

REBEL WORKER

AN INJURY TO ONE IS AN INJURY TO ALL

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Paper of the Anarcho-Syndicalist Network 50c

French Yellow Vests show the way to fight the Neo-Liberal Onslaught by Liberal or ALP Govt!



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Rebel Worker is the bi-monthly 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

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Repression in Russia

“Autonomous Action” is a libertarian media project that grew out of the anarchist movement of the same name. Its creators write and collect texts about anarchism: activists, the movement itself, literature and events. “We act independently, regardless of government bureaucrats, officials, various party functionaries and other official bodies.”

- You publish the magazine “Avton”. What do you usually publish in it?

“We are positioning Avton as a magazine broadcasting a libertarian, anarcho-communist view of the world.” But this is not a campaign leaflet: we are trying to make the materials interesting for any person. Although, of course, it is unlikely that Avton will be read by the fascist or active supporter of Putin.

- Antijob separated from “Autonomous Action”. What is the relationship between you?

- We maintain a very close relationship with this project, we consider it extremely important and successful. Antijob contributes to the fact that people are aware of the

possibility of active struggle for their rights. It all starts with the receipt of a delayed salary, and how it will end - who knows!

Antijob - a project that aims to protect the rights of victims from the actions of the employer. The creators themselves position their website not only as a place where there is a black list of companies, but also as a place for coordinating forces in the class struggle against capitalism and suppression.

- How does the state’s attention today towards anarchists and anti-fascists differ from what it was a year ago?

- Since then, the “Network” case has happened, in which the FSB constructs a “terrorist community” from a group of paintball fans (some of them positioned themselves as anarchists and / or anti-fascists). For the sake of raising the statistics of the FSB, they do not hesitate at all to torture people with electric shocks in front of the whole country, being confident of their impunity. In this sense, the anarcho-movement really attracted the attention of the state.

In general, they became more attentive. This is partly due to increased activity, partly - with the cane system. In the latter case, anarchists are a very convenient enemy. Since they deny the idea of statehood, it is their easiest to expose the terrorists who are willing to blow up random people.

- Why do the authorities show such attention to anarchists and anti-fascists?

- I would very much like to say: this is because anarchists are a particular danger to the regime. But objectively this is hardly the case. Therefore, most likely, as before, this is not some special interest specifically for anarchists or anti-fascists.

Russian law enforcement agencies are pursuing anyone who doesn’t love the president enough, as it allows them to quickly earn new shoulder straps. In addition, anarchists on average are more diffi-

cult to integrate into the establishment (unlike, by the way, from “apolitical anti-fascists”, many of whom after 2014 were led to Russian propaganda and joyfully rushed to “fight against Bandera”.

- Judging by the reaction to what happened in Arkhangelsk, you are trying to stick to a neutral position in this situation. How have other anarchists responded to this?

- “Autonomous Action” did not take any special decision on a single position on the act of Michael. Anarchists may have different opinions about what happened in Arkhangelsk, they range from “a hero boy, everyone should be like him” to “a guy didn’t achieve anything by his senseless act, only ruined his life and gave power a pretext for new repression.” What we are sure about is that, in any case, the main culprit of the incident is the modern regime and the torture cases of his “power departments”.

The Arkhangelsk demolition man was in fact an action of individual terror. However, around the guy has already come up with an organized group, they have already arrested a 14-year-old boy and they are looking for up to 10 accomplices. The Kerch shooter was also declared an anarchist, although it was suicide, with no political motive.

But anarchists have long been tortured with electric shocks in basements and hung upside down with a plastic bags over their heads. Torture as a whole became the background of our life: those arrested were maimed in detention centres and prisons, detainees were beaten up in the police station. Each person, coming to the police as a victim, risks becoming an accused.

Mikhail was sure that it could not be worse. It is like a threshold of sensitivity: at some point you stop distinguishing how much it hurts. So perhaps this is only the beginning - society is close to its limit.

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

Major Defeat for “Gladys The Impaler”

Some of the most important news lately in the NSW Railways has been the decision of the Berejiklian NSW Govt. to keep guards on the new interurban trains. Showing the duplicity of the propaganda campaign of the union hierarchy which pushed the line that Driver Only Operation (DOO) on these trains was inevitable. Associated with this campaign, were attempts by the officials to bribe drivers with “thirty pieces of silver”. With the “Facilitation” clause in EBA 2018, DOO would be “facilitated” on the Millenniums and Waratahs.

The Political and Industrial Crisis in Australia We Must Overturn.

There is a crisis of credibility in Australia, (and the world for that matter). The malaise that affects and infects the body politic is serious because it extends down to the workplace and the workplace organisations that represent working people.

As the paralysis, that comes from lack of leadership, spreads fear onto the shop floor the probability of speaking up and fighting back becomes less. A general apathy is likely due to irrational threats over job insecurity and punishments for standing up, organising or speaking out.

However, how real is the fear of repercussions for organising on the job or speaking out? Sure the possibilities for protection are much better guaranteed within a union with a large and active membership. But our unions in public transport unions long ago stopped helping or defending those of us who stepped up to the plate or outside of the system. I have seen cases where workers have been thrown to the wolves by their union because they dared to challenge the status quo. They are not very tolerant of people who think differently or express an opinion which is vastly different to the leadership of the union.

Having said that and realising that yellow unions are also part of the problem, all is not lost. It just means that different tactics

have to be used and new structures and alliances have to be forged. Change needs bold moves and bold planning in solidarity with your fellow workers.

In Paris we have seen the “gilets jaunes” (“yellow vests”) movement express outrage on the streets because French workers are fed up with the belt tightening and austerity being imposed on their families by government Neoliberal economic policies. They have very little to lose since their take home pay barely covers their food and rents. The petrol price hike announced by French President, Macron was the straw that broke the back of French workers.

These are similar policies to those that Governments around Australia have imposed on working people. The “yellow vests” is a movement initiated and born of social media where outrage has spread like wildfire onto the streets. Supposedly, there are no leaders for the “yellow vest movement” and so far despite this there is a loose coordination that seems to only express the frustration of workers in demonstrations and anger. The demands are well known, i.e. and end to austerity, for the petrol hike to be scrapped and for Macron to step down. A delegation of “non-leaders” is due to meet with the French President. As we go to print this movement shows no sign of slowing and has spread across the border to Belgium.

However to be successful in your workplace and in your industry a much more thought out strategy needs to apply. Solidarity and trust has to be built up on the basis of mutual trust, honesty and solidarity. The problem is not just one of expressing anger (which in itself is a great motivator) but actually exercising and exerting some power in the workplace so that changes do take place.

Workers in the public transport industry are at a crossroads where they are faced with many challenges in the future. A future that is based on the failure of yellow unions to fight the good fight in the past.

Privatisation and outsourcing is hanging like a sword over public transport workers as the workforce is forcibly downsized without much of a whimper. The fight back against private operation of Inner West Buses by the transport unions was a fizzer. The pretence of a fight back too quickly led to a “fait accompli” that was too awful to contemplate by bus drivers on the Inner Western Sydney routes.

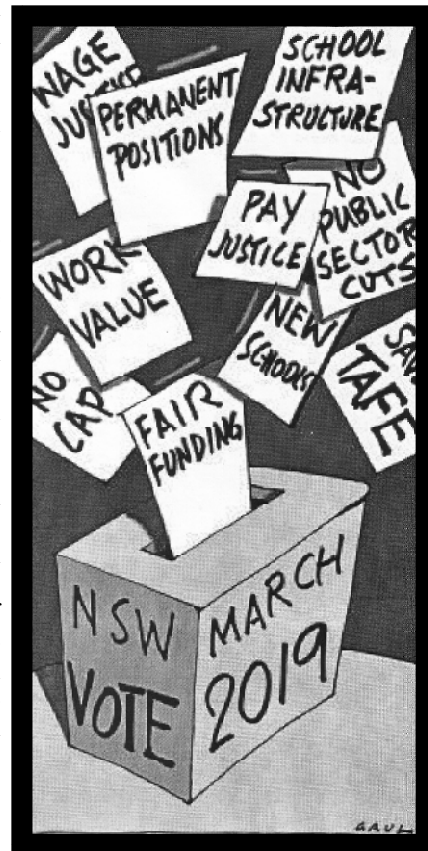
But what would a fight back have looked like? If the unions had been fair dinkum it

should have been a case of “touch one, touch all”. Despite strike bans all buses depots could have stopped work indefinitely. If this wasn’t enough to bring the Government to its knees then call out all sectors such as rail workers, ferries etc despite the threats. For chrissakes they can’t put us all in prison without major repercussions. If that’s what it takes, that’s what it takes. If the union can’t defend you what is the point of the union.

Instead we got platitudes from Labor Leaders that promised nothing substantial, yet they had the audacity for a campaign plea for the election of a Labor Party Government in NSW. The

Liberals are doing so badly in the polls after riding roughshod over the people in NSW that we have the spectre of a Labor Government being elected in NSW.

People who remember the Wran, Unsworth and Carr Labor Governments being in power in the 70’s and 80’s in NSW will recall that this was a period of unprecedented attack on transport workers. Who can remember Michael Costa the NSW Transport Minister, He was the first to put the 2.5% wages cap on public sector



workers including transport workers. Later this was extended by the Liberal Party in power. Sometimes a Labor Government can achieve for the bosses what the Tories cannot. This is because the unions are even more passive when Labor is in power than when the LNP are in power (if you can believe that they can be more passive and ineffective than they are now).

Outsourcing by Labor in the 1980's started in earnest with the closure of the Eveleigh Workshops swiftly followed by the closure of Chullora Workshops and others. Trades people such as painters, track maintenance workers, electricians employed by the railways and buses were all made redundant. When the L.N.P. came to power in NSW they just continued on by getting rid of cleaners, station masters, sales clerks, station staff, admin staff and outsourcing the operation of ferries and buses.

In the coming years work will become even more precarious no matter what Gov-

ernment takes control. The closure and privatisation of the Bankstown Line, the Epping - Chatswood Line along with more bus routes earmarked for privatisation will put immense pressure on the public sector transport workforce. We also realise that the current union structures in NSW, which also oversaw the privatisation of the Newcastle bus services and the closure of the rail line to Newcastle, will most likely not lift a serious finger to halt any of the pain for their members. Their track record is not inspiring.

Every public transport worker in NSW and possibly in other states should be asking what they can do in the face of the political and industrial crisis that is affecting them and their comrades. Well the bold moves need to start now! Self reliance needs to be built into every local workplace in the absence of a fair dinkum trade union that values diversity and new strategies. Clearly their tried and tested ones have not worked and are not working.

Organisation needs to start by talking to fellow workplace comrades who also have ideas and strategies. Maybe it will be possible to hold meetings of your own work colleagues and thrash out solutions to problems that you have in your workplace. "From little things big things grow" - (yes it was a song). Once you get organised it may be possible to make leaflets to help convince the undecided in your workplace that the struggle is both worth it and possible. Linking and sharing information with other workplaces and other sectors is also valuable and necessary to advance any struggles. Standing waiting for someone to act on your behalf is no longer an option as the privatisation juggernaut rolls over the country.

History and change is made by those that make the bold and measured moves.

Be bold and encourage others to stand and be bold alongside you.

THE 2018 RTBU ELECTIONS: WERE THEY RIGGED?

