being used. Enough said.

Archie: Once the Metro Trains EBA has been settled things at V/Line should hot up.

RW: What is the situation on the

Albury line.

Forsyth: Since the reduction of fares at the end of March, patronage on the line has increased. The situation is chaotic, as a result compulsory sent reservations have been introduced.

Penrod: Trains have become

Archie: There are only seven units numbered 92 to 99. One unit is supposed to be a spare unit. The other units are operating as six car units. If a unit breaks down the train runs as a three car unit. When this happened a back up bus has to be used. Most of the passengers will not ride buses.



overcrowded with passengers forced to stand. The standard gauge Velocity trains have a Buffet car plus different seating and luggage space and run as 6 car units. Two three car trains with two conductors.

Ichabod: The only solution is to build seven extra trailer cars and make the units four cars per train.

Forsyth: An extra Albury train has been operating over the winter months, a VP train on a Saturday

morning to Melbourne late morning with a return train on a Sunday afternoon. This service is only on trial and a review will occur at the end of the trial period.

Rastus: Another solution is to defer withdrawal of locomotive services and place another Velocity train on the standard gauge. Due to budget restrictions the answer will be no way.

RW: What is the staff situation at V/Line?

Moose: There has been a review of the duties of Conductor Service Managers. They are now called Customer Service Managers. They now supervise Platform Staff.

Clarence: Authorised officers have now been appointed to Bendigo and Warrigal.

Sheona: Sadly most of the Authorised Officer positions are outside appointees. Very few V/Line employees are promoted to these positions.

Archie: No wonder morale amongst V/Line employees is low. Where are the career paths?

Clarence: The path is for Platform Staff to Conductor, Conductor to Authorised Officer. Another career path for Conductors would be promotion to Conductor Service Manager.

Jethro: Human services are receiving employees from outside in an effort to change the workplace culture. This will be discussed in a future issue of RW.

RW: Can you explain why certain Conductors have been lagging on fellow employees.

Rastus and Roscoe: OH&S issues. Mainly the issue of mobile phones and radio Protocol.

Sheona: It is not only drivers who have been dobbed in but also conductors and station staff.

Roscoe: It is not only conductors who are dobbing in drivers but V/Line has been using employees from other Train Operating Companies plus Mystery Shoppers.

RW: This is low.

Rastus: It certainly is low but these conductors who are dobbing in drivers have a motive. The motive is these conductors think they will be promoted.

Clarence: Another motive is when a new employee commences work at

V/Line they are on six months probation and these employees think they will keep their jobs.

Rastus: It doesn't work this way as a conductor at a country location on probation was sacked because his work was not up to a standard. Dobbing in drivers did not help this individual.

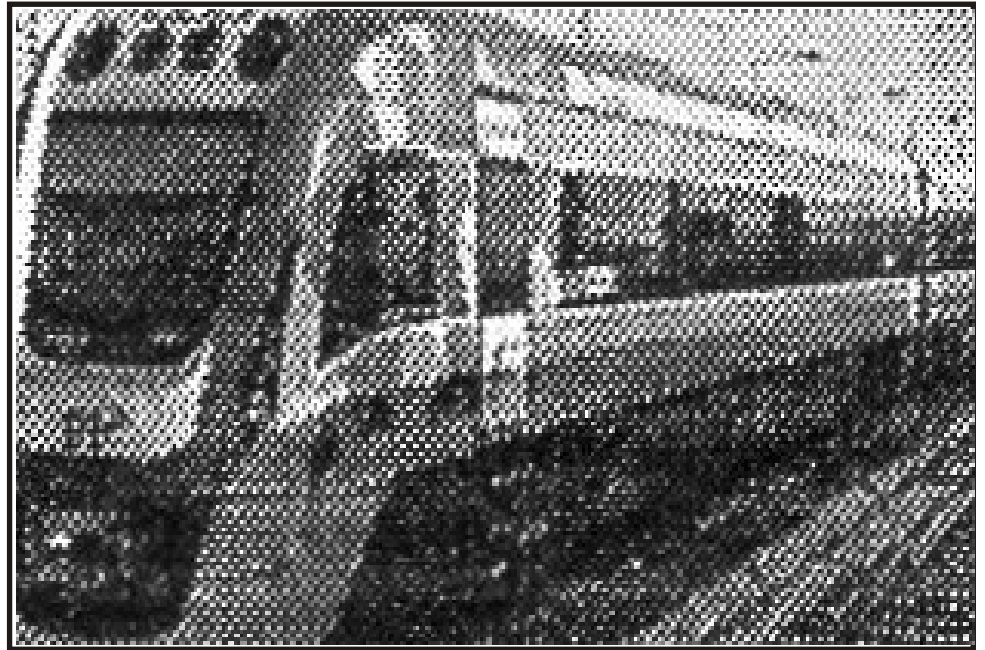
Roscoe: He is no loss.

RW: What about the other individual?

Rastus: This conductor stands near the driver's door and eavesdrops to see which drivers are using their mobile phones.

Roscoe: A number of drivers were stood down but were reinstated with a final warning.

Ichabod: Other conductors were



disturbed over the actions of this conductor. They are hoping this conductor does not ruin the relationship between conductors and drivers.

RW: It is sad to see employees are resorting to dobbing in their fellow work employees. We hope this practice ceases. Telling tales is un-Australian.

Rastus and Roscoe: In having the final word, conductors who do in drivers are scum. To the conductor who dobbed in drivers to keep his job and who lost his job, good riddance. As for the other conductor who 'dobs in' drivers and fellow employees, we have one word for you. Get out of the industry!

In this issue of RW we will discuss

West Coast Railway up to 1995. As in previous issues of RW names have been changed.

RW: I understand the drivers of West Coast Railway were Railway Enthusiasts. What was the attitude of the Railway Enthusiast movement?

Ichabod: Most Victorian Railway Enthusiast groups in Victoria thought the sun shone out of West Coast. They could do no wrong. As one of the Company Directors was a former Council Member of the ARHS Victorian Division, West Coast Railway was praised by the Society's magazine 'Newsrail'. In the first seven years of West Coast V/Line

developments were hardly reported. In fact Hoys who run Shepparton was only written up twice in ten years.

RW: What was West Coast Railway's Conductor training?

Forsyth: V/Line trained conductors for Hoys which was standard. This was two weeks in class and one week on the trains. West Coast training was three days in the class and five days training on the train. Ticket checking and First Aid was completed in the Conductors own time.

Shem: When V/Line Conductors asked what the training standards were for Conductors, V/Line Management informed the Conductors that West Coast training was approved by the Victorian Government. Management

stated that if Warrnambool was returned to V/Line, all West Coast on train employees would have to be retrained.

RW: What was the story of the retired Locomotive Inspector working as a Conductor?

Rastus and Roscoe: This is correct. All West Coast on train staff were based at Geelong and Warrnambool. This retired Inspector used to work the first train to Warrnambool to Geelong where he worked in the office.

Shem: In the first week at West Coast before they had taken over on train staff, a West Coast Director appointed a V/Line conductor and asked the conductor if he could show the employee how to work the train. The conductor told him where to go.

Clarence: West Coast used a number of retired rail employees to work in their office at Geelong. With one exception, once they passed on their knowledge of railways, they were given the flick.

