

REBEL WORKER

AN INJURY TO ONE



IS AN INJURY TO ALL

Sydney, Australia
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Paper of the Anarcho-Syndicalist Network 50c

Albo Disappears Down same Sewerage Pit as Biden for Cashing in on Arms Exports for Zionist Genocide!



Israeli Tanks patrol in Gaza as part of invasion.

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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

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Israeli Gaza Invasion

Rank-and-File Organising against Israeli Settler State Imperialist Aggression in Gaza

In October, we argued that "the only way to halt the invasion and stop Israel's murderous bombing of Gaza is for the working class to act". Whilst the bulk of the Israeli working class is united behind their military, Israel is dependent on imports for the majority of armaments. This means that the international working class can act to cripple its military. Australia exports military equipment to Israel. As a result, workers in Australia in the arms, transport, and maritime industries are in a position to disrupt these exports to Israel.

As We predicted in October, Trade Union officials have been unwilling to translate their tepid support for Palestinian rights into industrial action

on the ground particularly where it is illegal. There has been some tacit union support for "community pickets" targeting Israeli owned ZIM shipping, and in Sydney, MUA officials have participated in these actions

disruptions for these genocide enablers. But production and transport resumes whenever the blockaders go home, or when the police attack and smash the community blockade.



themselves. But this has not yet translated into any sustained industrial campaign.

Some activist groups have sought to substitute themselves for industrial action by workers. Activists have repeatedly blockaded the factory of Australian arms manufacturer HTA, which produces a component used in the F-35 that Israel uses to Bomb Gaza. In this and other workplaces, protest blockades can cause costly

To achieve the serious disruption required, there is no substitute for working class power. Workers must collectively refuse to produce or transport war material, fuel, and other relevant supplies destined for Israel. Our strategy must be aimed at making this possible. It is up to rank-and-file union militants with the assistance of out-side the job catalytic networks to organise for an industrial campaign that can win, from the base of the unions. *Thanks to MACG*

ASN APPEAL

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

Metro Conversion hurls gauntlet down to Rail Operations Staff!

Some of the most important news in the NSW Railways has been the upcoming closure of the Bankstown line for the conversion to Metro and later Franchising (Privatisation) of stations from Sydenham to Bankstown. It will have far reaching consequences. Such as setting a precedent for further Metro conversions and major rail jobs losses, thus opening the door to sky rocketing fares and squandering even more tax payers money for corporate profit making.

A previous privatisation style push which ended disastrously was the Public/Private/Partnership associated with the construction and operation of the Airport Link. It opened in 21st May 2000 with the Airport Link Company operating 4 stations on the line with only Wollie Creek station operated by City Rail. In Jan. 2001, the company went into temporary receivership as a result of much lower

than expected patronage and revenue because of expensive fares and problems with train regularity. This cost the NSW Govt. and tax payers \$800 Million to bail out the debt. Then in Oct. 2005 a further \$34 million and then \$73 million State Government top-up subsidy. The company operating underwent a series of takeovers over the years. Its now owned by Uni Super.

Combined NSW Rail Unions EBA Claim-Not Another Failure like EBA 2022?

In stark contrast to the Rail EBA Claim 2022 which featured below inflation so called wage increases, this new EBA claim includes 8% pa over 4 years or the rate of inflation which ever is higher, reduction in weekly hours from

38 to 35 hours without a pay cut, etc. Why are important issues such as opposition to the Bankstown line closure and conversion to Metro and a new DOO (Driver Only Operation) push with the NIF (New Intercity Fleet) buried in the claim? The issue of DOO has certainly not been settled. Was a key reason for not holding mass meetings to discuss the EBA claim a way to sneak through these issues as done deals? Claassens refusal to put the NIF Deed on the RTBU (Rail Tram & Bus Union) website/social media indicates no agreement to a functioning guards compartment. Is a hidden agenda of the claim, a ploy to defuse workers anger and pressure over the spiralling cost of living by 'letting off steam' with token industrial action set up to fail like with the EBA 2022 campaign?

New Cover-up of DOO Push with XPT Replacements

Analysis of Telegraph article "The train in Spain leaves \$70k pain" front page and flow on page 7. Friday March 29th 2024.

One agenda of the article is to divert grass roots attention away from the real reason for the delay for some years of the introduction into service of the replacement for the XPT's. It talks about Transport for NSW boffins going on an expensive junket to Spain to check out 'improvements' to the XPT's replacements and live running in regard to CCTV's, passenger information displays, emergency edits and door controls. However there is no mention of the issue of a functioning guard's compartment on the trains. In

reality the XPT replacements were ready to be introduced under DOO (Driver Only Operation) without functioning guards compartments for some years. However, management needs the NIF (New Intercity Fleet) under DOO to be introduced in the context of the holiday period and set precedents for the introduction of the XPT's replacement under DOO. Another agenda of the article is the Murdoch Press waving a big stick at the Minns NSW ALP Government, as they prefer a regime change.

Its Opus Dei Connection?

One reason for the manufacturing of



the new trains in Spain would be the need for secrecy in setting up the new trains for DOO. However there maybe another consideration for the trains manufacture in Spain. The manufacturer of the trains is CAF. Is it linked to the Far Right Catholic organisation, Opus Dei? This organisation played a key role in the post WWII Franco Regime and subsequent so called 'Democratic' Regimes in Spain. The previous NSW Liberal Premier Dominic was a member of Opus Dei as were numerous other NSW Liberal polities when they committed State funds to the 'Spanish Option'.

A Spiders Web of Conspiracy entangling City Rail/Sydney Trains, the Union Office & NSW ALP Government!

An analysis of SMH article 'City's dirty little secret' front page, Tuesday 20th February 2024.

The article refers to the 'sudden' discovery by the SMH of high levels of hydrocarbon particles in platforms and tunnels in the city circle stations. In reality, this hazard has been well known for decades and has been covered up by the corporate media, various NSW Governments and the union hierarchy. With drivers being bribed with thirty pieces of silver in the shape of a special allowance to go through the underground. However guards have received no monetary compensation. The article plays along with another much more serious cover-up by the SMH, other media outlets, the Government and union bosses of the RTBU at that time, Claassens predecessor, Nick Lewocki was RTBU NSW State Secretary back then and ASU in regard to OH&S issues in City Circle stations.

City's dirty little secret

SPECIAL INVESTIGATION
Nigel Davidson

AIR QUALITY READINGS IN SYDNEY'S DEEPEST PLATFORMS

Station	Reading	Category
Central	133 µg/m³	VERY POOR
Wynyard	105 µg/m³	VERY POOR
Town Hall	105 µg/m³	VERY POOR
Spinning	105 µg/m³	VERY POOR
Ulti	79 µg/m³	POOR
Macquarie	79 µg/m³	POOR
North Ryde	70 µg/m³	POOR

Photo: Peter Peeters

More than 100 Sydney Trains used to arrive at Sydney's underground railway station platforms have consistently returned results beyond double the safe daily limits for particulate pollution, creating a health hazard for passengers and staff.

Amazing results were discovered when the *frontline* investigated air pollution and gas concentrations at 16 stations above and below ground on the Sydney train network and the new Sydney Metro Northwest.

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Olympics Lead up Renovations to Underground City Circle Stations

In the years of the immediate lead up to the Sydney Olympics in 2000, underground stations on the City Circle were renovated to be smartened up for the Olympics for overseas tourists, corporate brass and dignitaries. But there was reported by workers on these stations, additional much worse, OH&S issues than reported in the above SMH article. It involved toxic fumes from the renovations on the stations. Union activists had Work Cover come out to the stations over the complaint. Work Cover people came out to the stations, but agreed with management and the union bosses, there wasn't a problem! Workers' health and lives are cheap! However, Sparks and RW reported on the serious toxic fumes hazard. Unfortunately, train crews couldn't be encouraged to threaten or take direct action to resolve the issue. The toxic fumes situation was obviously illegal and in breach of OH&S and Environmental Protection legislation. It could have been easily fixed if the necessary industrial pressure was applied by train crews. Another cover up by the Corporate

media and other above parties associated with the run up to the Sydney Olympics was the cover-up of major industrial action in Dec. 1997 which was reported in Sparks. It involved wildcat strike action on a large scale among station assistants at Central over workers being framed up for the sack to get through staff cuts. Due to the large scale of the action, Nick Lewocki RTBU NSW State Secretary at this time intervened. During the AM Peak hour, he approached his ALP comrades in signals to stop the trains to allow the holding of a union stop work meeting at Central to resolve the issue. The action would have affected 100,000's commuters that morning. The stoppage and effect on commuters was totally covered up by the Corporate Media and other parties. The ALP Government and Rail management/union officials were worried about encouraging workers industrial action around the time of the Olympics. It was just like the cover-up of the toxic fumes issue on the underground City Circle stations around this time. According to Lewocki, the action was 'illegal' as it was in breach of the dispute settling procedure associated with the Rail EBA. It normally led to Unions NSW officials intervening into any industrial dispute and heading off any industrial action. Despite the 'illegality' of the action, there was no deducting by

management of workers industrial allowance associated with the EBA 'Dispute Settling Procedure' clause.

