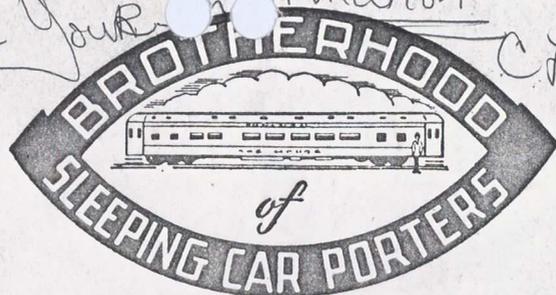


Bro Seymour!
Just For Your Information C.P.D.

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035



Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607



July 30, 1976

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

Mr. George Meany, President
American Federation of Labor
and Congress of Industrial Organizations
815 16th Street, N. W.
Washington, D. C. 20006

Dear Brother Meany:

As you will recall, as a result of some action taken by Amtrak and H&RE transferring the jurisdiction of some members of each Organization to H&RE; under date of July 2nd and 8th, 1974 the Brotherhood of Sleeping Car Porters and T.W.U. (Transport Workers Union) filed charges, charging H&RE with violations of Section 2 and 3 of Article 20 of the AFL-CIO Constitution.

Impartial Umpire, David L. Cole, ruled that H&RE was guilty of violating Section 2 of Article 20. I clearly recall the position that H&RE took, which was that the bargaining relationship didn't follow the employees from the railroad to this Company known as Amtrak. I recall Mr. Cole stating the predicament labor would be in if their position was sound, and that a change of ownership under certain conditions may not carry the Agreement over, but it certainly carries the collective bargaining relationship. So, since H&RE was found guilty of interfering with our bargaining relationship it's my position, that H&RE hasn't purged itself of guilt until they withdraw from representation of these employees we formerly represented, and allow the Brotherhood to represent them in every way collective bargaining relationship carries. The second sentence of Section 2 clearly establishes my position.

Until this date, H&RE hasn't purged itself. Insofar as Mr. Richard Smith is concerned they have no intention of doing so. I have letter from Mr. Smith dated July 19th, 1976, copy of which is enclosed, which I think he's clearly taking that position. T.W.U. and the Brotherhood went along with establishing the Amtrak Service Workers Council, but when we got down to determining the percentage of new employees that belong to each Organization we found that it couldn't be done accurately, because we

Mr. George Meany
Page Two
July 30, 1976

International Brotherhood of Dining Car Employees

not
were going to get the exact figures on the number of H&RE members not handling food and drink that went from the railroads to Amtrak, because Mr. Smith said he didn't know the number, and was trying to get it from the various dining car cooks and waiters local's general chairmen, and I knew that it would never be forthcoming. So, Mr. Gammerman and myself agreed on a percentage we knew wasn't accurate, in order to try and get something done. Mr. Smith knew that these figures were giving him a higher percentage of new employees than he was entitled to. He's now taking the position that no matter what happens the percentage will not change. Therefore, I'm forced to go back to my original position, that H&RE must purge itself of the guilt in accordance with the Impartial Empire's decision, so that the Brotherhood can have jurisdiction over the employees it had for so many years.

If President Hanley will see that his union is purged of guilt, then I would be proud to report that to the Executive Council to ask that the records show that they have purged themselves of guilt, and that they are now, insofar as we're concerned back in the good graces of the AFL-CIO.

Sincerely and Fraternaly,

C. L. Dellums

C. L. Dellums,
International President

CLD:cr

CC : Mr. Edward T. Hanley, President-H&RE
Mr. Matthew Guinan, President-T.W.U.

George Meany

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035



Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607



July 30, 1976

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

Mr. Paul H. Reistrup, President
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Reistrup:

I received a "tip" that Mr. Richard Smith was going down to see Mr. Lowry on something that affected our Organization, as well as his own, and that we should be there to protect our rights. I telephoned our Mr. Shackelford in Chicago, and had him check with Mr. Smith's office to find out if he was in Chicago. Mr. Shackelford learned that Mr. Smith was in Washington, so I directed Mr. Shackelford to fly down to Washington early the next morning and go the Executive House Hotel where Mr. Smith was staying, and tell Mr. Smith that I had him to come down there to go with him to the conference with Amtrak. It developed that conference wasn't with Amtrak, but with some railroads at the National Carriers' Conference office, concerning matters that also affected us as well as them. Mr. Shackelford went and then the following day was the Amtrak conference.

Mr. Smith told Mr. Shackelford, the morning Mr. Shackelford went to Washington, that he was going down to Amtrak to sign a Consent Recognition letter, and hoped that Shackelford would sign one for us also, and Smith showed Shackelford both letters already prepared for signature. Smith's letter was recognizing H&RE as representing not only the employees handling food and drink, but also these Chair Car employees. Our letter was just recognizing us as representing only the Sleeping Car Attendants. At that time, Mr. Smith, Mr. Lowry and Mr. Housman knew that H&RE didn't represent ten percent of these Coach employees, and that the Brotherhood represented better than eighty percent. Mr. Smith signed the letter Mr. Lowry prepared for him, and Shackelford told Lowry he had no authority to sign my name to anything, and suggested Mr. Lowry mail it to me immediately. I didn't hear from Mr. Lowry until May 24th enclosing the Recognition letter dated May 10th.

Messr. Paul H. Reistrup
Page Two
July 30, 1976

I had been after Mr. Smith from the day Mr. Shackelford reported back as to what Mr. Smith had signed with Mr. Lowry, to have the Chair Car Attendants removed from his jurisdiction, because he knew he only represented about 50 to 60 at the most, and that the Brotherhood represented all of the others, with the exception of the Chair Car Attendants employed by Illinois Central Gulf, but however the Brotherhood represented the Train Porters on the Illinois Central Gulf because they came from the Gulf, Mobile & Ohio.

My position then and still is, insofar as Amtrak is concerned, is that letter of Recognition Mr. Lowry prepared and Mr. Smith accepted granting jurisdiction over another union's members to the H&RE was wrong, immoral and I still believe illegal. The Brotherhood held contracts with railroads clear across this nation, and as far south as Mobile, Alabama, and none of them "consented" to recognize us as representing their Chair Car employees, even though we had authorization cards signed by them, they had never been organized before, and no one else was claiming to represent them. Railroads all over this nation told us they wouldn't recognize us until we were certified by the National Mediation Board. I feel confident in stating, that no railroad in the nation would have knowingly "consented" to granting recognition of one union over another union's members, without the knowledge or consent of the other union or its members, and without an election or certification from the National Mediation Board.

Under date of May 23, 1973, Mr. Smith wrote Mr. Lowry stating that since the overwhelming majority of these employees were represented by the Brotherhood rather than his union, that the Consent Recognition to H&RE should not include these Chair Car employees. Still Amtrak refused to remove them from the Consent Recognition of H&RE and place them under us. I believe the same day Mr. Lowry received that letter from Mr. Smith, because it was dated May 24, 1973, that Mr. Lowry wrote me enclosing letter dated May 10, 1973, recognizing us as representing the Sleeping Car Attendants. When I realized that Mr. Lowry was not going to make the representation change, I signed the letter recognizing that we were at least in existence, and represented Sleeping Car Porters, and sent it back to him under date of June 11, 1973, copy of which is enclosed.

I never missed an opportunity to speak with Mr. Lowry in person, requesting that this change in jurisdiction be completed. Finally, he committed himself to me, I believe with Mr. Smith's approval, down in Florida in February of this year, that he was now prepared to recognize the Brotherhood as the representative of these employees not handling food and drink with two requests. One, that we place the Chair Car and Sleeping Car employees on the same roster so they could work on either job in accordance with their seniority, the same as we had when they were working for the Southern Pacific. Since I wanted that, and he knew it, that condition was readily met. His number two request was that we remain members of the Service Workers Council. I told Mr. Lowry it had never crossed my mind not to remain a part of the Council. Just as I had told Mr. Lowry from the beginning, that these em-

Messr. Paul H. Reistrup
Page Three
July 30, 1976

ployees should remain on separate rosters, and that I had no plans to withdraw from the Council. He said everything was alright, and he would make the change. But, from my dealings with him, I didn't want any time wasted, and I urged him to write something to that effect, if possible while we were in Florida, and if not, when he got back to Washington, and he promised to do so.

