

## CLASS OF SERVICE

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# WESTERN UNION

## TELEGRAM

®

## SYMBOLS

DL=Day Letter

NL=Night Letter

LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination.

309P PST APR 21 69 LD233 PC247

P FNY093 FNZ1 FNZ1 AF POB 2 EXTRA FN PHILADELPHIA PENN 21 NPT

C L DELLUMS, = PRESIDENT BROTHERHOOD OF SLEEPING

CAR PORTERS

1716 - 18 SEVENTH ST OAKLAND CALIF

THE 64TH QUADRENNIAL CONVENTION OF THIS INTERNATIONAL UNION  
WILL CONVEENE AMERICANA HOTEL, BAL HARBOUR, FLORIDA, MONDAY,  
JUNE 2, 1969. WOULD APPRECIATE YOUR SENDING FRATERNAL GREETINGS  
TO OUR DELEGATES CARE OF ME, SAME HOTEL

LEE W MINTON, INTERNATIONAL PRESIDENT, GLASS BOTTLE BLOWERS  
ASSOCIATION OF THE UNITED STATES AND CANADA.

*Mr. Lee W. Minton  
226 - S. 16th St  
Philadelphia, Penn 19102*

*Write Letter*

*261  
3737*



983336 -C

1969 APR 21 PM 3 10

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123P PDT MAY 17 @ LB2 &amp; CTALB2 &amp;

DEB247 S S LLJ264 LLZ3 LLZ3 BW PDB

ST LOUIS MO 17 NPT

C L DELLUMS INTL PRESIDENT BROTHERHOOD OF SLEEPING CAR PORTERS  
1716-18 SEVENTH ST OAKLAND CALIF

REGRET TO ADVISE THAT BROTHER ROBERT COUTTS, PRESIDENT, ATDA,  
DIED SUDDENLY OF A HEART ATTACK, FRIDAY EVENING WHILE IN HIS  
OFFICE IN CHICAGO. BRIEF MEMORIAL SERVICES WILL BE HELD AT  
800 PM, MONDAY EVENING AT THE WESTFALL-SHUTE FUNERAL HOME  
716 NORTH STATE STREET, CHICAGO, ILLINOIS. REMAINS WILL BE  
MOVED TO GRINELL IOWA MONDAY NIGHT AND FUNERAL SERVICES AND  
BURIAL WILL TAKE PLACE FROM THE SMITH FUNERAL HOME WEDNESDAY  
AFTERNOON. FLOWERS CANNOT BE SENT FROM CHICAGO TO GRINELL THEREFORE  
FLOWERS SHOULD BE SENT EITHER TO GRINELL OR TO CHICAGO  
G E LEIGHTY CHAIRMAN RAILWAY LABOR EXECUTIVES ASSOCIATION.

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**URGENT** OR **TELEPHONED TELEGRAM**

23 OP PST APR 14 69 LD3 02 BC459 NJ338

NN HBA020 (M CCY092 CCZ3) PD 4 EXTRA CHICAGO ILL 13 VIA HB NEW YORK NY 14

T DELLUMS INTL PRES PHONE AND DLR DLY .75

BROTHERHOOD OF SLEEPING CAR PORTERS

1716-18 SEVENTH ST OAKLAND CALIF

TENTATIVE AGREEMENT REACHED IN DISPUTE WITH RAILROADS. STRIKE SET FOR 6AM APRIL 14 CANCELLED

C J CHAMBERLAIN PRESIDENT BROTHERHOOD OF RAILROAD SIGNALMAN (417).

893-0894

NP	950P	CLR

*[Handwritten signature]*





**BROTHERHOOD OF RAILWAY, AIRLINE AND STEAMSHIP CLERKS,  
FREIGHT HANDLERS, EXPRESS AND STATION EMPLOYES**

**AFL-CIO-CLC**

**C. L. DENNIS** International President

*The Modern Union ... On The Move*

November 19, 1969

To: RLEA CHIEFS

From: C. L. DENNIS

The enclosed is for your information.

Mr. Chairman:

I would like the privilege of making a statement which I feel will be of interest to all concerned. As you know, I have been Chairman of the RLEA Railroad Retirement Committee for several years. The Railroad Retirement Supplemental Pension Plan, which has been the subject of much dispute in this organization for the past several months, came directly from my efforts on that committee. You will probably recall that I was the person who first suggested we move to get a supplemental pension plan in 1965. I headed the negotiations, and pressed for the plan when most of those in this room did not think we could achieve this effort.

But we did succeed - - and we were able to establish, for the first time in history, a private supplemental pension system administered by the government, enforced through legislation and one hundred (100%) percent financed by the railroads.

Now we are faced with a severe problem. The actuaries who advised us that the plan would be self-sustaining for five years were wrong. It is absolutely essential for us to get an amendment to the plan if we are to protect the 60,000 retired railroad workers who have been drawing this pension. So we negotiated again. And we reached what I feel is a very equitable bargain. But this time, a few unions, representing some twenty (20%) percent of railroad employees, decided that they didn't



like the program. So now they are engaged in a great effort to destroy that program and to destroy this very organization.

I urge each and every member of this association to read the transcript of the testimony of Mr. Fredenberger and Mr. Winpisinger before the Senate Subcommittee on Railroad Retirement of the Senate Committee on Labor and Public Welfare. The lies and the filthy allegations made by these men before that subcommittee demand retraction-- phrases like "under the table deal", chicanery, and so on, are not the language of fellow labor union chief executives. This action on their part, plus their attempts to dominate this Association through the unrealistic structure which we follow, has led me to make a painful and difficult choice. Let me review.

#### THE PROBLEMS OF THE RLEA

The Railway Labor Executives' Association was conceived as the highest level forum of chief executives of railway labor unions. It has had a generally long and noble history. It has been the instrument through which we have wrought many changes beneficial to our members, the industry, the American society in general and even the international community. The RLEA has always attempted to work through consensus and unanimity. This has never been easy, and in recent years, has become

almost an impossibility.