12 Hour Shifts & Hydrocarbon Exposure

The article refers to excessively long 12 hour shifts imposed on station staff

which would increase hydrocarbon particle exposure. The introduction of the 12 hour shifts was originally falsely 'advertised' by management as a 'temporary' measure for the Olympics. How come these excessively long shifts are still in place? How come the existing hazardous particles exposure has been considered acceptable by management and the union hierarchy? The long shifts apart from the adverse

health effects on workers in regard to pollution exposure dis-organise workers. The effect is to head off much grass roots resistance for further attacks by management assisted by the union hierarchy.

By Casey Jones

PROPAGANDA & WORKPLACE STRUGGLE

As we continue to navigate the struggles of our workplace, It's important to address the topic of : propaganda.

Propaganda is a systematic effort to shape public opinion and manipulate people's beliefs, attitudes, or behaviours towards a particular ideology, cause, or agenda. It often employs various persuasive techniques to influence individuals or groups on a large scale.

Here are some common characteristics and techniques associated with propaganda:

1. **Simplification:** Propaganda often simplifies complex issues or ideas into easily digestible messages, omitting nuances or contradictory information.
2. **Emotional Appeal:** Propaganda frequently appeals to emotions rather than rationality, aiming to evoke strong feelings such as fear, anger, or patriotism to sway opinion.
3. **Repetition:** Messages are often repeated consistently to reinforce beliefs and create familiarity, making them more likely to be accepted.
4. **Selective Presentation:** Propaganda selectively presents information that supports its agenda while ignoring or distorting contrary evidence.
5. **Demonization:** It may depict opponents or dissenting viewpoints in a negative light, using stereotypes, scapegoating, or dehumanization to discredit them.
6. **Testimonials and Endorsements:** Propaganda often includes endorsements from authority figures, celebrities, or trusted sources to lend credibility to its message.

7. **Bandwagon Effect:** It exploits the human tendency to conform to group norms by implying that everyone else supports the cause, creating a sense of social pressure to join in.

8. **Use of Symbols and Slogans:** Propaganda often employs symbols, logos, or catchy slogans to create memorable associations and simplify complex ideas.

and deceive, often with harmful consequences. Recognising propaganda and critically evaluating the messages we encounter is essential for maintaining informed and independent thinking.

Propaganda can be recognised in the endless stream of weekly emails and online posts we receive. See if you can spot the tell tale signs in the next email you receive from an alleged leader. The



9. **Misinformation and Disinformation:** Propaganda may include false or misleading information, exploiting cognitive biases or exploiting uncertainties to manipulate perceptions.

10. **Controlled Communication:** Propaganda typically originates from a centralized source or authority, controlling the flow of information and limiting dissenting voices.

Overall, propaganda is a powerful tool that can be used for both positive and negative purposes. Invariably however it tends to be employed to manipulate

use of the title of leader for any and all roles is itself a form of propaganda designed to mislead.

The recent media debate over 'free public transport' following letters to the editor in the SMH is a case in point. The morning breakfast show on ABC Radio put up various dubious arguments before concluding "we can't afford it." Meanwhile millions are ripped off by dodgy contracts on the Metro Lines.

By Railway Johnny

LETTER

Dear RW

In regard to the proposed closure of the Bankstown line for the Metro conversion, those who lose their station jobs will get preference over

anyone on the transfer register when it closes down.

It will be interesting as they can't fill bus drivers for weekend trackwork let alone a total shut down.

I'm hearing the issue is the new T/T

won't be announced pending on the shut down.

Railway Jeffrey

SYDNEY BUSES NEWS

Management Strategy in Sydney Buses

In this edition with regard to Sydney Buses, we put the spotlight on an important aspect of the Region 6 EBA 2023 and the TWU/RTBU 'parity agreement'. It involves new 'merged' rosters. These rosters have been heavily affected by a new management

push known as 'Optimisation' involving a vicious speed up on the job. An important hidden agenda of the EBA and the 'parity agreement' exclusive to Region 6, is a 'divide and conquer' strategy to implement a new wave of speed ups in the job across the entire Sydney Buses network. It follows the management strategy assisted by the union hierarchy with the privatisation of State Transit. It involved a piece by piece tactic, incremental privatisation of different small portions to head off any united

industrial resistance by the workers. First went Newcastle depots which were privatised, followed by Region 6 depots, then the Northern suburbs depots and Ryde and finally the Eastern Suburbs depots.

This illustrates again the deception used in enterprise bargaining involving the wages claims and the Region 6 'parity' agreement showing the treacherous back room wheeling and dealing of the union hierarchy.

Waverley Depot News

LETTER TO THE EDITOR

Dear RW

Havoc Wreaked by Privatisation & Transport for NSW at Waverley Depot Waverley is the busiest depot in Australia. The drivers are burnt out and have no chance in keeping up with these timetables Transport NSW have screwed us.

By the time we pull up at the end of the run the next run has already started.

The timing points are so out. It's nothing but dangerous.

Transport NSW gives us 5 minutes layover breaks and they are hoping that we don't take them and just keep on driving.

As for wages we have become the lowest paid depot.

ACT: \$43.00 ph base pay.

Melbourne \$36.80

Brisbane \$35.90

Newcastle \$34.49

Waverley \$32.47.

Welcome to Australia's busiest depot.

We have been screwed by The privatisation and Transport NSW.

Waverley union bus drivers have had

a gut full in trying to get meetings at Waverley.

2022 : 1 meeting

2023 : 1 meeting .

We asked for more meetings and better communications and we got nothing.

The union notice board is empty.

We don't have a voice in Australia's busiest depot.

ITS NOTHING but a burnt out union here at Waverley.

There was a petition circulated to call an Extraordinary Election of the RTBU Waverley Branch some months back. However there wasn't a Emergency meeting held.

The people behind it called it off.

I'm not too sure who was behind that, as there were no names to it.

The buses run well and are clean. I consider there is no problem with them.

Angry Waverley Driver

Region 6 Drivers Brutally 'Thrown Under the Bus' with New Rosters!

Leichhardt Depot News

RW: What's the latest at the depot?

Leichhardt Driver1: Many ex-STA/RTBU members are angry with the new merged rosters, particularly AM shift drivers with their shifts starting much later and finishing much later. Overall TWU members/Transies drivers should overall be happy with the rosters as they are getting better conditions and wages. Their situation has improved 20%, but ex-STA drivers conditions have gone down hill 20%. Why is this occurring? Either it is a deliberate move by management to upset ex-STA drivers or it is just an accident.

RW: What is the situation with meal breaks associated with the new rosters?

LD1: There has been a very serious incident involving the meal break issue which has angered us. A driver while out on his runs instead of taking his meal break at the Lee Street meal room, went back to the depot to have his meal. Subsequently he contacted the radio room that he would be late running due to having his meal break. However, they expected that he would have the meal break at Lee Street. He advised he had the meal break at the depot, as his food had to be refrigerated. On his bus there is of

course no refrigeration and his food would spoil. As a result he has been penalised by management. He was given a written warning. He was told to get himself a cooler bag. He suggested, they provide it and he was told maybe we will all get a Christmas gift, 9 months of rotten food yet to come!

'Optimisation'

This new viciousness by management associated with the new rosters may be associated with the 'Optimisation' management approach. It became popular in management circles in the 1990's. It involves using existing rules to cut our conditions closer to the bone. It was tried out at Pt. Botany Depot in the 1990's but it didn't work out. It was also tried out at other Government Enterprises such as Australia Post.

RW: What is the situation with the Rozelle Interchange?

LD1: In late March I have noticed much less traffic gridlock in the area. It may be associated with motorists avoiding the trouble spot area or now using the nearby tunnel. There definitely has been an improvement with the interchange, but it still isn't good.

RW: What's the latest with Transit Systems senior management?

LD1: Daniella Fontana has replaced Jamie Sinclair (retired) as General Manager of Transit Systems. She was Leichhardt Depot Manager for 15 to 20 years and I always found her to be fair and reasonable. We'll see. Other news is that management is going on a new driver recruitment push. Lately management has bizarrely put up in buses on overhead rails card board bus driver recruitment material associated with their 'Transit Academy'.

RW: What are your impressions of the new merged rosters?

Leichhardt Driver2: We ex-STA drivers are very angry with them. We have noticed meal breaks have been reduced from 50 minutes to 43 minutes. Many meal breaks are now to be taken at Lee St. and Bondi Junction. The Lee St. meal room is just a dis-mountable with just 3 toilets and is completely inadequate. At Bondi Junction, the room is quite inadequate in size with only 4-6 chairs. As a result many drivers have to have their meals in their buses.

Ex-STA/RTBU drivers have had their shifts extended to 5 hours 15 minutes to be the same as those for the TWU/Transee drivers. New drivers are continuing to constantly leave the job. In March, 15 new drivers came on the job, but only 9 were left after being on the road and facing its rigours for a short time.

In a nutshell, management is using the new rosters to tighten up our running times and finding further excuses to harass us.

Tempe Depot News

RW: What are your impressions of the new merged rosters?

Tempe Driver: With the new merged rosters, management has seized the opportunity to squeeze and squeeze more out of us. The job has become crazy with the tight running times being imposed. Many of us, can't cope with the new rosters and are considering leaving the job. Some however may appreciate the longer shifts imposed with an eye for earning more money.

There is no constancy with the shifts. The shifts are starting at significantly different times and with wildly varying lengths. In the case of some shifts, we are being obliged to drive excessively long hours such as 10 hours in a day.

The bosses have seized on the new rosters to wipe out our layover breaks at the end of our runs due to late running. Meanwhile meal breaks have been cut back to 43 minutes if you are on time with your runs. If not, you have an even more reduced meal break!