Archie: All West Coast trains had on train buffets but some trains only had catering from Geelong to Warrnambool as catering was based at Geelong and Warrnambool.

Shem: West Coast Railway did not use the V/Line cleaners at Spencer Street so West Coast on train staff had to clean the train in Melbourne and clean the train on arrival at Warrnambool.

Forsyth: The Union Representative at Spencer Street invited West Coast employees to the meal room to meet V/Line employees but West Coast employees informed V/Line employees that management did not want them talking to V/Line staff, except for train operating issues.

RW: Who owned the locomotives and carriages?

Archie: The carriages were leased from the PTC. As the carriages were purchased from the PTC, then they were repainted into West Coast colours.

Rastus: As for locomotives, the cabs had to be upgraded to 1990's standard. Sound proofing cabs and new seating. The double ended B class Diesels only had the Number one end cabs modified thus the engines had to be turned at the end of their journeys. West Coast commenced using their own locomotives with V/Line crews from February 1995.

Archie: Local media reported a large

increase in passenger numbers over the first two years of operation. This was due to two reasons. One was the State of Victoria was coming out of recession and increased marketing of the Warrnambool service by West Coast.

Clarence: With marketing, West Coast was superior to V/Line. West Coast went around to schools, pensioner groups and other groups. The Govt. would not allow V/Line to adopt West Coast's marketing. The Govt. wanted West Coast to succeed so as to show Privatisation was working. The other way West Coast passengers increased was the 7.45 pm train from Geelong to Melbourne was cancelled with the Warrnambool train made to stop at North Geelong, Lara and Werribee.

RW: What was the Accident at Werribee in September 1995 involving the West Coast train.

Roscoe: What happened was the evening train to Werribee derailed at the level crossing on the Werribee Ballan road. The derailed carriage struck a stanchion which fell on a car waiting at the level crossing. Sadly a person was killed.

Archie: The train passengers were taken to a Disaster Centre where a count was carried out. When the count was checked against the tally sheet, fifty passengers could not be accounted for.

Forsyth: The Govt. subsidy was paid for passengers and for weeks after the accident officials from the Department of Transport monitored their trains checking passenger numbers with the tally sheet.

Ahmed: There was a Coroners inquiry into the derailment. At this inquiry it was revealed that the handbrake in the Conductor's van had been tampered with. The carriage was a spare carriage and some individual had tampered with the handbrake. With the handbrake being on, it affected the wheel causing the derailment. The Coroner criticised the train examiners and the use of platform 7 at Spencer Street.

Rastus: The problem was that West Coast Railway wanted to run their own trains instead of hiring the carriages from the PTC. As a result of this, siding space had to be found for West Coast carriages. The only area available was

around platform seven. That is why their trains were always at platform seven. If there were no extra carriages to attach to their train, then the train could use the other platforms.

Clarence: Before the Coroner's enquiry V/Line carriages were overhauled and started to enclose the handbrakes in the conductor's compartment. With the train examiners, the Union challenged the Coroner's findings.

Roscoe: A new rule was introduced. Where upon examination of brakes, the train examiner handed a ticket to the driver which was proof of the train being examined.

RW: Once again we have run out of space. In the next issue we will discuss the years 1996 to 1999.

STOP PRESS: From WSWS Report: V/Line regional public rail commuter workers in Victoria strike

16/12/23 Train controllers, station officers, customer service staff and authorised officers from Victoria's state-owned regional public rail transport operator V/Line walked off the job for four hours at 3 a.m. on Wednesday. The Rail Tram and Bus Union (RTBU) and V/Line have been in negotiations for a new enterprise agreement since June. The agreement covers over 1,300 RTBU members who on November 29 approved taking strike action for up to 48 hours.

Outstanding issues are for guaranteed regional job security, a grievance clause, a 36-hour week and no forced redundancies. Workers are opposed to V/Line's proposal to use ticketless technology to split a full-time job into two part-time jobs and give each eight-hour weekly contracts.

The union wants a 17 percent pay rise over a four-year agreement. The current CPI in Victoria is 5 percent, which means the union is negotiating a real pay cut.

FRANCE TODAY

Surveillance with artificial intelligence maintained after the Olympics

So-called "automated" or "algorithmic" surveillance is software that continuously analyses thousands of surveillance images and sends an alert to the police if it detects "suspicious behaviour". An individual or a group can be identified, traced; his actions and gestures can be automatically analysed in public space. Ultimately, these technologies will allow, for example, identification by instant facial recognition and the massification of video verbalization.

The law already authorised "on an experimental basis" the real-time use of artificial intelligence systems to analyse images from drones and surveillance cameras. It is confirmed by the Minister of Sports, the Olympic Games will indeed be a gigantic experiment in this liberticidal technology, which will then be generalised after an evaluation under the control of the CNIL.

Source: Counterattack

"The Attestation - An Experience in Mass Obedience, Spring 2020"

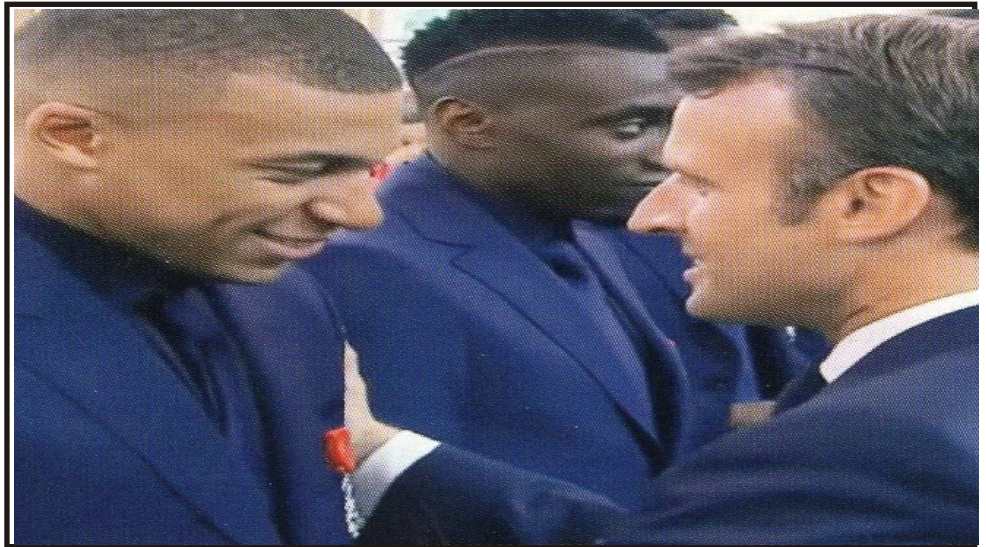
This study by Theo Boulakia and Nicolas Mariot, published by Anamosa, recalls the scale of the figures: in 55 days of confinement linked to the Covid-19 pandemic, there were 21 million checks and more than 1 million cases in France. verbalizations, particularly affecting populations who are usually subject to very little control (elderly people, women, rural people, etc.).

The three poorest departments in France (Mayotte, Guyana and Seine-Saint-Denis) appear in the top 5 of the most fined departments: areas as

different as Paris and the Alpes-Maritimes complete the list.