THIS IS A TIMELINE OF HOW THE "PROFESSIONALS" RUN ELECTIONS (RTBU ELECTIONS 2018)

Of the three candidates for NSW State Secretary, Tony Clear was the only candidate incorrectly listed for work location. He argued this would have an effect on the ballot outcome. The AEC had a responsibility to call a fresh election. The AEC promising they would upon receiving complaints on errors in the ballot papers. AEC then consulted the RTBU union who advised them it was entirely the AEC's responsibility. However the sitting leadership of the RTBU advised their membership that they would follow the advice of their unnamed lawyers on the issue.

The RTBU leaders claimed these lawyers advised ignore the errors and allow the ballot as existing to determine the election. This clearly favoured the sitting State Secretary Alex Claassens who had the advantage of being correctly listed on the ballot paper. So who made the decision not to call a fresh ballot? The AEC or RTBU's sitting leadership? It is clear that the AEC and RTBU have now both washed their hands of the consequences of the ballot paper errors. Independent observers would not be calling "foul" had not similar "errors" occurred in the three prior AEC-controlled union elections. Consider

if the AEC made a significant "error" on a Federal or State Government election ballot paper? Would the AEC allow the election to proceed or would they issue a new ballot with an adequate time lapse? Finally, would the AEC rely on advice from the sitting member over the issue (in this case the RTBU incumbent leadership) in order to arrive at a fair decision?

SEPTEMBER 3.

The ballot closed.

SEPTEMBER 5.

The returning officer from the AEC contacted candidates by phone to let them know that the ballot for the position of Branch Secretary had the details (work location) for one candidate incorrect. The returning officer suggested two possible solutions. The first she do nothing arguing the ballot error would not affect the result unless it was very close. Alternatively, she suggested a reissue of the Secretary's ballot in 7 days from the end of the existing ballot.

Neither option appeared fair to the affected candidate as the victim of incorrectly-issued ballot paper. Either choice would leave the ballot open for later dispute, or create confusion with voters thinking they had already voted and not return the second paper. The affected candidate suggested that the ballot should be cancelled and re-run in 30 days to be fairer to all candidates.

SEPTEMBER 6.

A formal complaint is lodged with AEC by train driver Tony Clear affected by the ballot error.

SEPTEMBER 7.

By the 7th it had emerged that there were other errors with the Branch Ballot, the errors and affected positions were:

- * Work location for one candidate on one ballot paper is incorrect, also some had wrong closing date with the year 2014 not 2018.
- * Instructions on how to complete the ballot paper are incorrect for one ballot paper.
- * Some voters have received ballot papers they should not have received.
- * Some voters have not received ballot papers they should have received.
- * NSW Branch Secretary (NSW1)
- * NSW Branch Delegates to the National Council Locomotive (N7)
- * NSW Rail Operations Train Guards Hornsby Maintenance Centre (R4) depot Sub Divisional Secretary.

SEPTEMBER 7.

Tony Clear received an email from an Assistant Director at the AEC stating the matter was receiving attention and when a decision was made the AEC would inform the Union and candidates.

As the affected positions are all in NSW Tony refers the matter to the NSW Ombudsman for consideration.

The RTBU issued a notice informing members of the “technical issues” and stating the AEC was working to correct the problem, the notice also directed members to contact the AEC directly if they had been affected. That phone number was connected to an answer machine.

SEPTEMBER 10.

The returning officer has gone on leave and candidates are not informed of the identity of the relieving returning officer.

SEPTEMBER 12.

A reply arrives from the NSW Ombudsman and, as the AEC is a Commonwealth agency, the matter is referred to the Commonwealth Ombudsman. They acknowledge receipt of the complaint on September 14.

SEPTEMBER 14.

An email was sent from AEC by an Acting Assistant Director stating that the issues had been identified and that, The AEC will conduct fresh elections for the affected positions after 24 September 2018.

THE AFFECTED POSITIONS WERE:

- * NSW Branch Secretary (NSW1)
- * NSW Branch Delegates to the National Council Locomotive(N7)
- * NSW Rail Operations Train Guards Hornsby Maintenance Centre (R4) depot Sub Divisional Secretary.

The elections for unaffected positions will proceed according to the published time table ballot closing on 24 September.

The RTBU issues a notice reiterating the AEC advice but adds,

“The RTBU is now seeking clarification from the AEC on specifically which positions it intends to run fresh elections for, and all members will be advised once this has been confirmed.”

SEPTEMBER 19.

The RTBU sends a brief notice stating that the NSW branch ballot has had technical issues. The Union states the elections are conducted independently by the AEC and the RTBU has not been in the mail out or ballot paper process. Further, the AEC will conduct fresh elections for the affected positions. Further, the AEC is yet to advise which positions it intends to run fresh elections for. Members are advised to fill out and return (existing) ballots.

SEPTEMBER 21.

Tony Clear wrote to Alan Barden Assistant National Secretary of the RTBU asking for an update, because in an earlier conversation with an AEC representative Mr Clear was told that the AEC was working in collaboration with the Union on a decision as to what papers would be reissued.

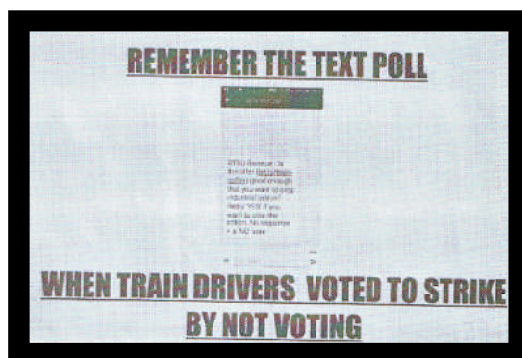
SEPTEMBER 24.

Alan Barden wrote this.

“The AEC has provided time to the National Office of the RTBU to lodge a submission on this matter.”

“The National Office has independently sought legal advice from experts in electoral law. That independent advice has, in whole, formed the basis of the submission to the AEC.”

“This submission, which has been drafted



and submitted by the independent lawyers, is the only input by the National Office on this matter to the AEC.”

“Any final decision by the AEC will be respected by the National Office.”

“Be assured that that the National Office share the frustration of all the NSW Branch candidates and members that have been by affected these uncertainties in the balloting process.”

Tony Clear has asked Alan where was the advice was sought, exactly what advice was sought and given. He was informed it was paid for using Union Funds and the Acting Branch Secretary (NSW) would have been privy to the advice then all candidates should be able to access it.

The advice the Union received has not been shared with candidates.

SEPTEMBER 24.

Ballot closed.

SEPTEMBER 25.

The RTBU issues a notice stating that

“As previously advised, a number of issues have been found with the ballots for the NSW Branch elections. The AEC has

advised that counting for a number of elected positions has been put on hold while a decision is made on whether or not to re-contest those ballots”.

Also on September 25 the Commonwealth Ombudsman’s Office replied to Tony Clear’s request.

“I refer to your online complaint of 14 September 2018 about the Australian Electoral Commission (AEC) regarding the Australian Rail Tram and Bus Union election.”

“I have considered your complaint and have decided not to investigate it. I have made this decision because while I acknowledge that you have lodged a formal complaint with the Australian Electoral Commission (AEC), I understand you have not received a final response to your complaint. Where a complaint has been lodged with an agency and no response has been received, our Office generally suggests that a complainant follow up with the agency via telephone in the first instance.”

SEPTEMBER 27.

An Acting Assistant Director from the AEC issued an email to all candidates stating the advice of the 25th had been changed and the ballot for the position of Branch Secretary will be added to those which will be counted in the initial ballot.

OCTOBER 5.

The AEC returning officer reappears and she sends an email to candidates announcing that the AEC has considered the matter of the Branch Secretary ballot and have decided to proceed with the initial ballot and she will be declaring the result of the count in a week.

OCTOBER 12.

The returning officer declares the results for unaffected ballots including the affected Branch Secretary ballot which was counted.

In regard to the ballot for the position of NSW branch secretary the fact that 10 days before the ballot closed members were told that the ballot paper was going to be reissued caused many people to only return the Divisional envelopes and not the separate envelopes for the State Secretary’s position.

The final counting margin of 258 after preferences could have been altered by the voters who held off waiting for the paper to be reissued. The result between the three candidates for State Secretary may have indeed been different.

Please Note: A breakdown of final voting figures has been issued as a separate document.

SYDNEY BUSES NEWS

Kingsgrove Depot News

RW: How are you finding the situation on the job since privatisation?

Kingsgrove Driver: We are currently facing new tricks by the bosses to trim our wages and corner cut. The other day due to late running my scheduled 45 minutes lunch break was replaced by a ½ hour crib break. I approached the union rep on the matter and got nowhere. In regard to payins of cash, the auto cash machines have been removed and we are not being issued receipts for the payins. Whilst our wages are now paid monthly. As our wages are paid in arrears, the company can now earn a tidy sum from interest on the 29 days of our pay. In the case of our super, there has also been a change. The money deducted is now paid to the fund on a 3 monthly basis, so the company can earn some interest on this money. Whilst, now we have to supply an email address to get a payslip for our wages.

On the road, the 400 is now being significantly changed. This route was from Burwood to Bondi Junction. Now it is only to go from Burwood to East Gardens. So for a passenger to get to Bondi Beach, they have to catch 3 buses. One to East Gardens, then one to the Bondi Junction Interchange and then one to Bondi Beach. The \$5,000 prize for fast drivers, is proving quite a scam. A group of drivers have been declared the winners, despite an estimated half of them running late on their runs. Each got a portion. However, it's not a prize, but a bonus as they have to pay tax on the money. Whilst \$5,000 is paid by the NSW Govt., not the company. The talk of the NSW Govt. that privatisation would result in improved efficiency in bus services is proving to be just laughable propaganda. As since the privatisation we are seeing even more specials and empty buses running, than occurred with State Transit.

Waverley Depot News

RW: What are latest developments with the Govt's privatisation of the STA buses?

Waverley Busie: It has favoured multinational companies which pay little tax in Australia. According to media investigations these companies are paying as little as 1.5% pa to 2.5% pa of their income in Australia as tax. Transit Systems recruited 70 drivers from WA and SA to make up staffing levels following the privatisation of Region 6 because of a huge shortage of drivers at the 4 depots.

They were flown to Sydney and provided with 2 weeks free accommodation in hotels with meal allowances. Overall \$750,000 may have been spent by the company. They can splurge such large sums but claim to be poor and run their operations on a shoe string. Their whole push will be about reducing services such as cutting buses from 3 trips per hour to 2 trips per hour. In this way commuters will be discouraged from using low patronised runs. Whilst the company will make every effort to cut corners and put everyone on as casuals or part timers. In Adelaide following the privatisation of Govt. buses, this casualisation was subsequently imposed by the private owners.

RW: How has the job changed at Waverley over the decades?

WB: When I first started on the job in the



80's, things were much more relaxed with ample off driving time and great camaraderie. In the last seven to 7 to 8 years the situation has worsened for drivers. Now with the privatisation of Region 6, it has gone much more downhill for both drivers and commuters. There looks to be skulduggery going on with the bosses and the union executive. We now have the worst boss in State Transit who has no idea how to deal with people.

There has been a big change with the inspectors which we call the Kellies. In years gone by we had a good relationship with the inspectors. Some were quite likeable and real characters. Like Reg Varney in that old British TV show "On the Buses". They would stand by you and there was a lot less bookings. They were most professional. Even the police looked after you. However in recent years that bond be-

tween us and the inspectors has been weakened. They have been bent to the bosses' jack booted agenda. Now they are out to get you. Whilst with your bus going through red lights you face the threat of losing your licence and getting the sack.