The bosses have brazenly thrown basic OH&S considerations out the window with the tightened running times and other cut backs!

Kingsgrove Depot News

RW: What's the latest developments at the depot?

Kingsgrove Driver: With the new rosters we are facing a much more difficult situation on the job. The bosses are seizing the opportunity to shorten running times. They are seeking to squeeze more out of us without any compensation. The RTBU and TWU are still represented at the



depot but are offering little resistance to this onslaught. Some drivers are working to rule, and not jeopardising the safety of passengers or their bus to meet the unrealistic running times.

Huge Increase in Bus Trips Cancelled in Sydney!

ABC Radio News 27/3/24: Reports there has been a 70% increase in bus trips cancelled in Sydney in 2024 due to bus driver shortages and inadequate recruiting. The report of the dramatic increase has been referred to the Minns ALP NSW Government for consideration about action on the issue. This news item mysteriously was only put up for an hour or so before being deleted!

VICTORIAN RAILWAY NEWS

In this issue of RW we will discuss West Coast Railway from 1996 to 2000. As in previous editions of RW names have been changed.

RW: What was the situation in Victoria in June 1996?

Ichabod: The Kennett Government had been returned at an early election in 1996 with a reduced majority.

Archie: At V/Line we were to look forward to the break up of the PTC who were operating all Government Public Transport in Victoria. Two Government agencies were to be set up as Metro Trains and Metro Trams to be eventually privatised.

RW: What was to happen to V/Line?

Forsyth: Four lines operated by V/Line were to be put out to tender. These were Melbourne to Swan Hill, Albury and Sale. Also Frankston to Stony Point.

Rastus: This would have decimated V/Line. V/Line was to be only an operator of Commuter Services. The Union made it known that they opposed any further break up of V/Line.

Ichabod: West Coast made it known they would be tendering for these services when tenders were let. V/Line employees were hearing rumours about West Coast that they wanted to operate most of V/Line. At the same time West Coast was given accreditation from the Victorian Government to operate Special Trains all over Victoria. It seemed when West Coast asked for extra funds they seemed to get everything.

Roscoe: Another rumour circulating was if West Coast was the successful tenderer, the Government would allocate some rolling stock to West Coast. It was also rumoured that State Treasury was opposed to breaking up V/Line.

Ichabod: As for the tendering of the four country lines by March 1997, no tendering had occurred, but an incident happened at Sale.

RW: What was that?

Ichabod: The V/Line Station Officer at Sale was working in the office when two West Coast Directors turned up and asked to be shown around the office. When asked by the Station Officer why

they wanted to look at the office, they informed him that if they won the tender to operate the line, they wanted to know the layout of the office. The Station Officer told them to leave the building and come back if they were successful with the tender.

Rastus: In March 1997 a new EBA was being registered. The union had been leaked information that the PTC was to be split into two train companies, two tram companies to operate services in the Metropolitan area. There was no mention of V/Line. In fact PTC managers did not know of these plans. Privatisation was officially announced in April 1997.

was to be broken up into five business units. These business units were two tram companies, two train companies for Metropolitan services and for Country services V/Line was to be retained in its present form. These companies were to be corporatised then in 1999 to be privatised as various franchises. V/Line Freight was to be sold.

Ichabod: West Coast was to keep Warrnambool until the mid 2000's. In 1998 they obtained a Steam Locomotive and from October 1998 this train commenced operation. This train will be discussed in a future



Ichabod: The main issue was Superannuation and working conditions to be rolled over to any EBA. As a result, negotiations broke down and a 48 hour stoppage was called for the Grand Prix weekend March 1997.

Archie: One result of the stoppage was that Kennett said he would take the RTBU apart piece by piece.

Rastus: The union held a number of stoppages over the Superannuation issue and the dispute was eventually settled in November 1997 with a new EBA which was further rolled over in 1998. So when privatisation occurred all conditions were to be protected.

Forsyth: In April 1998 the Government announced that the PTC

issue of RW.

Archie: It is now early 1999 and there is a reshuffle of Directors at West Coast. One of the Directors is paid out. This was one of the Regional Directors who was a former senior V/Line employee. It was rumoured the other Director used him to gain his knowledge.

Forsyth: Late 1998 and 1999 a number of West Coast employees jumped ship and obtained positions at V/Line.

RW: What was the reaction of West Coast?

Forsyth: West Coast did not like their employees going to V/Line and when they gave notice, one office employee was terminated. V/Line said that the employee could start at V/Line straight

away.

Clarence: In September 1999, Victoria went to an early State Election. Kennett had called the election hoping to gain an increased majority. One of the policies of the Labor Opposition was to rehabilitate the lines to South Geelong, Ballarat, Bendigo and Traralgon plus extra trains. It was this issue and Compulsory Competitive Tendering in Local Government which led to the demise of the Kennett Government.

Rastus: It can be said that from this day West Coast Railway appeared to be on borrowed time.

Roscoe: We all thought so but a locomotive shortage amongst Freight operators resulted in West Coast being able to lease locomotives to these operators. This resulted in increased revenue.

RW: Again we have run out of space. In the next issue we will discuss the years 2000 to 2003.

In this issue of RW we will discuss EBA negotiations and ongoing issues on the Albury Line. Once again Drivers, Conductors and Station Staff will discuss these issues. As in previous issues of RW names have been changed.

RW: What is the current situation regarding the EBA?

Cecilia: The answer is nothing!

Cedric: There have been six four hour stop work meetings from 3am to 7am over the dates of December 16, January 25 and February 12, 16, 19 and 23.

RW: Have these stoppages been effective?

Jethro: These stoppages have been effective. No train has operated before 8am and the disruption has continued well into the evening peak.

RW: What is the main issue of this dispute?

Cecilia: Job Security. This has been described in the STOP PRESS in the last issue of Sparks page 22.

Rastus and Roscoe: Drivers are negotiating a separate EBA to traffic staff so they are holding stop work meetings. If our negotiations fail, then we will hold stoppages.

Clarence: The best time to hold a stop work would be March 21st to 24th.

RW: Why?

Jethro: The Australian Grand Prix will be held over these dates. V/Line staff

think this would be the right time to pull a stoppage.

RW: What about non-unionists?

Shem: They haven't been game to turn up at work. If they do they will be scabs. With Salaries Staff, the ASU members will front up as they are not in dispute with V/Line.

Ichabod: The main issues are job security and also the same wage rise at Metro Trains. Over the last five years in Regional Victoria full time jobs have been replaced by part time jobs. It makes myself sick when I hear the V/Line Chief Executive say extra jobs have been created.

Cedric: What the Chief Executive does not say is these jobs are part time.

Archie: Because V/Line is a Government Department the board of V/Line has to abide by Government Wage decisions. The Government wants to keep wages below inflation. If the Government loses this dispute the 17% over 4 years wage claim will flow to other State employees. **(Editorial Comment: given the current inflation rate it would be below inflation, doesn't take account of increases in superannuation deductions to 12% and therefore a real wage and money in the hand cut. How is this an acceptable part of a log of claims?)**

Ichabod: What has not been mentioned in any media release is management maybe preparing V/Line for privatisation. If they tried it on employees then it will be easy for foreign companies to walk in. We may have a State Labor Government but what is stopping a future Government from privatising V/Line?

Cecilia: V/Line is trying to change the culture in the workplace.

RW: We must move on. What is the situation regarding the Albury Line?

Rastus and Roscoe: The main issue is with the Velocity trains suffering from mechanical issues.

Cedric: Station staff are sick and tired of these breakdowns. Take last Christmas Eve. The 16.30 Melbourne to Albury train was replaced by buses.

Jethro: The passengers were waiting at 14.30 hours and no train was on the platform. The Control Room only announced at 14.40 hours the train was still coming from the yard. By

14.50 hours it was announced the train was to be replaced by buses.

Cecilia: This was bad public relations. On other occasions the 12.00 Melbourne to Albury has been reduced to three cars instead of six cars. It is like a circus when this occurs. People board the train and the conductor has to explain to passengers who had booked seats in the front unit to proceed to the coach terminal for replacement road coaches. Some passengers refused to travel by coach and of standing in the train to Albury.

RW: Is there any solution to this problem?

Roscoe: The answer is NO. One manager's solution to the problem is to remove the Buffet schedules, replacing them with extra seating. This manager told one of the drivers of this proposal.

Rastus: Common sense would tell you to put another Velocity Train on the standard gauge.

Archie: This issue has been a problem since the Passenger fares were lowered in March last year. Compulsory Reservations were introduced in July and have been made permanent. As for any extra tourism, the answer will be NO.

RW: What about the conductor who 'dobs in' drivers and other V/Line employees?

Cecilia: This individual has received a promotion. This person now works as a trainer.

Rastus: This means that this SLUG will be training full time and informing them that it is okay to 'dob in' your work mates.

Cedric: This is part of V/Line's long term plan to change work place culture. It is my opinion they will not succeed.

RW: Once again we have run out of space. We hope you win the struggle for a new EBA. It will be interesting over the next few months.

Cecilia and Roscoe: In having the final word by having industrial action we hope to achieve a superior EBA. As for buses on the Albury line, V/Line employees have no confidence with V/Line Management as regards over crowding on the line. Finally running Buffet Modules for extra seating on Velocity trains is taking the easy way out. An extra Velocity train is needed for the Albury line.