The Alpes-Maritimes, which holds the record for fines per adult inhabitant in mainland France, holds two other records: the number of municipal police officers per inhabitant and the number of towns equipped with surveillance cameras. So it's not a coincidence.

Significant differences exist between gendarmerie zones and police zones (municipal and national). Departments such as Sarthe or Lot are among the most heavily controlled by intense gendarmerie activity, but where only a tiny part of the checks give rise to fines. On the other hand, in Seine-Saint-Denis (93), checks are proportionally



rarer but the rate of fines is much higher: 17% in 93 compared to 2% in Lot.

The authors also highlight the extent to which confinement was not homogeneous across the planet. Some governments have chosen generalised confinement, while others have energetically refused. For what results? Asking from their globalised data the provocative question of knowing where to "spend the next confinement", the authors conclude that the countries which experienced a mortality deficit in 2020 compared to previous years while having experienced "no assignment general home", namely Denmark, Latvia, Japan,

Taiwan, Mongolia, Germany, Finland, South Korea, Iceland and Slovakia, would be "highly recommendable destinations". And that on the contrary we should avoid "countries with strict confinement and catastrophic health situations" such as Kuwait, Ecuador and Peru, and France, Spain and Italy do not come far behind!

France was part of a very small group of countries which had implemented a system of mass surveillance of a rather particular type. Of course, in countries like China, mass surveillance was much more equipped. But France was among the nations where what was monitored was not the health status of people, but the reason for their exit. The conclusion of this study is

interesting: "Conclusion is less the product of good intentions than of old habits.⁷ In Denmark, there are 190 police officers per 100,000 inhabitants, in France 320!

Sources: Politis and Mediapart

The secrecy of journalistic sources undermined

In 2021, Disclose published an investigation based on several hundred documents provided by an anonymous informant who decided to "break the silence" in order to denounce a potential state scandal, and which

constitutes an unprecedented leak of confidential documents from the Directorate of military intelligence of the general staff and the French Ministry of the Armed Forces. These documents concern Operation Sirli, an intelligence mission carried out by the French army for the Egyptian army, with the aim of combating terrorism; they reveal that the information provided by France actually led to Egyptian strikes against civilians, i.e. extra judicial executions carried out by the dictatorship led by General Al-Sissi, a drift against which the soldiers on the ground have warned even the most high levels of the State and the military hierarchy. It was the lack of response to these concerns that allegedly pushed the anonymous source to break confidentiality and provide the documents to Disclose. On September 19, 2023, the home of journalist Ariane Lavrilleux was searched by the DGSI. She will be held in police custody for 39 hours, then released without prosecution for the moment. We will know the purpose of this DGSI operation very quickly. Two days later, on September 21, a former official of the Ministry of the Armed Forces, whom the courts seem to consider as one of the sources of articles published by Disclose, was indicted for misappropriation and disclosure of national defence secrets by its custodian. , two offences punishable by imprisonment of seven years and a fine of 1 million Euros. He was placed under judicial supervision. The objective of the French state via its political police (the DGSI) is to intimidate, but also and above all to track down the confidentiality of sources.

Sources... diverse and multiple

"The Dark Side of the Force"

This book by a journalist, Vincent Nouzille, published by Flammarion (512 pages, EUR23) on October 11, is a very in-depth investigation into what he calls "the excesses of the Ministry of the Interior and its police". In the midst of the "yellow vest" crisis, French intelligence services wiretapped and geo located thousands

of demonstrators. Never before has such massive surveillance been deployed. Never before have so many individuals been affected at the same time. Never before have such technical means been combined to know where citizens were going to go, and to try to arrest in advance those who were suspected of preparing to commit violence.

According to the testimonies of several police and intelligence officials, if the legal framework was formally respected, some of these surveillances were decided and approved on the basis of vague criteria and in haste. "There was panic at the top of power and in the services,"

explains a source at the Ministry of the Interior. The "yellow vest" movement transformed into an insurrection every

during the "yellow vest" crisis.

In detail, the "geolocation" counter, already growing strongly in previous years, is panicking, going from 3,751 requests in 2017 to 5,191 in 2018, then to 7,601 in 2019, a doubling in two years.

As for bugging, they also multiplied over the same period, going from 8,758 in 2017 to 12,574 in 2019, an increase of 43% in two years.

Overall, this surveillance concerned at least 2,000 people between the end of 2018 and the end of 2019.

The end of the "yellow vest" movement in 2020, followed by the long health crisis, did not stop this targeted surveillance. On the contrary: according to data from the CNCTR (National Commission for the Control of Intelligence Techniques),



Saturday. The Republic had to be saved..."

The use of intelligence techniques can only be justified for national defence, the protection of the country's major interests, the fight against economic and scientific espionage, the prevention of terrorism and organized crime. and the proliferation of weapons of mass destruction. But these techniques are also authorised for the prevention of "attacks on the republican form of institutions", the "reconstitution of dissolved groups" or "collective violence likely to seriously undermine public peace". It is mainly this last reason - called "5-C", and already used during the evacuation of the ZAD of Notre-Dame-des-Landes (Loire-Atlantique) in spring 2018 - which will be used on a large scale.

responsible for filtering requests from services, requests to listen and install beacons for all types of reasons have remained stable at a high level. since 2020. Those relating to intrusions into private places have increased significantly, as have those relating to the capture of computer data. As for requests for real-time geolocation, very popular during demonstrations, they continued their irresistible rise, from 7,601 in 2019 to 10,901 in 2022, a new record.

Source: Excerpts from a text by Vincent Nouzille published in Le Monde.

<http://oclibertaire.lautre.net/spip.php?article3993>

BRITAIN TODAY

Possible scenarios after the coming General Election and what might lie ahead.

The first scenario is that the Conservatives remain in power after the next election. This seems increasingly unlikely, as this Tory government reaches new depths of unpopularity and is riven with divisions, not least the recent sacking of Suella Braverman and the recent revelations during the Covid enquiry, which further exposed Boris Johnson and Dominic Cummings. If the Tories did win, they would represent a government hurtling to the radical right, and would be similar to the Orban government in Hungary, the Meloni government in Italy. However, we repeat that this is now not very likely.

The second option is that a majority Labour government is elected. For many in the British ruling class, an incoming Labour government would act as a social fire brigade that would extinguish the flames of discontent that are spreading through British society. Starmer received the endorsement of Larry Fink, chairman and chief executive of BlackRock, the biggest asset manager in the world. Fink commended Starmer, saying, "I'm very pleased to see how the Labour Party in the UK went from an extremist party with a Marxist leader to Keir Starmer, who has shown real strength." Alongside this we saw the large business turnout at the Labour Party Conference in October, with Deliveroo sponsoring many events, and another event sponsored by Zilch, the buy now, pay" later finance company. 300 executives and chairs of UK companies attended the conference, which exceeded the number under the Blair leadership. There were 287 business stalls at the conference.

Former Bank of England governor Mark Carney has endorsed Shadow

Chancellor Rachel Reeves as "a serious" economist" signalling his support for Labour.

Despite all of this, so called 'left' union bureaucrats like Mick Lynch of the RMT and Sharon Graham of Unite are still calling for a Labour victory as the 'only alternative' despite the watering down of Labour's National Policy Forum's promises to strengthen workers' rights, despite the posturing of Rachel Reeves as a future 'Iron Chancellor' who will continue to offer tight fiscal control and more austerity, and despite Labour's refusal to repeal any of the repressive legislation against workers that the Tories have imposed.