In an attempt to try and get Mr. Lowry to move before someone changed his opinion, I drafted something down there in Florida, and mailed it to Mr. Lowry under date of February 19th, 1976 just as a suggested way of going about it, but he never answered. When I received the dates of June 15, 16 and 17th, 1976 for further negotiations on the Sleeping Car Agreement, I again reminded Mr. Lowry of his February commitment and asked that something be put together, now that the Council has been recognized, and have it for me upon my arrival on the 15th, and I could then make an effort to get the other two unions to sign. Oh, by the way, International President Hanley of H&RE repudiated the whole Consent Recognition Mr. Smith had signed or cancelled it. I immediately got after Mr. Lowry that since right at that time these employees had no representation, that this would then be another opportunity to place them under our jurisdiction where they belong. Then he still wouldn't do it, and ofcourse subsequently he recognized the Service Workers Council. So now to get this matter straightened out the agreement would have to provide for the other two unions to sign it also. Since we are working under "consent agreement" this matter ought to be settled now, even if Amtrak has to withdraw consent recognition of the Service Workers Council until after he can sign up placing these employees not handling food and drink under the Brotherhood. It's my opinion, that if Mr. Smith was told that he would sign.

Since I'm convinced that Mr. Lowry doesn't intend to do anything in reference to the above subject, without Mr. Smith's approval, I have letter from Mr. Smith dated July 19th, 1976, in which I think he makes it clear to me, that he doesn't intend to agree for these employees to be placed completely under our jurisdiction. I'm therefore appealing to you in the hopes that you will take the necessary steps to have such a change drafted, and sent first to me for signature, and leave it up to me to get the other two Organizations to sign it.

Very Sincerely yours,

C. L. Dellums
C. L. Dellums,
International President

C1D:cr

CC : Mr. Edward T. Hanley- President, H&RE
Mr. George Meany- President, AFL-CIO
Mr. Matthew Bunker- Pres., J.W.U.

July 27, 1976

Mr. Lane Kirkland, Secretary-Treasurer
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N. W.
Washington, D. C. 20006

Dear Lane:

I received communication dated July 22nd over the signature of President Meany and yourself. This was in reference to the General Board Meeting to be held in the Empire Room of the Shoreham-American Hotel on Tuesday, August 31st. I'm aware of the fact, that the General Board consists of all of the members of the Executive Council and the Presidents and other principal Officers of each affiliate and each Trade and Industrial department. I know the AFL-CIO cannot pay any part of the expenses of all the members of the General Board, but I do not know whether or not the transportation and a day's per diem is allowed to the Board members.

The above is very important to me, because the Brotherhood is still dangerously low on funds, and nothing, absolutely nothing has been done by Hotel&Restaurant Employees & Bartenders' International Union that would be of any significant benefit to the Brotherhood. As a matter of fact, T.W.U. has just threatened to take other action to get their money, because too much of our money is deducted from the pay of our members and sent to H&RE&B Int'l. Union, and, H&RE&B Int'l. Union continues to come up with some kind of excuse to keep from turning any funds over to the Brotherhood being deducted from its own members' paycheck, and, I'm afraid I'm going to have to turn back to President Meany, because Amtrak's recognition of the Amtrak Service Workers Council didn't change one thing, and it's my position that that alone didn't purge H&RE&B Int'l. Union of the charges filed against them by the Brotherhood and T.W.U. for attempting to raid and interfering with the bargaining relationship of our two unions.

Mr. Lane Kirkland

Page Two

July 27, 1976

Now back to the real subject of this communication. The union isn't able to send me back there, and I'm not financially able, due to rather heavy monthly financial obligations that I have because of certain unemployment conditions in my family. Would appreciate the answer to the question of expenses at your very earliest convenience.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

CC : Mr. Geroge Meany

October 1, 1976

Mr. George Meany, President
American Federation of Labor and
Congress of Industrial Organizations
815 Sixteenth Street, N.W.
Washington, D. C. 20006

Dear President Meany:

This is to advise, that I carried out the assignment you gave me by addressing the California Labor Federation on the opening day of their convention, September 20, 1976.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

September 13, 1976

Mr. Steve Yarmola, Photographer
American Federation of Labor and
Congress of Industrial Organizations
815 16th Street, N.W.
Washington, D. C. 20006

Dear Mr. Yarmola:

I received the photograph of Jimmy Carter and myself, and I would like to have another one. The number is 815-9-20. If there's a charge let me know and I'll pay it.

Yours very truly,

C. L. Dellums
Vice President - AFL-CIO

CLD:cr

August 18, 1976

Mr. J. D. Wilcox
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
103 E. 125th Street, Suite 610
New York, New York 10035

Dear Brother Wilcox:

The AFL-CIO has called a General Board meeting convening at 10:00 a.m. Tuesday, August 31st in the Shoreham Americana Hotel, 2500 Calvert Street, N.W., Washington, D. C. I don't expect this meeting to run past noon, and if so, then we can take two or three hours for further discussion between us, and you can get home much earlier than you did the last time. The General Board consists of all the national and international presidents and generally they invite any of the other officers and fulltime staff employed to be brought along. Since this meeting is entirely political, designed to rally all labor forces to elect Carter president. I'll be stopping at the Shoreham this time so we'll be together as soon as the meeting is over.

We cannot tell whether some of our members are actually behind in their dues or that Amtrak is sending their check-off money to H&RE. All of the members in your zone that are unfinancial, ask them to bring or send to you a couple of their last check stubs, so that we can make sure they're on the check-off. Brother Seymour needs this information and you can send me a copy, so that we will then be able to pin these members down. Looking forwards to seeing you in Washington, I am

FRATERNATLLY YOURS,

C. L. Dellums,
International President

CLD:cr

December 24, 1976

Mr. William J. Godfrey, Jr.
Director, Administration-Western Region
National Railroad Passenger Corporation
100 Mission Street, Suite 600
San Francisco, California 94101

Dear Mr. Godfrey:

Under date of December 2, 1976, Paul Powers was sent letter from the Corporation making certain charges against him, and according him an investigation. On December 9, 1976 the investigation was held, and under date of December 16, 1976 Mr. Powers was discharged from the service effective December 17, 1976.

We're dissatisfied with this decision, and as the duly designated representative of Mr. Powers, and in accordance with the provisions of the appropriate Agreement between the Brotherhood of Sleeping Car Porters and the Corporation, we hereby appeal this case to you as the next higher Officer designated by the Corporation to handle such matters.

Please set time and date for conference on appeal and notify me of same.

Yours truly,

J.E. Brown
Representative-Oakland Crew Base

JB
CC : Mr. C. L. Dellums

January 12, 1976

Mr. William Pollard
5747 27th Street, N.W.
Washington, D. C. 20015

Dear Bill:

I just came from a conference with Jensen this morning. I finally got some information from one of our former Santa Fe men, not complete and total information, but gave me enough of a lead to get back on Jensen. Well, this time I brought Jensen around to facing this thing, and he wrote down, number one, - take the number of hours the employee worked in the calendar month for Amtrak and then figure up how much that man would have grossed had he performed that work for Southern Pacific; number two, find out how much Amtrak paid him for those hours he worked in that calendar month; number three, the S.P. to pay the man the difference; number four, numbers one, two and three covers the employees who were protected under the February 7th Agreement and the two Wage Stabilization Agreements the Brotherhood had with the Southern Pacific. Number 5; all of the others that went from Southern Pacific to Amtrak would be covered by their C-1 protection. Now, he's to take these five items up with his superiors and get back to us or to me for both of us. He wanted the name of the Santa Fe man who signed the Takeover Protection Agreement, and the man's name we've been dealing with. I'm supplying him with that information.

It's my impression that Sloan will probably get in touch with J.R. Jones - Vice President Personnel of the Santa Fe, and see if they are paying in accordance with the five points listed above, and if they are, I think the Southern Pacific will kick right in. The above method of paying the makeup money would be the same amount of money if they did it the way we asked them to do, which was just take the number of hours the man worked and pay him the difference, in the hourly rates for the hours he worked. I'll give Jensen a reasonable period of time, and if he doesn't get back to me I'll get on him, and I will keep you informed.

Regards to Sister Pollard, and I'll be looking forwards to seeing you in Florida.

Sincerely and Fraternaly,

C. L. Dellums
International President

CLD:er

March 15, 1976

Mr. Inman L. Cobb
General Chairman
Dining Car Cooks & Waiters Union, Local 456
14043 S. Northwood Avenue
Compton, California 90220

Dear Brother Cobb:

Can you let me know when you expect to be in Oakland next time? You and I need to get together so that we can agree on how we're going to operate Oakland and Los Angeles. I don't know how much Brother Smith has told you, but discipline cases, that is, where they file charges against an employee and hold an investigation, that each organization is to represent its own members. That's the theory behind naming more than one person in a crew base. Now if a case leaves the initial city on appeal, then that would be the responsibility of the crew base chairman, and that appeal is confined to the Appeal Officer in that Zone. As you know, Mr. Godfrey is the appeals officer for the three Pacific Coast Districts, then, if the appeal goes to Washington it is to be handled by the Chairman of the Amtrak Service Workers Council. It would be difficult for me to believe, that Godfrey wouldn't allow you to designate someone else to represent you in handling an appeal, and I don't think Amtrak would object if the Chairman of the Service Workers Council designated one of the other representatives to handle a particular case for him or if they went in together. It would be difficult for me to see Godfrey objecting if you and I went in on an appeals' case.