The rules set by management apart from the Health and Safety issue are being used to target particularly the older drivers for the sack and demoralise many off the job. There is a great sense of insecurity and lack of support. Consequently there has been an enormous turnover of staff. There was once a good reliable bus service for commuters. Now our bus services have been significantly worsened. As seen with the 378 being taken over by Transit Systems and now only going from Railway Square to Bondi Junction, the 379 going from Nth Bondi to the Bondi Junction Interchange and then to Bronte in a loop and the 357 going from Mascot to the Bondi Junction Interchange. There is also a lot of disconnectedness with the 400's, 420's and 357's. Recently a driver complained to me about the congestion caused by so many buses such as the 343's and 418's parking at the Gardeners and Bunnerong Roads layup area. The 389 which now operates from Bondi Junction into the City via the Maritime Museum has been taken over by Transit Systems. Only the 324's and 325's remain unchanged. With this slight-of-hand associated with these route changes, the bosses and Govt. are one step ahead in cunningly doing the ground work for the next privatisation of depots/routes carve-up.

It's become obvious this is the agenda by the route split ups. Consequently much confusion has developed amongst commuters about bus services. The split-up of the routes is farcically frustrating for passengers. Now they have to catch two or even three buses, when previously one bus would take them to their destination. Particularly the elderly are being hard hit as they now have to get off their bus and walk to the Bondi Junction interchange to catch another. We now mainly operate the short runs. Whilst there are a lot more 333's and less 380's. Drivers are now being encouraged to get articulated vehicle licences. Transit Systems depots are taking the more lucrative runs. According to a protestor against the 378 changes I spoke to recently, the deal has already been signed off for the slipping to different shoes of all

privatisation of depots/routes carve-up. It's become obvious this is the agenda by the route split ups. Consequently much confusion has developed amongst commuters about bus services. The split-up of the routes is farcically frustrating for passengers. Now they have to catch two or even three buses, when previously one bus would take them to their destination. Particularly the elderly are being hard hit as they now have to get off their bus and walk to the Bondi Junction interchange to catch another. We now mainly operate the short runs. Whilst there are a lot more 333's and less 380's. Drivers are now being encouraged to get articulated vehicle licences. Transit Systems depots are taking the more lucrative runs. According to a protestor against the 378 changes I spoke to recently, the deal has already been signed off for the slipping to different shoes of all

three Eastern Suburbs depots when the Light Rail comes into operation in 2020. It's a year behind schedule. The depot has become a shadow of its former glory. Just another factory and is awaiting its fate.

RW: What are your thoughts on the latest developments with the Light Rail?

WB: It has been reported in the media that the NSW Govt. will have squandered \$3 Billion on the extensions in the Eastern Suburbs. It will never recoup this money which could have been used on Hospitals, Schools and other infrastructure. Even over 50 years with the imposing of \$10 fares on all users would the money be recovered. I consider the main objective behind the extensions is the connection with Randwick Race Course and pressure from the racing, Clubs and gambling industries. The gambling industry in NSW is like the NRA(National Rifle Association) in the USA, and has tremendous sway over the state Govt. The NSW gambling industry is the 2nd largest in the world taking into account the per capita money spent on gambling. In this state gambling has become a way of life. The clubs are particularly benefiting from the Govt's 3 am closure of licensed Venues law. As they now have much more clientele for their heaps of pokies. The industry is making more money than they know what to do with. So they now can pour their profits into grants for schools and charities to extend their influence. With this close relationship with their state government buddies, it's not too surprising that on a ABC radio show in Mid Nov. there was an item which divulged that the Berejiklian Govt is currently looking at having TAFE's utilising clubs as a base for their operations.

Burwood Depot News

RW: What is the situation at the depot since privatisation?

Burwood Driver: There has been a number of developments we don't like. Transport for NSW are cracking the whip on us. It monitors the bus service operators. Drivers are now being called into the office over leaving terminuses 10 seconds early. Over my many years of experience of the job under State Transit, I've never heard of this sort of thing ever happening. We have great concerns with the training of new drivers. New drivers now need their heavy vehicle licence and MOT rego. However, they are only given 2 days so called training before going on their runs. It's in reality just route familiarisation, not training. Consequently, we are seeing a lot more bus accidents occurring. The other issue we are unhappy with, is the cuts being made to weekend shifts. The shifts are being cut to 7 hours. Whilst in the past some were 8 hours and others 8 hours and a bit.

RW: What are the latest developments at the depot?

Burwood Driver2: The new Transit Systems bosses are showing their claws. New drivers are being paid less than those who have been on the job under the STA. The bosses are intending to use the new rosters in December which have totally unrealistic running times to drive off the job, some of the older drivers and replace them with the cheaper new drivers.

Leichhardt Depot News

RW: What is the current situation at the depot?

Leichhardt Busie: We are very concerned by the upcoming new rosters. The bosses appear to be using the Labour Day Long Weekend to trial them. As the private operator Transit Systems is paid by the kilometre, the bosses are trying to squeeze as many runs into our shifts as possible. Consequently there is no layover time allocated at terminuses. This speed up in our jobs seems also in line with the upcoming EBA which is likely to have important new nasties. Many more are leaving the job as they can't cope with its increasing harshness under privatisation. Since privatisation there has also been a huge number of accidents at the depot, with an estimated 360 by Sept. These accidents have mainly involved new drivers who lack experience in the job.

RW: What are your thoughts on the \$5,000 prize for fast drivers?

LB: According to latest news 32 drivers



shared the prize on the first occasion and on the second occasion, 84 drivers shared the money. It's likely the whole thing was a stunt by the NSW Govt. with the winning drivers being picked out of a hat. As most of them would be unable to meet the unrealistic running times imposed by the bosses.

RW: What's happening on the union front?

LB: There has been significant new developments. The bosses are demanding that new drivers join the TWU. Whilst there is

a court case between the RTBU and the TWU over coverage of drivers in Region 6. Other news is that drivers in the STA are complaining of a lack of DOC'S. Whilst there has been a strange development since privatisation. With the STA we put cash from fares into machines which issued receipts to us. Now these machines have been removed and we have to put the cash with receipts from our ticketing machines into bags, but we are not issued with any receipts for the payins.

RW: What are your impressions of the situation since privatisation?

Leichhardt Driver: In contrast to Govt. propaganda about privatisation improving bus running times, the situation has been getting worse. On one day in September the depot was down 26 drivers due to absences associated with sickies. Resulting in much late running.

STOP PRESS

Tom Herlihy was re-elected RTBU union rep at Leichhardt depot – 70 for and 9 against.

Hillsbus Wildcat Strike

115 Hills Bus drivers called in sick in Sydney's north west on Wednesday 7/11/18, causing a number of service cancellations.

People travelling from the CBD to the north west faced the longest delays, with Hillsbus urging customers to leave work early if possible.

"We are working to operate as many services as possible, however, there will be some cancellations and delays," a Hillsbus spokesman said.

"Hillsbus sincerely regrets the disruption and inconvenience caused to our customers."

The spokesman confirmed that the extremely high number of drivers calling in sick is due to ongoing negotiations around a new enterprise agreement between drivers and Hillsbus.

"This is action by a group of drivers that is not authorised by their union," the spokesperson said.

During Wednesday morning peak hour, long lines formed at bus stops with many of the few buses that stopped unable to take on passengers.

Tiff Ng usually catches a bus to work from the M2 Oakes road interchange in West Pennant Hills, but after watching six buses pass without picking up passengers, she "gave up" and got the train.

"Every now and then this happens, but this one, I've never seen a line this long and I've been catching this bus for a good five years," she said.

"It was a bit of disbelief that nothing was happening ... just a lot of confusion."

One Twitter user said they missed their exam due to the delays.

"How can there be so many drivers off today? I've never seen the bus lines so bad before. Absolute madness," wrote another user. The bus drivers had called in sick at

Hillsbus depot in North West Sydney. Hillsbus is contracted to service the areas of Blacktown, Rouse Hill, Castle Hill, Dural and Parramatta.

"All school services operated as normal this afternoon and we have worked with

the operator to deploy additional drivers from other areas serviced by CDC Hillbus to assist with the afternoon peak," said a Transport for NSW spokesperson.

VICTORIAN RAILWAY NEWS

In this issue of RW, we will discuss the issue of stand downs and sackings in V/Line. In this issue Drivers, Conductors and Station Staff will discuss these issues. Once again names have been changed.

RW: In the last issue mention was made of a Union Official being stood down and a Booking Clerk being sacked.

Rastus and Roscoe: The Driver who was stood down has been reinstated and has resumed duty.

Sheona: There is a rumour that V/Line Management backed down and a compromise was reached.

Roscoe: The settlement is confidential and no one is talking.

RW: We hear that the MORON who supervises the Drivers has been removed.

Rastus and Roscoe: You are correct and when the Driver who was stood down returned to work, she was absent.

Sheona: The Driver was stood down for nearly six months. Think of the cost to V/Line.

Roscoe: V/Line does not care how much is wasted in standing down the Driver. This money could have been spent fixing up rolling stock.

Rastus: The MORON has been removed to SPECIAL PROJECTS and the Manpower Clerk, she tried to remove is still on the job.

RW: What about the Booking Clerk who was sacked?

Jethro: Two Booking Clerks were stood down for four weeks. When Human Resources completed their sham enquiry, one Clerk was given a final warning and the other Clerk was sacked.

Clarence: When the Clerk was sacked the other Clerks were called into the office one by one and they were told by the Station Manager and the Acting Station Master that no one was to talk to other employees about the Clerk's sacking. These two managers acted like thugs over the Booking Clerks. Some Clerks were not interviewed.

RW: Yes the Acting Station Master, the individual mentioned in a previous issue.

Rastus: Yes this is the person.

Sheona: These managers think they can stand over employees.

RW: Where was the union?

Jethro: They acted quickly and when the union found out, these interviews ceased.

Abner: After a number of months a large number of employees did not know about the sacking.

Sheona: The sacking was over an email

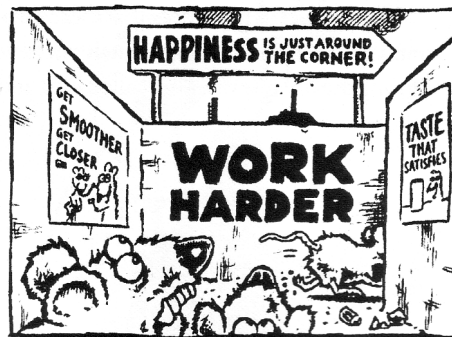
Jethro: As a result of the case heading to the Fair Work Australia a number of clerks have been interviewed by management trying to support

V/Line for sacking the Clerk.

Sheona: This is kept quiet but word has leaked out about these interviews but this time a Union Delegate was at the interview.

RW: Let us hope the Booking Clerk wins his case. What is the story about a Conductor being sacked at a Country Location.

Abner: You are correct. The Conductor had completed his shift and when signing off, a Regional Manager handed him a letter which said to the effect that his work was not up to V/Line standard during his



about staffing issues and as the case is heading for Fair Work Australia, it cannot be discussed. Management at Southern Cross has had it in for this Clerk.

Clarence: The Clerk wants his job back and will not accept any monetary settlement.