Such a majority Labour government

many constituencies, but many others. The huge demonstrations of the last few weeks, with a large participation of young people, showed not just a revulsion against war but rejection and defiance of both the Conservative and Labour Parties, and a beginning of political awakening. This, along with the recent strike wave, indicates a new and growing questioning of the entire system. A Starmer government, with its plans for business as usual, might further radicalise this situation.

The Authoritarian Drift of the



would continue to pursue attacks on the working class like its Tory predecessor.

The third scenario is a minority Labour government. This might be the likeliest of the scenarios. The Palestine-Israel conflict has caused a crisis within the Labour Party, just as it has with the Tories. The resignation of many Labour councillors and now that of Labour frontbenchers over a ceasefire vote, has caused widespread consternation.

Labour's backing of Israel's attacks on Gaza have alienated not just the Muslim vote, important for Labour in

Conservative Government

Now that the dust has settled a little, with the departure of Suella Braverman, we take a look at the authoritarian drift of the Conservative government. The attempt to ban the Palestine solidarity demonstration on November 11th, by using invective around 'hate marches', alleged antisemitism, and the possibility of civil disorder, should be seen in an international context. ---- In early

October, the Minister of the Interior Gerald Darmanin asking the prefects in France to ban all pro-Palestinian demonstrations. He stated, "pro-Palestinian protests, because they are likely to generate disturbances to public order, must be banned." A demonstration was organised on October 19th. The previous day, the Conseil d'Etat France's highest administrative court, after an appeal filed by the Comit Action Palestine (Palestine Action Committee), ruled that pro-Palestinian demonstrations could not be banned by a blanket order from Darmanin and should be subject to the decision of prefects on a case-by-case basis. Earlier police had used tear gas and water cannon to disperse two Palestine solidarity demonstrations on October 12th. A large demonstration of 30,000 took place in Paris on October 18th, echoed by demonstrations all over France. The Macron regime was forced to back down and allow protests, culminating in massive demonstrations over the weekend of November 11-12th, with many smaller demonstrations in towns and villages throughout France. The Macron regime was forced to back down. Now, Macron has moved from outright support for Israel to calls for a ceasefire. This is because of the precarious position the Macron regime finds itself in. The mass refusal to recognise the ban would have meant large scale civil disorder, something that Macron does not need.

There were similar bans on Palestine solidarity demonstrations in Austria and Germany. In Rome, Police attacked a pro-Palestine demo using batons. All of this is in line with alliance these countries- the UK, France, Germany, Austria, and Italy- have with Israel and a desire to suppress any opposition to this alliance. The facade of bourgeois democracy- free speech and freedom of assembly- is beginning to be wheeled offstage as a series of crises come together to shake the foundations of capitalism.

Here in the UK, this can be seen with the attacks on Extinction Rebellion and Just Stop Oil activists, with pre-emptive raids and arrests and draconian sentencing.

It can be seen in the new laws round strikes in the public sector, with

requirements for ambulance workers and border security staff to provide a minimum level of service during industrial action. This will allow employers to issue work notices to staff to come into work to maintain minimum service levels. Trade unions have been warned they face fines of up to one million pounds if they fail to encourage their members to comply with those orders. This will give union bureaucrats an additional excuse to sabotage any grassroots industrial action.

Laws and new powers to supposedly counter 'extremism' like the 2022 Police Act and the 2023 Public Order Act, as well as extensive abuses of the Prevent program, are increasingly being used to smother dissent and protest. The levelling up department run by Michael Gove had also applied a new definition of extremism, which extends far beyond Islamist jihadism: "Extremism is the promotion or advancement of any ideology which aims to overturn or undermine the UK's system of parliamentary democracy, its institutions and values." This would affect a large number of organisations and groups if fully applied, including the Anarchist Communist Group and other anarchist organisations.

Amid the furore on November 11th in London over disturbances by the far right, it has been overlooked by many that the Metropolitan Police imposed exclusion zones on Whitehall, Horse Guards Parade, the Westminster Abbey Field of Remembrance and other areas, banning those on the Palestine solidarity march from these locations. The Met warned that anyone

believed to be part of or associated with the pro-Palestinian demonstration trying to assemble in the exclusion zones near the Whitehall area would be arrested. In addition, the Met imposed a conclusion to the march and speeches at 5pm, with additional exclusion zones in Trafalgar Square and Piccadilly Circus.

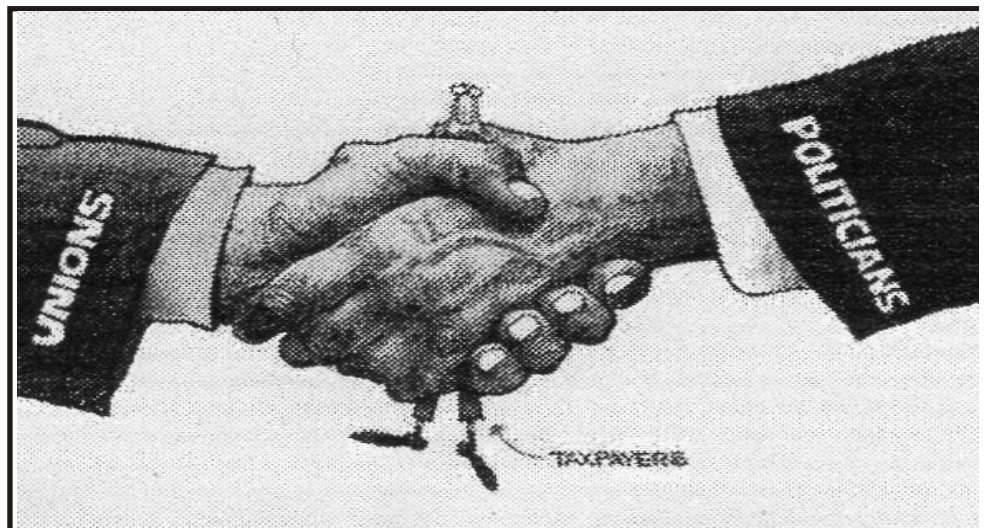
The Met also had additional powers to search people for weapons.

The Palestine solidarity demonstrations on October 21st and November 11th saw huge turnouts. These included large numbers of young people.

We are now entering a period of war between different imperialist blocs, as seen with both Ukraine and Israel-Palestine, the conflict between Armenia and Azerbaijan, Turkey's bombing of the Kurds, US bombing raids against Iranian bases in Syria, and increasing US sabre rattling against China. This is coupled with a worsening climate crisis and an increasing attack on living standards in many countries.

The large numbers turning out worldwide to express solidarity with the Palestinian masses, demonstrates widespread rejection of the drive to war, despite the criticisms that could be offered about some elements of the marches. It also demonstrates here in the UK a widespread rejection of the Tory government's increasing authoritarianism and shift to the radical right.