Now, we don't know what instructions Mr. Lowry has sent out, and probably may not know until you receive the first charges filed against one of the Attendants, and then if you know that Attendant is a member of the Brotherhood, and they didn't send our local man a copy of the charges, then you would have to get in touch with them and ask them to now send our man a copy of the charges because he will represent this particular man.

Mr. Inman L. Cobb
Page Two
March 15, 1976

I hope you will be up this way soon, so that we can get together.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

July 30, 1976

Mr. George Meany, President
American Federation of Labor
and Congress of Industrial Organizations
815 16th Street, N. W.
Washington, D. C. 20006

Dear Brother Meany:

As you will recall, as a result of some action taken by Amtrak and H&RE transferring the jurisdiction of some members of each Organization to H&RE; under date of July 2nd and 8th, 1974 the Brotherhood of Sleeping Car Porters and T.W.U. (Transport Workers Union) filed charges, charging H&RE with violations of Section 2 and 3 of Article 20 of the AFL-CIO Constitution.

Impartial Umpire, David L. Cole, ruled that H&RE was guilty of violating Section 2 of Article 20. I clearly recall the position that H&RE took, which was that the bargaining relationship didn't follow the employees from the railroad to this Company known as Amtrak. I recall Mr. Cole stating the predicament labor would be in if their position was sound, and that a change of ownership under certain conditions may not carry the Agreement over, but it certainly carries the collective bargaining relationship. So, since H&RE was found guilty of interfering with our bargaining relationship it's my position, that H&RE hasn't purged itself of guilt until they withdraw from representation of these employees we formerly represented, and allow the Brotherhood to represent them in every way collective bargaining relationship carries. The second sentence of Section 2 clearly establishes my position.

Until this date, H&RE hasn't purged itself. Insofar as Mr. Richard Smith is concerned they have no intention of doing so. I have letter from Mr. Smith dated July 19th, 1976, copy of which is enclosed, which I think he's clearly taking that position. T.W.U. and the Brotherhood went along with establishing the Amtrak Service Workers Council, but when we got down to determining the percentage of new employees that belong to each Organization we found that it couldn't be done accurately, because we

Mr. George Meany
Page Two
July 30, 1976

were going to get the exact figures on the number of H&RE members not handling food and drink that went from the railroads to Amtrak, because Mr. Smith said he didn't know the number, and was trying to get it from the various dining car cooks and waiters local's general chairmen, and I knew that it would never be forthcoming. So, Mr. Gammernan and myself agreed on a percentage we knew wasn't accurate, in order to try and get something done. Mr. Smith knew that these figures were giving him a higher percentage of new employees than he was entitled to. He's now taking the position that no matter what happens the percentage will not change. Therefore, I'm forced to go back to my original position, that H&RE must purge itself of the guilt in accordance with the Impartial Umpire's decision, so that the Brotherhood can have jurisdiction over the employees it had for so many years.

If President Hanley will see that his union is purged of guilt, then I would be proud to report that to the Executive Council to ask that the records show that they have purged themselves of guilt, and that they are now, insofar as we're concerned back in the good graces of the AFL-CIO.

Sincerely and Fraternaly,

C. L. Dellums,
International President

CLD:cr

CC : Mr. Edward T. Hanley, President-H&RE
Mr. Matthew Guinan, President-T.W.U.

May 18, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees &
Bartenders International Union
743 East 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

Sorry, I had overlooked sending this to you. Looking forwards to seeing you I am

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
Enclosure

May 18, 1976

Mr. C. M. McIntosh, Executive Secretary-treasurer
Railway Labor Executives' Association
Railway Labor Building
400 First St., N.W.
Washington, D. C. 20001

Dear Brother McIntosh:

After the International Secretary-Treasurer's carefully going over our records we find that as of this date our dues paying membership is as follows: 550 employed members working in the states, and 130 Canadian citizens working on Canadian Railroads, and 80 members who are retired or didn't get jobs with Amtrak and are in some instances drawing protection pay, and from this allowance are still paying dues to the Brotherhood.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

May 17, 1976

Mr. C. M. McIntosh, Executive Secretary-treasurer
Railway Labor Executives' Association
400 First St., N.W.
Washington, D. C. 20001

Dear Brother McIntosh:

As you know, I had declined participating in the celebration of June 17th, because we're not economically able for me to make the trip back there if it could be avoided. However, my schedule has just changed, and I now find that I will be in Washington on June 17th anyway, and will be able to be present.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

November 9, 1976

Mr. C. J. Chamberlain, Chairman
Railway Labor Executives' Association
400 First Street, N.W.
Washington, D. C. 20001

Dear Brother Chamberlain:

I deeply regret having to inform you that the Brotherhood is financially compelled to withdraw its affiliation with the Railway Labor Executives' Association. I sincerely hope that this will be a short withdrawal, and wish to assure you that we will be back just as soon as some problems we're having get straightened out, so that it will be possible for us to have the funds to pay our way.

Please express my appreciation in working with you and all the other members of R.L.E.A. and hope to rejoin with all of you in the next six or seven months.

Sincerely and Fraternaly,

C. L. Dellums
International President

CLD:cr

CC : Mr. C. M. McIntosh
Mr. L. J. Shackelford, Jr.
Mr. W. W. Seymour, Sr.

December 16, 1976

Mr. Edward Morris
Manager of Station and Train Operations
National Railroad Passenger Corporation
333 Hegenberger Road, Suite 215
Oakland, California 94621

Dear Mr. Morris:

We wish to hereby request an indefinite postponement of the investigation to be accorded Paul Powers on December 21, 1976, on charges preferred against Mr. Powers under date of December 10, 1976. As you know, Powers will not be able to be present on December 21st, 1976, and we feel that to conduct an investigation when the employee cannot be present, because of a circumstance beyond his control is to take unfair advantage of the employee, and in Paul Powers case it would be ~~like~~ ^{like} kicking a guy when he's already done.

Yours truly,

G. L. Dellums,
International President

CLD:cr

July 23, 1976

Mr. William Pollard
5747 27th Street, N.W.
Washington, D. C. 20015

Dear Bill:

While in San Francisco yesterday morning I had a talk with William H. Haste, Jr., concerning the lawsuit, and let him look over the copy you gave me. Young Bill Haste explained that it is a joint suit with separate pleadings, and therefore either party could reach a settlement and get dismissed from the suit without the knowledge and consent of the other party. Further, he pointed out, that the parties weren't charged with conspiracy, and with the absence of conspiracy the settlement by one party becomes easy.

For the above reasons you can see then that there was no obligation on the part of the Southern Pacific to consult or even inform your attorney.

Faternally yours,

C. L. Dellums,
International President

CLD:cr

July 28, 1976

Mr. R. W. Smith, Chairman
Amtrak Service Workers Council
Hotel & Restaurant Employees &
Bartenders International Union
743 East 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

This will acknowledge receipt of your letter of July 19th, regarding the matter of, in reality, Chair Car Attendants and Sleeping Car Porters having common seniority;

Brother Smith you know what Amtrak is attempting to do, correct the mistake they made when they turned the representation of the Chair Car Attendants over to you. They're prepared to put the Attendants back to the Brotherhood where, at the time Amtrak came into being over eighty-five percent of them were, the Brotherhood of Sleeping Car Porters. They want them blended in to the Sleeping Car Porters' roster, so that that roster would cover both Chair Car and Sleeping Car service. I had informed them that the Sleeping Car Porters would not carry sleeping car seniority on the chair cars, if they had never made a trip as a Chair Car Attendant. If they had ever worked as a Chair Car Attendant, then that would be his seniority date for chair car service. The same regulation would apply to the Chair Car Attendants working on sleeping cars. In separating the Chair Car Attendants roster from the Dining Car Waiters' roster the present Chair Car Attendants would have a choice to remain where he is with his present seniority date. Obviously, this would only be of value to those who now hold a regular assignment. The extra Chair Car attendants, as well as those holding a regular assignment would have to make a choice as to which roster he wanted to work off of, and his name removed from the other roster. I don't see any other way of doing it than is any fairer than my method.

Your letter of the 19th very effectively vetoes anything satisfactory to me. I seriously doubt that Mr. Reistrup would approve your letter of

Mr. Richard W. Smith
Page Two
July 28, 1976

the 19th. You virtually told me in your letter that you will agree to nothing that helps the Brotherhood in anyway, other than the salary that Amtrak denied them in the beginning, which I will always believe that it was done in an attempt to force me to agree for them to be allowed to work any place, on the train, that Amtrak wanted to use them.