Thus, I recognize and admit the history of the RLEA. But history does not compel a direction. It does not even point to a course of action. At best, history remains as a guide for us in charting the course of the future.

In recent years, I feel that the RLEA has lost much, if not most, of its values, goals, and functions. Let me first review the basic functions of the Association as I see them.

The Association was first and foremost designed as a spokesman for railway labor on legislative matters. The Association was intended to be the coordinating body for all efforts that effect railway labor -- the Railway Labor Act, the Railroad Retirement Act, mass transportation and so on. It was to serve as a clearing house of ideas and a coordinator of action and defense.

Second, the RLEA exists for the purpose of coordinating the efforts of railway labor with the administrative and regulatory agencies of the government -- such as the ICC, NMB, RRB and DOT working to ensure a solid voice for railway labor in these agencies: recommending and supporting candidates for the various positions in these agencies; representing us before hearings; carrying out law suits and other legal proceedings; negotiating agreements provided for under provisions of the rules of agencies such as the ICC and HUD.



Third, the RLEA represents railway labor in the International labor scene, by virtue of its affiliation with the ITF, and the fact that its Executive Secretary has always served as a member of the ITF Executive Board.

Finally, the RLEA has attempted to be the vehicle through which information, research, etc., that would benefit all of railway labor, could be channelled.

We were never particularly happy about the way the RLEA handled its legislative activities. In fact, in the last few years, we had to radically increase the size of our own legislative department in order to make up for the short comings of the RLEA. The policy of the Association, dominated by a numerically small group in terms of members, was always do nothing -- until we got to supplemental pension.

Finally, with the growth of the dispute over H. R. 13300, we find the RLEA abandoning one of the few remaining legislative principles it has followed. Quite simply, the principle was that the RLEA would not take a position on legislation unless it had a consensus among its members. Without consensus, the organizations would go it alone and the RLEA would stay out. It severely deviated from this policy with respect to H. R. 13300.

#### Administrative and Regulatory Agencies

The primary paper flow disgorged from the RLEA offices deals

with actions and matters before the ICC. This also constitutes a majority of the work done for the Association by its various legal firms. In examining the record of these cases, we find the BRAC has little if any interest in a majority of these matters, or else it is handling its own interests quite adequately and finds the RLEA handling either unnecessary or deleterious. For example, let's look at railroad mergers: first we found that the Association used to negotiate for all of us. Then we found that we had to start going in after the RLEA negotiations were completed in order to handle the real problems of our members which either were not or could not be handled by the RLEA. We then found that the RLEA negotiated agreements, seeking as they must some sort of vague common denominator covering all classes and crafts, severely hampered us in getting the kind of agreement our members needed. And so today we find ourselves either negotiating simultaneously or separately from the RLEA, or in advance of the RLEA on railroad mergers. But we still have to pay the bills for negotiations that are of no value to us and may even be harmful to us.

#### INTERNATIONAL

The RLEA continues to do its best work in the International field. Yet, it is only through the International Departments of its various associated unions that the leg work is accomplished. The RLEA used to



be a railroad AFL-CIO in the international field: coordinating all efforts, organizing and directing exchange programs, speaking for all railroad labor. Today, the AFL-CIO and the individual unions do this job. Thus, we are quite confident that we could get along in the International community by directly affiliating to the ITF and working with the AFL-CIO.

#### Structure of the RLEA

The concept of consensus, so crucial to the RLEA under its present structure, is at the base of its by-laws. Thus, each chief executive has one vote --- regardless of the size of the unions involved. The financing of the Association, however, is not based on this concept of union equality. Rather, it is a sort of vague, slipshod and arbitrary compromise between a minimum and a maximum fee, with the difference in between increasing each time the assessment schedule is changed. Thus the BRAC today pays 26.75 percent of the RLEA assessments, whereas a few years ago it paid 12.30 percent.

Since the Association by-laws were adopted, there have been many changes in the nature of the unions associated with the organization. Paramount among these are the mergers which have taken place involving the BRAC and the UTU. These two organizations today find themselves

paying an increasingly larger share of the bills, and having an increasingly diminished voice in the affairs of the RLEA by virtue of the one union- one vote rule.

For years, through working virtually full-time on RLEA business, Chairman Leighty was paid by the Transportation-Communications Employees Union as its President. The TCU absorbed virtually all of his RLEA-connected expenses. Now Chairman Leighty is paid by the BRAC, but works solely on RLEA and RLEA-related matters. His expenses are borne almost solely by the BRAC. This is being interpreted by some as a nefarious sort of arrangement. We always thought it was quite public and open. If a change is desired in this area, the Association members had better give careful consideration to the need for and the cost of maintaining a full-time Chairman.

The staff of the RLEA has varied considerably in size and activities over the years. We do not question either the competence or dedication of the staff. Quite the contrary, we are proud of the fact that they are all members of the BRAC. We do feel, however, that the size of that staff is currently open to question in light of the existing work of the RLEA. We find them to be hard-working, capable, dedicated individuals who have very little assigned work to do, and who frequently spend their time doing work for other organizations or individuals.



### The Cost

The RLEA must be one of the costliest bureaucracies "per pound of results" of anything we have going. We have belabored this issue over and over again. We have stated we would pay only 18 assessments this year. The 16th assessment has already been issued, and we still have two full months to go! Further, I understand that the association's bills are backed up to the point where they will easily go to 21, 22, 23 possibly even 24 assessments this year! Legal bills continue to increase. Cases of no value or interest to us, at least, continue to be handled and the overhead of the Association continues to grow.

On a temporary basis, the BRAC agreed in February to increase its percentage of contributions to the RLEA. That was nine months ago. It's long enough.