Thanks to ACG



Continued From Page 2

since October 7th did not arise out of nothing. The war against Gaza that we are now experiencing was preceded by many other wars between Israel and its Arab neighbours. A central consequence of these wars is the oppression of Palestinians by the Israeli state that has been ongoing for decades. In large parts of the West Bank they experience daily harassment, violence and murder at the hands of the Israeli military and militant settlers. This violence has continued in recent weeks. The seven days following the Hamas attack were the deadliest week for Palestinians in the West Bank since UN records began in 2005. This situation is legally supported by the Israeli military justice system. The military and judiciary function to protect Israeli settlements, which are occupying more and more land inhabited by Palestinians and driving them out of there. The political oppression of Palestinians is accompanied by enormous economic precarity. Within official Israeli territory, Palestinians also face structural discrimination - even if they have Israeli citizenship, which is difficult for them to obtain. In the Gaza Strip, the oppression of Palestinians is more massive than anywhere else. Israel controls the electricity and water supplies, the access of goods and people, and the sea. At the same time, Egypt is also keeping its border crossing closed. The oppression of Palestinians is not the result of the current extreme right-wing government. As an ideology, Israeli nationalism as a whole aims at such an exclusionary state project.

Hamas counters this with its own Islamist, anti-Semitic state project. It already exercises control in the Gaza Strip - although it is heavily dependent on the actions of Israeli politicians - and oppresses the population. Especially when, as we have seen this year, the Palestinian people take to the streets against the corrupt rule of Hamas. But also when it carries out death sentences.

Hamas is financed, among other things, by the Iranian regime. With it there can be no liberation from the oppression of the Israeli state, much

less a truly liberated society in the region. Hamas is deeply reactionary and, with its anti-Semitic propaganda and attacks against Israeli civilians, makes it impossible for understanding between the various population groups. This also makes it extremely difficult to build a real liberation movement behind which many different people can unite and fight together.

Even a secular Palestinian state cannot bring social liberation and would most likely end up privileging certain population groups and excluding others. However, a progressive perspective must include the protection and equal rights of all people in the region. We therefore oppose all the state projects, whether secular Palestinian, Islamist or Israeli, with our internationalist anarchist perspective for a free future of the



region: It is obvious that without an end to the systematic oppression of the Palestinians there can be no peace and no liberated society can exist in the region. Contrary to what politicians and the media claim, the Israeli state cannot guarantee lasting, real protection for Jews from global anti-Semitism. This representation not only makes all class differences as well as exploitation and oppression in the bourgeois Israeli state - for example the curtailment of the physical self-determination of FLINTA*s, racism against black Jews or police violence - invisible. It also forgets that what the Israeli state offers as security can only be maintained internally and externally through violence against Palestinians. This violence is terrible enough in itself, but it also creates

fertile ground for the radicalization of desperate and hopeless Palestinian youth. Understanding how such terrible events can occur should not be confused with assigning blame.

On the contrary: if we want this horror to end, efforts must be made to understand the situation that gives rise to Islamist terror and to address the circumstances that give rise to such atrocities. The Israeli state project must give way to a common society in which Muslims, Christians, Jews and all other people of different and non-beliefs can live together peacefully, equally and freely. Instead of one or two nation states, our perspective is the no-state solution. This society would open up the possibility of the return of those whose ancestors were expelled from Palestine and neighboring states. It is clear that abolishing Israel as a single state

would not solve the problem and would instead result in more bloodshed. Anyone who solely calls for an end to Israel is either seriously mistaken or has anti-Semitic thoughts. Instead, overcoming exploitation and oppression must involve overthrowing the competing imperialist powers in the region (US, Turkey, Saudi Arabia, Iran, Russia) as well as overthrowing the Arab states around them. This is the perspective of a free and solidarity-based society in the region that we are fighting for.

In order to achieve this, we believe it is important to support progressive forces in the region who also pursue such a perspective.

These include Palestinians who organize themselves independently of the dominant reactionary forces

Hamas and Fatah. They both take a clear stand against existing reactionary tendencies in Palestinian society and fight against the oppression of the Israeli state. In addition to non-violent protest actions such as strikes, we also consider violent and armed resistance to be morally justified. However, the legitimate target of resistance can only be the Israeli state, its military and its police and never Israeli civilians. If the latter are targeted, they of course have the right to defend themselves against it - even armed.

Ultimately, however, it is clear that the Palestinians' armed struggle cannot be successful in isolation. They need the solidarity of wage earners in neighbouring countries, but above all the solidarity of Israeli wage earners. We believe it is important to support those political forces in Israel that are fighting for Israeli wage earners to

break away from their own state, to organise independently and against their own government, its military operations and in solidarity with the Palestinian struggle: rebel within. It is important to keep an eye on and support such united struggles of Palestinian and Israeli wage earners, which have developed and continue to develop around common interests, where the different population groups live together. Israeli military soldiers must lay down their weapons and refuse to go to war against Palestinians in Gaza or anywhere else. We believe it is important to support the political forces in Israel that are already organising solidarity with conscientious objectors. The global wage-earning class must show international solidarity with the struggle of the progressive sections of the Israeli and Palestinian wage-

earning

classes. This solidarity can be reflected in demonstrations, political strikes or blockades of Israeli arms deliveries. The influence of Hamas and other reactionary forces in Palestinian communities abroad must be pushed back through progressive social organising. In times like these, when a protest movement is taking to the streets in solidarity with the Palestinian civilian population, we believe it is important to actively go out there, support and strengthen existing progressive forces and perspectives and push back on reactionary positions and most importantly organise for direct action on the job and anarcho-syndicalist oriented major break aways from the corporate unions. These are the means we see fit to wage the fight.

From 'The Platform' Edited

From Bureaucratic Corporate Unionism to Grass Roots Controlled Direct Action Unionism: Activity & Perspectives for Australia Today

Firstly I will sketch out the development of corporate unionism which was particularly associated with certain initiatives during the ALP-ACTU (Australian Labor Party and Australian Council of Trade Unions) Prices & Incomes Accord years of the ALP Hawke/Keating Federal Governments. One very important such initiative which academic books and articles suspiciously ignore is the AEC (Australian Electoral Commission) which was established by the Hawke Government in 1984. It was supposedly established to prevent union officials from rigging elections and other union ballots. However subsequently it has become involved allegedly in rigging union elections and likely other union ballots in association with ALP networks and the Deep State such as ASIO. (1)

Another important initiative of the Hawke/Keating Governments was the introduction of Industry Super Funds. As a result union bureaucracies have become involved in the direct management of Australian Capitalism in some cases on a massive scale. In the case of the Building Industry Super

Fund CBUS, the CFMMEU officials with seats on the board are involved with massive investments in the building and construction sector in Australia. Apart from fees for union officials on Super Boards, other funds are supplied to the corporate unions to finance their bureaucracies using various pretexts such as co-sponsorships in the case of the MUA (Maritime Union of Australia now Maritime Division of the CFMMEU) despite Maritime Super being one of the worst performing industry super funds. (2) Other sources of major corporate funding for the corporate unions is employers providing funding using such pretexts as so called 'training.' Meanwhile plundering of members' funds held by the so called unions on a massive scale for slush funds for the union bosses. (3)

So effectively the corporate unions are very much part of the corporate set up associated with a vast spiders web of rorts, corruption and alleged union ballot rigging. All covered up by the corporate media, employers, the Government Departments with the aid of tentacles of the ALP Octopus and the Deep State.