A fireman is nothing but an assistant engineer. He goes from a fireman up to an engineer, and at the time the arrangement was made, during these first years of a fireman's promotion to engineer, it was really a temporary thing, because when the busy season was over he returned to work as a fireman. This continued until he got enough seniority as an engineer to work the year round. There's no similarity between firemen and the engineer, and the employees that we're writing about. I'm still representing the Sleeping Car Attendants, and I'm still trying to get Amtrak to adjust their pay as it should have been from the beginning. They brought up the question of the present moratorium to me, but I told them moratoriums can be waived with the consent of both parties. I hope you will reconsider your thinking in this matter, because correcting a mistake isn't disgraceful. To return employees to their original organization is not an improper action, and I feel that with the proper explanation your International President would even agree to it. I haven't heard from T.W.U. yet, but, up to now I have no reason to believe that they will do anything to block it.

Fraternally yours,

C. L. Dellums,
International President

CLD:er

CC : Mr. A. Terriego
Atty. Ira Gammernan
Mr. L. J. Shackelford, Jr.
Mr. W. W. Seymour, Sr.
Mr. Edward T. Hanley

Handwritten notes at the top of the page, including "copy of my letter to Mr. Tyler" and "copy of my letter to Mr. Godfrey".

May 11, 1976

Mr. Brett M. Tyler
Superintendent
Bay District
National Railroad Passenger Corporation
5801 Christie Avenue Suite 250
Emeryville, California 94608

File: Q-17

Dear Mr. Tyler:

Replying to yours of May 5th, 1976, your file: Q-17: As Chairman of the Amtrak Service Workers Council out of the Oakland Crew Base, I'm hereby appointing the following as designated additional representatives for the Service Workers Council at the Oakland Crew Base level; representative number one; Inman Cobb of Los Angeles and representative number two, Jewel Brown, 3218 Adeline Street, Berkeley, California 94703.

Additional information that I want you to understand in the interest of smooth operation; the understanding that we have with Mr. Lowry is that each Organization will represent its own members at the crew base level, including appeals, and for Oakland that would include the appeal for Mr. Godfrey. So, whether I'm in the City or not doesn't prevent Mr. Cobb or Mr. Brown handling these cases, because I'm authorizing them to do so. However, I will work it out with Mr. Cobb and Mr. Anderson as to whether or not they want Mr. Brown to handle any of theirs up here.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : B. Whitteman
Mr. I. Cobb
Mr. T. Anderson
Mr. J. Brown

Note: over)

Per Godfrey's secretary's telephone call, in the 2nd time
copy of our letter to Tyler (5-11-76) was 2 &
Godfrey's Office!

May 11, 1976

Mr. Brett M. Tyler
Superintendent
Bay District
National Railroad Passenger Corporation
2801 Christie Avenue Suite 250
Emeryville, California 94608

File: 6-17

Dear Mr. Tyler:

Replying to yours of May 5th, 1976, your file: 6-17: As Chairman of
the Amtrak Service Workers Council out of the Oakland Crew Base, I'm hereby
appointing the following as designated additional representatives for the
Service Workers Council at the Oakland Crew Base level; representative
number one; Imman Cobb of Los Angeles and representative number two, Jewel
Brown, 3218 Adeline Street, Berkeley, California 94703.

Additional information that I want you to understand in the interest
of smooth operation; the understanding that we have with Mr. Lowry is that
each organization will represent its own members at the crew base level,
including appeals, and for Oakland that would include the appeal for Mr.
Godfrey. So, whether I'm in the City or not doesn't prevent Mr. Cobb or
Mr. Brown handling these cases, because I'm authorizing them to do so.
However, I will work it out with Mr. Cobb and Mr. Anderson as to whether or
not they want Mr. Brown to handle any of theirs up here.

Yours truly,

G. L. Delima,
International President

OLD: or
CC : B. W. Anderson
Mr. I. Cobb
Mr. T. Anderson
Mr. J. Brown

(over)

April 9, 1976

Mr. Willie L. Leftwich, Esq.
1101 Fifteenth St., N.W., Suite 806
Washington, D. C. 20005

Re: Love v. Pullman Co.

Dear Mr. Leftwich:

Just received yours dated April 6th. I was proud when I learned, several days ago, that the courts had ordered The Pullman Company to provide this list of in-charge employees, because we were having trouble trying to locate them. Our investigation reveals, as we already knew, that the in-charge work had been falling off for more than twenty years, and by 1965 I don't think there was very much of it left. I don't think there was any of it left on the Pacific Coast by that time, but I hope The Pullman Company's records will show some. Naturally, once we get the list as submitted by Pullman we will go to work on it, and it might help bring back memories to some of the fellows where we maybe able to augment the list.

As of now I'm scheduled to arrive in Washington on the afternoon of May 18th, because the Executive Council of the AFL-CIO meets on the 19th. Incidentally, when I attempted to make my reservation for the Executive House I was informed they were already booked up for those dates, so I got a reservation there for the Holiday Inn on the corner, where you took us for dinner as I recall. I hope your schedule will allow you to join me that afternoon, I should easily be at the hotel by 6, because I'm afraid I'll be tied up the night of the 19th, and may leave Washington early on the morning of the 20th. Looking forwards to seeing you, I am

Sincerely and Fraternaly,

C. L. Dellums, International President

GLD:cr

P.S. To clarify my scheduled arrival at the Holiday Inn, I mean 6 in the evening.

sent to 9 (included)
on 4/15/76
(Miss Randolph)

April 15, 1976

"MEMORANDUM"

TO: INTERNATIONAL EXECUTIVE BOARD MEMBERS, BROTHERHOOD OF SLEEPING CAR PORTERS

FROM: C. L. DELLUMS, INTERNATIONAL PRESIDENT

SUBJECT: 1976 MEETING OF THE INTERNATIONAL EXECUTIVE BOARD

DEAR BROTHERS:

This year's meeting of the International Executive Board will be held in Chicago on Monday, May 24th at 9:30 AM.

Give some thought to whether or not you want to put something on the Agenda, and if you do get your items to me not later than Monday, May 10th, because as of now I'm scheduled to leave Oakland on Tuesday, May 18th for Washington to attend a meeting of the AFL-CIO Executive Committee.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

November 30, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director - Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Re: (BSCP-D-013)

Dear Mr. Lowry:

Just received yours dated November 24th concerning Mr. Shackelford and Mr. Wilcox as being authorized to represent our Organization in discipline or other matters. It's my memory, that you were so notified a long time ago, but without taking the time now to check our files the following are hereby authorized to represent the Brotherhood in discipline and other matters;

Mr. L. J. Shackelford, Jr., of Chicago who is authorized to represent the Brotherhood in dealing with your representatives in Chicago, St. Louis, St. Paul and New Orleans in particular, and since Mr. Shackelford is the International Vice President of the Brotherhood he is authorized to represent us in any crew base. Also, for St. Paul, Mr. R. A. Workcuff, Chairman, Twin Cities Division, BSCP, 3939 Snelling Avenue South, Minneapolis, Minnesota 55406 is authorized to represent the Brotherhood.

Mr. J. D. Wilcox, Eastern Zone Supervisor, is authorized to represent the Brotherhood in the following crew bases; Boston, New York, Washington Jacksonville and Miami. Also, for Washington, Mr. Ernest Ford, Jr., 1801 Massachusetts Ave, SE, Washington, D. C. 20003. For the Jacksonville/St. Petersburg and Miami area, Mr. J. W. Cohen, Local Representative, 1736 University Street, Jacksonville, Florida 32209 and Mr. Elvis C. Mitchell, Local Representative, 5839 Begonia Road, Jacksonville, Florida 32209 are authorized to represent the Brotherhood.

Mr. A. R. Lowry
Page Two
November 30, 1976

Mr. C. L. Dellums, International President of the Brotherhood is authorized to represent Oakland as well as any of the crew bases and to represent the Brotherhood in any dealings with Amtrak's representatives from the President down.

For the Seattle crew base, Jr. J. P. Young, Local President, 4509 50th Avenue, South, Seattle, Washington 98102 and Mr. Tom Spees, 835 NE 152nd, Seattle, Washington 98133 are authorized to represent the Brotherhood.

For Los Angeles crew base, Mr. L. B. Thompson, Local Representative, 7701 1/2 S. Broadway, Los Angeles, California 90003 is authorized to represent the Brotherhood.

Finally, also for the New Orleans crew base, Mr. LC. M. Lester, President of the New Orleans Division, 1558 Senate Street, New Orleans, Louisiana 70122 and Mr. Lourinza Crier, 1933 Robert Street, New Orleans, Louisiana 70115 are authorized to represent.

With reference to cases appealed; Mr. L. J. Shackelford, Jr., and Mr. J. D. Wilcox are both authorized to meet with you or your representatives on appeal cases.