STOP PRESS 18/3/24

As this issue of Sparks goes to press industrial action at V/Line is hoting up. There have been stop work meetings from 3am to 7am on January 25, February 12,16,19 and 23. There was a stop work from 3am to 4am on March 8 and a rally of V/Line workers outside V/Line Head Office. Further stop work meetings are set for March 22 and

March 28 Easter Monday. One disappointing feature of the stoppage on March 8 is that a certain number of employees at V/Line decided to work. This occurred at various depots around the State particularly conductors and customer service staff. Further details in the next issue of RW.

STOP PRESS 5/4/24

Industrial action was cancelled from

March 25 to Easter Thursday due to State Government intervention. Negotiations are being continued with a representative for the State Government at the negotiating table. Also with the stoppage on March 8, a certain group of V/Line workers who are union members decided to work. It is causing a fair amount of tension on the job.

MELBOURNE BUS NEWS

RW: What are your impressions of the situation of bus drivers with Trans Dev in the Melbourne Metropolitan Area?
Trans Dev Driver: We are facing a much worsening situation on the job.

As a result of cutbacks to overtime last year, our wages were cut by thousands of dollars. This year we are facing a \$900 cut back in wages. Management is constantly cutting back shifts everywhere. Meanwhile they are

constantly bringing in more casuals as drivers which is disrupting things. Our reps are all bosses stooges and don't put up any resistance to the bosses' constant attacks on us.

FRENCH LABOUR NEWS**Interview with CSR**

Embat has interviewed the French organization called CSR (Revolutionary Syndicalist Committees). It is a tendency grouping that operates within trade unionism to strengthen a revolutionary trade unionist line. Although Embat does not share all the postulates that the CSRs present to us, we frame it within the scope of the open debate with other partner organizations. We are interested in making this paradigm so unknown in Catalonia known.

The CSRs were created after the First World War, they reached 15,000 members who functioned as union cadres of the CGT. But the crisis of the 1920s diluted revolutionary expectations and, according to the CSRs, this unitary effort was divided into ideological sectors: anarcho-syndicalism and communist syndicalism.

The CSR was reconstituted in the 90s as a way to channel the trade union activity of the revolutionary militancy that was left to the French CGT. So they usually attract militants from the CNT and SUD. They aim to return to the essence of the revolutionary syndicalist CGT of Amiens.

During the text, concepts will come up that might sound strange to us. One of them is that of the double task . It is about giving a practical and permanent content to his revolutionary project. The Charter of Amiens said: " The Congress declares that this double task, daily and future, follows from the situation of wage earners that weighs on the working class and that it does for all workers, whatever their tendencies political or philosophical, a duty to belong to the essential grouping that is the union." Revolutionary syndicalism posits the union as the backbone of post-revolutionary socialist society. It is not only a vindictive tool to achieve better working conditions but also the tool that will be able to manage a large part of the economy and companies once the social revolution has taken place.

Now we leave you with the interview.

EMBAT.- What are CSRs? Is it an organization? Is it a trend? How do they work?

CSR.- The CSRs wish to give orientation and political exits to trade union practices. We are, therefore, a revolutionary political organization of

trade unionism. However, in order not to place ourselves on the sidelines of the proletariat already organized in trade unions, we appear as a trade union tendency, that is to say, we act within the class organization and not outside it, as the parties do, the vanguards and all the so-called "specific" organizations. The organization of the CSRs follows the federalist trade union model: local committees to represent the territories and industry committees to represent the sectoral branches.

Unlike the social democrats and the leftists, we do not adopt the bourgeois conception of work, that is to say, the situation of exploitation. We believe that all human activity falls within the concept of work and that, therefore, nothing can be alien to trade unionism. For this reason, we do not divide militancy into a multitude of specific struggles. We resume the historical social model of the CGT and manage the problems with the right tools.

We defend a union strategy and practice in the day-to-day life of our class organizations, but also in congresses. Our tendency carries out a great task of development and training to compensate for the weaknesses of the confederations in this area.

Our militants intervene in a coordinated manner within the framework of the Double Task, which means that each action is designed within the dynamics of building a proletarian counter-society that prepares the revolutionary break and the socialization of the means of production.

The trend thus serves as a permanent reference to maintain our political autonomy within the framework of the capitalist system that we fight and that tries to integrate us.

Embat.- If you can tell, we would like to know in which unions, federations and territories you have influence?

CSR.- We are not in a position to publicly detail our implementation. However, we can say that, through our networks of militants, sympathizers and contacts, we have a sufficient overview to be able to act and coordinate in different professional sectors (transport, construction, public services, education, chemistry, cleaning, social action, press and books, metallurgy...), union structures and localities, as well as to influence key moments in the life of the confederation, of society or during the mobilizations in France.

EMBAT.- Is the CGT-F no longer controlled by the PCF?

CSR.- We believe that the CGT was never really controlled by the PCF but, on the contrary, from 1923 many revolutionary trade unionists took refuge in the PCF to use it as an institutional resource and as a source of financing.

The congress of the PCF of 1924 marked a change in the social composition of the party. The SRs now occupy positions of responsibility at all levels of the party apparatus. Pierre Semard, a former member of the Central Committee of the CSR, became secretary of the PCF. Pierre Monatte directed the newspaper Humanity.

This was the strength of the PCF, which drew its militants from the CGT and benefited from their trade union know-how and knowledge. This also explains why no other similar organization has managed to establish itself in the working class after the PCF crisis. It was a party created and led by trade unionists. In the last 20 years it has lost this class composition.

After the fall of the Soviet bloc, many "communist" trade unionists distanced themselves from the PCF. There were still active affinity networks in the CGT, but they were not actually directed by externally organized philosophical factions. They don't have a political line. Some federations and departmental unions are affiliated with the World Trade Union Federation (WFTU) and develop a phraseology inspired by Marxist Leninism. But at the last confederal congress, the agri-food federation, a historical stronghold of the WFTU, opposed the other federations of the WFTU.

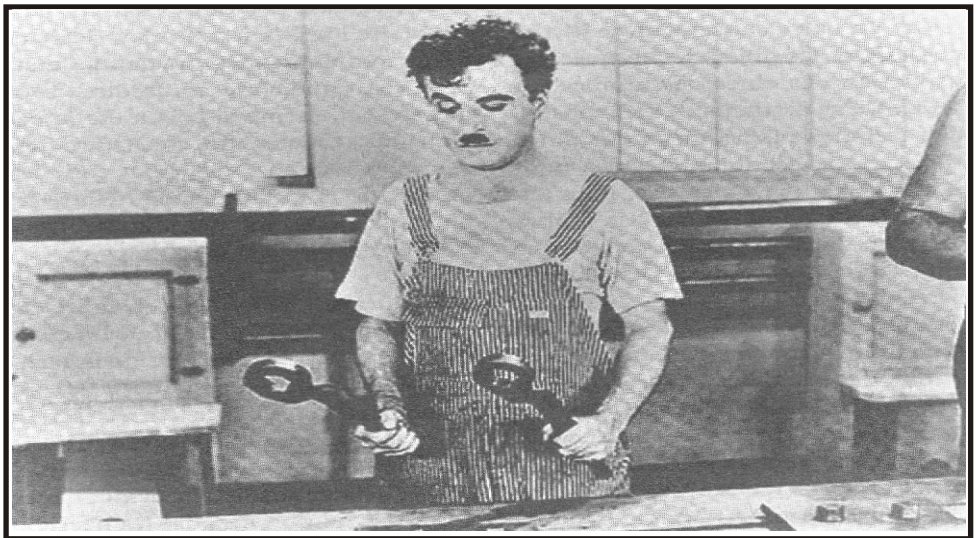
The members of these networks, such as those of Trotskyist or libertarian inspiration, coordinate from time to time to strengthen their personal

movement towards a common project.

EMBAT.- Do you see the unification of French trade unionism as possible?

CSR.- The main obstacle to unification continues to be the absence of perspectives. There may be bureaucratic interests merging organizations to maintain weakened apparatuses. This is the case of the current debate on reunification between the FSU (Unitary Trade Union Federation) (the main autonomous education federation) and the CGT. Solidaires, faced with a lasting development crisis, is also starting to think about it.

But without a social project, trade unionists are condemned to suffer the mental and structural domination of



cultural capital, but do not follow any alternative strategy. Affiliation by affinity, apart from the confederation, serves to justify an accompanying trade unionism, radical in expression and action, but social democratic, since it does not develop any concrete perspective of breaking with capitalism. These networks continue the PCF's tribune function, i.e. manage dissent, but within the framework of the system.

Each militant makes a career choice, some in state institutions, volunteering, in the cultural and intellectual world, in "alternative" companies... and others in trade unionism. The PCF and its various sensibilities, like the other networks, are used as a meeting place and for networking, but there is no collective

the bourgeoisie. When there is no longer social life and you close yourself off, in relationships of affinity, when you reproduce the mode of existence of the bourgeoisie, when you perceive capitalism as insurmountable, why will you want to open your union organization to others? Trade unionists, like activists, currently defend their immediate interests, without projecting themselves or federating with others.

This is why we believe that without a Double Task dynamic, trade unionism will continue to fragment between confederations, but also within each confederation.

Therefore, reunification is only possible by rewriting a revolutionary project in the development of a class sociability that teaches us to build our

lives collectively. The ultimate project, towards which we advance, is an egalitarian society that includes all individuals.

EMBAT.- What is revolutionary trade unionism?

