Pavlos Fyssas 1979 - 2013
Greek Antifascist MC Murdered by Neo-Nazis

“Right 2 Dream Too: A New Hope?”
by Andrew Lee

“Towards an Anarchist Public Transit”
by Polynya
GREEK ANTHIA MC KILLED: On September 18, Greek anti-fascist rapper Pavlos Fyssas was stabbed to death after a brief scuffle with a crowd of racists, who confronted Fyssas at a bar after he had finished watching a televised soccer match with his girlfriend. A car reportedly stopped close to the scuffle, and a man emerged, who then stabbed Fyssas to death. The alleged killer, Giorgos Roupakias, is a member of Greece’s neo-Nazi Golden Dawn party, who have risen in popularity in austerity-scarred Greece, holding 18 seats in parliament, and regularly fomenting violence against leftists and immigrants. Armed Golden Dawn members attacked members of Greece’s Communist Party earlier in the month, injuring nine. Antifascist nationwide demonstrations after Fyssas’s death that included clashes with police, and attacked Golden Dawn offices around Greece. On October 1, four Golden Dawn leaders were arrested and charged with murder and leading a criminal organization.

NORTHWEST INFORMANT: [TRIGGER WARNING: men-tions sexual assault] Joe Childs, a serial rapist and a Seattle police and FBI informant, has been attempting to infiltrate activist groups in the Pacific Northwest. Last month Childs was spotted in Seattle, Portland, and Vancouver. Childs has twice been convicted of rape, and once for child molestation, and failure to register as a sex offender. He was out last spring as an informant in a Seattle news story about his work in a federal case where he posed as a weapons dealer, netting two men decades in prison on terrorism charges. Childs received $90,000 for the case, in which a Seattle weapons dealer, netting two men decades in prison on terrorism charges, was outed last spring as an informant in a Seattle case. Childs received $90,000 for the case, in which a Seattle weapons dealer, netting two men decades in prison on terrorism charges, was outed last spring as an informant in a Seattle case. He was outed last spring as an informant in a Seattle case. Childs received $90,000 for the case, in which a Seattle weapons dealer, netting two men decades in prison on terrorism charges, was outed last spring as an informant in a Seattle case.

CAMPING BAN VIGIL: The city’s effort to evict the nearly two-year-old homeless protest vigil demanding the end to the city's camping ban proved largely successful in September. Chapman Square was cleared of homeless people by police and fenced off on August 31, two weeks after the lawn of Terry Schunk. Plaza were closed, as well. Protesters at Terry Schunk had gotten into a brief physical altercation with police on September 10, where one protester is alleged to have attempted to punch a cop, and others were arrested after police said they “attacked” police station doors with fists and chains. Four were arrested.

BANGladesh: Thousands of garment factory workers flooded the streets of Dhaka late last month, demanding better pay and safer working conditions. The protests of the overwhelmingly female workforce saw workers burn down a handful of factories. There were also reports that workers disarmed some security personnel sent in to quell the strikes, seizing and breaking their rifles. Police used tear gas and rubber bullets to disperse the crowds. Around 100 garment factories shut down on September 23. Bangladesh is the second-largest garment exporter in the world, supplying clothes for international brands. The industry is now worth $20 billion annually. Workers were demanding a monthly wage of $100, up from the $30 they make currently. In April, a garment factory near Dhaka collapsed, killing 1,100 people.

HUNGER STRIKE ENDS: The Pelican Bay hunger strike has come to an end. On September 5, strike organizers said they would end the strike after nearly two months. In the first days of the strike, 37 prisoners in California joined the strike, with an estimated 30,000 prisoners refusing food and work assignments. The strike was in protest to California’s draconian and ultra-restrictive solitary confinement units, where some prisoners are confined for 23 hours, only being let out into an open-air run, sometimes for decades. The strike organizers vowed to keep fighting.

HERMAN WALLACE: Longtime Angola 3 prisoner Herman Wallace died on October 4, three days after his condition was designated as a gang member for his anarchist tattoos. Migs also possessed forbidden anarchist literature, as well, according to disciplinary documents. The Angola 3 are five activists accused of terrorism-related offenses before the 2012 North Atlantic Treaty Organization summit in Chicago, in which police informants infiltrated activist groups and stated that four of the accused sought to make incendiary bombs. Migs was given a three-year sentence in April, while three NATO 5 defendants still await trial. The last, Sebastian “Sabi” Senakiewicz, was deported to his native Poland after finishing his sentence in August. Supporters are asked to contact the prison and demand that Migs be taken out of solitary.