Yours truly,

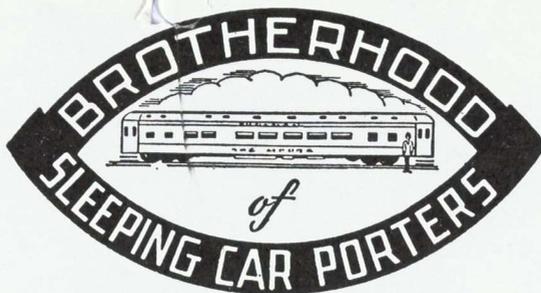
C. L. Dellums
International President

CLD:er
CC : Mr. L. J. Shackelford, Jr.
Mr. W. D. Wilcox

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035



Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607



November 10, 1976

Office copy

Mr. A. R. Lowry
Assistant Vice President and
Director of Labor Relations
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Just yesterday I wrote you concerning formalizing the necessary Agreement to bring the Sleeping Car Attendants in the Council. Again, I reviewed your letter of September 17th, in which you enclosed Agreement as Attachment C consisting of six sections. I never heard any more concerning it from the other organizations, and I'm wondering if they were in agreement in accepting it as sent out or did they have any suggestions for changes. It's my opinion, that this Agreement is just about the only thing holding up the final formalization of this subject, and that's why I was suggesting that you devote some time and thought to the merging of these two rosters or rather the creation of the Train Attendant roster. The Sleeping Car roster of course is already in existence, but it will require some time and effort for the Company to properly notify all of the Service Attendants and give them time to decide which roster they want to be on. Then you, Mr. Smith and myself and possibly representatives of TWU have to agree on the seniority dates the Service Attendants would have when they come over.

Hopefully, we can get this settled and all of the details worked out, so that everything would become effective by January 1st.

Sincerely yours,

C. L. Dellums,
International President

CLD:cr

December 23, 1976

Mr. William Pollard
5747 27th Street, NW
Washington, D. C. 20015

Dear Bill:

First, I wish to extend the Season's Greetings to you and Sister Pollard. Next, I wanted to let you know that Lowry and Smith succeeded in their efforts to destroy the Brotherhood. As you know, the impartial umpire who heard the case against HRE filed by both T.W.U. and the Brotherhood ruled that HRE was guilty of interfering with the bargaining relations the two unions had, and the fact that the ownership of the jobs changed did not destroy that bargaining relationship. The AFL-CIO notified the other unions, and Meany asked Hanley to do something about it. All Hanley had to do was repudiate the "Consent Recognition" Amtrak had extended HRE over the Chair car Attendants. Hanley didn't do that, and Meany's office, through Tom Donahue had a meeting with the three unions and recommended that the three unions form a Council consisting of the three unions to represent the dining car and chair car employees. Smith didn't want to go along, but TWU did, and when I became pretty much convinced there wasn't any further attempt going to be made on the part of the AFL-CIO in pressuring Hanley in doing so, I agreed to participate in this Service Workers Council, and Hanley told Smith to go along, but the local dining car officials all over the country, with the exception of those under you went after our chair car porters, and with the union shop agreement forced them to join. We were suppose to get them back, but we never did. And, as fast as Amtrak hired employees Smith's local people went out to get them, and since they held an agreement covering these employees and had the union shop agreement they got them. So the action on the part of Smith and Lowry has just about bankrupt the Brotherhood, and we're going to be forced to merge into some other organization. I don't see any other way out now.

Looking forwards to seeing you in Florida, I am

Sincerely and Fraternaly,

C. L. Dellums,
International President

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

LEROY J. SHACKELFORD, JR.
International Vice President
431 S. Dearborn St., Suite 1224
Chicago, Illinois 60605

J. D. WILCOX
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035



Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees
Affiliated with the AFL/CIO/CLC

C. L. DELLUMS
International President
1716-18 Seventh Street
Oakland, California 94607



October 4, 1976

*Note: 500 corrected
original copy to reflect
600 10-18-76
mailing CJK*

W. W. SEYMOUR, SR.
International Secretary-Treasurer

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
1410 Stanley Street
Montreal 110, Quebec

Mr. A. R. Lowry
Assistant Vice President and
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

Referring to yours of September 17th which was in reference to my letter under date of July 16th, relative to my desire for implementation of an Agreement between Amtrak and the Service Workers Council establishing separate seniority rosters for employees performing various categories of on-board service.

Your letter of September 17th did not cover the conversation I had with Mr. Reistrup nor did it even touch upon it. My conference with Mr. Reistrup was concerning what I wrote you about on July 16th.

Now in reference to the conference we had in San Francisco on Thursday, September 30th. I'm afraid we did not discuss the ramifications of your plan enough, and either I answered too quickly or we didn't communicate clear enough. The proposal we discussed in a Service Workers Council meeting was that we go back to the figures, I believe the first ones that were supplied to Mr. Gammernan, upon which the percentage of employees was based for each organization, which all of us knew really were not fair or accurate, because there seemed to be no way of determining the exact number of chair car attendants that H&RE represented. If we take those figures and add 600 sleeping car attendants, plus 20 from the Illinois Central, then that would bring our percentage up, which would mean that we should receive that percent of all new hires. We did not get twenty-three percent of the new hires outside of the sleeping car

Mr. A. R. Lowry
Page Two
October 4, 1976

people, because we don't have general chairmen all over the country, plus active retired men to meet the trains everyday and solicit these new members as fast as the Company employs them. Their explanation is you work under our Agreement, jurisdiction and our union shop so you have to join our organization under whose contract you're working. We're not going to allow anyone to work under our Agreement that doesn't pay our organization dues. Obviously, that causes them to get, I would think about ninety percent of the new hires outside the sleeping car attendants. This means they're getting all of these joining fees, so even if the employee after learning what it's all about wants to transfer to one of the other organizations they will let him transfer because they have the joining fee and some months' dues before the employee wants to transfer. So, if this thing is realigned we would have to have some assurance that H&RE will not continue to do the same things. I realize this is not the Company business. The only guarantee against them hustling these joining fees is to put these employees not working in the dining and club cars under the Brotherhood's jurisdiction. If that was done and then we completed the Agreement we have been negotiating on far too long, the Brotherhood would still remain as part of the Council, I think it would be easy for us at the end of next summer to put the Agreement under the Service Workers Council. Incidentally, it is not a "Joint" Council it is just Amtrak Service Workers Council.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : Mr. Paul H. Reistrup-President
National Railroad Passenger Corporation

March 16, 1976

Mr. A. R. Lowry
Assistant Vice President and
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, SW
Washington, D. C. 20024

Dear Sir:

It has been called to my attention, that on or about the 27th of February the passenger trains were caught behind a derailment at Ocoola, and possibly too with one being at Creston, Iowa. At any rate, the Company turned both crews around, so that the crew that had just left Chicago headed home, Oakland, was turned around and returned to Chicago where they had to spend another night. Often times Attendants holding regular assignments don't carry a lot of extra clothing, and naturally they like to go home when they are suppose to arrive at home.

Again, on March 13, 1976 the trains got caught behind another derailment, this time at Medicine Bow, Wyoming. The employees were handled the same way as those referred to above. Many years ago we talked over this type of situation with The Pullman Company on several occasions, and they finally agreed that in similar situations the crews would transfer over with the passengers and continue to their destination. This is by far the best way to handle this situation, and actually the most economical for the Company, because when it's handled the other way both crews of employees are thrown out of their regular rotation, and sometimes the Company is stuck with expenses in making up guarantees.

I'm calling this to your attention, and hope that you'll agree with us that it's better to buss the crew right along with their passengers, so both crews would continue with only a delay, which is going to result no matter what.

Yours truly,

C. L. Dellums,
International President

CLD:cr

March 16, 1976

Mr. William Pollard
5747 27th St., N.W.
Washington, D. C. 20015

Dear Bill:

I talked with Jensen, and he said Amtrak had had an Auditor out here, and they have been tied up with that, and part of the whole picture is what Amtrak owes the Southern Pacific. He said they were trying to get Amtrak to authorize this money that you and I have been after him about, but the Auditor was still out here and they're still talking about it, and he couldn't say definite now when he could give us a positive answer.

I'm thinking about filing a claim and demanding a definite answer, so that I can seek a public law board and fight it out there.