CSR.- Revolutionary syndicalism is very well summed up in the Charter adopted at the Amiens Confederal Congress of 1906. It could not be more clear and concise. It is in this text that the Double Task strategy is explained. But it was a confederal text, also voted for by the reformists, who suffered at the time from the hegemonic action of the revolutionaries.

It did not address the question of union tendencies. It could give the illusion that the union was automatically revolutionary if the majority of its members were SR. But we believe that the trade union can only become revolutionary in a pre-revolutionary period, that is, when it gathers a majority of workers with a global and detailed view of industry, when this majority no longer wants to obey the capitalist powers. But only when a revolutionary project is adopted does the situation become revolutionary. In other words, a material elaboration of the means to reorganize the industry. Because the revolution is not just a feeling of revolt fueled by some theoretical concepts like "long live communism" (libertarian or not). It is a project that allows us to go on the offensive and assume our leadership role over the ruins left by capitalism.

The function of the tendency is precisely to prepare, in the class organizations, this elaboration and transmission of the political program. The revolutionary confederation materializes only through a fusion process of the SR tendency and the mass confederation. Without these two tools, a pre-revolutionary situation, often limited in time, cannot overcome this phase and quickly allows the adversary to resume the initiative or automatically cedes power, privatized, to militants who possess theoretical or intellectual knowledge. This opens the door to a bureaucratization like that which marked Russia in 1917 and Spain in 1936.

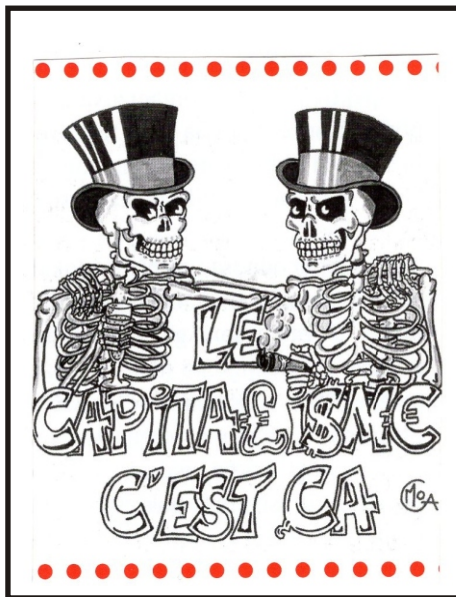
In both processes, the SR trend became a necessity, but too late. The creation of

the Russian Workers' Opposition and the French CSRs in 1920 and the Friends of Durruti in 1937 were material responses to an objective situation, to the need for a missing tool. But the revolutionary impulse was already very fragile, which made these tendencies, still fragile for being too new, fall victim to repression

EMBAT.- What would you say to someone who tells you that SR was fine 100 years ago, but that now - the way society works - it's impractical?

CSR.- Capitalism has increased the complexity of its organization, both within industries and on an international scale. The Toyota strategy has deliberately broken up work teams and encouraged outsourcing based on individualism. However, capitalism has never been stronger.

This increase in the complexity of capitalism rendered totally ineffective



the alternative strategies that sought to compete against the SR. These strategies, based on the nation-state or the coordination of local groups, lose all anti-capitalist perspective.

A communist society project depends, more than ever, on a program of socialization of the professional sectors, on a local, national and global scale. It is necessary to place trades and work again at the center of the revolutionary strategy and abandon activist, idealist and sectarian drifts. Therefore, the CSRs have launched the Industry Networks to involve as many trade unionists as possible in the

strategies of grassroots trade unionism and then help our unions to do so. This is a necessary step to create a credible revolutionary dynamic for the proletariat, a true social project based on the re-signification of work. Starting immediately with the Double Task.

This is also the reason why CSRs wish to participate in the creation of an international SR trend that goes beyond the simple publication of vaguely anti-capitalist texts, as international networks of militants do, and that specifically federates militants revolutionaries around reflection and action in their industries at an international level.

EMBAT.- This sounds like anarcho-syndicalism to us, what would be the difference? What is the state of anarcho-syndicalism in France?

CSR.- The Charter of Amiens offers a strategy for the organic unification of the proletariat as a counter-society, as an embryo of Socialism. It reminds us that this counter-society is only possible if there is a unitary trade union confederation. Because, obviously, there cannot be two Socialisms in the same country. The proletarians will not be able to manage their industries with 3 or 10 competing trade union federations. Otherwise we will reproduce the disorganization that existed during the Russian and Spanish revolutions and that favoured the rapid emergence of state capitalism.

The union unity of the proletariat is the central element of the CSR.

Conversely, during the wave of decline of the early 1920s, some trade unionists affected by pessimism fell back on the logic of creating affinity confederations. The proclamation of adherence to a certain philosophy (be it anarchism or the Communist International from 1928) did nothing more than justify the division and did not provide any critical strategic reflection, quite the opposite.

That is why both anarcho-syndicalism and "communist syndicalism" were branches of the SR, which faced the breakdown of the labor movement.

This phenomenon also affected the Spanish CNT, which in the twenties abandoned the Charter of Amiens as a reference and the SR and split into

several affinities.

In the 90s, France was characterized by a rapid development of anarcho-syndicalism. The CNT established itself in certain professions and acquired a significant influence among young activists. At the same time, the SUD (solidarity, unitary and democratic) unions, organized in the Union syndical Solidaires (Solidaris), grouped union dissidents and many young people around their anti-globalization identity.

These grouping poles could have influenced union recomposition, proposing a reunification that would have questioned the current situation[of unionism in the 1990s]. But

they closed themselves in an anarcho-syndicalist dynamic and ended up reproducing the same bourgeois schemes, with a profusion of internal tensions, splits and a total strategic vacuum. The reference to a philosophy helped to recruit people, but in the end it only served to justify the existence of organizations without a global vision of society. Thousands of young people have passed through the CNT and the SUD, and many of them now occupy positions of responsibility in the CGT, managing a classic social democratic practice with a radical and artificial discourse. They reproduce in the CGT the anarcho-syndicalism of their youth: managing a piece of the

apparatus, without any class perspective and justifying their role as tribunes by mentioning a group or a philosophy of affinity.

Many sincere militants have exhausted themselves trying to create new mass organizations, building them at the same time as they had to work out a revolutionary strategy. Overwhelmed by their work, they ended up unable to do either. This crisis of the anarcho-syndicalist model in France explains why the CGT continues to attract the vast majority of young militants and young proletarians who want to get involved in trade unionism. And this despite the very worrying situation of the CGT.

UKRAINE: CRISIS & WAR

Military Serfdom in Ukraine

With the permission of the anti-militarist anarchists from the "Assembly" group in Kharkov (Ukraine), we are reprinting this material, to which its authors prefaced this illustration and the following text:

"They migrate, they squat, they herald spring." The French poster echoes the Afghan proverb that you can kill all the swallows, but you cannot stop the coming of spring. In our realities, these words take on a special meaning: the flight of slaves brings the collapse of the serfdom state closer, because hundreds of thousands of security officials, officials and deputies will have to go defend themselves."

The State Border Service of Ukraine on Monday, March 18, announced the discovery of the 22nd corpse of a draft resistor since the beginning of the full-scale invasion. He had tried to cross the Tisza. The drowned man turned out to be a 33-year-old Kharkov resident, whose body was found by their Romanian colleagues. Before the great war, it was an ordinary mountain river, the length of which within Ukraine was only 201 km. Russian aggression has given the mentally retarded sadists in

power an ideal excuse to turn the country into a testing ground for the full realization of their sick fantasies. So, since 2022, the phrase "swim across the Tisa" has become a kind of symbol of salvation from slavery and death, in the cold season making one remember the escape on the ice of the Ohio River from the south of the United States to the north from the imperishable classic "Uncle Tom's Cabin." The only difference is that the

slave owners of that time and their hired hunters did not have drones and thermal imagers, as in the Confederate States of Ukraine.

"Rambo: First Blood" in the Ukrainian way...

As the Mogilev-Podolsk border detachment reported on March 22, they



detained two residents of Kharkov on the banks of the Dniester "just at the start of the swim." Both were wearing wetsuits (therefore, after a fine, they can be mobilized into the Jacques-Yves Cousteau MTR diving squad for operations in Crimea).

However, this is already clear to everyone that everyone who is not too lazy wants to set up the heroic lure-catchers. Either they smash their face in a big way, then they push themselves into beads, then they blatantly deceive gullible pixels that they do not have health problems, and then they fall with an epileptic fit. The vile henchmen and swindlers will go to great lengths to denigrate the bright

name of the most worthy citizens of Ukraine! If you go to a place where they are not there and there is no one to substitute, first of all you should keep in mind that Evgenia rented out a hotel in Vinogradov to the border guards.

Popular rumor says that all other hotels on the border also transmit information about those liable for military service. But if the border were guarded everywhere, people would not drown in the border rivers.

One of the Kharkov residents even proposed on social networks the idea of a flash mob reminiscent of a "campaign to Tavria for freedom" 5 years before the abolition of serfdom, which Taras Shevchenko called in his diary "the sad Ekaterinoslav uprising

of 1856":

"You need to cross the river not alone, but in a group, gather 2-3 thousand men and at the same time everyone should run wildly in different directions. The SBU and border guards are able to catch only 20-30 people; they simply do not have enough resources for the rest. The rest will calmly swim across and cross the border. Only in loose form, not in an organized herd.