We agreed to this increase in our assessments while virtually all the other organizations in the RLEA took a cut in payments only because of one thing: our strong and continuing belief in the elusive goal of unity. We have constantly tried to preserve that unity. We have sat and listened while the diatribe of those who know virtually nothing of our industry sought to destroy that unity. It was not the BRAC that forced the RLEA to abandon its usual stance of neutrality when faced with the lack of a consensus. It was not the BRAC that introduced language suitable for cheap labor politicians

playing to the grandstand. But we took the abuse of the wreckers-- even paid the largest share of the costs for the privilege of sitting and listening to this juvenile nonsense. What price unity? The price charged by the RLEA is simply too high.

#### Conclusion

If there is any hope for the RLEA, it lies only in a drastic reorganization of its structure and its functions. Our efforts to achieve this reorganization have resulted only in frustration, increasing costs, and frequent abuse. There must be a better way to achieve the goals of railway labor that we all deem essential -- either within or without the RLEA. We intend to seek that way. As a first step, in the hope that such drastic action might awaken in others the realization of the great needs involved, it is my intention to disaffiliate myself and our organization from the RLEA at this time and on payment of our pro-rata share of the 16th assessment. In accordance with the policy set by the RLEA when the BLE and the IAM disaffiliated, our obligations to and interest in the RLEA cease effective with the payment of that assessment.

I offer, for those who are interested, our willing interest and desire to be associated with any group of Railway Labor Unions or Union Chief Executives which sets for itself a meaningful set of goals, utilizes a realistic method of organization and maintains a reasonable attitude toward finances. I am willing to participate in any effort to create a

new association along these lines, or to reorganize an existing one-- such as the RLEA or the Railroad Section of the Conference of Transportation Trades. Until such time as that appears possible we must disassociate from the RLEA. While not urging it, we would certainly welcome like action by any of the other organizations involved. We intend to continue working closely with the Conference of Transportation Trades, the AFL-CIO and the formal and informal associations and committees of the various railway unions and to cooperate with all the individual unions whenever it is in our common interest.

Finally, since, as I have stated, all of the employees and staff of the RLEA are members of the BRAC, I wish to direct some specific remarks to them. First of all, Mr. Clay Wolfe intends to sever his relationship with the RLEA and come back to work for the BRAC. Secondly, I hereby tender an offer of a position to any employee of the RLEA who loses his or her position as a result of our disaffiliation. All such employees will be offered a job in our new Chicago headquarters on the same basis that other employees of our union were allowed when they were moved from Cincinnati, St. Louis and Washington to Chicago. That is -- full moving allowance, income protection, expenses, etc. We welcome any and all of these people, since we deeply respect and admire their ability and dedication.

Thank you.



ORGANIZED 1898



*International Brotherhood of*

## FIREMEN & OILERS

WILLIAM E. FREDENBERGER  
INTERNATIONAL PRESIDENT

200 MARYLAND AVE., N.E.  
WASHINGTON, D. C. 20002

JOHN J. MCNAMARA  
INTERNATIONAL SECRETARY-TREASURER

November 10, 1969

### M E M O

To: All Unions Opposing H.R. 13300  
From: Wm. E. Fredenberger

Because of the press of time, we forwarded to Senator Eagleton a draft copy of a letter approved by the Unions opposing H.R. 13300. The official referred to letter from the Attorney has been sent to the Senator and we enclose a copy for your files. You might want to see that your legislative people get copies of this official letter.

Ross, Kraushaar & Bennett

ATTORNEYS AT LAW  
STANDARD BUILDING  
CLEVELAND, OHIO 44113

216/861-1313

HAROLD A. ROSS  
RICHARD H. KRAUSHAAR  
DONALD W. BENNETT

November 5, 1969

The Honorable Thomas F. Eagleton  
U. S. Senate  
Room 4106  
New Senate Office Building  
Washington, D. C.

Dear Senator Eagleton:

As counsel for the labor organizations opposed to passage of H. R. 13300, we have been instructed to submit the instant response to the two questions posed by you near the conclusion of the hearings held in the matter on October 30, 1969. Those questions may be expressed as follows:

1. Whether these organizations would be agreeable to a proposal providing continued payment of the supplemental annuities through the fourth year by borrowing against the projected contributions in the fifth year, and further providing each of the organizations with the option to elect to take the scheme of supplemental annuities contemplated in H. R. 13300 or to enter into negotiations under the Railway Labor Act for any other arrangements or plan, provided that no benefits would be paid in the fifth year to retirees of an organization not having entered into an agreement with the carriers under either option.

2. Ancillary to the above question is whether the above proposal would be affected by the moratorium on the Railway Labor Act procedures, which is contained in the 1966 agreement between the carriers and the organizations.

In regard to the second issue, it would appear to us that that question would be automatically resolved by the position set forth below. However, it would seem that the so-called moratorium is at present of no force or effect in that the agreement has been breached by the carriers. In addition, any legislation enacted by Congress which required the parties to engage in collective bargaining would take precedence over the described provision.

Ross, Kraushaar & Bennett

Hon. Thomas F. Eagleton

- 2 -

November 5, 1969

As to the first issue, the three representatives of the organizations testified at the hearing that the proposal would be satisfactory to them, subject to the following conditions: (1) each organization would be permitted to negotiate for additional or supplemental pensions for the members of the craft represented by it under the provisions of the Railway Labor Act, and, failing to achieve an agreement under those procedures, would be entitled to exercise its right of economic self-help; (2) they would not be bound by any limitations as to the period of coverage, contributions, or benefits prescribed in the Railroad Retirement Act for supplemental annuities; and (3) they would be permitted to enter into agreements, if any, for (a) contributions or level of benefits reached in subsequent negotiations, and (b) the use of any financing or administrative agency (insurance company, trust corporation or bank, or a privately trustee plan) as selected by the parties to the agreement. The other organizations in opposition to H. R. 13300 have signified their approval of this position.