I think I told you that Dick refused to name the crew base chairmen while we were still down in Florida, but apparently he went ahead and named them without getting in touch with us about it at all. We told him down in Florida that surely there wouldn't be any question about him appointing Hamilton in New York and Dellums in Oakland, but he never commented on anything. I'm enclosing a copy of his appointments, which show that in some places he didn't know who we wanted, and therefore left them blank like Seattle and Minneapolis, and Los Angeles. I feel that it was a deliberate slap in the face, and an attempt to humiliate the Brotherhood by not naming me the Chairman in Oakland, and yet he was the one that pleaded or at least stated, that we should all stop criticizing one another now, and asked us to pledge ourselves that from that day down in Miami on we wouldn't criticize one another. Looking forwards to seeing you in May, I am

Fraternally yours,

C. L. Dellums
International President

CLD:cr
Enclosure

*Amtrak Negotiation
File*

January 8, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees &
Bartender's International Union
743 E. 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

Brother Shackelford sent me a copy of the proposed agreement Amtrak sent you, which was in reference to creating additional seniority classifications. In today's mail I also received one from you. I'm assuming then that you have no objections to me expressing an opinion, if I have any on this proposal;

The first thing I noted was that they're still not providing for fourth cooks or dishwashers. Forcing Chair Car Attendants to wash dishes in the diner has created quite a bit of trouble, and it's a major morale destroyer. I also note in #3. that they're coming up with a new one called "Apprentice Food Specialist", and further that they give him 18 months to learn the job or rather 18 months to become a food specialist, and if they're not satisfied with his progress at the end of the 18 months he would be considered as having resigned from the service. Now, what will this apprentice be doing the 18 months? Will he be washing dishes and learning to be a third cook. I still don't see why they won't establish second and third cooks, so that this apprentice could move up from third cook to second cook and so on up the ladder. Now this question of dropping this employee after 18 months is a rather serious matter, and it is too unilateral. If this employee maintains that he has learned enough in 18 months, but somebody says he hasn't, then you see this doesn't provide for him to have any voice in the matter through his organization, but just dropped on the grounds that he's resigned. 18 months is a long time and it seems to me, that almost a dummy or rather anybody that isn't a dummy could learn to be a third cook in 18 months, but the employee will be a member of the union and would turn to his union for help, and according to the wording of this agreement the Company wouldn't be forced to give the

Mr. Richard W. Smith
Page Two
January 8, 1976

employee and his representative a chance to prove that he has qualified.

Looking forwards to seeing you in Florida, I am

Fraternally yours,

C. L. Dellums
International President

CLD:cr

CC : Mr. L. J. Shackelford, Jr.

*Unmarked copy sent Seymour
on 1-8-76*

*C: Sent Greene,
Shack & Seymour
MW 1-2-76*

January 2, 1976

Mr. Albert A. Terriego
Director-Railroad Division
International Vice President
Transport Workers Union of America
1980 Broadway
New York, New York 10023

Dear Brother Terriego:

Reference is made to yours of December 30th, 1975; I had planned to get in touch with you and Vice President, Mr. Richard Smith, and suggest that the Council meet in Miami Beach next month, because I felt pretty certain that we would all be down there. I still look forwards to us spending some time together while we're down there. I will not be able to attend the meeting of Tuesday, January 20th, but I'm hereby delegating Brother L. H. Greene, Jr., Eastern Zone Supervisor to represent me at this meeting.

Fraternally yours,

C. L. Dellums,
International President

CLD:er

CC : Mr. L. H. Greene, Jr.
Mr. M. Guinan
Mr. E. C. Hanley
Mr. R. W. Smith

P.S. BROTHER GREENE: I'm enclosing copy of letter received from Terriego, as well as copy of my reply. Please attend the meeting for me, but if it becomes necessary you will tell them that you are not authorized to sign anything or make any firm commitment, but that you will return to your office and write me a detailed report on the meeting.

Signed,

C. L. Dellums

January 6, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees and
Bartenders International Union
743 East 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

Yesterday I wrote Terriego, with copy to you, requesting that the Amtrak Service Workers Council meeting be put over until next month when we're all together in Miami Beach. I hope that you will, as Chairman of the Council, insist on putting it over, so that I can be present. I plan to talk with you prior to the meeting, but I may mention my thinking now; I know the Council Agreement provides for the rotation of Chairman, but I plan to propose that that be interpreted from the time of Amtrak's recognition. I sincerely believe that it would be best for you to serve as Chairman for the first year of the Council's recognition by Amtrak. I plan to talk to Terriego also before the meeting, and hope to sell him this idea, and I hope that you will not object to it. I can discuss this subject further with you when we get together in Florida.

Faternally yours,

C. L. Dellums,
International President

CLD: cr

Note: Copy of Recognition, Amtrak Service Workers' Council
letter dated 12-24-1975 to the 3 Presidents
from Lowry sent to Shack, Seymour, Greene &
Blanchette on 1-12-76

January 12, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director - Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

I just received ten copies of the "Recognition, Amtrak Service Workers' Council" and certain attachments from Mr. Edward T. Hanley with all signatures except mine. I am this date signing them, keeping two copies for my file, and returning all other copies to Mr. Jerry F. Venn.

After you receive the signed one back you will then please send twenty-five copies to our Mr. L. J. Shackelford, twenty-five copies to our Mr. W. W. Seymour, Sr. in Denver and twenty-five copies to me.

Very truly yours,

C. L. Dellums,
International President

CLD:cr

CC : Mr. Edward T. Hanley, International President, H&RE
Mr. Matthew Guinan, International President, TWU
Mr. Jerry F. Venn, General Counsel, H&RE

Unmarked copies sent to Terrigo, Gammerman, Seymour,
Greene, Shack & Blanchette on 1-12-76

January 15, 1976

Mr. J. R. Johnson
Labor Relations Officer
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Johnson:

Enclosed is a few more of the old Pullman operating forms, which I thought might be helpful. Bear in mind that these forms were drafted to operate under the 174 hour month and not the 180 hour month.

Looking forwards to seeing you in Florida.

Yours truly,

C. L. Dellums,
International President

CLD:cr

January 20, 1976

Mr. T. W. Fleming
Labor Relations Officer
Western Region
National Railroad Passenger Corporation
800 N. Alameda Street
Los Angeles, California 90012

Dear Mr. Fleming:

A few days ago, I received a letter from our Local Representative in Seattle, Mr. J. P. Young, informing me that on January 4, 1976, L. Victor "bumped" on a Sleeping Car job, train # 11-14, because the job Victor held had been abolished due to repairs being made on the Frazer River Bridge on the Canadian run.

Under the provisions of the Agreement of November 1st, 1975, Victor will be forced to become a Sleeping Car Attendant when a position is available. There was no position available when Victor lost his regular assignment, and he was allowed to bump under the Sleeping Car Roster. If this information is true, Victor will have to be removed from the position and the Sleeping Car Attendant he bumped will have to be restored to his position, and paid for any time he's lost.

Please investigate this matter, in order to see if my information is correct and if it is I'm sure you will take the proper action.

Yours truly,

C. L. Dellums,
International President

CLD:er

P.S. Will you please be kind enough to see that I get a Sleeping Car Attendants Roster effective 1-1-76 for Los Angeles and Seattle.

January 20, 1976

Mr. J. P. Young, Local Representative
Seattle Division, BSCP
4509 50th Avenue South
Seattle, Washington 98118

Dear Brother Young:

As a result of the information you sent me under date of January 15, 1976, concerning L. Victor; I have written Mr. Tom Fleming, Labor Relations Officer in Los Angeles about this matter, and as soon as he investigates it and get back to me, I'll get back to you.

I didn't send you some 1976 membership cards, because we are mailing them out for all the members of the Pacific Coast Zone from this office, and all of your members should have them in a few days.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

January 20, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director- Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, SW
Washington, D. C. 20024

Dear Mr. Lowry:

I recently wrote you suggesting that we could continue further discussions and or negotiations on the Sleeping Car Attendant Agreement on the afternoons of the week of February 16th, since the Executive Council of the AFL-CIO only meets in the mornings. One further thought comes to mind; the representatives of the Service Workers Council will no doubt meet with you a few times during the week of February 9th. I'm certain that all of the scheduled activities will wind up by Thursday, February 12th. Therefore, I should be available all day Friday, February 13th. So, if this date meets with your schedule I will be available.

Yours very truly,

C. L. Dellums,
International President

CLD:cr

January 28th, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

Reference is hereby made to our communication under date of December 12th, 1975, in which we were asking for an up-dated seniority roster, as well as the present addresses of all the Miami Crew Base Sleeping Car Attendants. For fear this communication may have been overlooked due to a heavy schedule and work on your part, we are again calling this matter to your attention.

Yours truly,

C. L. Dellums,
International President

CLD:cr

February 19, 1976

Mr. A. R. Lowry
Assistant Vice President and
Director-Labor Relations
National Railroad Passenger Corp.
955 L'Enfant Plaza North, S. W.
Washington, D.C. 20024

Dear Mr. Lowry:

We need something recognizing or jurisdiction over chair, coach and parlor car attendants. Therefore, I am enclosing a suggestion as one idea as to how this can be done. Hope you will put something together for us.