Source:

<https://assembly.org.ua/kak-sbezhat-iz-ukrainy-vyvody-iz-skandala-nazakarpatie-razbiraem-po-faktam/>

BRAZILIAN LABOUR NEWS

APP DRIVERS STRUGGLE

At the beginning of March, the Lula government sent a Complementary Bill (PLP) to Congress that regulates the work of app drivers who transport people with 4-wheel vehicles. PLP 12/2024 is a farce, as it is being presented as an achievement for workers without being so. It is a setback for the category and also a cruel laboratory in which governments and employers are experimenting with new ways to further exploit the entire working class. To overcome this, there is no point in exchanging politician A for politician B, but building a process of organizing the category at the base. Direct action by workers can defeat any attack on their rights and achieve real gains.

Why is PLP 12/2024 bad?

The PLP places app drivers in a new category: platformed autonomous. This is an aberration that places more duties on the worker, does not guarantee relevant rights and also protects platforms from labor lawsuits.

The minimum wage is the first to die in this story. Under the project, the worker will be able to work up to 12

hours per application and will receive 32 reais per hour. But be careful, they will only count the hours you are running. The waiting time during which the worker is available will not be counted. Imagine if the supermarket paid the cashiers only for the hours they were serving the customer, imagine if the gas station attendants were only paid for the time they were

ceiling per account that will allow platforms to keep the value of races as close as possible to these numbers through their algorithm.

Even the calculation for this remuneration should be linked to fuel prices, but this is not what we have. The main input for drivers can rise so much that there will be no



filling up the cars. It would be absurd. However, that is what is stated.

Of the 32 reais, only 8 will be allocated to the worker's direct remuneration, while the rest will be allocated to vehicle maintenance and fuel costs. Contradictorily, what was supposed to be the salary floor will be the salary

correspondence with their remuneration. In other words, if the cost rises suddenly, as is common with changes in fuel prices, the worker may have to pay to work.

If many workers questioned the CLT, the business was much more precarious here. It's the worst of both

worlds. Neither CLT nor informal: work until you feel sick.

Marked cards, it couldn't be any different. A corn seed makes a corn stalk. A seat of beans will make a beanstalk. A Tripartite Working Group of bosses (UBER/99), government (Lula) and sell out trade unions will not do anything good for the worker. In other words, this PLP was created and designed to defend the interests of those who exploit and not those who work. Those who were there lying that they represented the interests of workers are nothing more than trade unions that represent the interests of governments and employers! Let's name it: Central dos Sindicatos Brasileiros (CSB), Central dos Trabalhadores do Brasil (CTB), Central +nica dos Trabalhadores (CUT), Forza Sindical (FS), Nova Central Sindical de Trabalhadores (NCST) and the General Union of Workers (UGT).

Not surprisingly, the bill regulates the category's official union representation. Something that without a doubt between these centrals is being fought tooth and nail behind the union charter to guarantee their bureaucratic structure.

Now, we can't throw out the bath water with the boy in it. The union is nothing more or less than organized workers fighting for their rights. We often have it by other names: Associations, Union, League, Organization. The problem is that since 1931, the Brazilian people have suffered from a model of unionism controlled by the State, where it is the Ministry of Labor that recognizes which union will represent which category on which territorial basis. This is called union unity, something that only exists in a few countries in the world. That's why unions are increasingly bureaucratized and trapped in their ivory tower.

Therefore, we agree with the workers' revolt against these official unions, generally affiliated with the National Federation of Application Drivers' Unions (FENASMAPP). However, we affirm without a doubt that another unionism is possible and that whether it

is under the name of an association, union or union, we must organize ourselves in our workplace with autonomy and in alliance with the entire working class.

Proposing a better PLP than that of the Lula government should not be a criterion, as this is very easy. This is just the classic opposition dynamic of politicians in their game of musical chairs.

Instead of proposing regulations per hour worked, this PLP proposes per km driven and active minutes after acceptance of the ride, but without a minimum fare for rides. The problem of the time that workers are available waiting for a race continues. Furthermore, the minimum remuneration of 1.80 per km driven and 0.40 per minute running is not enough to guarantee dignity for the category.

This political side suffers from the same problem as the other side: its interests come first than the interests of workers. Don't doubt that this is like a Beetle engine, which only has a starter. After all, it is not in the path of these parliamentarians to be alongside workers in their confrontations, strikes, blockades and stoppages. Their participation is always selective and strategic to guarantee their power projects. So much so that the Union party, which signed this project, received positions from the Lula government. And the PL always puts on an opposition show, but when it enters the government it reproduces the same practices as the colonels.

Stop PLP 12/2024 and build another regulation from the ground up!

It is the duty of the working class to participate in the national mobilization on April 2nd for the end of PLP 12/2024. However, we cannot give a platform to opportunist politicians, such as the PL, UNI/O and PRD groups, who have never been on the side of the workers and want more than anything to project themselves.

It is important that these mobilizations produce another way for the category

to organize itself autonomously and move towards a major general strike of transport workers. It is only when it reaches into their pockets that the employer class and the government will give up the rights of the people they are stealing from.

Therefore, we claim:

Real earnings for application workers. Hold companies responsible for costs that are solely on the shoulders of Drivers. Security for workers against the arbitrary control of platforms that disconnect them without even the right to defend themselves.

Guarantee of a decent working day that does not harm your health, social life or put your life at risk.

Quality pension security.

End of union unity through the free association of workers without State supervision.

Unite all workers in the transport sector in a federation of autonomous Unions! To combat opportunists on the left and right, we call on app drivers to organize at the FOB to build autonomous unions in the transport sector throughout Brazil. Without depending on party politicians or businesspeople. Without depending on even 1 cent of union tax or union charter from the government.

These unions must organize themselves in the localities, at the base, building a process from the bottom up. Until we reach the point of building an Autonomous Federation of Transport Workers in Brazil.

Involving not only app drivers, but all workers who transport people and goods in this country, whether by motorcycle, car or truck.

Without making cabinet agreements, this movement will force negotiations through direct action by the category, bringing much more tangible results than these ghost federations.

BOOK REVIEW CORNER

Mind Games: The Assassination of John Lennon by David Whelan, published by Orwell Books, distributed by Amazon.

Corporate Unionism & The Deep State in Australia

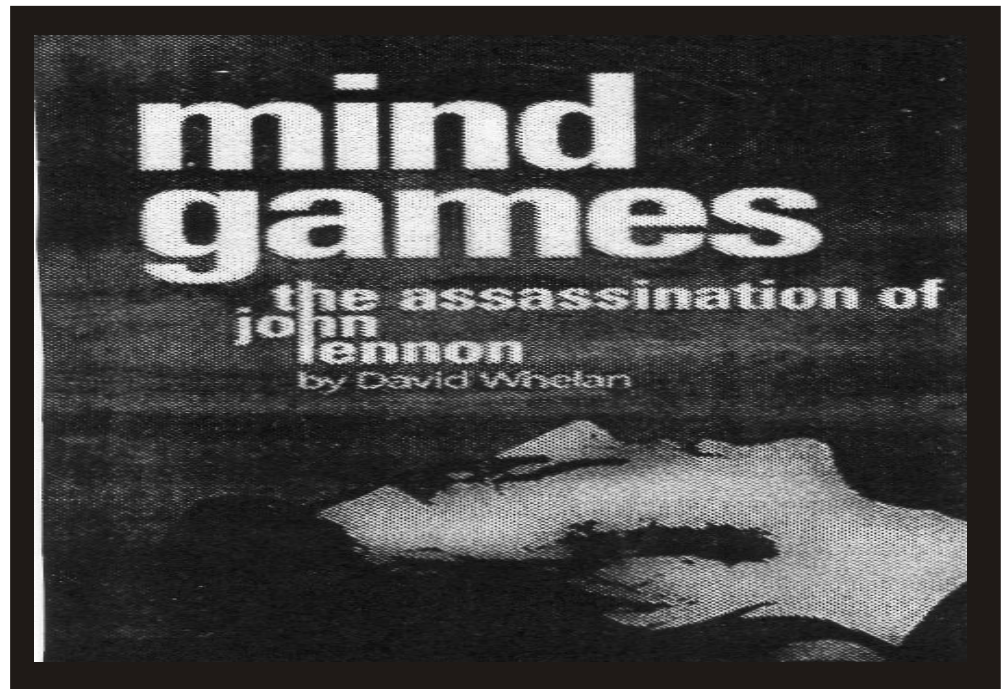
The Corporate Union phenomena in Australia must be seen in the context of a Deep State, Corporate Media and ALP Octopus conspiracy. Its particularly associated with the 'smoke and mirrors' performances associated with union ballot rigging allegedly by ALP networks in the AEC (Australian Electoral Commission). An important aspect involving the Deep State is its agents infiltration of various Leftist groups who are 'allowed' to be elected in union ballots organised by the AEC. In this way agents of the Deep State are installed to run the corporate unions to ensure there is no rocking the boat in regard to their role in facilitating the Neo-Liberal push, the enterprise bargaining 'smoke and mirrors', privatisation and the war drive. (1) Some examples which may fit this pattern are:

In regard to the NSW Fire Brigade Union, which attracts many ex-cops, presumably also undercover cops and ex-military for employment, a former top level official who was an ex-member of a leftist group was 'allowed' to be elected into the position by the AEC. Following attaining office, he proceeded to collaborate with management. For example he had the Fire Commissioner address a mass union meeting where he proclaimed falsely that the workers had won a 'victory' with their EBA campaign and obviously intimidated the grass roots from asking any critical questions to expose the sell out. Despite this individual's leftist group background, Unions NSW aligned with the Right Wing ALP faction and ASIO/CIA paid tens of thousands of dollars for him to go on an international junket. It

involved attending the notorious CIA recruiting ground of the Harvard Trade Union Officials' Training School.(2)

