

THIS AGREEMENT MADE THIS 3RD DAY OF DECEMBER, 1968
BY AND BETWEEN
NORFOLK AND WESTERN RAILWAY COMPANY
AND THEIR EMPLOYEES
REPRESENTED BY
BROTHERHOOD OF SLEEPING CAR PORTERS

WITNESSETH:

IT IS AGREED:

1. Effective with the takeover by Norfolk and Western Railway Company of sleeping car service, Sleeping Car Porters formerly employees of The Pullman Company hired by Norfolk and Western, will have their names shown on the seniority roster of Norfolk and Western Railway Company Sleeping Car Porters. Their names will be placed on such roster in accordance with their seniority standing on the current Pullman Company's seniority roster.

2. Sleeping car porters covered by this agreement will retain the right to remain on the run to which assigned at the time hired by Norfolk and Western.

3. Effective with the takeover by Norfolk and Western of sleeping car service, sleeping car porters may be assigned to perform on any other line where there is joint sleeping car service the duties of sleeping car porter. The right of the Carrier party to this agreement to operate sleeping cars over its lines on which are employed sleeping car porters of another carrier or other carriers is recognized.

4. Carrier may establish assignments with home terminals at points other than those presently in existence and may also establish and maintain a list of extra sleeping car porters.

5. Paragraph 3 of the Wolfe-Randolph agreement dated December 17, 1963, shall be applicable to employees transferring to Norfolk and Western under the terms of this agreement.

6. The terms of the protective or Stabilization Agreement between The Pullman Company and its Sleeping Car Porters, dated May 27, 1968, shall not apply to Sleeping Car Porters hired by Norfolk and Western under this agreement.

7. This agreement shall remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act.

A C C E P T E D

FOR THE EMPLOYEES:

B. F. McLaurin
B. F. McLaurin,
Eastern Zone Supervisor,
for
International President,
Brotherhood of Sleeping Car Porters.

FOR NORFOLK AND WESTERN RAILWAY COMPANY:

E. A. Manella
Vice President Personnel. 4

AGREEMENT BETWEEN THE PENN CENTRAL COMPANY AND THE BROTHERHOOD
OF SLEEPING CAR PORTERS REPRESENTING SLEEPING CAR PORTERS AND
SLEEPING-LOUNGE CAR ATTENDANTS.

IT IS AGREED:

1. (a) Effective January 1, 1969, at which time the Penn Central Company will man the sleeping cars on the South Wind (Trains 90-93) between Chicago, Illinois, and Miami, Florida, the sleeping car porters, former employees of the Pullman Company shown on Attachment "A" hereto, will be placed on the appropriate Penn Central roster established in accordance with Rule No. 14 of the Schedule Agreement made May 18, 1960, as amended, between the Brotherhood of Sleeping Car Porters and the former New York Central Railroad. The names of the sleeping car porters named on Attachment "A" hereto will be placed on the current roster with seniority of January 1, 1969, and relative standing in relation to each other will be in accordance with their seniority date on the current Pullman Company rosters.

(b) Sleeping car porters covered by this Agreement will retain a prior right to assignments on runs currently in existence January 1, 1969, on the South Wind (Trains 90-93) coming under the jurisdiction of the Penn Central Company and the rosters will so indicate.

2. Effective with the manning of the sleeping cars on the South Wind (Train 90-93), sleeping car porters from the Penn Central (former New York Central) rosters may be assigned to perform on the South Wind the service of sleeping car porter, including the performance of joint service operating on the L & N, S C L and the Penn Central.

3. The Carrier may establish assignments with either home terminal or away-from-home-terminal at Miami, Florida, and/or Chicago, Illinois.

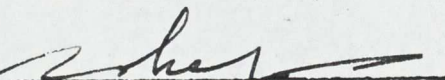
4. Paragraph 3 of the Randolph-Wolfe Agreement dated December 17, 1963, will be applicable to employees transferring to the Penn Central under the terms of this Agreement.

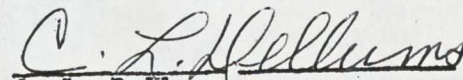
5. The terms of any protective or stabilization Agreement made by the Pullman Company and the Organization signatory hereto shall have no application to employees transferring to the Penn Central under this Agreement.

6. This Agreement shall remain in effect until changed or modified in accordance with the provisions of the Railway Labor Act.