It would appear, nevertheless, that the Chair's proposal would be difficult to draft into meaningful language and would raise problems as to the equitable and practical administration of the law. Therefore, the organizations opposed to passage of H. R. 13300 suggest that Congress allow the existing statute to expire by its own terms. Congress, however, should confer authority on the Railroad Retirement Board to enter into agreements for the administration of negotiated supplemental annuity plans, if called for in any agreements, such as we have been led to believe is the situation with three organizations. This language could be as follows:

"The Railroad Retirement Board shall have the authority to enter into agreements with the carriers and any labor organization, signatories to a negotiated plan of supplemental annuities, to administer such plan or plans for any period, and as to any contributions or level of benefits, which in the judgment of said Board is deemed advisable, and whether the terms of such agreements are in extension of or in addition to any contributions or level of benefits provided for supplemental annuities or pensions by existing law."

Under this suggestion, Congress, at the expiration of existing law, will no longer be involved in the subject of supplemental annuities in the railroad industry and will not be required to be an arm of the collective bargaining process, a position that was ill-advisedly forced upon it through the 1966 legislation. The retirees from all



Ross, Kraushaar & Bennett

Hon. Thomas F. Eagleton

- 3 -

November 5, 1969

the organizations will continue to draw benefits, if any, under the existing legislation on supplemental annuities. Those organizations, who do not see fit to accept the carriers' proposal embodied in H. R. 13300, would be free to reject that proposal and could on the 54th month of the present system serve Section 6 notices on the subject and proceed to bargain for another form of additional or supplemental annuities to become effective on a date agreed upon between the parties to that process. Those organizations, such as the Clerks, United Transportation Union, Maintenance of Way Employees and any other organization desiring to do so, can enter into and complete their programs or agreements through administration by the Retirement Board, and upon any terms, including compulsory retirement and an additional five-year moratorium, as they see fit. In short, this proposal should negate the objections or problems confronting all parties involved.

The organizations represented by us understand that the above proposal may be considered by some to be less beneficial during the period of the fourth year than the plan submitted by the Chair. However, in recognizing this, these organizations realize that they must live up to the commitments made by them in 1966, whether good or bad, a fact which the carriers continuously refuse to recognize as an obligation on their part. It is for this reason, i.e., the carriers' refusal to recognize their commitments both to their employees and the public, that labor relations have deteriorated in this industry. This position of these organizations establishes their firm conviction as to the principles involved in this proceeding. It entirely negates the nefarious contention which may be asserted by the carriers that they, and none of the unions herein, were willing to achieve a just and equitable solution to the problem with which we are presently confronted. Most importantly, it proves the sincere dedication of these organizations to unequivocal support for collective bargaining -- a necessary part of our free democratic society and a right which must be restored to the employees in the railroad industry.

Respectfully submitted,

ROSS, KRAUSHAAR & BENNETT

*Harold A. Ross*

By Harold A. Ross

Counsel for the Labor Organizations  
Opposed to Passage of H. R. 13300

HAR/hmv

cc: Senator Claiborne Pell  
Senator Gaylord A. Nelson  
Senator Harold E. Hughes  
Senator Ralph T. Smith  
Senator Richard S. Schweiker  
Senator William B. Saxbe  
Mr. James J. Murphy, Committee Counsel

October 24, 1969

PLEASE MAKE FOLLOWING CORRECTIONS TO BOOKLET ENTITLED "ORGANIZATIONS AFFILIATED  
WITH AFL-CIO" DATED JULY 11, 1969:

NEWSPAPER GUILD, AMERICAN:

Change of officers:

Charles A. Perlik, Jr., Pres.  
Robert M. Crocker, Secy-Treas.

RAILROAD EMPLOYEES' DEPARTMENT:

Change of officers:

James E. Yost, Pres.  
Paul J. Marnell, Secy-Treas.

RAILWAY, AIRLINE & STEAMSHIP CLERKS:

Change of address:

O'Hare International Transportation Center  
6300 River Road  
Rosemont, Illinois 60018

Tel: 692-7711  
(312)

DELAWARE STATE LABOR COUNCIL, AFL-CIO:

Change of officers:

Harold T. Bockman, Pres.  
Charles Lemon, Secy-Treas.

HAWAII STATE FEDERATION OF LABOR, AFL-CIO:

Change of Pres:

Walter Kupau  
904 Kohou St., Rm. 308  
Honolulu, Hawaii 96817

Tel: 815-821

OREGON AFL-CIO:

Change of address (President only)

Edward J. Whelan  
221 Portland Labor Center  
201 S. W. Arthur St.  
Portland, Ore. 97201

Tel: 224-3768  
(503)

VIRGINIA STATE AFL-CIO:

Change of address:

3315 W. Broad St.  
Richmond, Va. 23230

REGIONAL DIRECTORS - REGION XIII:

Remove from list:

Harold Seavey, Assistant Director (Deceased)

REMOVE FROM LIST:

Chemical Workers Union, International (Charter Revoked)

CHANGE OF TITLE:

Brotherhood of Painters, Decorators & Paperhangers of America.

TO: International Brotherhood of Painters and Allied Trades.

H. C. CROTTY  
PRESIDENT

FRANK L. NOAKES  
SECRETARY-TREASURER

**BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES**

AFFILIATED WITH THE A.F.L.-C.I.O. AND C.L.C.

**GRAND LODGE**

12050 WOODWARD AVE., DETROIT, MICHIGAN 48203

OFFICE OF  
PRESIDENT



November 20, 1969

3323

FILE Obt. Awards

Mr. Robert G. Moorhead, President  
Central Publishing Company, Inc.  
401 N. College Avenue  
Indianapolis, Indiana 46206

Dear Sir:

I have your letter of October 21, 1969, with which you enclosed a revised quantity price schedule applicable for Third Division pamphlet awards.

The prices quoted still exceed those we previously paid by too great a ratio.

Unfortunately, we cannot accept copies of the awards with this price difference, and we have arranged to return to you copies of awards that have been shipped to us.