Sheona: The Fair Work Commission can order that the Clerk be reinstated, but V/Line could refuse to abide by the unfair decision which means the case will head to the Federal Court.

period of probation. Also in attendance was a Station Master who asked for his equipment.

Sheona: When you commence employment at V/Line you are on probation for six months. If you STUFF UP during this time and you are dismissed you have no comeback.

Clarence: In other words you cannot go to an industrial tribunal. This has happened

to a number of employees over the last couple of years. There is nothing the Union can do to help unless there are exceptional circumstances.

Abner: We do not know what the Conductor had done wrong during his probation, but if he had done something, then he should have been counselled.

Rastus: What we do not like about the case is that one of the Drivers at this location heard the Station Master gloating about the Conductor's dismissal. This Station Master thought the whole affair was a joke.

RW: Once again we have run out of space. We hope the Booking Clerk is re-instated. As for employees who are on probation, we hope something can be done to change their conditions of employment.

Rastus and Roscoe: In having the final say the MORON in charge has now departed which is good riddance. As for the Station Master who was GLOATING when the Conductor was dismissed. We will leave you with this message. What goes around comes around.

In this issue of RW we will discuss ongoing issues facing Conductors, Station Staff and Drivers at Spencer Street. As in previous issues of RW, names have been changed.

RW: What is the situation at Spencer Street?

Jethro: The working environment is toxic. You have management treating employees as if they are dirt. Goodwill has gone out the door.

Clarence: May we introduce you to Emily and Elrond. These employees have been around for a number of years at Spencer Street.

RW: What has made you come forward?

Emily and Elrond: We have come forward to discuss various issues at Spencer Street. Once upon a time V/Line was a great organisation to work for. Not now, you see, there is a culture of backstabbing and fellow employees dobbing in their workmates.

Rastus and Roscoe: Drivers noticed the difference over the last four years and it is sad to say that some of the new Conductors have decided to dob in Drivers over trivial issues. This is to gain favours from management.

Emily: There is now a culture of bullying amongst the STAFF CLERKS, particularly towards new employees.

Elrond: In one instance, a conductor stood up to one of the staff clerks and said that he wanted to be treated with respect.

RW: What happened?

Clarence: The staff clerk ran bleating to a conductor service Manager and the CSM spoke to the conductor. As a result of this interview, the CSM sacked the conductor.

Jethro: The Staff Clerks went easy on the Station Staff for a while but after a couple of weeks went back to their old habits.

Rastus: Staff Clerks are supposed to work with employees, not treat them like dirt.

RW: Speaking of CSM's who have filled the vacant positions at Spencer Street.

Emily: These positions have been filled by employees from other areas of V/Line. Not the individuals in the last issue.

Elrond: In the last issue of Sparks mention was made that the existing conductor On the Job Trainers would have been favoured for the positions.

Emily: Fortunately this did not happen. Some OJT's at Spencer Street were disappointed at the way CSM's were selected, decided not to apply.

Elrond: Some CST's based at Spencer Street applied for the positions were not given an interview for the positions.

RW: Why?

Emily: They were told they did not possess the skills to be a CSM.

Elrond: Human Resources did not have the guts to inform these CST's that they were not suitable for the position, so they used a manager to inform them they were not to be interviewed.

Rastus: What a gutless bunch!

Abner: At my country depot a CJT was appointed to a CSM's position.

Elrond: This is correct but this person was acting in the position for a couple of months. In fact at Spencer Street no CJT has ever relieved a CSM. When a CSM was on leave a CSM from country depot did the relief.

Abner: We are of the opinion that V/line should have sent the OJT's to a training college to equip them with the skills to fill the position.

Emily: V/Line doesn't want to spend money on training. They look at the resumes from outside appointees and if they have certain management skills these people are given the nod for the positions.

Roscoe: No wonder morale is low amongst long serving employees.

Elrond: The same thing happened when Authorised Officers were advertised. Conductors applied for the positions and they were told they were unsuitable.

RW: Why?

Abner: It costs money to train an Authorised Officer, so V/line said the Conductors were suitable, advertised externally and recruited existing officers from Metro Trains.

Rastus: They may have saved money on training but they left a large number of V/Line employees unhappy.

RW: Previous issues of RW have mentioned V/line's Intent Pool. Is this staff operating?

Roscoe: This is still going and now it has been extended to Drivers' positions.

Rastus: Last time Driving Positions were advertised both internal and external and both kinds of applicants were informed they would be placed in an Intent Pool.

Elrond: The same thing with a number of Station Staff who applied for vacant conductor positions. They were told they would be placed into an Intent Pool.

Emily: Outside applicants are sent for a Medical and then placed into the Intent Pool.

Elrond: The Intent Pool is used to put fear into employees. If someone is in trouble and they are dismissed then the vacancies are drawn from the Intent Pool. Some managers mention the Intent Pool when employees who are in trouble are interviewed.

Abner: The catch with the Intent Pool is you are placed in the pool in the order of the score you obtain in the interview. After twelve months if you have not obtained a position, then you have to reapply for the position.

Rastus: The setting up of an Intent Pool is opposed by both Rail and Locomotive Divisions of the RTBU.

RW: In the last issue of RW mention was made of employees being sent letters for being late over a period of time. Has this matter been resolved?

Emily and Elrond: One word. NO.

Abner: The matter will be heading for Fair Work. The union does not recognise the letters sent to employees.

RW: Once again we have run out of space. Thank you for Emily and Elrond for coming forward. It seems that certain people in management think they can bully employees as a way to climb the promotion ladder. As for Intent Pool, it should be scrapped. This Pool causes a great deal of stress. Imagine if you are unemployed waiting for a position and you see a career gone after a wait of up to twelve months.

Rastus and Roscoe: In having the final say we Drivers have noticed the toxic environment around Spencer Street. We see these LITTLE HITLERS amongst the management bullying staff. As for the employees who dob-in their fellow Workmates we Drivers have one word for you. You are just scum.

FRANCE: YELLOW VESTS MOVEMENT

In France on November 17, to the surprise of the whole world an uprising of “yellow vests” broke out. 2,039 anti-government actions were counted by French police for that Saturday alone. 287 thousand people, according to the police, took to the streets.

The “yellow jackets” protest, which blocked the roads and oil storage depots, was originally caused by a significant increase in fuel prices: gas prices in France increased by 10-15% over the year, while the most popular fuel in the country, diesel, went up by 24%. Moreover, from January 2019, Macron promised the country a further tax on “fuel”.

France is geographically arranged in such a way that in every department cars are often the only means of transport for workers and small farmers. This gives them a strong incentive to resist the bourgeois government.

Thousands, tens of thousands of French people attended rallies. It was workers themselves who began the demonstrations. About a dozen women are said to have been the first to rebel first, and posted a call on the Internet to take to the streets on November 17. Only then did political parties try to connect with it.

Starting from November 17, throughout the week, groups of yellow vests self-organised throughout the country. These groups blocked fuel storage facilities, oil refineries, erected barricades on the roads, established free parking without reservation. The volume of transactions in hypermarkets decreased by 40-50%.

This result of the movement on November 17 confirms that this is a true mass self-organised and resolute movement against the high cost of living and against Macron, whose figure has become a symbol of the arrogance of capitalism.

On Sunday morning, November 18, 150 pickets of yellow vests in various regions of the country were still on the roads. In addition, yellow vests blocked nine entrances to Disneyland, leaving only two free for visitors.

On November 19, protesters against rising fuel prices blocked access to French storage tanks. The oil and gas company Total decided to temporarily close one of its storage facilities near the city of Rennes. Several dozen activists completely blocked access to it and did not allow trucks to enter the oil store. The tailback of trucks that could not get to the storage tanks caused large traffic jams.

In the Auvergne-Rhône-Alpes region, opponents of rising fuel prices flooded the

entrance to the tank farm with tyres. The protesters, who had gathered at the gates before dawn, agreed to open access to the oilmen only after the appearance of a special police unit (CRS).

On November 21, as a result of these protest actions, two people have died, 552 have been injured (95 of them were law enforcement officers). 450 people were taken into custody.

On December 1 in Paris, there were new clashes between the police and the “yellow vests.” According to French Prime Minister Edouard Philip, more than 36,000 people took to the streets throughout the country, of which 5,500 in Paris. But,

Champs Elysees. During the many hours of dramatic protests in the capital of France, one of the buildings was set on fire on a street near the Arc de Triomphe.

As a result of clashes in Paris, about 100 people were injured, more than 200 were detained, according to Reuters. The protesters broke windows in several shops, began to turn over and set fire to cars and started several fires. A gun was stolen from the police. The police said that representatives of “radical movements” had penetrated the ranks of the “yellow vests”. French police report that another person died as a result of the protests, and the total death toll reached three.



judging by the reaction of Macron himself, who held an urgent meeting with the government, the problem is much bigger. Participants in an emergency meeting discussed the possibility of introducing a state of emergency in the country. Such measures would hardly be necessary because of five and a half thousand people armed only with sticks, stones and paint. Police used tear gas against the crowd. The demonstrators threw yellow paint at the police. More than 120 people were detained, according to Reuters. Clashes began before the official start of the demonstration according to BBC News. The demonstrators tried to remove the barricades that blocked the entrance to the

One of the most famous sights of the capital of France – the Arc de Triomphe – was closed to tourists on Sunday, December 2. This was due to the damage caused to the historic structure during the riots in Paris. This statement was made by the chairman of the Centre for National Monuments (CNM) Philip Bevalal: “thousands of people armed only with sticks, stones and paint. Police used tear gas against the crowd. The demonstrators threw yellow paint at the police”. More than 120 people were detained, according to Reuters.

Yellow vest roadblocks were not confined just to Paris. The protesters on December 1 did not allow wagons on either side to pass through the Frejus tunnel connecting France and Italy.

Unfortunately, the “yellow jackets” do not raise the question of establishing the dictatorship of the proletariat in France, they do not try, as far as we know, to create in the course of the struggle at least a prototype of the most democratic form of power – the workers’ councils. And, of course, this is due to the weakness and disunity of the real communists, who are the only ones who could connect the revolutionary potential of the masses with Marxism, but cannot do it.

The revolt has a local, national character; it did not even join up with the general daily strike in Greece last November 28. Naturally, without the support of proletarians from other countries, the protest of “yellow vests” is doomed to remain only at

the level of acts of petty vandalism, which sooner or later will be stopped by the law enforcement agencies of the Fifth Republic.

Since the movement has grown through social networks, it does not have a single focal point, no clear leaders, no single political demands. There is only coordination through Facebook and a lot of public support. The French insurrection is a natural spontaneous reaction of the working people to the bourgeois world order, but not yet completely out of the control of the bourgeoisie. From this, Marxist workers conclude that it is necessary to use any protest to bring scientific and communist

consciousness into the labour movement, to strengthen the organisation of the working class, and improve our own organisation.

If we can solve this problem, then such local riots, sooner or later, will become, managed and organised by the workers themselves in a global process of socialist transformation of the world.

Internationalist Communists of Krasnoyarsk

3 December 2018

Impact of the Yellow Vests in the U.K.

A friend of ours works in a small warehouse in west-London that organises shipments between the UK and the British Virgin Islands. Recently conveyor parts deliveries were delayed by road blockades in France, organised by people who protest against the diesel tax increase. But not only that, they were also delayed by the cumbersome sub-contractor system within the logistics chain. The chains are weak, let's lose them! Here is his story...