THE PENN CENTRAL COMPANY

THE BROTHERHOOD OF SLEEPING
CAR PORTERS

by 
Sidney N. Phelps, Director
Dining, Sleeping and Parlor
Car Service

by 
C. L. Dellums
International President

Signed at this
day of November, 1968.

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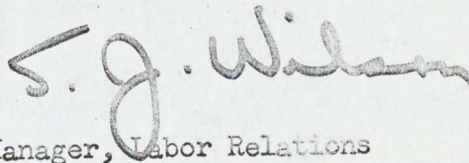
Philadelphia, Pa., December 5, 1968

Mr. B. F. McLaurin, Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125th Street, Room 301
New York, New York 10027

Dear Sir:

Confirming telephone conversation with your office, we have scheduled further conference in connection with the several unsettled matters for Thursday, December 19, 1968, at 10:00 A.M. in Room 1234, Six Penn Center Plaza, Philadelphia, Pennsylvania.

Very truly yours,

S. G. Wilson

Manager, Labor Relations

A. PHILIP RANDOLPH
International President

Emeritus

~~XXXXXXXXXX~~
~~International Vice President~~
~~208 Broadway, Room 308~~
~~Des Moines, Iowa 50319~~

C. L. DELLUMS
~~2nd~~ International Vice President
1716-18 Seventh Street
Oakland, California 94607



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

217 WEST 125th STREET - Room 301
NEW YORK, N. Y. 10027

MOument 2-5080 - 1



November 20, 1968

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
~~2nd~~ International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

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

Dear Brother Dellums:

I am enclosing for your signature six copies of the agreement between the Penn Central Company and the Broterhood in connection with Penn Central's takeover of Pullman porters operating on the South Wind.

Will you kindly return same to me so that I can retain it until such time as I have been able to resolve the question of deadheading, held for service and in-charge pay.

A conference with Penn Central will take place on Thursday, November 21, either in Philadelphia or New York, at which time not only the question of the three aforementioned items will be discussed, but we will also discuss the question of increased pay and the merging of the old New York Central porters' roster with Penn Central.

You'll be kept informed.

Fraternally yours,

B. F. McLaurin
Eastern Zone Supervisor

encl.

cc: Mr. T. D. McNeal

A. PHILIP RANDOLPH
International President **Emeritus**

~~BENJAMIN S. BOWEN~~
~~International Vice-President~~
~~Gateway National Bank Building~~
~~3412 North Union Boulevard~~
~~St. Louis, Missouri 63115~~

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B. F. McLAURIN
Eastern Zone Supervisor
217 West 125th Street
New York, N. Y. 10027

November 20, 1968

Mr. S. N. Phelps, Director
Dining, Sleeping and Parlor Car Service
Penn Central Company
Long Island City, New York 11101

Dear Sir:

This will acknowledge receipt of your letter of November 11, 1968 with six (6) copies of agreement to be signed by President Dellums.

As soon as Mr. Dellums has signed the agreement I'll send four (4) copies to you as requested.

I note there seems to be a problem in connection with the listing of seniority of the men and the fact you'll have to enlarge the list.

In view of the scheduled conference for Thursday, November 21, 1968, I think the problems can be resolved.

Very truly yours,

B. F. McLaurin
Eastern Zone Supervisor

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



PENN CENTRAL COMPANY

Long Island City, N. Y. 11101

November 11, 1968

Mr. B. F. McLaurin
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
217 West 125th Street
New York, N. Y. 10027

Dear Sir:

Thank you for the list of ten names of Pullman Porters operating at present on the South Wind, which you attached to your letter of November 6th.

As you know, it was contemplated that the list of Pullman Porters owning an assignment in regular service on the South Wind and who were otherwise employable by Penn Central on the date of take over (January 1, 1969) would constitute attachment A to the enclosed agreement. It appears to us, however, that any list we set up now would be subject to change and, furthermore, would have to be enlarged to include five more names when additional assignments go into effect in the middle of December.

In view of this we propose that attachment A be omitted at this time in executing the agreement proper. If this arrangement is acceptable, we will make up the attachment in the latter part of December and furnish it to you for your review and acceptance.

Anticipating your acquiescence I have signed and enclosed six copies of the agreement. When signed by Mr. Dellums, please return four copies to me.