Very truly yours,

C. L. Dellums, Int. Pres.
Brotherhood of Sleeping Car
Porters

CLD:sg
enclosure

March 3, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

This is to formally request, that Mr. J. D. Wilcox, Parlor Car Attendant - New York be placed in "leave" status as a full time Staff Representative of the Brotherhood of Sleeping Car Porters. The duties and responsibilities formerly assigned to Mr. L. H. Greene, Jr., Parlor Car Attendant of New York is being reassigned to Mr. J. D. Wilcox.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : Mr. L. J. Shackelford, Jr.
Mr. W. W. Seymour, Sr.

March 3, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

This is to advise, that Mr. L. H. Greene, Jr., is no longer a Staff Representative of the Brotherhood of Sleeping Car Porters, and the duties and responsibilities formerly performed by Mr. Greene, will, until further notice, be performed by Mr. J. D. Wilcox of New York.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : Mr. L. J. Shackelford, Jr.
Mr. W. W. Seymour, Sr.

March 9, 1976

Mr. T. W. Fleming
Labor Relations Officer
Western Region
National Railroad Passenger Corporation
800 N. Alameda Street
Los Angeles, California 90012

Dear Mr. Fleming:

It has just come to my attention, that Mr. Thomas J. Murray, Seattle Service Attendant, has been recalled to service effective February 18, 1976 to occupy the position of unassigned Sleeping Car Attendant. It's my understanding, that N. Rood is the senior Sleeping Car Attendant on furlough. I've also been informed that Mr. Murray was afforded the opportunity to choose for his permanent assignment between sleeping cars and chair cars, and that he didn't make any choice at all by ignoring your communication. If that's true, then it seems to me that he obviously chose to remain where he was, in the Service Attendant service, and that it was improper for him to be placed on the Sleeping Car unassigned roster. Please look into this matter and advise.

Yours truly,

C. L. Dellums,
International President

CLD:cr

March 15, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees &
Bartenders International Union
743 East 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

I was sorry that we didn't sit down in Miami together, and let me give you my thinking on the crew bases, or rather the people we wanted named. I intended to write you to tell you who we wanted named in the crew bases where we have someone to name, but I took a cold just before I left Jacksonville, and haven't felt well since, and am now under the doctor's care and haven't spent much time in the office, and for that reason largely I guess it got out of my mind. Frankly Brother Smith, I was really amazed that you named Brother Cobb, who lives and works out of Los Angeles as the crew base chairman for Oakland. I only expected that we would get one crew base chairman and wouldn't have recommended any more myself.

Now for Los Angeles, appoint Brother L. B. Thompson, 7701 $\frac{1}{2}$ S. Broadway Los Angeles, California 90003; for the time being appoint Brother J. P. Young, 4509 50th Avenue South, Seattle, Washington 98118 for Seattle. Have Brother J. D. Wilcox named for New York and remove Brother Wilcox from Miami and Jacksonville.

I hope you will see to it that Mr. Lowry notifies his crew base people, that for these investigations they hold as a result of charges filed against an employee to send copies of those charges to the other people you have named, as well as the crewbase chairman.

Fraternally yours,

C. L. Dellums,
International President

CLD:cf

March 16, 1976

Mr. J. D. Wilcox
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
103 E. 125th St., Suite 610
New York, New York 10035

Mr. J. W. Cohen, President
SCAttdts, Jacksonville Div., BSCP
1736 University Street
Jacksonville, Florida 32209

Dear Brothers:

Enclosed you will find copy of the Amtrak Service Workers Council appointments made by Chairman Smith. Now Brother Wilcox, you will note, that he named Brother Walter Hamilton the chairman and you and Gammerman as associates. Now this means that you will continue to represent our members in New York, and Brother Cohen will continue to represent our Service Attendants' members in Miami and Jacksonville. I'm sure that you brothers won't have any trouble working with Brother Hamilton and Lindsey, and any problems that develop I think you brothers will work it out with the chairman. If you're unable to work things out, then get in touch with me.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
Enclosure

Unmarked copy sent to Seymour 3-18-76 as well as
list of appointments

March 18, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees and
Bartenders International Union
743 East 75th Street
Chicago, Illinois 60619

Dear Sir and Brother:

Just received yours of March 16th, and I hasten to answer it, because I am very much interested in as smooth an operation as possible, and as much unity and cooperation as we can put together. In my letter of a day or two ago, I indicated that so far as Oakland is concerned, I think it is beyond question that I should have been named crew base chairman, and then you name who you want for number two associates. I would like for you to name Brother J. E. Brown as an associate in Oakland. Jewel Brown is Vice President of the Oakland Division and have handled a majority of the investigations for me for quite a number of years. He and I would always confer on the charges, and I would suggest to him how I thought he ought to handle it, and he then would represent the employee at the investigation, unless ofcourse the employee requested me to handle it myself, which sometimes would happen.

I don't know who we would name in St. Louis, but Brother Shackelford will give you his name, since I'm sending him a copy of this letter. For New Orleans add Brother E. G. Hayes, 9124 Forshey Street, New Orleans, Louisiana 70118. Further, if I didn't mention it in the previous letter, Brother L. B. Thompson, 7701 1/2 S. Broadway, Los Angeles, California 90003 should be named for Los Angeles.

I note you didn't name anyone for St. Petersburg. Amtrak has transferred some work to St. Petersburg, and made it a crew base, and some of the men from Jacksonville transferred down there, and they've hire some

Mr. Richard W. Smith
Page Two
March 18, 1976

new ones, so I would suggest that at least for the time being you name
Lindsey and Cohen(his correct initials are J.W.).

Fraternally yours,

C. L. Dellums,
International President

CLD:cr
CC : Mr. L. J. Shackelford, Jr.

March 30, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C. 20024

Dear Mr. Lowry:

I'm enclosing what I feel could be put together as a Memorandum Agreement to be signed by you and myself, in order to get this much behind us and make it easier for us to complete a working Agreement covering the services in question. I think the sooner we get this subject settled the better for all concerned.

When the Amtrak Service Workers Council met at the Konover Hotel in Miami in February, Mr. Smith announced that you had discussed this question with him of putting the chair car and sleeping car people together on a separate roster from the dining car people. No one voiced any objection, and I'm sure you'll recall, that there were two or three T.W.U. people down there other than Mr. Terriego, and ofcourse H&RE had two or three other representatives there with Mr. Smith, and as you know Mr. Shackelford was with me. Therefore, all the union people concerned was informed of this matter, and there were no objections, so I think we ought to settle this before you start meeting with the three representatives from the Service Workers Council, so that the job of working out a working Agreement with the Service Workers Council would only include those handling food and drink.

As I told you in Miami, it's our intention of remaining a part of

Mr. A. R. Lowry
Page Two
March 30, 1976

the Amtrak Service Workers Council because under its provisions we will be subject to have members, and therefore represent waiters and cooks, and the other two unions would be subject to have as members, and therefore represent chair car and sleeping car attendants in due time.

I hope this enclosure will get a favorable reaction, because I'm submitting it as something to think about.

Very Sincerely yours,

C. L. Dellums,
International President

CLD:cr
Enclosure

April 1, 1976

Mr. J. D. Wilcox
Eastern Zone Supervisor
Brotherhood of Sleeping Car Porters
103 E. 125th St., Suite 610
New York, New York 10035

Dear Brother Wilcox:

Thanks for yours of March 23rd giving me a report on the local Service Workers Council's meeting. We don't refer to it as a Joint Council, because that was the title of the dining car cooks and waiters setup. So, ours is Service Workers Council.

Amtrak was properly notified that you had been appointed to a full time position with the Brotherhood, and I requested then that you be recognized as such, and placed on leave status while working for the Brotherhood. You're still an Amtrak employee on leave while employed by the Brotherhood, and entitled to pass privileges, and I feel certain that all you have to do is make application for it there in New York. If they turn you down in New York, then let me know, and I'll take it up with Lowry's office in Washington.

I'm enclosing a status sheet of Penn Parlor Car Attendants that I think Brother Greene sent the original to Brother Seymour. I don't have a copy of this because it wouldn't make a good photocopy, so I'm just sending it on to you. You'll note, that Greene lists 7 no pays, so you will check to see what they owe, if they're members, and notify them that they must pay up or a dismissal notice will be sent in, and Amtrak don't allow dismissal notices to be withdrawn, which would mean they would be fired. Now, those that he list as paying to H&RE, you could find out from McGrath, because if they're paying McGrath he should turn that money over to you to turn in. If they're on the check-off we'll take care of it.

Fraternally yours,

CLD:cr
CC: Mr. W. W. Seymour, Sr.

C. L. Dellums,
International President

April 14, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D.C. 20024

Dear Mr. Lowry:

I'm scheduled to arrive in Washington on the afternoon of Tuesday, May 18th. I will be tied up in a meeting of the AFL-CIO Executive Council on the 19th. I can be available for the 20th and on the 21st.