CHILE: Protests erupted around the country, to mark the 40th anniversary of the U.S.-backed coup that ousted Chacien president Salvador Allende from power and installed Augusto Pinochet, whose 17-year reign saw over 3,000 killed and nearly 40,000 tortured. Protesters throwing Molotov cocktails and rocks clashed with police, who responded with tear gas and rubber bullets. Protesters in Santiago also set up barricades and shut off power to touch of the city. There were 269 arrests.

RUSSIA: Environmental anarchists claimed a daytime attack on a Moscow highway construction project on August 9. Claiming the action for the Earth Liberation Front and Conspiracy of Cells of Fire, the saboteurs set fire to two bulldozers.

UK: On August 28, radical environmentalists near Bristol claimed an arson attack on a newly-constructed £16 million police firing range, in protest of England’s badger culls. In a statement, the Anarchy Foxes Brigade and ACAB (“All Cops Are Bastards”), said “It put smiles on our faces to realise how easy it was to enter their gun club and leave a fuck you signature right in the belly of the beast, with a curious fox as our only witness.” Up to 5,000 badgers are expected to be killed in the cull, which farmers say is necessary to stop the spread of bovine tuberculosis.

AUSTRALIA: Anarchists claimed an arson attack on a luxury car dealership in Melbourne on September 2, in solidarity with Felicity Ann Ryder, an Australian anarchist wanted internationally for her alleged involvement with a bomb plot in Mexico. Authorities claimed the fire was accidental, however.

PDXSOL: On September 21, dozens of protesters picketed outside Fubonn on Southeast 82nd Ave. The action was called for by two former store workers who claim that they bosses forced them to work off the clock, among numerous other abuses, and was organized by Portland Solidarity Fire.
Right 2 Dream Too: A New Hope?
by Andrew Lee

On October 3, Portland City Hall decided to postpone a vote on homeless rest area Right 2 Dream Too’s proposed move from Fourth and Burnside to the affluent Pearl District. At a public hearing, some residents of Station Place, an apartment complex for low-income seniors, expressed concerns about safety with the new camp site right across the street. (Supporters noted that Portland Police Bureau statistics indicated that a “false alarm” dropped at Fourth and Burnside since Right 2 Dream Too was set up; one resident also came out to say that he did “not think it’s a threat to the neighborhood.”) The Pearl District Neighborhood Association accused Fritz’s office of back-door dealing and lack of transparency, and several developers including a representative of Host Properties and Homer Williams of Williams & Dane argued that the proposed use mandated further review. At the same time, they argued that a short-term interorganism complex for “work- ing” with their clients, presumably in some sort of new public-private partnership aimed at addressing homelessness. In an interview with the Portland Mercury, the president of the PDNA compared the fact that Fritz did not discuss negotiations with the neighborhood association to “living in a dictatorship.”

The city’s approval of the move is unlikely to stand, and the more important question is whether the city will overturn its decision. The city council is likely to vote on the issue later this month, and Mayor Hales has indicated his support for a new site in the Pearl District. However, that cynic would be forced to concede that it’s all a prop for: protest the ban on camping—and in Southeast Portland. A cynical view would suggest that this move was designed to “appeal to the city officials that won’t create enough shelter space.” But at the same time, it’s clear that the existing shelter system isn’t working. According to one man, the city’s flagship Bud Clark Commons shelter has been dubbed “Blood Clark Commons” after a significant number of resident deaths. Another pointed out that though many at the hearing were focusing on shelters as a long-term solution, tents provide an important intermediate step.

“You put someone who’s out on the streets for a while in a nice apartment, it’s fine for the first few weeks,” he said. “Then the juice is out of the bag.”

Aside from avoiding the claustrophobia of institutional rooms, Right 2 Dream Too also provides something else: in-room participation, investment, and participation. With its general weekly meetings, Right 2 Dream Too and its sister organization, Right 2 Sunrise, they host two open messages: one for people who are homeless, and one for people who are in their communities.

As the city tried to bury the group in fines, R2DToo continued fulfilling their mission: creating a self-organized, self-governed, grassroots community of people living on the streets while allowing them to get eight to 12 hours of safe, uninterrupted sleep each night.

In all this, it’s easy to forget that it’s not just that business interests want to keep R2DToo out of the Pearl; there are also powerful business forces that desire them out of Old Town/Chinatown, a neighborhood much like the Pearl prior to its economic ‘renewal.’ A youth hostel is planned across the street from the current site, which the owner has said would be undevelopable with the rest area in its current location. Moreover, the rest area’s land itself is currently being purchased by the city.