An important initiative of the Keating Government in the early 1990's was enterprise bargaining which is interwoven with the development of corporate unionism, the corporate media, Deep State and the alleged union ballot rigging by the AEC and the tentacles of the ALP Octopus. A key technique of the corporate union officials assisted by the corporate media and many leftist groups and the deep state associated with enterprise bargaining and union ballot rigging is the 'smoke and mirrors' technique. An important back drop is the predominance of the corporate media today.

1998 Patricks Lockout & 'Smoke & Mirrors' Performance

I first became aware of this technique during the Patricks Lockout Maritime Dispute of 1998. The corporate media, fringe and most of the Trot media conjured up the illusion of mass community pickets at Port Botany and other ports in NSW heroically helping the wharfies stop strike breakers from

performing the locked out wharfies' jobs. However I witnessed at Port Botany, that when the scabs' bus turned up at the so called picket line, they were admitted through it! In reality there was no picket line just a media stunt to camouflage the treacherous sell out back room negotiations of the MUA officials. According to contacts, similar media stunts were held in other ports in NSW during the lockout. Meanwhile at the other stevedore now DP World MUA members continued working despite, the negative outcome for their jobs and conditions of the big sell out stemming from the MUA's back room negotiations. Flowing on to them and throughout the Maritime industries and other industries. An important back drop to this defeat was the isolation of the wharfies at Patricks. The hierarchy of the other corporate unions were able to head off any pushes by militants to provide industrial solidarity with direct action. Similar to their tactics during the Melbourne Trammie Lockout in 1990. The outcome of the Patricks lockout was falsely presented by the MUA officials as a so called 'victory'. However in reality Patricks achieved many cut backs and job losses which flowed on through out the maritime sector, severely weakening the militancy of wharfies and flowing on to other industries.

Hutchison Ports Lockout & Stalinist Union Boss Orchestrated Circus

In the case of the Hutchison Ports lockout of 2015, its work was outsourced to the other stevedores. So just like the Patricks dispute the wharfies were divided and isolated by the other corporate union hierarchies which headed off any grass roots moves for industrial solidarity and direct action. Like the Patricks lockout there was also the smoke and mirrors of the fake community picket lines contributed by the rightward moving Trot groups and others attracted to red and black colour schemes. However this new 'performance' by the MUA union bosses had a nasty new twist. They cunningly took advantage of members of a more 'orthodox' Trot

group opposed to Corporate Unions which attended the so called picket line at Port Botany in Sydney. They were subjected to much Stalinist style thuggery and intimidation by the MUA officials and their stooges amongst their union reps and others. This old time Stalinist technique was used to create a climate of intimidation to coerce the Hutchison Ports wharfies on the picket line to cave-in to the new Enterprise Agreement. It comprised various cut backs to jobs and conditions which would flow on throughout the Maritime industry and other sectors. Paul Mcateer Sydney MUA Secretary used 'weasel talk' in an interview in Green Left Weekly, stating that with the new EBA the Hutchison Ports workers conditions were reduced to an 'industry standard'. Providing tacky camouflage for another maritime workers' defeat orchestrated by the MUA officials. Subsequently the Stalinist MUA officials often members of the CPA (Communist Party of Australia) initiated a goon squad called the 'First of May Movement' to police their future fake community picket lines and 'useful idiots' leftist activoid circuses. Another aspect of the Hutchison Ports Lockout highlights how the MUA officials' smoke and mirrors performance is interwoven with the alleged ballot rigging by the AEC and associated ALP networks. In

Qld a certain Bob McCarthy, a long time militant wharfie was elected to the Brisbane MUA Secretary position. However once elected he immediately rolled over to the ways of the Stalinist MUA officials. On being elected he threw his militancy out the window and became a ringmaster for the MUA hierarchy's Hutchison Ports fake community picket lines smoke and mirrors performance to an outrageous extent. Seems likely behind the scenes he cut a deal with the MUA hierarchy and the ALP so he was 'allowed' by the AEC to be elected to the position. However later on he had a falling out with the union bosses in the CFMMEU over mining on the Great Barrier Reef and lost an election for his position. Presumably allegedly would be rigged by ALP networks in the AEC if required to get rid of him.

The Grass Roots Controlled Direct Action Unionism Alternative

Anarcho-Syndicalist unionism is of course quite different. Its based on ultra democratic processes such as decision making based on stop work mass meetings of members, meetings of strictly mandated delegates, and limited tenure of office for all officials. Another important aspect is industrial unionism - seeking to unite all workers in the same industry and establishing a confederation of such unions. Locals of the union confederation would be centres for workers self education and link up employed members with the unemployed in common struggles and actions and with community associations in working class areas. An important task of the union locals and their pursuit of direct action and workers' control actions is to prepare workers for the takeover of the running of industry particularly in the context of revolutionary developments. On the international scale anarcho-syndicalist union confederations would link up and facilitate co-ordinated direct action to tackle the employer offensive, environmental crisis and the war drive. In sharp contrast to today's corporate unions which facilitate all this mayhem.

The role of the Anarcho-Syndicalist Network Today.

The role of anarcho-syndicalist networks like the ASN is to act as a catalyst to get these processes going. In particular the way to achieve transitional steps and then a new anarcho-syndicalist oriented union centre would be via encouraging a strike/direct action wave movement across industry. In this context syndicalist oriented major splits from the corporate unions would occur. One key sector such as transport would play the key role initiating the process. A Syndicalist transport workers union would play a critical

role in assisting at busy times with blockades, bans, etc, the organising and recognition campaigns of these break away unions. Avoiding long drawn out picketing which normally ends in disaster. In the case of the Spanish anarcho-syndicalist CNT (National Confederation of Labour) during its hey days in the 1920's and 1930's in Barcelona, the CNT's transport union played a critical role in assisting its organising campaigns in that city's catering industry. This sector became the largest and strong hold of the CNT in the city.

The Melbourne Tramway Lockout and Depot Occupations of 1990

One of the most significant activities of anarcho-syndicalists from the 1990's onwards has been involvement in the Melbourne Tramway Lockout of 1990. Anarcho-syndicalists played a significant role in the dispute. Particularly via the Victorian Sparks magazine which influenced its militant aspects. Particularly the workers control action on Jan.1st 1990 and the subsequent depot occupations. However the back drop to these advanced actions must be seen in the context of the militant history of Victorian public transport workers such as the successful 1946 Victorian rail strike and Victorian public transport being the focus of wildcat strikes and general strikes in 1969 over the jailing of Clarrie O'Shea associated with the Atlantean Bus Dispute and the penal provisions of the Conciliation and Arbitration Court. However there was no warning in the Vic. Sparks about the likelihood of a lockout of the trammies to achieve the removal of conductors in the business downtime of the January holiday period. Trammies were isolated by the union hierarchy and starved into submission. In particular the national executive of the Tram and Bus union the ATMOEA refused to pay strike funds and the officials refused to pass on money collected from a 3CR Tramathon as well as other money collected for the 'official' strike fund until the conclusion of the lockout. The father of one of the trammies was a wharfie and was agitating on the job for

direct action and industrial solidarity to help out the trammies. The MUA officials heard about it. They called an 'official' union meeting to consider industrial solidarity action. Needless to say no industrial solidarity was forthcoming. Its likely there were other such pushes for industrial solidarity which the union hierarchy was able to head off.