“I’m going to explain how the recent protests in France have affected our warehouse. We were waiting for some conveyor belts parts that urgently needed

shipping to the Virgin Islands. It seems that the local government on the British Virgin Islands ordered these conveyor belt parts from a Spanish company named Introle last September. The company I work for is specialised in organising shipments between the UK/EU and the Virgin Islands (it’s maybe the only logistics company in the UK in that logistics chain). We received an email from Introle to collect the conveyor belt parts at the factory in Spain. Our warehouse manager contacted Cargotrans, our transport partner in the EU. The problem is that Cargotrans uses the subcontractor TGN for the truck deliveries in Spain. Introle turned down the

TGN truck, expecting a Cargotrans one. This is how the parts got delayed initially due to subcontracts and miscommunication.

A few days later we received an email from Cargotrans stating that due to the protests in France the truck has had difficulties and was blocked in France. This meant that the parts missed the scheduled cargo flight from Heathrow.”

These hiccups happen frequently, sometimes caused by strikes, sometimes by bad weather, sometimes by company bankruptcies. Only when things (or workers!) don’t work, we realise how we are all connected...

Thanks to Libcom

BRITAIN TODAY

BREXIT

Was there ever a better time to show that our political system is not just unfair and dangerous, but also nonsensical. It’s bad enough that Capitalism puts profit before people, but our economic future our ability to live and thrive is being determined by bureaucrats who are making things up as they go along, and lawyers who tell them whether they can get away with it. You know you have gone through the looking glass when something like this is offered in all seriousness as helping you understand the situation as it stood last weekend

And that was before the vote on Tuesday 11th December got cancelled because everyone was set to vote against The Deal. (Yes, they can do that cancel a vote if they think they are going to lose). Theresa May says she is going to renegotiate with Europe what she was absolutely adamant could not under any circumstances be renegotiated and was absolutely the best Deal she could possibly get.

Confusion and disorientation is at the heart of Brexit, and we are starting to accept it as normal. If you ask an anarchist how they hope to get to a free and equal society, they’d probably say, I wouldn’t start from here and be both joking and serious. It isn’t the fault of anarchists that we get further and further from a situation

where working class people can live and thrive freely. We just have to keep it in the front of our minds and as a clearly articulated part of our longer-term analysis.

So, what now? To the centrist, Remainer Right and Left those who don’t actually relish the possibility of an economic catastrophe, with the rebirth of England (specifically England) from the ashes the prospect of a second referendum is also a problem. Grass-roots democracy within an electoral system clearly doesn’t work, if a referendum result can be so easily thrown in the dustbin. The response to there even being another referendum, never mind the outcome, shows working class people what the elite really think of us.

But this realisation isn’t fostering working class unity, when the class is so divided over questions of labour, migration and national autonomy along the lines of Left and Right. A major problem with both Brexit and Remain positions is that they are producing cross-class alliances. Some

workers seem to be willing to embrace the possibilities offered by the catastrophist elite, as worth it in the long run. And these include some of the left too, hoping for a socialist Brexit; through the looking class again. Other left-wing workers and unions are agreeing with industry bosses, who in general oppose Brexit. A second referendum just demonstrates to many that democracy is a joke, but one increasingly common answer to this is increased authoritarianism and further discrimination and hostility towards people who are al-

internationalism. Liberal-minded people want free movement of people within reason. But new government commitments to EU people living here don't reassure EU people living here, even those who have never claimed benefits and have paid taxes, bought houses, have children who speak only English, and even those married to British people. Everything is changing ever five minutes, and any of several likely new Tory Party leaders might roll back what has just been promised. Also, there are more activists in Brit-

ain who are EU citizens than ever. We have to protect them as we always have tried to protect non-EU international comrades, not just because we are internationalists but because they are also our comrades, friends and families.

The prospect of a general election is also dire. Labour might be on something of a high internally as it gloats at the state the government is in. But Labour are pro-Brexit too and at the end of the day this still means British jobs for British workers. As

ever, anarchists cannot seriously think that a vote for the supposed Left is anything other than handing our decision-making power to friends of Capitalism.

Finally, what of the possibility of Brexit simply dying a death? The lawyers and civil servants said from the start that it wouldn't and couldn't work in the way we were told it could, not for ideological reasons but it is simply too complicated to get out of the EU. The Brexiteers have a point about the EU undermining British sovereignty (if that's what you like). No Brexit will certainly make people trust politicians even less. But will it inspire them towards a better world, or a more reactionary one, given the options and the weakness of anarchism?

But the real reason why we are further than ever from an anarchist society is that Brexit is a diversion from some ultimately far more important issues. One is climate change; as it is, the Remain or Brexit projects only have a couple of generations to run anyway before it's too late to stop global warming. So where is the environment debate within the Brexit debate? Nowhere. It's as though the future within Europe and the World is being thought about with a different part of our brains. Unlike the politicians of the harder Left and Right, we have to act with our minds on the future of the planet and its people as well as the immediate and medium-term gains and losses which at present dominate the political discourse.



ready marginalised.

On the other hand, a People's Vote is the only avenue that gives working people any agency at all during the current deliberations. And there is certainly an anarchist case for voting just as there was first time around, especially if it includes the possibility of remaining. A Remain vote, not a soft Brexit, is less of a threat to our

Hospitality Industry Dispute

A worker organising with Brighton SolFed has recently won a dispute with their North Laine employer, Natulia on Sydney Street. Natulia, whose contribution to the community is to - thankfully - be Brighton's only "savoury waffle and bubble tea cafe"(!), opened its doors in January, but is already gaining a reputation as a home for poor working conditions, bullying management, and a staff that turns over faster than its salmon waffles. — The worker organising with Brighton SolFed started their employment with four hour unpaid trial shift, an exploitation that very much set the stage for what was to come. Once hired, the worker was never presented with a statement of particulars (let alone a contract) in a flagrant breach of employment law.

The management of the cafe turned out to be aggressive and demanding. The worker has described being "shrieked at" by their boss, and of management making derogatory comments to the workers about other workers.

Originally, it was agreed that the worker was to be paid at a rate of 9 pounds an hour. So, it was a less than pleasant surprise when they opened their payslip on the second month, only to discover that their rate of pay had been docked to just 8.50 pounds, with no explanation or warning! On top of this, no holiday pay was paid throughout the worker's entire time there.

The last straw came when the worker's payslip for the third month came in, but no money came into their account. It was then the worker left, and got in contact with Brighton SolFed. We calculated that the worker was owed over 1,000 pounds.

After sending a demand letter threatening a direct action campaign against the company, Natulia paid up on the day of the deadline with an offer.

While not being the full amount demanded, the worker decided they were happy with and accepted the payment.

Throughout all of this though, Natulia at no point got in contact with SolFed - presumably they were too embarrassed to admit to any wrongdoing. However, it is vitally important that Natulia learn that this kind of shameless exploitation is not acceptable in Brighton (or anywhere else for that matter), and they and other bosses learn they will be held publicly accountable for their actions.

The fight to clean up Brighton's rotten hospitality sector carries on!

POLISH LABOUR NEWS

OZZ Employee Initiative has already appeared in the defence of cleaners employed at the Adam Mickiewicz University and in the Poznan courts, as well as porters and porters working at the University of Life Sciences.

In August 2018, employees who volunteered for the company guarding the facilities managed by the Board of Municipal Residential Resources reported to the Employee Initiative. These people worked in the building at Ratajczaka Street 44, but the case also concerns other facilities: Kórnicka 24, Kasprzaka 16, Grunwaldzka 22, Robocza 4 and Mickiewicza 31. In total, it is about 30 people.

The National Trade Union Initiative Employee in recent years has repeatedly encountered glaring violations of employee rights of people employed on the basis of outsourcing, who then performed work as a gatekeeper or cleaners in public institutions (universities, courts, objects and offices of local government, etc.). There are many indications that the savings obtained by public institutions were possible only because outsourced employees and employees were used, not only by extreme under-compensation, but also by not paying social insurance contributions, or by companies not spending appropriate expenses on health and safety. In addition to low wages and poor working conditions, we can also mention the imposition of a long working time from the list of numerous abuses.

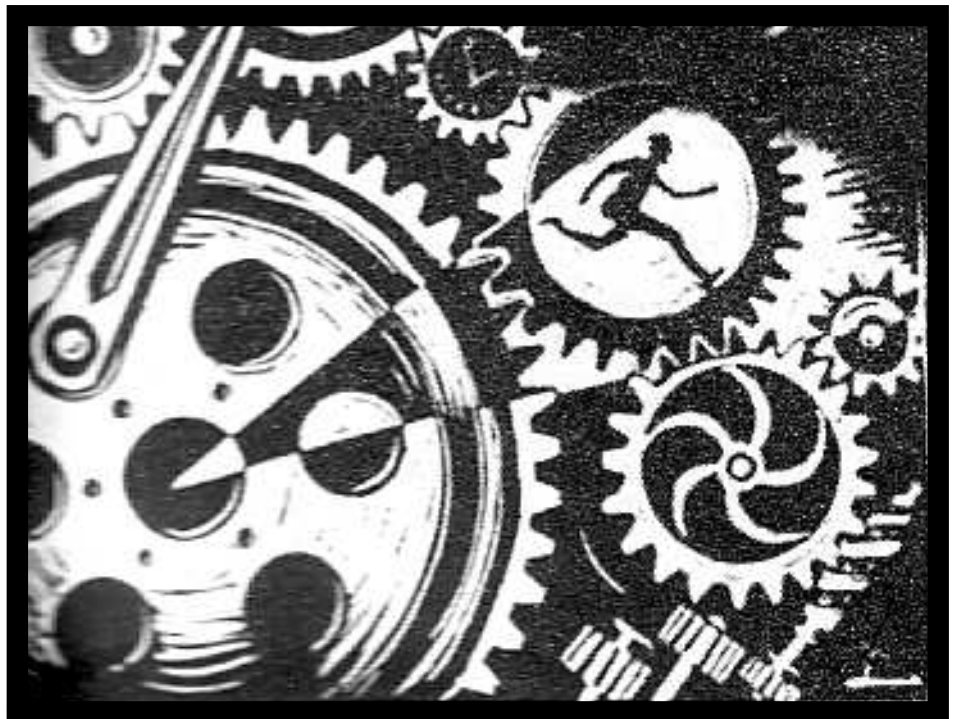
In the most extreme cases, employees did not receive their remuneration at all, and because they were employed on civil law contracts, they had difficulties in pursuing these amounts in court and could not count on the interest of the National Labor Inspectorate. Companies applying for this type of services (property protection and clean-up) apply different types of treatment, so that potential employment can not be pursued. It is frequent, for example, that another company wins a tender, another performs an order (subcontracting) and signs contracts with employees, and another one pays them remuneration. Some of them register abroad. Even if the terms of reference (SIWZ) do not provide that the tender will be settled only on the basis of the service price criterion and includes the so-called social clauses, which theoretically require from the contractor to maintain certain standards in employment, in order for them to be effective, would have to be sub-

ject to systematic control by the public client. However, this usually does not happen. Already at the level of the offered price, it can be stated that in "normal conditions" the contractor is not able to execute the order without exploitation of employees, and yet he wins the tender. Therefore, we believe that none of the SIWZ provisions are able to protect employees from forms of exploitation used in outsourcing, and the only solution is that public institutions employ them directly. In the case of people guarding objects managed by the Board of Municipal Resi-

1. Persons working in concierges in the above Since 1 January 2019, the objects have been employed under a contract of employment directly by ZKZL or another company belonging to the city.