Sincerely yours,

*H. C. Crotty*  
President

cc: Mr. C. L. Dennis  
Mr. A. R. Lowry  
Mr. Chas. Luna  
Mr. C. R. Pfenning  
Mr. Ed S. Miller  
Mr. C. L. Dellums  
Mr. C. J. Chamberlain  
Mr. John J. Berta  
Mr. H. G. Harper





**AFL-CIO**

RICHARD F. WALSH, President  
JOSEPH LEWIS, Secretary-Treasurer

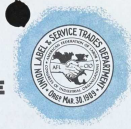
**Vice-Presidents**

JOSEPH P. MCCURDY  
JAMES A. SUPFRIDGE  
JOHN O'HARE  
JOSEPH D. KEENAN  
ARTHUR P. GILDEA  
DANIEL E. CONWAY  
ANTHONY J. DIANDRADE

 OFFICIAL LETTERHEAD

**SERVICE  
UNION and TRADES  
LABEL DEPARTMENT**

815 SIXTEENTH STREET, N.W. WASHINGTON, D. C. 20006 National 8-2131



November 13, 1969

Mr. C. L. Dellums  
International President  
Brotherhood of Sleeping Car Porters  
217 West 125th Street, Room 301  
New York, New York 10027

Dear Brother Dellums:

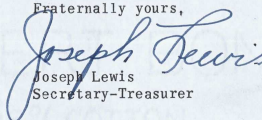
Thank you for your letter dated October 28.

Fully aware of the obstacles, as reflected in your communication, faced by the Brotherhood of Sleeping Car Porters and since our solicitation letter was a general mailing, naturally it went to some offices to which we would not have ordinarily sent one.

We realize it is not possible for you to make a contribution in behalf of the Tri-Hardship Fund, however, we do appreciate the consideration given to our request.

With all good wishes, I am

Fraternally yours,

  
Joseph Lewis  
Secretary-Treasurer



**AFL-CIO  
NATIONAL**



# *Auxiliaries*

*Call to  
Buss's Office  
on return*

MRS. MARCELLA S. BEATTY  
EXECUTIVE DIRECTOR  
815 16TH STREET, N.W.  
WASHINGTON, D. C. 20006

September 17, 1969

Mr. C. L. Dellums, President  
Brotherhood of Sleeping Car Porters  
1716-18 Seventh Street  
Oakland, California 94607

Dear Sir and Brother:

President Meany has recently granted permission to the AFL-CIO National Auxiliaries to solicit affiliation of National and International Unions with this Department on the following suggested basis.

1 to 25,000 members	\$250.00 per year
25,000 to 100,000 members	500.00 per year
100,000 to 250,000 members	750.00 per year
over 250,000 members	1000.00 per year

This affiliation will include representation at our Conventions as well as representation on the AFL-CIO National Auxiliaries Advisory Committee.

These additions are being included in amendments to the Constitution at the Convention to be held in Atlantic City, October 4 through October 8, 1969.

We realize that the various Departments of the AFL-CIO have established per capita tax payments, but in most cases are left up to the discretion of each National and International Union how many members they want to affiliate. We want our Department to operate in that manner also, however, it was necessary to establish some kind of monetary method and rather than a per capita tax, we felt the above would be more suitable.

We are therefore seeking your affiliation with our Department, and will leave the amount of members you wish to affiliate on, up to your organization. Upon your reply a Certificate will be mailed to you.

We know you are aware of the tremendous service of the Auxiliaries to the trade union movement as a whole, and your affiliation will verify that confidence in the future success of this Department.

Looking forward to receiving your affiliation in the near future, and with kindest personal regards, I am

Sincerely and fraternally yours,

*Marcella S. Beatty*  
Marcella S. Beatty  
Executive Director



*International Brotherhood of*

# FIREMEN & OILERS

HELPERS, ROUNDHOUSE & RAILWAY SHOP LABORERS

WILLIAM E. FREDENBERGER  
INTERNATIONAL PRESIDENT

200 MARYLAND AVENUE, N.E.

WASHINGTON, D. C. 20002

JOHN J. McNAMARA  
INTERNATIONAL SECRETARY-TREASURER

November 14, 1969

To Organizations Opposed  
to H.R. 13300

Dear Sirs and Brothers:

As you may already know the Senate Subcommittee considering H.R. 13300 has voted unanimously to kill all parts of the Bill with the exception of some technical language and apparently is going to recommend that the parties negotiate this matter. This, of course, has been our position from the outset. Once the Subcommittee makes its report to the full Committee, we can expect rapid action and should be prepared to have our legislative people at the ready.

The Washington legislative committee is going to meet at 2:30 on Tuesday at which time we expect to know precisely what the Subcommittee report will contain. We expect it will put the matter back on the Railroads and the Unions and we should be ready to negotiate and show our willingness to get back to the bargaining table immediately. If this proves correct, our group will be faced with some important policy matters. To this end we may find it necessary to call a quick meeting one day next week and hope your schedule might permit you to attend.

Sincerely and fraternally,

*Wm. E. Fredenberger*  
Wm. E. Fredenberger  
Int'l. President

WEF:acs



H. C. CROTTY  
PRESIDENT

FRANK L. NOAKES  
SECRETARY-TREASURER

**BROTHERHOOD OF MAINTENANCE OF WAY EMPLOYES**

AFFILIATED WITH THE A.F.L.-C.I.O. AND C.L.C.

GRAND LODGE

12050 WOODWARD AVE., DETROIT, MICHIGAN 48203

OFFICE OF  
PRESIDENT



November 14, 1969

FILE 3323  
Part. Orgs.

Mr. Paul T. Drummond, Secretary-Treasurer  
Brotherhood of Railroad Signalmen  
2247 W. Lawrence Avenue  
Chicago, Illinois 60625

Dear Brother Drummond:

This has reference to your letter of November 11, in connection with prorating the gross annual salaries and taxes of the five Labor Members of the Third Division, National Railroad Adjustment Board, addressed to Chief Executives of the Standard Railway Labor Organizations who participate in the Third Division.

Attached is our Brotherhood Check No. 194545 in the amount of \$17,166.44 for inclusion in a Joint Fund for payment of the salaries of the five Labor Members serving on the Board from September 1, 1969 to August 31, 1970.