“The city itself is one that’s prime for development,” says Amanda Fritz, architect of the move. “If I should have a signature building to honor the China town, a neighborhood much like the Pearl prior to its economic ‘renewal.”

In any case, nobody thinks the move is a permanent fix. The settlement agreement stipulates that Right 2 Dream Too will have the land in the Pearl for one year, after which the city will make a “good faith” effort to find another appropriate site. However, Fritz has publicly stated that the proposed location, at NW 9th and Lovejoy, is the only appropriate property. For now, she says, “We’re doing one step at a time.”

The first step, however, will take some time to make. After development on the vacant lot, the city’s tent will be available for free. Mayor Charlie Hales dubbed it an offer any politician would be “crazy to refuse” and pushed the council to consider more information before voting two weeks later, on the first step.

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Towards an Anarchist Public Transit: Lessons We Can Learn From Past Struggles

by Polynya

Our public transportation systems are on the verge of big change, but whose? This spring Portland saw government transportation agencies, workers unions, riders advocates, and rival taxi companies all scrap and struggle for their stake in the game. The stark realities of these fights were laid bare in February when TriMet General Manager Neil McFarlane warned that by 2025 TriMet could cut its service by 79% and eliminate 63 bus lines. Coming just months after TriMet implemented fare hikes of $8.7 million and service cuts for the fifth time in four years, the implied threat to the drivers of the Amalgamated Transit Union and the riders they served was all too clear. A revived push for transit justice is needed, now.

The central tenet of transit justice is that transit has the capacity to be a truly liberatory project. Public transportation offers the freedoms of mobility regardless of ability to afford or drive a car, and brings riders together to collectively utilize transportation in ways that minimize resource usage and negative environmental and social impacts. But in practice transit networks often fall far short of this potential, perverted to mirror the capitalist and discriminatory society they operate in. This is often overseen by administrators intent on managing their depletion rather than operation. Now as austerity and climate catastrophe threaten our communities, it is critical to reclaim our public transportation networks from the politicians and profit-seekers, and push for a radical change in how we get from point A to point B. With this in mind, here are lessons from past struggles.

Making Transit Work For Everyone

Some of the most iconic civil rights struggles have taken place fighting for a seat on the trains and buses of history. While Howard Plessy’s pushback against segregated railroads couldn’t overturn the racist laws of 1890’s America, Rosa Parks’ act of disobedience became a symbol of the thousands of actions rejecting racial apartheid during the civil rights era. In the 1980’s militant riders unions like BART also put their bodies on the line, blocking inaccessible public and private buses with wheelchairs and crawling up the steps in order to call attention to the exclusivity of lifeflash buses. Sadly, for all the work done to combat this, to all people, our public transit system is increasingly a site of continued oppression. As wealthier and privileged Americans transitioned to driving personal cars (and now biking), utilizing the bus or MAX is stigmatized for the race, class, mental and physical abilities of other riders. Whether said onboard or merely sneered at, the shrugs about riders not only attack their human dignity, but the decades of struggle against oppression and segregation.

The goal of creating safe and inclusive spaces on public transit has not ended. Recent feminist campaigns have called out the constant street harassment women, sexual minorities, and people of color face on buses and trains. The complicity of bystanders who ignore such behavior has opened a space for police and goon squad security guards to invade the space, rather than as the solution, rather than as a tool to drive community-driven responses. With these armed thugs comes the violent criminalization of immigrants, people of color, youth, and the poor they uphold. Fare checks on MAX trains provide a convenient excuse for police to detest undocumented immigrants and begin the deportation proceedings that have destroyed so many families. Law enforcement’s tendency for deadly escalation in encounters with riders who don’t toe the line has made headlines with the tasings of Calbruce Jamal Green, a man with developmental disabilities accidentally waiting for a ride on an out-of-service TriMet bus, and the New Years Eve shooting death of Oscar Grant by BART cops as he lay handcuffed and unarmed. As the national atmospheric of Color Against Violence notes, we must mobilize against both the internal violence in our communities, and the external violence the police and State direct at our communities.