2. We demand an audit and verification of the employment forms of people who work in facilities belonging to the city, which deal with the supervision of property as well as its cleaning.

3. Taking appropriate consequences towards companies and persons who committed irregularities.



dential Resources, the list of irregularities that established the relationship is long: employed persons earned 8 zlotys "per hand", and thus below the minimum wage, until 28 August this year. without exception, they were employed in "junk contracts", they were sometimes employed over 250-300 hours per month. Of course, without the addition for overtime work, salary has been received on your account with a long delay. Surprisingly, no ZUS contributions were paid for the full amount of remuneration transferred, but only from PLN 13.70 per month (!!!). And so on. In this way, one employee was losing monthly (in net pay and ZUS contributions) even for over PLN 1000.

In view of the situation, we demand that:

4. Bringing the situation to the employees who lost on the above forms of employment, repair the damage - especially in relation to remuneration.

*Intercompany Commission
OZZ Employee Initiative
at the Theater of the Eighth Day
ul. Ratajczaka 44, 61-816 Poznan*

Poznan Inter-
enterprise Commission OZZ Inicjatywa
Pracownicza
ul. Koscielna 4 / 1a, 60-538 Poznan

Indonesian Anarchism & Syndicalism

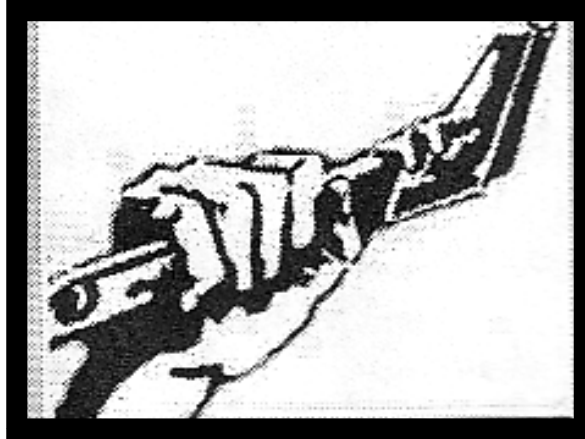
Continued From Last Edition

Known, anarchism reappeared in the archipelago in the 1990s. In 1993-1994, an Indonesian punk scene emerged. Slowly, the passage turns to anti-dictatorship and anti-fascist activities; they build relationships with social movements and with the labor movement. As described by Indonesian activists, the anarchist movement emerged around 1998.

“At that time anarchy was identical to punk, and some people in the community began to pay more attention to anarchist ideology and values. Since that time, anarchist discourse has begun to evolve among individuals and collectives in the punk / hardcore community, and then in a group of activists, students, wider workers, ... “Discussions began about how to create groups and organizations in a non-hierarchical and decentralized way. First of all, small magazines began to be published, in which various social movement issues were addressed: questions about anarchist values, anti-capitalism, social resistance, anti-globalization, ecology, and so on. Access to the Internet also facilitates the spread of anarchism. The serious problem

of the time was the lack of anarchist literature in the Indonesian language, and small pamphlets about Mikhail Bakunin, E. Goldman, R. Rocker had been translated and published ...[44]

The participation of young Indonesian anarchists in the social movement begins by distributing food to the needy (Food not Bomb), supporting demonstrations and doing anti-fascist works. So, in Au-



gust-September 1999, the activists of the Bandung Antifasis Front supported the struggle of striking workers from the Rimba Aristama factory, holding solidarity and demonstration action. In December

1999, representatives of radical youth anti-fascist groups from across Indonesia held the first meeting of the “Antifasi Nusantara Network” in Yogyakarta, which had anarchist movement orientation.[45]

In the early 21st century, anarchist movements in Indonesia remained dispersed; Different groups and individual activists follow different versions of anarchism and tactical forms. Nevertheless, they can join in their efforts to undertake joint projects, such as holding a demonstration on the big day. Thus, in this organizing process, on May 1, 2007, groups such as Affinitas (Yogyakarta), Autonomous Network (Jakarta), Apokalips (Bandung), Urban Autonomy Network (Salatiga), individual activists from Bali and Semarang, people from the

Jakarta punk band coordinate. This unification is to initiate a particular movement called “Anti-Authoritarian Network”. The May Day Action of 2007 garnered over 100 people and marked the emergence of anarchism in public view.

Continued Next Edition

USA & Canada: General Motors Plant Closures

3/12/18 While workers were enjoying their Thanksgiving weekend, General Motors announced its plans to close auto plants in Lordstown, Ohio (1600 workers), Hamtramck, Michigan (1500 workers) and Oshawa, Ontario, Canada (2500 workers), along with two transmission plants, one in Warren, Michigan (my former workplace, now with 250 workers) and one near Baltimore (about 400 workers). Over 8000 salaried workers will also lose their jobs. This represents over 10% of GM's North American workforce.

This does not include workers, in plants and businesses who service these plants, who will be without jobs as well.

Stocks have soared as investors plan to make more money off the planned misery facing these workers and their families and their communities. There are no jobs waiting for these soon to be unemployed workers and unemployment compensation only lasts a short while. Businesses and ser-

vices that make up the communities supported by these workers will face the results of this dramatic loss of income, as well.

The company says it has to keep up with the times, and put its money and investment into electric and driverless vehicles. It wants to be in the market when these vehicles are used for delivery and taxi purposes. It has also announced the end of its line of sedans, promoting instead the more profitable trucks and SUVs. These larger vehicles are also worse for the environment, using more fuel and materials, requiring more repair to the roads they travel.

The state shakes its finger and says, oh, bad timing. Trump promised these jobs would stay and they are not staying. He threatened to end tax breaks enjoyed by the corporation. Stocks dropped for a hot minute, then when the emptiness of this threat became apparent, began again to rise. Detroit mayor Duggan says oh this will be bad. Noá one and nothing, how-

ever, stands in their way or stops the corporation from doing whatever it wants, regardless of the hurt it plans to put on our communities.

The union says, oh its contract time, that's why they did this and we will fight them. Like they've been fighting them? Like not at all! The union has maintained a class collaborationist, we are all one family rhetoric for most of its history, promising a fight to its union members and keeping the promises of labor peace they give to the employers.

The Hamtramck plant, in particular, was built on broken promises. An entire neighborhood was razed in the 1980s to give GM the land to build this plant. Generous tax breaks were given this billion dollar company, taking the money from impoverished Detroit. Infrastructure plans were re routed from the needs of neighbourhoods to ensure GM would have the rail and street access it needed. A community struggle, including workers, neighbours,

churches and businesses was defeated in order for this plant to be built, on the promise of secure, good paying jobs that would benefit the community.

And the workers? They are furious. "Workers walked out of the plant in Oshawa, Ontario, into a driving rain, waving red flags and clad in ponchos bearing the logo of their union, Unifor, they began blockading truck entrances." (NY Times, 11-27-18) The Detroit Free Press reported workers asking, "why did I have to hear this from the news?" They didn't even tell us.

This is an attack on our whole class. It is rooted in a neoliberal politic that looks for global resources to increase capitalist wealth. It is based in a disregard for working people, their needs and the necessity

for a relatively well paying job to support themselves and their families. These jobs, primarily union jobs, were fought for and



won through decades of organization and

struggle. They are being taken away because our working class organizations have ceased to struggle and have refused to stand against the capitalist system. They have spent millions of dollars and decades of years propping up the automobile industry, telling activist workers to shut up and let us take care of you, that nothing good will come from wildcat (unauthorized) strikes and stoppages. In fact, it is strikes and stoppages that gave the UAW its power to begin with. Strong organization, workers for themselves, in alliance with the rest of our class, is the only thing that can prevent these plant closings. General Motors still needs workers; they want compliant, low paid workers. We need to give them active, militant workers, fighting for justice for ourselves and the whole working class.

BOOK REVIEW CORNER

The Far Left in Australia Since 1945 Edited by Jon Piccini, Evan Smith and Matthew Worley, Published by Routledge.

The Far Left Caught in the Spider's Web of Corporate Unions/ALP Corruption & Rorts

The bankruptcy of the Greens and most Far Left groups from the Trotskyist/Marxist Leninist Lineage in the fight against the Neo-Liberal offensive in Australia was graphically highlighted recently in Sydney with regard to their role in the conspiracy to privatise Region 6 of State Transit. The bogus "Save Our Buses campaign" (a template for another bogus anti-privatisation campaign focusing on hospitals) and associated petition promoted by Unions NSW, with the support of the rest of the union bureaucracy and most Leftist groups. It was engineered to divert community attention and energy away from the type of community protests such as mass pickets and blockades at bus depots which would have some real impact in raising bus workers morale to take direct action on the job to fight privatisation. The petition was completely ineffectual and led nowhere with the Transport Minister walking out of the parliamentary debate. Another key dimension of the manoeuvre was its role in assisting the ALP campaign in the upcoming NSW elections in March 2019.

Important aspects of the conspiracy were top secret weekly meetings between the RTBU(Rail Tram & Bus Un-

ion) NSW hierarchy and NSW Transport Ministers. Months or even years before the privatisation announcement by NSW Transport Minister Constance of Region 6 privatisation, its likely the dirty deal would have already been okayed at one of those meetings. There was also a cleverly orchestrated campaign to prevent any organised industrial resistance by workers involving a fake "lightning strike" restricted to the four Region 6 bus depots, with the connivance of the union bosses of the RTBU, TWU(Transport Workers Union), and Unions NSW, State Transit, the NSW Govt. and various private bus companies.(1) Whilst the Greens and most Leftist groups failed to publicise STOP (Sydney Transport-users Opposing Privatisation) efforts to hold mass community pickets and blockades at all STA bus depots in Sydney.

This cover-up follows a similar pattern in regard to various enterprise agreement sell outs. It entails the critical role of the "corporate media" and leftist activists in the union officials "smoke and mirrors" performances associated with winning "fake victories" for the workers and the so called unions, but achieving real cutbacks to workers' jobs and conditions for the bosses. A recent and most notorious example of this technique was the Hutchison Ports lockout of 2015. Where most of the Trot press covered up the fake picket lines orchestrated by the union bosses with the assistance of gullible leftist activists and union officials. It provided a tableau for

media stunts and photo shots for the union bosses and ALP politicians for the upcoming Federal Elections. Whilst a climate of intimidation involving old style Stalinist thuggery was promoted, which particularly featured the intimidation and thuggish targeting of one Leftist group which criticised the circus. (2) A likely explanation of this collaboration of leftist groups with the corrupt union hierarchy and the ALP machine and its allies in their assistance to employers with their attacks on workers jobs and conditions is the subsidising of these leftist group papers and micro bureaucracies. Either directly by the union hierarchy or via ALP/union hierarchy fronts. Whilst behind the scenes deals exist between the Greens and the ALP. Highlighted in 2002 when Lee Rhiannon Greens MP refused to raise in the NSW Parliament the issue of the "Transmission of Business" clause in the State Transit/RBTU EBA following being jumped upon by the Carr ALP Govt Transport Minister according to hear say evidence. She had previously made a statement exposing the privatisation ramifications of this clause which was distributed at STA bus depots throughout Sydney by the ASN and supporters. At this time all NSW public sector EBA's had this clause "slipped in". Whilst Greens MP Jamie Parker campaigns against corruption in the NSW Govt. he is strangely reticent in regard to exposing the notoriously corrupt Rightwing ALP aligned union bureaucracy and its likely suspect relations with the AEC (Australian Electoral Commission) and rorts involving the bosses. As exposed in the Liberals' Royal Commission into "Trade Union Governance and

Corruption", which spotlighted many unions being on the bosses' pay roll via fake training and other funds and in parts of the media. (3)

The book under review examines a period prior and subsequently to the emergence of today's "corporate unionism" associated with the ALP/ACTU Prices and Incomes Accord leading to a major rightward shift in the "Far Left". In the Pre-Accord years there was still some grass roots participation in unions via regular mass meetings and not so much ballot rigging. In that era there did exist an alternative media of sorts. In particular such publications as the National Times, Nation Review, and networks of workplace papers associated with the CPA (Communist Party of Australia) and various leftist groups newspapers. Whilst most Trot/Marxist-Leninist groups were not cravenly covering up for the ALP Rightwing aligned corrupt union bosses and featuring in their "smoke and mirrors" performances. One example was the newspaper of the "Communist League." This group had members in the NSW BLF (Builders Labourers Federation) and provided useful in depth work place reportage. This reportage filled in to a degree the gap left by the cessation of the "Hoist", the journal of the BLF rank and file movement which the CPA heavily assisted. (4) Some of the more interesting essays in the volume are discussed below.