With best wishes, I am

Sincerely and fraternally,

*H. C. Crotty*  
President

Att.

cc: Mr. C. R. Pfenning  
Mr. C. J. Chamberlain  
Mr. C. L. Dennis  
Mr. C. L. Dellums ✓  
Mr. E. S. Miller  
Mr. Frank L. Noakes  
Mr. D. S. Beattie



CL:cam



15401 DETROIT AVE., CLEVELAND, OHIO 44107

November 14, 1969

CHIEF EXECUTIVES -- RAILWAY  
LABOR ORGANIZATIONS

Re: Strike by United Transportation  
Union - Atlanta & West Point Railroad -  
6 a.m. E.S.T., November 15, 1969

Dear Sirs and Brothers:

The United Transportation Union has authorized a strike of employees represented by our organization on the Atlanta & West Point Railroad to commence at 6 a.m. E.S.T., Saturday, November 15, 1969.

This situation is account of the General Committee of Adjustment (E) being unable to reach an agreement with the Atlanta & West Point Railroad management on a Section 6 Notice for a training program dated November 15, 1965.

The above for your information.

Fraternally yours,

A handwritten signature in cursive script that reads 'Charles Luna'.

Charles Luna  
President

cc: International Officers  
R. L. McCollum, Vice President  
T. F. Carr, GC-E - A&WP RR  
S. H. Saggus, GC-T - A&WP RR  
George Meany, President - AFL-CIO  
UTU General Chairmen on Connecting Railroads



September 26, 1969

Mr. Charles Luna, International President  
United Transportation Union  
15401 Detroit Avenue  
Cleveland, Ohio 44107

Dear Sir and Brother:

Since I don't know who was handling the pullman conductors, I am therefore addressing this communication to you. One of our members, who also was one of your members, since he worked part-time as a pullman conductor out of Seattle, Washington, by the name of J. P. Young, had a claim against The Pullman Company for severance pay, under the Pullman Conductor's Agreement with The Pullman Company. The United Transportation Union took the case before Public Law Board 353, and won award number two from them. Now, I have several former Pullman porters whom I am in dispute with against The Pullman Company over severance pay, and therefore would appreciate you having sent to me a copy of the Agreement in question, also a copy of the submissions and arguments made by your union before the Public Law Board number 353. I believe there is enough similarity in the two agreements for this material to be helpful to me, in an attempt to get The Pullman Company to pay these other men I think they owe.

Thanking you in advance for giving me your help and cooperation.

Faternally yours,

C. L. Dellums

CLD:cr





SIGN PAINTERS  
SCENIC ARTISTS  
GLAZIERS AND  
GLASS WORKERS  
CARPET AND LINOLEUM  
PAINT MAKERS  
and Allied Workers

Brotherhood of  
**PAINTERS, DECORATORS and PAPERHANGERS** of America • AFL-CIO

1925 K. STREET. N.W. WASHINGTON. D.C. 20006 • TELEPHONE 338-8300

OFFICE OF S. FRANK RAFTERY GENERAL PRESIDENT

*Answer*

July 17, 1969

Mr. C. L. Dellums, President  
Brotherhood of Sleeping Car Porters  
1716-18 Seventh Street  
Oakland, California 94607

Dear Sir and Brother:

I am pleased to advise you that the Brotherhood of Painters, Decorators and Paperhangers of America, AFL-CIO, will be holding its Twenty-second General Convention at the Americana Hotel in Miami Beach, Florida, the week of August 18-23, 1969.

A message of fraternal greetings on behalf of your organization will underscore to our delegates the fundamental brotherhood and basic solidarity of all organized labor in the fight against oppressive labor laws and for greater social and economic benefits for the American people.

You may be sure that our officers and delegates will appreciate your expression of friendship, and find inspiration in your salutation.

Such a message may be sent to the undersigned at the International Office prior to August 13th, and after that date to the Americana Hotel, Bal Harbour, Florida, 33154.

With best wishes, I remain,

Fraternally yours,

*S. Frank Raftery*  
S. FRANK RAFTERY  
General President

AFFILIATED WITH: THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS, BUILDING AND CONSTRUCTION TRADES DEPARTMENT, MARITIME TRADES DEPARTMENT, METAL TRADES DEPARTMENT, UNION LABEL DEPARTMENT - INDUSTRIAL UNION DEPARTMENT.

August 5, 1969

Mr. S. Frank Raftery, General President  
Brotherhood of Painters, Decorators &  
Paperhangers of America, AFL-CIO  
1925 K. Street N. W.  
Washington, D. C. 20006

Dear Sir and Brother:

Permit me to extend fraternal greetings to the officers and delegates convening in the Twenty-second General Convention in Miami Beach, Florida, August 18-23, 1969. May I take this opportunity, on behalf of the officers and members of our Brotherhood, to extend fraternal greetings to the officers and delegates attending your convention, and wish for you a most successful convention and a brilliant future.

Sincerely and Fraternaly,

C. L. Dellums

CLD:cr



August 5, 1969

Mr. Al. E. Brown, Secretary-Treasurer  
United Papermakers and Paperworkers  
712-718 North Pearl Street  
Albany, New York 12201

Dear Sir and Brother:

Permit me to extend fraternal greetings to the officers and delegates convening at the Fifth Constitutional Convention in Pittsburgh, Pennsylvania, August 18, 1969. May I take this opportunity, on behalf of the officers and members of our Brotherhood, to extend fraternal greetings to the officers and delegates attending your convention, and wish for you a most successful convention and a brilliant future.

Sincerely and Fraternally,

C. L. Dellums

CLD:cr

# International Leather Goods, Plastics

and *Novelty Workers' Union*

AFFILIATED WITH AMERICAN FEDERATION OF LABOR



AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

General Office

265 WEST 14th STREET • NEW YORK, N. Y. 10011

Telephone: ORegon 5-9240

June 30, 1969

To: All International Unions  
AFL-CIO Departments  
State and Central Labor Bodies

Attention: Officers and  
Executive Board

Greetings:

It is with a sense of gratification and pride that I wish to notify you officially of my election as the International President of the ILGPNWU. Elected with me as the General Secretary-Treasurer was Harry Frankel. The elections of the Principal Officers and of the General Executive Board took place at our 12th Triennial Convention in Atlantic City during the week of June 13.