Anarcho-syndicalists were instrumental in establishing 'passenger support groups'. However they were unable to provide sufficient strike funds to the locked out trammies. They also played an important role in the trammies 'wildcat pickets' to break out of the isolation. In particular participation in the picketing of the Jolimont Rail Yards which stopped one third of Melbourne rail services one morning and the blockades by picket lines of bus depots. These actions occurred much too late and were not able to break the isolation and spread the struggle into other sectors. Melbourne Suburb railway guards also came very close to voting for industrial solidarity action. The outcome of the dispute was that the conductors were gradually removed from the tramways via natural attrition. The removal of the conductors was an important prelude to the privatisation of the Melbourne tramways and part of the Victorian railways i.e. Metro Trains. (4)

Anarcho-Syndicalist Activity in the NSW Railways

In NSW anarcho-syndicalists have been much more successful in fighting privatisation pushes particularly in the railways. In Dec. 1997 there was major industrial action involving station assistants at Central and Signals affecting hundreds of thousands over workers being framed up for the sack. This action was totally covered up by the corporate media to head off any wildcat action by workers around the time of the Sydney Olympics in 2000. It must be seen in the context of raised morale of workers associated with the NSW Sparks activity. NSW Sparks was able to piece the media blackout on this action and so facilitated industrial

action in Eastern Suburbs bus depots in March 1998.

In Sept. 1999 anarcho-syndicalists assisted militants to defeat a push to 'Restructure the City Rail Station Network'. In reality setting it up for franchises as part of privatisation. There was no mention in the corporate, fringe or Trot media of this hidden agenda. To out manoeuvre militants which had motions passed at a mass meeting at Sydney Trades Hall to fight the privatisation, the now RTBU NSW State Secretary called an NSW wide lightning rail strike next day. This action was also interwoven with a range of other hidden agendas and the 'smoke and mirrors' technique. The sophistication of this manipulation points to likely CIA training of this union official. In fact he had attended the notorious CIA recruiting venue, the Harvard School for Trade Union Officials. He had been parachuted into the position from Unions NSW.

This official held a mass meeting on the day of the strike at Parramatta. An area where the right wing ALP officials still had influence and support, but created serious difficulties for militants in organising their supporters attendance due to the transport chaos. The union officials regained control of the campaign, and narrowly defeated a motion by militants to disaffiliate the union from the ALP. For the strike day only station assistants weren't paid as a clever ploy by the officials to demoralise. At Central when train drivers heard there would be a NSW wide lightning strike next day, their morale sky rocketed, but when they learnt they were to be paid for the day, their morale slumped. Another devious ploy to demoralise workers, managers at rail depots acted as 'pickets' discouraging bosses stooges and right wing types among train crews from operating their trains. The lightning strike and associated chaos affecting commuters was aimed by the officials to alienate rail workers from the support of commuters and head off public transport workers wild cat action around the time of the 2000 Sydney Olympics. The strike also formed the peak of public sector strike wave also including nurses at RPA Hospital and Sydney Council garbage workers which was used to put

pressure on an ALP conference on the weekend to secure union officials representation in the NSW ALP Carr Govt. The outcome was the defeat of the restructuring for setting up franchises as part of privatisation. However, train cleaning was outsourced but later, this outsourcing of cleaning was reversed.

The defeat of the privatisation push and train drivers' defeat of the closure of a small section in the railways of concern to them for OH&S reasons and exposed in the NSW Sparks in Dec. 2003. were back drops to Drivers for Affirmative Action (DAA) of March 2004. It involved 600 train drivers who engaged in a 'work to rule' campaign over a list of concerns in the context of a driver shortage. The driver who initiated the movement with a poster was involved in the NSW Sparks network. DAA needs to be seen as the early stages of a strike/direct action wave movement. With similarities to such movements in France during late 1986/early 1987 and Dec. 1995. These French examples were on a much bigger scales spreading throughout the French public sector, but also originating amongst train drivers. (In 1947 there was also a major strike wave spreading across industry. Its epicentre was a strike at Renault Billancourt Paris, in which a Trot group played an important role. This strike wave led to a series of major splits from the French Communist Party controlled CGT (General Confederation of Labour), a small anarcho-syndicalist union, the CNT-F (National Confederation of Labour-France) ballooned to an estimated 100,000 members. However the prospects for a revival of mass anarcho-syndicalist unionism was derailed with a CIA engineered major rightward split from the CGT to form the FO (Force Ouvriere). (4)

In the 1986/87 case, like with DAA, one train driver initiated it but with a petition, with the back drop of major student protests. DAA never led to a strike/direct action wave spreading throughout the public sector. It only lasted 4 days, before the drivers were bought off with \$500 bonuses. Unfortunately a log of claims produced by NSW Sparks for the movement came out one day too late and 600 train

guards representing two depots influenced by a Sparks log of claims flyer and were also about to take direct action backed off with the drivers return to work and the union officials machine heading off the guards action. Interestingly a Bureau of Statistics graph for days lost due to strikes shows a very low level for 2004 in comparison to other years. As the action was a 'work to rule' DAA didn't rate a mention and has been air brushed out of history by the union bosses and corporate media.

In Sept. 2014 anarcho-syndicalists assisted militants with the production and distribution of a flyer critiquing a Rail EBA document. The flyer caused the flames of revolt to spread in the railways. For years NSW RTBU Secretary Claassens had stated to union reps under pressure from the grass roots over Liberal Govt. cutbacks, that he would never hold a union mass meeting ever again. He was so frightened of the impact of the flyer, that within hours of the flyers distro, he held an immediate mass meeting for train crews at Central. Unfortunately he was able to hose down the push for direct action, that could spark a strike wave movement. Since the defeat of the privatisation push in 1999, the RTBU officials and rail management and the Govt. have resorted to renewed rail privatisation pushes. Involving the introduction of new trains such the Waratahs and NIF (New Intercity Fleet) under DOO (Driver Only Operation) which anarcho-syndicalists and NSW Sparks has assisted militants to defeat. Like in the case of the Melbourne Tram Lockout which resulted in the removal of conductors to cut costs for private operators and subsequent privatisation, the same is the case with the removal of guards on trains. However only in one case has this agitation against DOO led to direct action by train drivers affecting some thousands on 27/11/20. (6)

Anarcho-Syndicalist activity in the Public Service in the 1990's

An important back drop to the alleged

ballot rigging by the AEC and anarcho-syndicalists important role in defeating major cutbacks in the first and second EBA's in DSS (Department of Social Security)/Centrelink and partial defeat of key restructuring of Centrelink operations with the third EBA in the 1990's, was the DSS Staffing dispute and an associated 6 week strike in 1988. An important reason for this longest public service strike in Australian history, was the uncovering by the Trevor Deeming NSW State Secretary of the ACOA now CPSU faction of rigging of ACOA/DSS office ballots for industrial action by the ALP Left Faction associated with Wendy Caird. The role of this lengthy industrial action which achieved a major reduction in staff cuts, provides an important reason for ALP networks involvement in the AEC's alleged role in ballot rigging to ensure ALP control of the unions and foil any serious future major industrial action. The focus of this strike being DSS highlights the militant traditions of this sector which was also the largest Commonwealth Government Department, and its important role in the enterprise bargaining strategy of the Government, management and the union hierarchy. Once big cutbacks associated with EBA's were pushed through in DSS, it would flow on to other Government Departments and even parts of the private sector. Prior to the onset of enterprise bargaining, there had been a tradition of regular mass stop work and lunch time mass meetings over industrial issues and campaigns in the DSS section of the ACOA/PSU/CPSU. Prior to enterprise bargaining, the union officials short circuited this tradition, through the sabotage of the 2nd and last mass meetings ever held in DSS/ACOA/PSU. In the case of the former, the officials arranged a so called 'solidarity' march by CFMEU building workers through this mass meeting at the Lower Sydney Town Hall which cut off debate. In the latter, the union officials used the ludicrous ploy of having members singing 'Happy Birthday' for one of the union officials to cut off debate!