As transit fares sharply escalate with austerity, a huge barrier to accessibility has simply been affordability. One of the most innovative pushbacks against this has risen up in Sweden and Norway, where the Anarchist-Syndicalist Youth Federation has started the Planka.ur campaign. Promoting tax-financed zero-fare public transportation, the campaign supports fare-dodging with an insurance pool to help fare-free riders pay any fines they may incur. The campaign has made the radical claim that the environmental and economic need, and if corporations need workers and customers to travel to their factories and stores to run the economy then they can pay for it. The fundamental benefits of this approach have begun to be recognized by even mainstream political forces, with municipalities in Europe and around the world offering free public transportation to their citizens.

Against this backdrop the need for direct democracy and broader participatory decision-making and broader participation in the economy has never been more acute. For Portland’s politicians and planners, the capstone of our public transportation system has always been rail, whether the MAX light-rail reaching out to the suburbs or the streetcars winding through downtown, while these expensive and grandiose routes serve real estate developers and Charlie “Choo Choo” Hales quite well, they are inadequate to serve those low-income communities whose homes and daily needs revolve around the periphery, rather than the downtown core of a rapidly gentrifying city. True to their name these “capital projects” have done more to meet capitalist interests in controlled redevelopment, big contracts for technology and infrastructure firms, and bright shiny projects for political resumes than serve the needs of riders. Cheaper and more flexible options that could meet the needs of a shifting working class, such as bus rapid transit, share taxis, and van-shares, remain unutilized in Portland. Meanwhile, embarrassments of hubris and greed like the WES commuter rail and Eastside streetcar run close to collapse. The Planka.ur pushback against these projects has been small and uninspiring, where direct action could push the issue before the whole community. Infrastructure protests, such as the Stuttgart 21

Expropriated streetcar run by anarcho-syndicalist CNT worker in 1930’s Barcelona.

Toss the Bosses

The everyday operations of public transportation deeply affect the lives of millions in cities around the world, from the driver working 12+ hour days, to the rider who relies on long bus commutes to meet their basic needs, to the neighbor who faces dislocation to their home and daily needs revolve around the periphery, rather than the downtown core of a rapidly gentrifying city. True to their name these “capital projects” have done more to meet capitalist interests in controlled redevelopment, big contracts for technology and infrastructure firms, and bright shiny projects for political resumes than serve the needs of riders. Cheaper and more flexible options that could meet the needs of a shifting working class, such as bus rapid transit, share taxis, and van-shares, remain unutilized in Portland. Meanwhile, embarrassments of hubris and greed like the WES commuter rail and Eastside streetcar run close to collapse. The Planka.ur pushback against these projects has been small and uninspiring, where direct action could push the issue before the whole community. Infrastructure protests, such as the Stuttgart 21

Stop Fetishizing Rail

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South Korea to block military and police attacks on protest- ers during the Gwangju Uprising of 1980.
high-speed rail project in Germany or the anti-airport ZAD (Zone À Défendre) camps, have not only impeded capitalist redevelopment but also fostered wider conversations about space, corporate control, and direct democracy.

**It’s About More Than Transportation**

Perhaps the most important takeaway for transit activists is a recent one. For years the Moviemento Passe Livre has pushed for free public transit fares in Brazil, but this June the protests exploded exponentially. A 20 cent increase in bus fares in São Paulo sparked large militant protests, that not only block transit, but went on the attack against the police and symbols of the state and capitalist system. The cycle of repression and ever more expansive protests quickly swept across the country and caught global headlines. The demands of the hundreds of thousands of people in the streets grew well beyond the fare hike, and protesters began targeting the State’s violence against the poor; the corruption and profiteering behind the World Cup and 2016 Olympic developments; conversion therapies for queers; and global capitalism. Between the abounding reformist demands and the insurrectionary attacks the authorities were quick to reverse fare increases and make commitments to increased social spending. The movement made more gains in a few weeks than it had in years, all by expanding their demands to what seemed impossible, and inspiring wide-cross-sections of the populace in the process. As other activists have said before, the goal should not be to win one campaign or policy adjustment, but to leverage that issue to get whole communities rising up and struggling together against the oppressions they face. By setting our sights high, we may be surprised by what we achieve.

**The Portland Radicle**

The Portland Radicle aims to stimulate discussion of anarchist thought in our communities. We seek to disseminate diverse ideas of autonomy, self-determination, and mutual aid in order to encourage constructive resistance against political, economic, and social forms of domination in our lives. The Portland Radicle is an anarchist-without-adjecitives project that is looking for articles from anarchists of all backgrounds for consideration. We like writing that is accessible, but not simplistic. We are looking for articles between 500 and 1500 words. To contribute please go to our website: portlandradicle.wordpress.com and click “Write for us.”

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