We look forward to working with you and your associates in your organization toward the realization of the objective of building a stronger labor movement in a better America. You can rely upon us for complete support and solidarity in your projects and activities.

With all best wishes, I am

Sincerely and fraternally yours,

Charles Feinstein  
International President

opeiu:153/pfg



HARRY D. SAYRE, President

AL. E. BROWN, Secretary-Treasurer

## United Papermakers and Paperworkers



712-718 NORTH PEARL STREET  
ALBANY, NEW YORK 12201

5

May 15, 1969

TO THE PRESIDENTS OF  
NATIONAL AND INTERNATIONAL UNIONS  
AFFILIATED WITH AFL-CIO

Dear Sirs and Brothers:

The Fifth Constitutional Convention of the United Papermakers and Paperworkers will be held at the Pittsburgh Hilton Hotel, Pittsburgh, Pennsylvania, commencing August 18, 1969.

We would be delighted to have your Organization extend greetings to the Delegates attending the Convention; also, if you or any of your officers are in Pittsburgh during our Convention, we extend a cordial invitation to attend.

Sincerely and fraternally

Al. E. Brown  
Secretary-Treasurer  
United Papermakers and  
Paperworkers

AEB:DPH  
opeiu #58  
afl-cio

## CLASS OF SERVICE

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# WESTERN UNION

## TELEGRAM

®

## SYMBOLS

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PORTERS, BROTHE

HOOD OF SLEEPING CAR, C L DELLUMS, PRESIDENT

1716 ~~15-13~~ SEVENTH ST OAKLAND CALIF

INTERNATIONAL UNION PRESIDENTS

AM ATTEMPTING TO SURVEY INTERNATIONAL UNIONS ON METHODS USED  
IN ELECTION OF INTERNATIONAL OFFICERS. WOULD GREATLY APPRECIATE  
INFORMATION ON WHETHER YOUR ORGANIZATION EMPLOYS ELECTION BY  
CONVENTION DELEGATES, BY REFERENDUM OR BY OTHER MEANS. YOUR  
HELP IS APPRECIATED

LEE W MINTON INTERNATIONAL PRESIDENT GLASS BOTTLE BLOWERS  
ASSN (AFL-CIO).

893-0894

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# American Train Dispatchers Association

NATIONAL HEADQUARTERS

10 EAST HURON STREET  
CHICAGO, ILLINOIS 60611

R. C. COUTTS  
PRESIDENT  
A. COVINGTON  
SECRETARY-TREASURER

May 26, 1969

General and Vice General Chairmen,  
Office Chairmen, System Treasurers and  
Members American Train Dispatchers Association  
thru Office Chairmen, and  
Others Concerned

Gentlemen:

With sadness and regret, the Association, its officers and friends, formally reports the sudden death of President R. C. Coutts at his desk in the headquarters office in Chicago in the late afternoon of Friday, May 16, 1969. Death was caused by a heart attack.

Efforts were made to convey this information to our membership and others concerned by telephone as promptly as possible thereafter and it is hoped the informal advice given thru that means has previously reached you.

Memorial services for Brother Coutts were held at the Westfall-Shute Chapel in Chicago on Monday evening, May 19th and burial was at Grinnell, Iowa, on Wednesday, May 21, 1969.

Pursuant to the applicable provisions of our Constitution and By-Laws, a meeting of the Joint Board of the Association was held at the headquarters office in Chicago on Friday, May 23, 1969, to fill the vacancy created by Brother Coutts' passing as well as resulting vacancies, for the remainder of the current term of office which extends to October 1971.

At that meeting, Brother C. R. Pfenning, formerly Vice-President assigned to the Mid-Western region was appointed President to succeed Brother Coutts.

Brother D. V. Chandler, former Trustee for the Western Region and General Chairman on the Southern Pacific (Pac. Lines) was appointed Vice President for the Mid-Western region to succeed Brother Pfenning. Brother Chandler will establish headquarters in the Mid-Western region as promptly as possible.

Brother R. E. Johnson, General Chairman for the Santa Fe System was appointed Trustee for the Western Region to succeed Brother Chandler.

Further details will appear in a forthcoming issue of our publication THE TRAIN DISPATCHER.

Sincerely and fraternally yours,

*A. Covington*  
Secretary-Treasurer

AC:nc



May 28, 1969

Mr. Lee W. Minton, International President  
Glass Bottle Blowers Association of the  
United States and Canada  
226 South 16th Street  
Philadelphia, Pennsylvania 19102

Dear Sir and Brother:

Permit me to extend fraternal greetings to the officers and delegates convening in The 64th Quadrennial Convention in Bal Harbour, Florida, Monday, June 2, 1969. May I take this opportunity to also, on behalf of the officers and members of our Brotherhood, to extend fraternal greetings to the officers and delegates attending your convention, and wish for you a most successful convention and a brilliant future.

Sincerely and Fraternally,

C. L. Dellums

CLD:cr



LOUIS STULBERG  
President-Secretary

LUIGI ANTONINI  
First Vice-President

## INTERNATIONAL LADIES' GARMENT WORKERS' UNION *Retiree Service Department*

201 West 52nd St., New York, N.Y. 10019  
Tel: COlumbus 5-7000  
DAVID DUBINSKY, Administrator

Friendly Visiting  
Social and Cultural Activities  
Special Assistance Fund

May 23, 1969

Mr. C. L. Dellums, President  
Brotherhood of Sleeping Car Porters  
1716 - 18 Seventh Street  
Oakland, California 94607

Dear Sir and Brother:

Enclosed herewith is a leaflet describing the purpose and services of the Friendly Visiting Service, which is one part of the ILGWU's newest department, the Retiree Service Department.