Another intriguing example is information received from a former long time Nurses Union rep at RPA Hospital in Sydney. She advised that undercover cops were becoming nurses there and presumably at other

the author's ignoring important research by American musician/song writer/Beatles researcher Mike Williams on his web site 'Sage of Quay' and others on the Beatles phenomena. The author completely accepts the 'official narrative' or fantasy about the Beatles. Omitting the findings of the above researchers collaborated by corporate music industry veterans with experience of the 1960's music industry, that the Beatles and John Lennon's rise to super stardom was very much a creation of the Deep State in the shape of the obscure Tavistock Institute in the UK

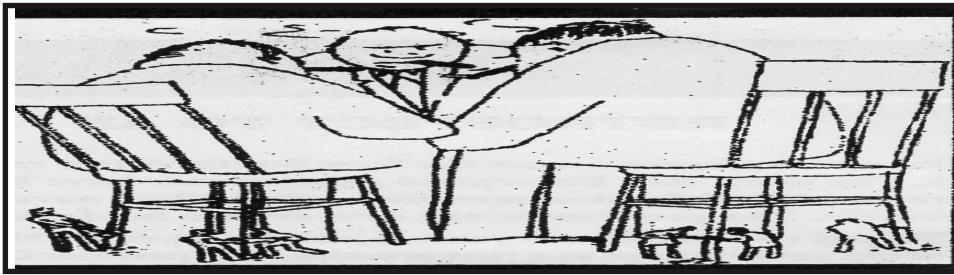


hospitals. What would be the hidden agenda? For them to rise up in the nurses union to run it for the ALP Right Faction and help get through privatisation? Perhaps a more sinister agenda? They would be well placed for so called accidents or so called 'natural causes' for those targeted by the State and Corporate set up?

The John Lennon 'Brand': Manufactured and Terminated by the Deep State!

A disappointing aspect of the book, is

connected with MI5, CIA, the corporate media and a host of other capitalist globalist organisations. Its origins lie in the lead up to WWI and propaganda/psycho warfare by the British Deep State to facilitate it, but was 'officially' formed in 1920 as the Tavistock Institute of Human Relations, then becoming the Tavistock Institute of Medical Psychology in Sept. 1947. (3) Mike Williams and music industry veterans are particularly illuminating in their discussion of the production of the Beatles' 'Rubber Soul' Album. The conclusions these 60's music industry experts and Mike Williams draw is that



the 'The Fab 4' only supplied the vocals for the album! The lyrics and instrumental music was produced by 'mysterious others'. Presumably including top studio session musicians and lyric writing Tavistock Institute hired guns. According to Mike's and others extensive research into other Beatles albums, there is a similar pattern to varying degrees with those as well. According to Mike's recent research using facial recognition technology analysis of photos of John Lennon from 1962-1980, he comes to a truly explosive conclusion. There were two 'John Lennons' running in parallel from 1966 to 1980 with also other look-alikes and doubles used! So 'John Lennon' should be seen more as a Deep State manufactured 'brand' raising new explosive and bizarre issues with the assassination conspiracy theory argued by the author and other researchers. (4) An important way this social engineering with the Beatles assisted the ruling class was particularly in the Beatles psychedelic phase associated with the 'Revolver' Album and others encouraging drug use such as LSD as part of the CIA's 'Operation Chaos'. Facilitating the Hippy/drop out phenomena to counter student/worker/youth radicalising of the 60's and 70's. Other aspects of 'Operation Chaos' was the manufacture of a 'death squad' like the 'Charles Manson Family/LSD Cult' to wipe out high profile anti-Vietnam War and other leftist activists like Jane Fonda, which went horribly wrong killing the wrong people such as Sharon Tate. Another key but little known aspect, was the CIA's and Corporate Media promotion of the so called 'Women's Movement' to stir up trouble and disrupt via splits in leftist groups assisting militant networks in workplaces and contributing to wildcat strikes. Particularly associated with such key CIA personalities as Gloria Steinem long time CIA agent involved in Radio Free Europe and the CIA

infiltration of World Youth Congresses and Katherine Graham publisher of the CIA mouth piece, the 'Washington Post'. (5) Parallel to the FBI's notorious Leftist disruption program of COINTELPRO.

The author looks at the breakup of the Beatles in 1970, disagreeing with other commentators that Yoko Ono, John Lennon's wife played a major role in the affair. However, the author fails to take account of the certain 'back room' role of the Beatles' Tavistock 'bosses' would have in the break up and the ramifications of Mike William's research about two 'John Lennons' with doubles/look-alikes. Following the break up, the author shows at least one of the John Lennons went on a radical phase, becoming an important force in the Anti-Vietnam War movement and supporting a variety other leftist causes. A severe critic of the Nixon US Government and subject to continuous FBI surveillance and harassment after moving to the USA. The author comments how following the Beatles breakup John Lennon's music and albums underwent a serious decline in quality. Failing to take account of the absence of all that Tavistock Institute 'back room' assistance being a significant cause of the decline.(5)

USA Deep State Assassination Conspiracies

The author examines the John Lennon assassination Conspiracy in the context of similar high profile assassinations in the USA such as the JFK (John F. Kennedy), RFK (Robert F. Kennedy), Malcolm X and MLK (Martin Luther King) Assassinations. He sees the most similar being the RFK assassination with Mark Chapman of the John Lennon assassination as a 'Manchurian Candidate' programmed by the CIA courtesy of its MK-ULTRA program who acted as a patsy/decoy

firing blanks similar to Sirhan Sirhan in the RFK assassination. Diverting attention from the professional hit/conspiracy. The successful John Lennon Assassination, the author sees as a dry run for the assassination attempt on Ronald Reagan, to replace him as President with vice President George Bush Senior, former CIA Director. It was also a way to counter opposition to revived US imperialism and intervention in Nicaragua, the Middle East, etc. The author follows on the pioneering research of Fenton Bresler in his book "Who Killed John Lennon?" which argued for a Deep State Conspiracy and provided evidence in support with Mark Chapman's tampered airline tickets. However, according to Mike Williams research there was another 'John Lennon' running parallel, obviously not killed. Mike Williams has presented an intriguing alternative theory for the assassination. Tavistock boss worries about the presumably biological 'Lennon' talk before his death of writing a tell all autobiography/memoir! Pointing to another motivation for the Deep State role in the assassination conspiracy.

Mark Chapman's 'Spooky' Background & Deep State Manipulation

The author follows Bresler's research outlining Chapman's association over many years with LSD use, Far Right Christian preachers, the YMCA which has been a target of much CIA infiltration and mental health institutions which were a target for the CIA's MK-ULTRA 'mind control' programme. He examines the suspicious role of Chapman's wife Gloria at the time of the assassination, as a likely Deep State 'handler' for him. The author shows based on eye witness statements that Chapman was not in a position at the Dakota Building to shoot Lennon and according to medical personnel who examined Lennon, he was shot from the front execution style. Indicating the possibility of one of the Dakota workers with a mysterious significant gap in his working life as the shooter. The author shows the doorman acted in

a highly suspicious manner and fingered Chapman as the shooter.

The FBI and John Lennon's 'Security'

A likely smoking gun pointing to a conspiracy involving John Lennon's assassination is the absence of any security/body guards on the night of his killing. (Intriguingly in the case of the near assassination of George Harrison in 1999, conveniently his advanced security system was turned off and his household staff were on leave on the night! His assailant also had similarities in profile to Chapman.(6)) The author in his research exposes bizarre aspects of Lennon's security regime. The author shows that Doug MacDougal, Lennon's ex-body guard was a former FBI agent involved in 'black job' operations and his FBI partner was involved in the cover-up of the MLK assassination conspiracy! Intriguingly MacDougal was suspended as body guard until the day after the assassination due to a disagreement with Yoko Ono, who was in charge of overall security. MacDougal was in a position to orchestrate aspects of the assassination with Dakota Building workers and management. The author shows they acted suspiciously in regard to the assassination. Particularly the workers on the fateful day. The author argues that with MacDougal's FBI connections, even if he was on duty on the day of the assassination, he may not have prevented it.

Yoko Ono & The Assassination

The author generally discounts Yoko Ono's role in the conspiracy as she failed to identify Mark Chapman as the

assassin in police statements. However, his research indicates various suspicious aspects of Ono in regard to the assassination. As mentioned above, Ono was in charge of overall security for Lennon, but had no security guards in place on the fateful night. In the days before the assassination she supplied Lennon's detailed daily itinerary to the media. Both obvious gifts to any potential assassin. Following the assassination she moved extremely rapidly - within 36 hours cremating Lennon and finalising probate. The cremation would certainly create an important obstacle to uncovering the truth about the 'two Lennons Running in Parallel' theory and evidence of the professional hit. He also shows evidence of an important motivation for her to hitch up with Lennon was consideration of his vast wealth and therefore an important reason for participation in the conspiracy. Following Lennon's death she contributed several millions of dollars to the NYPD welfare fund. Despite much evidence the NYPD engaged in a suspiciously extremely shoddy investigation of the assassination and likely engaged in parts of the cover-up such as the destruction of important evidence. The NYPD failed to do a proper forensic investigation and has refused to comply with requests from researchers for assassination witness statements. The NYPD also failed to interview a key witness. Lennon and Yoko's limo chauffeur who may have also have been involved in the conspiracy. Mike Williams characterises Ono as Lennon's 'handler' but for whom? Tavistock? Perhaps explaining, Ono's role in Lennon withdrawing from activity for leftist causes for years to become a 'house husband'. Meanwhile Williams states on Youtube that prior to Lennon's death in an interview,

Lennon stated he was hypnotised by Ono!