In the essay, "Australian Communism in Crisis – 1956" by Phillip Deery, the author examines the ramifications of the 1956 major events such as the Khrushchev revelations regarding Stalin at the 20th Congress of the Soviet Communist Party and the subsequent Soviet invasion of Hungary in that year. The author shows these events seriously damaged the legitimacy of Communist Parties internationally particularly in Australia and led to a mass exodus of members. Preceded by hundreds of party members being engaged in heated discussions about Stalinism following the publication of the 20th Congress Report on Stalin. The author shows the party became a much less influential force. Whilst after the 1968 Soviet Invasion of Czechoslovakia the CPA severed ties with the Soviet Union and affirmed the principle of "Independence". Events of 1991 destroyed it.

In the essay "The Current of Maoism in the Australian Far Left" by Drew Cottle and Angela Keys, the authors argue that this current was a manifestation of revolutionary romanticism. Australian Maoist groups were ideologically linked to the Cultural Revolution in China and disillusionment of CPA members with the Soviet Union. These discontented CPA members played a key role in the formation of the Communist Party (Marxist Le-

ninist) most notably Ted Hill. He was the public face and major theoretician until his death in 1988. Other key figures were Clarrie O'Shea Sec. Tramway Union, Ted Bull Sec. WWF (Waterside Workers Federation) and Norm Gallagher Sec. BLF. Allied with the current was the Worker Student Alliance (WSA). At its peak in the late 1960's, the WSA had 500 members in Melbourne. The first Community Radio Station 3CR in Melbourne (in its early days 3CR did have some focus on grass roots workers struggles but in the late 80's, it dropped an important program in which anarcho-syndicalists participated

focusing on interviews with the grass roots at picket lines, due to pressure from the union bosses which controlled the station) and the revival of Folk Music was associated with the Maoist milieu. The authors show that rivalries between the Maoist and Trotskyist Groups led to occasional outbreaks of violence instigated by the Maoists. In regard to an explanation of the decline of Maoism in Australia the authors particularly note the revival of capitalism in China and the redirection of Chinese foreign policy toward integration with international capitalism and imperialism.

An important aspect that the authors don't discuss is the likely role of ASIO in the emergence of the current. Given its high level of infiltration of the CPA, particularly at the highest levels. In the USA latest research based on newly released FBI files shows the key role of the FBI in creating the Maoist current to disrupt and destabilise the USA CP via a COINTELPRO style operation. This "current" later on took on a life of its own and mushroomed into numerous Maoist formations. (5)

In the essay, "How Far Left? Negotiating radicalism in Australian Anti-Nuclear Politics in the 1960's" by Kyle Harvey, the author shows that the Anti-Nuclear movement which emerged in the 1960's was mainly an initiative of middle class activists influenced by the British CND (Campaign for Nuclear Disarmament). The Australian variant formed in March 1962. It was associated with a small nonaligned New Left, which emerged with the 1956 exodus of CPA members over the Soviet in-

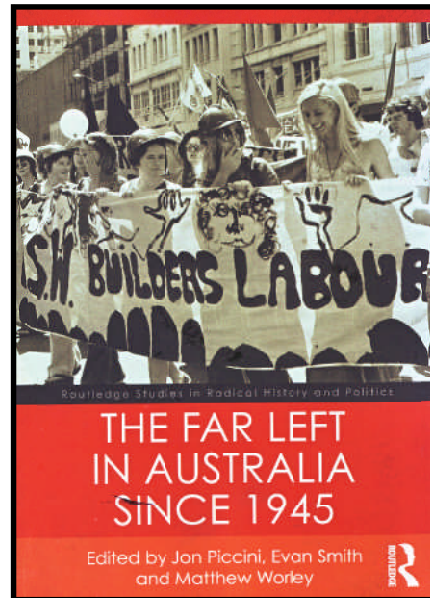
vasion of Hungary and the Khrushchev revelations. Some key figures were Brian Maltby CND cofounder, Bob Gould Trotskyist and Helen Palmer editor of the New Left Outlook magazine sympathetic to Trotskyism. The author goes on to show that following the Menzies Govt. imposing of Conscription in 1964, many activists were drawn away from the CND to the anti-Vietnam War Movement, contributing to a major decline of the movement.

In "1968 in Australia: The student movement and the New Left" by Russell Marks, the author sees the radical

student movement as representative of a new middle class modernising capitalism. He raises the interesting point that an important part of the movement "Student Action" was an ALP Right faction initiative for electoral purposes. However, the proliferation in Australia of chapters of SDS (Students for a Democratic Society) was inspired by the American Network. Chapters formed in Melbourne, Sydney, Hobart and Brisbane. Whilst the Draft Resistance Movement formed. In Jan 1969 SDS joined with other pacifist groups to launch "Don't Register" campaign. The

Anti-Vietnam War Moratorium movement continued till 1975. The author shows that the radical student movement developed a "Participatory Democracy" orientation emphasising people having a say in the decisions which affect them. It also played an important role in reviving Marxist analysis and various identity politics movements which blossomed in "the long 60's". The author argues that no Govt. since Whitlam has been able to ignore the demands of these movements

"Halcyon Days? The Amalgamated Metal Workers' Union and the Accord" by Elizabeth Humphrys. This essay is probably the most interesting in the volume. The author sees the AMWU's support for the Accord particularly stemming from the failure of its "hot shop" strategy of 1970's, 1980's associated with wages and conditions won in these shops flowing on throughout the industry and via the industrial relations racket of those days flow-ons into other industries awards. The author sees an important factor in the defeat of this strategy being the recession of 1982-83 and subsequent recessions. Particularly the 1991 recession made further wages growth impossible and the centralising tendency of the Accord had weak-



ened workplace union organisation and caused declining union membership density in workplaces. With the advent of enterprise bargaining under the Keating ALP Govt. conditions won in Enterprise Agreements could not be fed back into awards.

The essay has major deficiencies. It fails to discuss some important hidden agendas and shady aspects of the Accord and the role of the "Corporate" and even fringe leftist media in facilitating the whole rotten scam. Particularly ramifications of the introduction of compulsory superannuation under the Keating ALP Govt. in 1992 and the extremely likely rigging of union elections by the AEC in regard to important positions to maintain ALP machine and allied groupings control of the unions. (6) Ironically the AEC had been established by the Hawke ALP Govt. in 1984 to supposedly prevent ballot rigging in union and other elections. Compulsory Superannuation and the industry Superannuation funds on which the union officials hold positions, have played an important role in bribing the union bosses via paying fat fees for them attending a few board meetings per year and drawing them into

the management of Australian capitalism and its Neo-Liberal agenda. Whilst subsidizing the union apparatus which would otherwise be hard hit by huge job and membership losses and the decline in union dues. Associated with the closing down of innumerable factories and "restructuring" of various industries as part of the Accord to supposedly keep Australian capitalism "internationally competitive". Most significantly being the manufacturing industry which has had tens of thousands of job losses overseen by the AMWU officials.

The author sees the ACTU's 'Australia Reconstructed' cooked up by Laurie Carmichael head of the AMWU, architect of the Accord and key figure in the CPA as a further example of unions enwrapped in the priorities of the Neo-Liberal state.

In conclusion, the volume does shed significant and valuable light on aspects of the Far Left in Australia in the post WWII era. However, the contributors discussion of its rightward shift associated with the "Accord" and the impact of agencies of the international capitalist "deep state" upon its facets is inadequate. M.

Notes

1. See, *Rebel Worker Vol.35 No.3 (230) Dec.-Jan. 2018 "New Insights on the Bus Privatisation Conspiracy & How to Defeat It" page 6, archive web site www.rebelworker.org*
2. See, *Rebel worker Vol.34 No.3 (224)Nov.-Dec.2015 "Hutchison Ports Dispute" page 2.*
3. See "Spotlight on Rorts in the Union Office" in *RW Vol.36 No.2 (231) Aug.-Sept.2018*
4. Discussion with Michael Matteson Anarchist BLF militant of the 1970's and See "Rolling the Right" by Paul True.
5. See, "A Threat of the First Magnitude: FBI Counterintelligence & Infiltration, From the Communist Party to the Revolutionary Union 1962-1974" By Aaron J. Leonard & Conor A. Gallagher Published by Repeater Books
6. See, Article page 4 in this edition of *RW about likely rigging of 2018 RTBU Elections and RW Vol.34 No.1(222) Mar.-April 2015 page 3 "NSW Railway News" about hear say evidence of rigging of the RTBU 2014 elections.*

A FORGOTTEN HISTORY

A Review by Martin Comack

Anarchism in Latin America by Angel J. Cappelletti, translated by Gabriel Palmer-Fernandez, introduction by Romina Akemi and Javier Sethness-Castro (Chico, CA and Edinburgh: AK Press, 2017, 429 pages)

In this encyclopedic volume, the Argentine scholar and litterateur Angel Cappelletti aimed at correcting the false impression left by those Marxist and academic historians who dominated the field of Latin American studies, and who neglected or minimized the impact of anarchism upon the urban workers and peasants of Spanish America. Libertarianism they dismissed as a utopian ideology, marginal to the social struggles of the masses - a mere footnote to the ongoing turmoil and evolution of Iberian American society.

Indeed, the author is emphatic in his insistence that in Latin America, at least from the period of the 1890s through the first half of the twentieth century, "anarchism took root much more deeply and extensively among indigenous workers than did Marxism" (10). And that anarchism in this context nearly always expressed itself in the form of anarcho-syndicalism - in autonomous worker and peasant unions

and associations independent of political parties and the state, relying upon popular initiative and practicing direct action in conflict with bosses and landlords.