In a letter of evaluation, an excerpt of which you will note on the back of the leaflet, Marcelle Levy, director of the New York State Office For the Aging, praised the conduct and accomplishments of the program and recommended that we "Document and publicize the experiences of the many aspects of your most successful project so that other organizations, both public and private, can learn, benefit and hopefully, duplicate your most effective activities."

In order to implement this recommendation, it was decided to issue this pamphlet.

I thought you might be interested in becoming acquainted with some of the services being performed on behalf of ILGWU retirees.

Fraternally yours,

*David Dubinsky*  
David Dubinsky

P.S. If you would like to have additional copies of the leaflet, we will be happy to supply them.



SIGN PAINTERS  
SCENIC ARTISTS  
GLAZIERS AND  
GLASS WORKERS  
CARPET AND LINOLEUM  
PAINT MAKERS  
and Allied Workers

Brotherhood of  
**PAINTERS, DECORATORS and PAPERHANGERS** of America • AFL-CIO

1925 K. STREET. N.W. WASHINGTON. D.C. 20006 • TELEPHONE 338-8300

OFFICE OF S. FRANK RAFTERY GENERAL PRESIDENT

May 12, 1969

Mr. C. L. Dellums, President  
Brotherhood of Sleeping Car Porters  
Room 201, 217 West 125th Street  
New York, New York 10027

Dear Sirs and Brothers:

Over the past several months the labor policy of Sears-Roebuck Company in the Denver, Colorado Metropolitan area, has become a matter of deep concern to our affiliated Carpet, Linoleum, Soft Tile and Resilient Floor Layers Local Union No. 419, Denver, Colorado.

Floor covering formerly installed by contractors employing members of our Local Union 419, are now being installed by contractors who have no working agreement with Local Union 419.

Our Local Union has made every effort to correct this situation by picketing the Sears outlet and distributing bumper stickers, shopping bags and handbills asking consumer support for our cause. So far our effort has been to no avail. Sears and Roebuck Company in Denver, Colorado, continues to offer to purchasers of carpet, linoleum and tile a combination package of material purchase plus installation by non-union installers.

The Brotherhood of Painters, Decorators and Paperhangers of America, AFL-CIO, believes that this problem can be solved with your help. Therefore, we ask you to do the following:

(1) Direct a letter to Mr. A. M. Wood, General President, Sears and Roebuck Company, 925 South Homan, Chicago, Illinois 60607, protesting the unfair labor policy of the Sears and Roebuck Company in metropolitan Denver, Colorado.

(2) Through letters addressed to your Local Unions in the Denver, Colorado area, and through your official publication, request that your membership support our struggle by refusing to purchase Sears merchandise and by returning their credit cards with a protest cover letter addressed to Mr. Donald Jensen, Regional Manager, Sears and Roebuck, First Avenue at University, Denver, Colorado 80206.

Thanking you for your cooperation in this matter, I am

Faternally yours,

*S. Frank Raftery*  
S. Frank Raftery  
General President

**AFFILIATED WITH:** THE AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS, BUILDING AND CONSTRUCTION TRADES DEPARTMENT, MARITIME TRADES DEPARTMENT, METAL TRADES DEPARTMENT, UNION LABEL DEPARTMENT - INDUSTRIAL UNION DEPARTMENT.



# International Leather Goods, Plastics

and *Novelty Workers' Union*

AFFILIATED WITH AMERICAN FEDERATION OF LABOR



AND CONGRESS OF INDUSTRIAL ORGANIZATIONS

JACK WIESELBERG  
GENERAL SECRETARY-TREASURER

General Office  
265 WEST 14th STREET • NEW YORK, N. Y. 10011  
Telephone: ORegon 5-9240

April 18, 1969

C. L. Dellums, Pres.  
Brotherhood of Sleeping Car Porters  
1716-18 7th St.  
Oakland, California

Dear Sir and Brother:

The Twelfth Convention of our International Union will be held at the Traymore Hotel in Atlantic City, New Jersey during the week of June 16, 1969.

We would very much appreciate an appropriate message of greetings from your organization to the Convention to underscore that trade union solidarity which all of us recognize as essential if the American labor movement is to successfully face up to the problems and challenges of our time. Such a fraternal expression will be a meaningful adjunct to the deliberations and discussions of our delegates who are charged with the responsibility of charting the future course of our International Union.

This message, which will be incorporated in the Convention proceedings, should be sent directly to the office of our International Union by no later than June 5, 1969. Communications following that date should be forwarded to the Traymore Hotel.

Thanking you for your cooperation, and with all best wishes, I am,

Sincerely and fraternally yours,

*Jack Wieselberg*  
Jack Wieselberg,  
General Secretary-Treasurer

opeiu:153/JW:fr



May 26, 1969

Mr. Jack Wieselberg  
General Secretary-Treasurer  
International Leather Goods, Plastics  
& Novelty Workers' Union, AFL-CIO  
265 West 14th Street  
New York, New York 10011

Dear Sir and Brother:

Permit me to extend fraternal greetings to the officers and delegates convening in your Twelfth Convention in Atlantic City, New Jersey, during the week of June 16, 1969. It is a pleasure on behalf of the officers and members of our Brotherhood, to extend greetings to a union with such a long and glorious history. May I take this opportunity to also, on behalf of the officers and members of our Brotherhood, to extend fraternal greetings to the officers and delegates attending your convention, and wish for you a most successful convention and a brilliant future.

Sincerely and Fraternaly yours,

C. L. Dellums

RECEIVED  
JUN 1 1969  
C. L. DELLUMS

May 16, 1969

Mr. Lee W. Minton, International President  
Glass Bottle Blowers Association, AFL-CIO  
Philadelphia, Pennsylvania

Dear Sir and Brother:

The International Officers of our Brotherhood, as provided in our Constitution, are elected by convention delegates, and are sworn in at the convention. The convention is held in September and the terms of office begin the 1st of October. The terms are for three years, because our conventions are held every three years.

Fraternally yours,

C. L. Dellums

CLD:cr