Very truly yours,

S. N. Phelps
Director, Dining, Sleeping
and Parlor Car Service

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105
PERSONNEL DEPARTMENT

C. A. BALL
MANAGER OF PERSONNEL
L. W. SLOAN
FIRST ASSISTANT MANAGER OF PERSONNEL

December 19, 1968

L. D. BUSH
W. E. CATLIN
L. M. FOX
W. T. JENSEN
P. K. LARSON
J. D. LAWSON
R. L. MAYHEW
J. R. MICHENER
H. A. TEAL
P. G. VAUGHAN
K. A. WOOD

ASSISTANT MANAGERS OF PERSONNEL

CCP 1-3

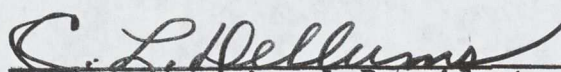
Mr. C. L. Dellums, International President (12)
Brotherhood of Sleeping Car Porters
1716 - 7th Street
Oakland, California

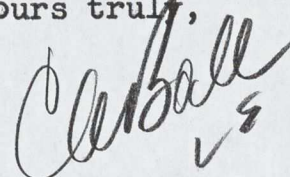
Dear Sir:

Pursuant to the taking over of the operation of sleeping cars by Southern Pacific Company as of January 1, 1969, it is agreed that provisions of Agreement between Southern Pacific Company (Pacific Lines) and its employees represented by the Brotherhood of Sleeping Car Porters, dated October 8, 1965, with respect to deduction by the Company of monthly dues and initiation fees payable to the Organization, will be applied to former Pullman Company porters who on and after January 1, 1969, are carried on payrolls of Southern Pacific Company as porters, under conditions as set forth in said Agreement, including receipt by Southern Pacific Company of signed "Wage Assignment Authorization" from each of said employees.

Yours truly,

CONCUR:


International President
BROTHERHOOD OF SLEEPING CAR PORTERS



Southern Pacific Company

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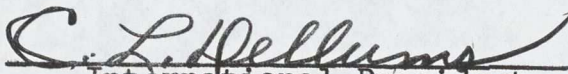
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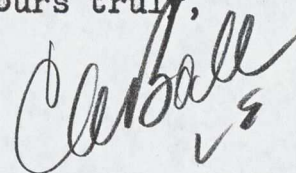
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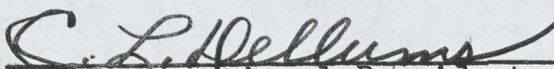
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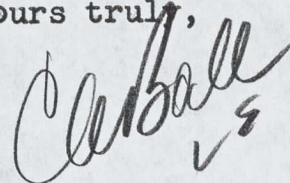
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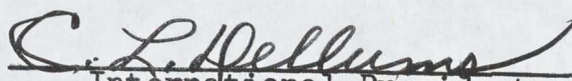
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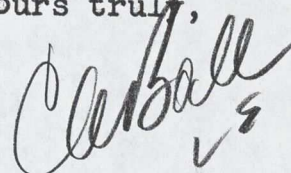
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FIRST ASSISTANT MANAGER OF PERSONNEL

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ASSISTANT MANAGERS OF PERSONNEL

CCP 188-14 SP

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

Dear Sir:

Referring to your letter of November 27, 1968, serving notice under Section 6 of the Railway Labor Act of desire to increase rates of pay as set forth in Appendix to your letter:

This will confirm conference held December 19, 1968, at which time the subject matter of your notice was discussed, following which conference was recessed to permit further consideration of the matter.

Yours truly,

W. T. Jensen

Make 6 copies
Ruby

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

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C. A. BALL
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L. W. SLOAN
FIRST ASSISTANT MANAGER OF PERSONNEL

December 9, 1968

L. D. BUSH	R. L. MAYHEW
W. E. CATLIN	J. R. MICHENER
L. M. FOX	H. A. TEAL
W. T. JENSEN	P. G. VAUGHAN
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ASSISTANT MANAGERS OF PERSONNEL

GEN 116-1018

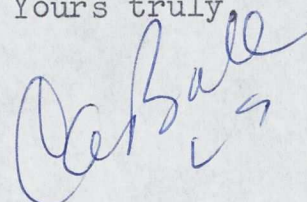
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1716-18 Seventh Street
Oakland, California 94607

Dear Sir:

Referring to your letter of November 26, 1968, concerning operation of sleeping cars by certain individual railroads effective January 1, 1969:

Southern Pacific Company was an original ratifier of the Wolfe-Randolph Agreement of December 17, 1963. Additionally, Southern Pacific was one of the participating railroads that advised the Pullman Company that it had no objection to execution of the May 27, 1968 Agreement, although the latter, of course, is an agreement entered into by the Pullman Company acting in its own behalf.

Yours truly,



Southern Pacific Company

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