See Page 20

NEWS & NOTES

Some of the most important news 'behind the scenes' was the defeat in Dec. 2023 of a new push to introduce DOO (Driver Only Operation) on trains in the NSW Railways as a key step toward its carve up for franchises and privatisation. The ASN had assisted militants agitation to counter this push which has been covered up by the Corporate Media, Rail bosses and the union hierarchy. (See article page 3.) This effective action by the ASN is in sharp contrast to the hopeless role of certain leftist groups - acting as 'dupes' and 'useful idiots' for the corporate union bosses in regard to their role in the organising of ineffectual community pickets to supposedly disrupt the Israeli owned ZIM Line operations. In reality media stunts to camouflage the integration of the MUA hierarchy in the corporate set up and its support for the savage Israeli onslaught in Gaza and refusal to hold stop work mass meetings to consider taking industrial action to ban these ships. During the Vietnam War, wharfies played an important role in opposing it with such actions as the banning of the supply ship Jeparit. These latest media stunts and circuses with the involvement of certain leftist groups has become a standard feature of the 'smoke and mirrors' technique orchestrated by the Stalinist MUA officials aligned with the Communist Party of Australia particularly in regard to enterprise agreements for some decades. (See article page 15.)

Some of the most important news in Sydney Buses was the finalisation of the bogus 'two tier' EBA campaign and the introduction of new 'merged' rosters last year. In this edition we look at the ramifications of the new rosters and the increasing difficulties bus drivers are facing on the road with traffic congestion associated with the Rozelle Interchange opening. (See article page 5.)

On 18/11/23 a successful conference organised by the ASN was held with a good attendance. There were many interesting discussions focusing on issues and problems confronting syndicalists in Australia today. A number of new contacts were made.

A.S.N. Directory

ASN Sydney Local
PO Box 92
Broadway 2007 NSW

ASN Newcastle
PO Box 106
Kotara 2289 NSW

ASN Melbourne
J.Dixon
trwin@gmail.com

Anarchist Media Institute
PO Box 20
Parkville Vic. 3052

SPARKS
(Anarcho-Syndicalist Transport Workers' Paper)
PO Box 92
Broadway NSW 2007
Www.sparksweb.org

MEMBERS' VOICE
Grassroots NSW Public Transport Workers' Organisation
Email :
Membersvoice2010@yahoo.com

Rank & File First
Grassroots NSW Public Transport Workers Organisation
Rankandfilefirst@outlook.com

STOP
Sydney Transport-Users Opposing Privatisation
PO Box 703
Leichhardt 2040
Facebook STOPPrivatisation @STOPPrivatisation

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.

Name.....

Address.....
General Secretary

**REBEL WORKER
Web Site:**

www.rebelworker.org

If undeliverable return to
PO Box 92 Broadway NSW 2007

Continued From Page 18

In the first two EBA's in DSS then Centrelink, the now CPSU officials presented no log of claims and so seemed to the grass roots to be willing to agree to major cutbacks and changes which management was demanding. In the case of the first EBA, a motion was passed by ACOA/CPSU members at Petersham DSS exposing the big attacks such as abolishing penalty rates on over time and opening DSS offices on Thursday nights and Saturdays and proposing a new union be launched if the union officials caved in on the changes. This motion was nationally distributed leading to the union officials backing off helping management impose the changes. When the EBA was finalised there were no cutbacks to conditions. In the case of the second EBA some years later, again the union officials looked to be hell bent on helping management impose similar changes. A motion was passed by ACOA/CPSU members at Leichhardt Centrelink similar to the above previous motion. Resulting in the union officials sending an email to members three days later, indicating they had backed off on helping impose the changes. When the EBA was finalised, the only significant condition lost was the Wednesday afternoon closures of Centrelink offices. This initiative had originally started at Petersham DSS/now Leichhardt Centrelink back in 1988 and spread nationally. In the case of the 3rd EBA, due to management tightening up computer/communications use the

EBA went through with a new nasty in a seemingly benign clause. This clause allowed so called 'micro changes' which in reality were quite macro in their impact. Soon after the EBA was so called approved, management proceeded to centralise certain sections and transfer them to distant locations with the setting up of processing centres. Important objectives of the change would be to shake off many workers who couldn't cope with the extended travelling to work times, impose a new speed up in work in regional offices and outsourcing of sections as part of a privatisation strategy. Anarcho-syndicalists were involved in a campaign which was partially successful in defeating the restructuring. Highlights were a rally outside Redfern Centrelink office which resulted in a riot involving aboriginal youth attacking the office windows with bricks and the breaching of the media blackout on the restructuring of Centrelink operations. (7)

In conclusion, anarcho-syndicalists have been successful since the 1990's in assisting militants particularly in NSW in defeating important spearheads of the employer offensive and the Neo Liberal push. Slowing the tempo of the employer offensive in NSW and nationally. While also helping facilitate the early stages of potential strike/direct action wave movements across industry which can result in major syndicalist oriented splits from the corporate unions. In this way inspiring similar movements internationally and the birth of

'genuine' mass anarcho-syndicalist union movements in other countries and the rebirth of the International Workers Association as a genuine mass union movement rather than congeries of weird sects, cults and micro versions of the corporate unions as exists in many cases today. Providing the basis for coordinated international workers direct action to tackle the challenge of the global employer offensive, corporate media predominance, the environmental crisis and the war drive. M.

Notes:

1. See, *RW Vol.36 No.2(231) Aug.-Sept. 2018 'RTBU Elections 2018 Were they rigged?' on www.rebelworker.org*
2. See, *SMH 16/9/21 'Red Flags Maritime Super defends spending on union events.'*
3. See, *'Spotlight on Rorts in the Union Office' p.4 RW Vol.36 No.2 '231) Aug.- Sept. 2018 on www.rebelworker.org*
4. *'Anarcho-Syndicalism in Practice: The Melbourne Tramway Dispute & Lockout January-February 1990' Edited by M. McGuire on libcom.org*
5. See, *'France Winter 1986-87: The Railways Strike' by Henri Simon on libcom.org and The Essay on the French 1947 Strike Wave in New Perspectives on Anarchism. Labour and Syndicalism Edited by David Berry and Constance Bantman.*
6. See back issues of *Sparks from 1999 to 2023 on www.sparksweb.org*
7. *Recollections of a Centrelink & DSS grass roots activist & union rep.*