In conclusion, while the author does a great job refuting the 'official' narrative of the John Lennon assassination in many respects with his new research increasing our understanding of its various aspects. The author strangely falls for the 'official' narrative and fantasy of the Beatles and John Lennon's rise to super stardom. Despite much new research available about the role of the Tavistock Institute in the emergence of the Beatles and other pop groups. The role of the 'Deep State' in this social engineering project and mass manipulation on an international level needs to be taken into account in regard to the assassination conspiracy and dark forces behind it. Definitely the John Lennon Assassination Conspiracy needs much more research to provide us with an adequate understanding.

M.

Notes:

- (1) See, RW Vol.36 No.2(231) Aug-Sept 2018 "RTBU Elections 2018: Were they rigged?";
- (2) Information received from a long time grass roots FBUEU activist.
- (3) See, "The Tavistock Institute of Human Relations" by Dr. John Coleman and "Tavistock Institute: Social Engineering for the Masses" by Daniel Estulin.
- (4) See, Mike Williams on Youtube "How many John Lennons were there?" and his analysis of the Rubber Soul Album production.
- (5) See, on internet, "Gloria Steinem, the CIA and the Women's Movement". & "Chaos: Charles Manson, the CIA, and the Secret History of the Sixties" by Tom O'Neill.
- (6) See, The Occult Beatles: "Twenty years on: George Harrison: A life under threat" via google search.

JULIUS NOLDEN - 1895 - 1973

Julius Nolden, a metal worker at a car plant, was one of the most active members in Duisburg of the German anarcho-syndicalist union the FAUD.

The Duisburg FAUD had 5,000 members in 1921. In 1933 when the

Nazis came to power he was unemployed and treasurer of the Rhineland Labour Exchange..By then membership of the Duisburg FAUD had fallen to 25 members with about 180-200 paid up members throughout the Rhineland. He was also active in a

Society For The Right To Cremation. He used the Society as a cover to organise underground FAUD networks from summer 1933. This resulted in a first arrest by the Gestapo in April 1933.

NEWS & NOTES

Some of the most important news in the NSW Railways has been the proposed closure of the Bankstown line and its conversion to a Metro. In this edition of RW we look at its far reaching ramifications in particular facilitating privatisation and major rail jobs losses. (See article page 3.) The union hierarchy is seeking to bury any opposition to the Metro Conversion and a new DOO (Driver Only Operation) push with new trains later in the year, with a new log of claims for a Combined NSW Rail Unions EBA Campaign. (See article page 3.)

We also focus on a major cover-up by the Corporate Media, Rail bosses, ALP Government and Union bosses of dangerous levels of pollution in City Circle underground stations during the lead up to the 2000 Sydney Olympics. Much more serious than reported in a recent SMH article "City's dirty little secret" Front page 20 February 2024. (See article page 4.)

In this edition we also put the spotlight on the very important issue of "Propaganda in the Work place." (See article page 5.)

Some of the most important news in Sydney Buses is a savage new speed up in bus drivers' jobs. Its associated with new merged rosters connected with the outcome of Region 6 RTBU/TWU & Transit Systems EBA and 'Parity Agreement'. It is particularly associated with management's "Optimisation" push. (See article page .6)

Help Build RW! Your help is sought with its distro. Why not order bulk copies to sell at your local shopping centre on Saturday mornings, leave at the lunch room at work and at your local cafe or cinema? Your help on the financial plane is also welcome.

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Where we stand:

1. Our aim is to create a free and equal society.
2. We are a revolutionary labour movement that uses as its only means of struggle, direct action in all its forms: occupations. Strikes, boycotts, sabotage, etc. We are independent from all reformist and hierarchical unions and political parties, and we are creating an alternative to these and existing society. We do not seek to gain political power, but rather to see it distributed amongst all.
3. We are a network of anarcho-syndicalists practicing co-operation and mutual aid. We have an equal part in making decisions. Responsibilities within the network are subject to agreement by the members.
4. We are engaged in struggle where we work and where we live, to develop self managed production, distribution and servicing for the world community to meet human needs rather than profit. We give solidarity to others in their struggles.
5. We are fighting to abolish all authoritarian institutions such as the State (including its communist variety), capitalism, all hierarchical and oppressive divisions between people.
6. We have no country and are organised on an international basis in opposition to oppression everywhere. The ASN is striving to build a viable revolutionary syndicalist movement in Australia as part of a world wide movement able to meet the challenge of the global employer offensive.

TO FIND OUT MORE:

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

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Not long after his release he organised in June 1933, together with Karolus Heber, a network to get anarchist militants over the border into Holland, coordinating this with Dutch anarchist Albert De Jong (see his biography here at libcom). Julius used his flat to hide militants passing through on the way to the Dutch border. The network also smuggled anti-Nazi propaganda back into Germany, which included the Eat German Fruits brochure which disguised FAUD propaganda. This work continued up until 1935.

With the coming of the Spanish Revolution Julius organised meetings in Duisburg, Cologne and Dusseldorf to raise funds and organise the departure of volunteers to Spain. These often took place in parks and other public spaces. Julius went on long bike rides to towns and cities in the Rhineland to distribute literature to the FAUD underground.

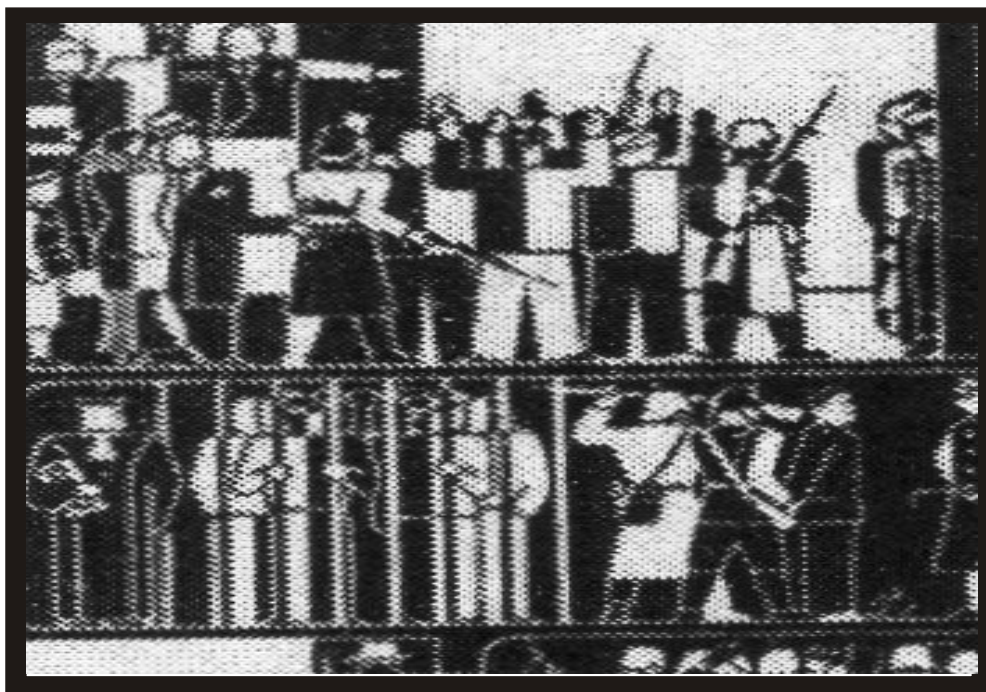
Part of this network was arrested in December 1936 after the Gestapo infiltrated an agent into it. The Gestapo had another breakthrough when Julius was seriously injured in a traffic accident in early January 1937. When he was taken to hospital a slip of paper was found in his pocket referring to Barcelona. Julius was arrested along with 200 other anarchists and charged with "preparation for high treason". The policeman in charge of the investigation wrote: "The arrested men are all convinced partisans of the anarcho-syndicalist movement, They are so convinced of the correctness of

their ideas that 'they can hardly be re-educated to become useful members of the community of the German people'."

He was tried with 98 others, including Hans Saure, Ernst and Hermann Steinacker, Fritz Kruschedt and Hermann Hahn. On November 5th 1937 he was sentenced to 10 years imprisonment.

Tacken, advocated the creation of a syndicalist party. At Whitsun 1947 Julius, together with the surviving members of the Duisburg group, attended the founding conference of the F=deration Freiheitlicher Sozialisten- Libertarian Socialist Federation (FFS) in Darmstadt. He died in 1973.

Nick Heath



Imprisoned at Luettringhausen penitentiary he was freed by American forces on 19th April 1945, thanks to the efforts of fellow anarchist Walter Tacken. In the meantime all of his family had died in an Allied bombing raid. In the immediate post war period Julius Nolden, together with Walter

Sources

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Anarchistes.info/spip.php?article4277](http://militants-anarchistes.info/spip.php?article4277)
[Https://www.katesharpleylibrary.net/](https://www.katesharpleylibrary.net/)