Cappelletti admits that anarchism, like nationalism and other political ideologies, entered Latin America from European points of origin. But he argues that the spread of libertarian ideas was not merely the result of the great immigration from Spain and Italy at the end of the nineteenth and beginning of the twentieth century. He notes a general indifference to state authority to have been typical of the creole population at that period, anti-clerical sentiment among elements of the middle class, and the ubiquity of mutual aid societies of artisans and workers in the towns and cities. Moreover, as a precedent for the anarchist ideal of cooperative and popular control of resources, Cappelletti points to the indigenous calpulli of MesoAmerica and the Andean ayllu, peasant societies that predated the Aztec and Inca empires and the Spanish Conquest, some of whose practices had been retained over centuries.

Through the clear and accessible translation by Gabriel Palmer-Fernandez of the author's researches, the various forms of libertarian association found throughout the continent are identified and outlined, from the Southern Cone to Mexico and the Caribbean. His emphasis is upon the activities of revolutionary unions and peasant leagues and their ongoing struggles with Capital and the State. But he also describes the functioning of the associated cultural societies, educational circles and social clubs, that spawned anarchist subcultures within Latin America. He is able to record the remarkable number of anarchist publications and periodicals that appeared and reappeared throughout the continent, some ephemeral, others lasting years and continuing to thrive despite official repression and scarcity of resources.

Indicated by the abundance of writings that Cappelletti cites, anarchist ideas and ideals had a particular attraction for poets, novelists and playwrights in Spanish America and Brazil, sometimes as mere influence, often as ideology. Yet, unlike in the Marxist movements, intellectuals were never prominent or able to assume a leading role in any of the anarcho-syndicalist organizations. These remained autonomous and under rank and file control right up until their gradual decline by the mid-twentieth century.

For decades, anarchism held a greater attraction for workers and peasants through-

out Latin America than the reformist socialism that expressed itself through political parties and electoral activities and appealed across class lines. In so many countries that lacked a strong democratic tradition or rule of law such attempts often seemed futile. Rejecting political activity of any sort, anarcho-syndicalism emphasized class solidarity and the immediate expression of popular demands and discontent through strikes and demonstrations. It did not seek conciliation with employers or a place in the social order, and could only regard the state as merely the instrument of the capitalist class. Revolutionary unionists, numbering in the tens of thousands in countries like Argentina, Chile and Mexico, as often found themselves the target of repression by republican governments as by more authoritarian regimes. Strike actions and boycotts, regardless of their outcome, were regarded as schools in class struggle for the inevitable and ongoing war between haves and have not's. The final aim of the anarcho-syndicalist effort was the total reordering of social relations and the eventual establishment of a cooperative commonwealth based upon self-management and popular control.

The general decline of the anarcho-syndicalist movement began as the effects of the Russian Revolution rippled throughout Latin America. Marxists, riding on the prestige of a successful workers' revolution, formed new Communist parties in practically all of the states of the continent, competing for the loyalty of the

working classes and attracting radical intellectuals and even some anarchists into their ranks. Anarcho-syndicalists yet denounced the increasingly totalitarian nature of the Bolshevik dictatorship and the



undemocratic structures of the various Communist parties. But with resources provided by Moscow and the international Communist movement, the Leninists could always outbid and often overshadow their libertarian rivals

And as the twentieth century progressed, military juntas seized power in several

Latin American states, more intolerant and efficient in the repression of leftist groups than their predecessors. The dictatorships of Vargas in Brazil and Peron in Argentina were able to attract significant working class support by granting concessions to labor unions while at the same time incorporating them into state structures – a precedent that had been set in Mexico in previous decades. Nationalism and anti-Yankee sentiment proved to be useful in diverting hostility from native to foreign exploiters and foreign governments. With the onset of the Cold War, the Communist parties would join this anti-imperialist chorus.

In their somewhat lengthy introduction to this work, Rohina Akemi and Javier Sethness-Castro note that Cappelletti's study appeared just at the fall of the Soviet Union, as the failures of authoritarian socialism became apparent. Anarchist and anarcho-syndicalist organizations had survived despite right-wing repression, but the author did not live to see what would be the renewal of libertarian ideas and practices throughout the region, perhaps most obviously in the Zapatista movement in Mexico. Whatever the consequences of the receding "pink tide" in governance, it appears that anarchism, if once forgotten, has now returned as a reinvigorated current in Latin American society.

Martin Comack

Boston Labor Solidarity Committee

Jaime Balius 1904 - 1980

A short biography of Spanish anarchist, civil war fighter and editor of the Friends of Durruti paper, Jaime Balius. Jaime Balius Mir. Born 1904 - Barcelona, Spain, died 13 December 1980 - France.

Jaime Balius Mir was born into a bourgeois family in Barcelona in 1904. He gained his baccalaureate and registered in medical faculty. However a slowly advancing paralytic disease crippled him, and he was forced to withdraw. He became Catalan nationalist and was attracted to the insurrectionary nationalism of Colonel Macia. In 1922 he joined Accio Catalana and took part in the Catalanist demonstrations of 1923. Two years later he was one of the signatories of the Catalanist Manifesto of Bandera Negra and was involved in the Garraf plot against Alfonso XIII and in preparations for an secret Exerçit Català (Catalan Army). He was imprisoned and then exiled. In France, he became disillusioned with Macia and independentism.

When the Republic was proclaimed he returned to Barcelona. He joined the BOC (Bloc Obrer i Camperol) but was disappointed by its centralist tendencies and its collaboration with the nationalist petty bourgeoisie. Impressed by the Figols insurrection, he became an anarchist.

He joined the Iberian Anarchist Federation (FAI) in 1932 and the anarcho-syndicalist union the CNT from 1936 until his death. He was sponsored by experienced militants like Pablo Ruiz, Bruno Llado, Francisco Pellicer, Liberto Callejas, Alexander Gilabert and Eusebio Carbo. From the time of his FAI membership, he began working as a journalist for Ideas, Ruta, Superacion, and Tiempos Nuevos. His works were gathered together in three volumes, where the insurrectionary line is justified, and the performance of the CNT in the October 1934 Insurrection is defended, and nationalist ideology criticised.

He was a member of the FAI affinity group Renacer alongside Ruiz, Pellicer, and Bruno Llado. On 19th July 1936, the dawn of the workers' response to the generals' coup which kick-started the Spanish Civil War and Revolution, he wrote with Gilabert for Solidaridad Obrera ("Soli") and distributed it on the barricades. He defended proletarian hegemony in its pages during that summer. He used this to support working class independence and the revolution. At the beginning of the war and revolution he was elected vice-president of the Union of Journalists and entered Union Grup d'Escriptors Catalans. He wrote for Ideas, Ruta, Despartar and Mas Lejos. Callejas was director of Soli. When he refused to print collaborationist speeches - which preached joining the Republican government - and when Callejas was replaced by Jacinto Torhyo who spoke for the CNT-FAI collaborators, Balius was offered an honourable exit from Soli and took on the direction of La Noche (The Night) an old Azanista paper taken over by its workers.

See Page 20

NSWS & NOTES

Some of the most important news lately which the corporate media has been strangely silent, has been a major defeat for the Berejiklian NSW Govt. It involves the Govt's decision to keep guards on new interurban trains. DOO (Driver Only Operation) on these trains would have major flow on effects resulting ultimately in the loss of thousands of rail jobs. It would be a new spearhead of the employer offensive, inspiring other public and private sector employers to carry out new efficiency drives. While one reason for the decision is the fallout of the Liberals' defeats in the Wagga and Wentworth elections. However another crucial factor is the success of the ASN in assisting militants to out manoeuvre the union officials attempt to bribe drivers to accept DOO in early 2017 and as a result have an explicit clause adopting DOO on these and other trains in Rail EBA 2018. (See article page 3.)

In this edition we put the spotlight on the extremely likely rigging of the RTBU 2018 Elections by the AEC in cahoots with the union hierarchy. The election of compliant ALP stooges would be of obvious importance to the Govt's plans for the above rail job cuts and the carve-up of the railways for privatisation. (See article page 4.)

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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 to 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 practising co-operation and mutual aid. We have an equal part in the making of 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 these 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

PO Box 106 Kotara 2289 NSW.

If undeliverable, return to
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Continued From Page 18

With Ruiz and Felix Martinez he was one of the founders of the Friends of Durruti which struggled against the betrayals of the CNT-FAI leadership and the attacks of the bourgeois Republicans and Stalinists. From 19th May 1937, he edited the Friends of Durruti paper *El Amigo del Pueblo* (Friend of the People) made illegal after its first few issues. He was dramatically involved in the May Days in Barcelona, during which the Communists consolidated their grip on power in Republican Spain.

After the May Days the Friends of Durruti centre was forcibly closed down. Balias was arrested and put in the Modelo prison in Barcelona. He continued to write articles from prison. On release he had to go into obscurity. He and Ruiz got jobs in the milk industry. He wrote his most famous text *Hacia una nueva revolucion* (Towards a New Revolution) in January 1938.

Then Balias and many other surviving Friends were forced to flee to France in January 1939. There he set up the

GERMANY

Deliveroo is about to implement a new fee system in Germany. This new pay scheme is already in place in most other countries in Europe where Deliveroo operates.

The company has told us that we can now choose to participate the experiment for a new fee system, if we like. Do not be fooled by this! In France, for example, all the old contracts were eventually terminated, and everyone was forced to take up the new system. — The new fee is partially based on distance, so longer deliveries will be paid better. Surely we would like to be paid more for longer distances? Don't believe the hype, it's a trap! Our fellow riders in UK are telling us

that the company will start to tamper with the fees, changing the minimum pays ac-

Grupo-Franco-Espanol de los Amigos de Durruti with others. With the invasion of France by the Nazis, Balias again had to flee taking the last boat of the Service of Emigration of Spanish Republicans (SERE) to leave for Latin America in 1940. Landing in Santo Domingo, he then spent some time in Cuba before ending up in Mexico where he stayed for the next 17 years. In 1961 he traveled to Paris, meeting up with his old friend Ruiz. They attempted to re-organise the Friends but this endeavour failed. He obtained a place in the residential home Beau Sejour near Hyeres and became for a long period editor of *Combat Syndicaliste* and *Tierra Libre*, papers of the

CNT in exile. With the transition in Spain he began to be visited at Beau Sejour by

students, historians and dissident anarchists.

In 1978 Paul Sharkey translated *Hacia una nueva revolucion* into English, and Balias wrote a new introduction for it. He maintained his revolutionary élan, but his physical deterioration became more pronounced. He died on 13th December 1980. Ruiz died 3 years later. The last Friend still alive is Joaquin Perez Navarro,

now 97 and living quietly in London.

Nick Heath



cording to their whim. The odds are, that eventually we will have to work even harder to make the same income as we do now. As if we didn't work our asses off already! Nothing guarantees that our earnings will not fall. In fact, that seems very likely.

Interested in the long-term vision for the future of this system? We could take a look at what is happening in the US - this is where platform economy businesses have developed their policies furthest: in New York, the fees for food delivery with UberEats are below two dollars!

Fellow riders, falling payments will most likely be our future - unless we resist! We are calling riders to come together now! Let's share experiences and information, let's look at what the company is really

doing, lets plan what we can do - and let's act against the worsening of our conditions! If we stand together, it will not be that difficult to pressure the company. As independent contractors, we can simply decide to stop working whenever we choose. If we do this together, the company will fail to deliver its service to its customers. They do not want to lose their customers to their competitors.

If we fail to stand together, the company will do with us whatever they please. You can be sure that they will think of their investors' interests first. They will continue to claim that they give us what we want, while behind the obscurity of the new system they will be cutting our payments and making our lives more difficult.