I would hope that we could get together while I'm there, and hopefully make some final determinations. I think we could narrow down an differences on the Sleeping Car Attendants' Agreement, and ofcourse settle the SCOPE Rule by including the Chair Car Attendants. I hope your schedule and or Mr. Johnson's will allow one of you to be available for May 20th and or 21st. I'm looking forwards to hearing from you on this. Incidentally, I will be stopping at the Holiday Inn , 1501 Rhode Island.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : Mr. P. Reistrup

Mr. K. Housman

April 15, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C.

Dear Mr. Lowry:

I'm very much concerned about the number of employees I hear about who are not only being accorded investigations, but disciplined and even discharged. I'm planning on some educational work to straighten out as many as can be straightened out. I'm concerned with the Sleeping Car and Chair Car Attendants since we have always represented the overwhelming majority of them. We only represented a few dining car people, so I don't plan to get into that phase, at least for now. Therefore, if you can have someone put together some statistical information for me I should be able to use it to an advantage. I could use a crew base breakdown on the number of Sleeping Car Attendants and Chair Car Attendants who have served suspensions, and if possible what the suspensions have averaged, and then a Crew Base by Crew Base breakdown of the number of dismissals. If it's not too much to compile this information for me, I think it would help the Corporation more than it would help the Organization, because as you know it cost money to hold all these investigations, and the Corporation has an investment in every employee therefore there is a loss in having to discharge them.

Very truly yours,

G. L. Dellums,
International President

CLD:cr

April 16, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S.W.
Washington, D. C.

Dear Mr. Lowry:

I continue to get many complaints about the handicap of one Chair Car Attendant having to take care of three coaches, and two for five coaches. When one Chair Car Attendant is assigned to three coaches about the best he can do is the janitor work on the three coaches, because he can render very little service to the passengers, and, he's got a problem entraining and detraining passengers on three coaches. Obviously, this one Attendant has trouble getting any kind of sleep.

When there are five coaches, and two Attendants, we have the same problem as referred to above, plus, a worse one. In that situation when one goes to bed, then one Attendant is on duty with five coaches, and you can imagine what a problem he has not only doing the janitor work, but the virtual impossible task of entraining and detraining the passengers at various stations. Please give some attention to this problem and let me hear from you.

Very truly yours,

C. L. Dellums,
International President

CLD:cr

April 26, 1976

Mr. Thomas W. Fleming
Labor Relations Officer
Wester Region
National Railroad Passenger Corporation
800 N. Alameda Street
Los Angeles, California 90012

File: SCP-MISC

Dear Mr. Fleming:

Reference is made to yours of April 21, 1976 concerning your File: SCP-MISC. Our local organizations don't have numbers, but are called divisions. The local chairman of the Los Angeles Division is ; W. T. Nickleberry, 1618½ W. 46th Street, Los Angeles, California 90062, phone #- 213-759-2604. However, the Executive Officer and spokesman for the division is Mr. L. B. Thompson, 7701½ S. Broadway, Los Angeles, California 90003, phone #213-759-2604. Our monthly dues are set in our Constitution, and therefore all of our members pay the same amount in monthly dues, whether or not they're in the states or Canada. The amount of monthly dues, effective January 1, 1976 is \$15.00, prior to that the dues were \$12.00. The Oakland Division - C. L. Dellums is the local Chairman.

The Seattle Division- Mr. J. P. Young, 4509 50th Avenue South, Seattle, Washington 98118, phone # 206-PA2-1531 is the Local Representative, and Spokesman. We don't have a local chairman at the present time, but we expect to have one soon, and will notify you at that time. No other organization represents any of the Sleeping Car Porters. However, prior to Amtrak all of the Chair Car Attendants in Los Angeles and Oakland were represented by the Brotherhood, and all of the Chair Car Attendants in Seattle were represented by H&RE, which was only a few. Now, as a result of the Amtrak Service Workers Council either of the three organizations is subject to have waiters and or cooks, as well as chair car attendants in its organization. As a matter of fact, some of the waiters in Oakland are already members of the Brotherhood.

Very truly yours,

C. L. Dellums
International President

CLD:cr

April 26, 1976

Mr. Richard W. Smith
International Vice President
Hotel & Restaurant Employees & Bartenders
International Union
743 E. 75th Street
Chicago, Illinois 60619

Dear Brother Smith:

I've heard that Amtrak is transferring both of the trains now running from Chicago to Seattle to Seattle. If this is true they'll have to employ quite a number of new employees up there. I wonder why they are making this transfer, and how do they plan to take care of all the operating employees working on those two trains. If you have any information on this I would appreciate getting it from you. Now about these new employees they'll have to hire there; you know that the Brotherhood needs every possible member, and the joining fee from new members is quite a help to us also. Since I'm certain that we don't have our proper percentage it would help it would help us quite a bit if you would send the word down through Brother Patterson that a majority of the new Service Attendants, and definitely those that would be working on Chair Cars or Coaches would be informed that they are to join the Brotherhood. If our percentage is to be built up through new employees, then I'm sure this suggestion is the only way we would get them. Hoping that you will give favorable consideration to the suggestion, I remain

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

April 26, 1976

Mr. W. W. Seymour, Sr.
International Secretary-treasurer
Brotherhood of Sleeping Car Porters
5253 Thrill Place
Denver, Colorado 80207

Dear Brother Seymour:

I've already sent you a copy of Lowry's letter to Smith dated April 8th, in which he listed the number of Food Specialists, Service Attendants and Sleeping Car Attendants crew base by crew base. We're suppose to have as you know, twenty-three percent of the Service Attendants, and Food Specialists. I don't know of any cooks that belong to the Brotherhood, other than that few that's left that were on the B.N. The information we have to put together now, in order to determine what percentage we presently have or had as of March, 1976 is the number of Service Attendants and Food Specialists. Naturally, the overwhelming majority of the Service Attendants we have are Chair Car Attendants. I'm sure we don't have very many waiters. I would think that in most of these crew bases we might not find any. I would estimate that we have here in the Oakland Crew Base about five. Our other members are either Sleeping Car members or Chair Car People.

Fraternally yours,

C. L. Dellums,
International President

CLD:cr

"MEMORANDUM"

June 1, 1976

To: Richard W. Smith, Int'l. Vice President - H&RE

From: C. L. Dellums, International President

Subject: The Enclosure

Hi Dick:

Hope the Convention went the way you wanted it to. I didn't want to take chances on somebody else getting the enclosure, attached herewith, to you, so I thought I had better send you one myself. Hope to see you soon, I am

Fraternally yours,

C. L. Dellums,
International President

CLD: cr
Enclosure

*Note: copy sent to
Jack Seymour
6/21/76*

June 21, 1976

Mr. Richard W. Smith
International Vice President, H&RE &
Chairman-Amtrak Service Workers Council
743 East 75th Street
Chicago, Illinois 60619

and

Mr. Albert A. Terriego
Director-Railroad Division &
International Vice President
Transport Workers Union of America
1980 Broadway
New York, New York 10023

Dear Sirs and Brothers:

Reference is made to your letter of June 15, 1976, which was in reference to the name "Amtrak Service Workers Council." I can suggest more than one name, but, since it's a federation of three unions, then I don't think the word "union" should be in the name. It could be "Railroad Service Workers Federation; or, "Federation of Railroad Service Workers", or even "Railroad Service Workers Council", but, I'm inclined to think that we ought to drop "council" all together. However, if neither one of the other names I have suggested strikes the fancy of one or both of you, then Railroad Service Workers Council would be better than "union", since three unions are involved. One other suggestion would be "Railroad Service Workers Confederation."

Fraternally yours,

C. L. Dellums
International President

CLD:er

CC : Mr. Dennis Smith

P.S.

Who is Dennis Smith?

July 16, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Mr. Richard Smith sent both Organizations a communication in which he mentioned the desire of the Corporation to setup separate rosters, and to merge the Parlor Car and Chair Car Attendants' roster with the Sleeping Car Attendant roster. After receiving it I wrote letter to Mr. Smith and Mr. Terrigo, and gave them a more complete explanation of the Brotherhood and Amtrak's plans to try and assure them that no one would be forced to go on the roster separate from dining car waiters against their will, and that whoever was holding a regular assignment on chair car or parlor car at the time would be allowed to remain on there with full seniority, if he desires, but, it would require that his name come off of the waiter's roster. Then the extra Attendants, with full explanation, then choose the roster they wanted to work off of, and accumulate further seniority.

I strongly urge now that you put the Agreement together so the three Organizations can sign it, approving of a separation of the rosters and the merging of the Chair Car Attendants and Parlor Car Attendants with the Sleeping Car Attendants, and send same out to us for signature.

Yours truly,

C. L. Dellums,
International President

CLD:er

July 16, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Just a couple of weeks ago I wrote you and sent you the name of the Brotherhood representatives who would need passes when and if they traveled on union business. I've recently been informed that there is a pass, I believe they referred to it as a "white pass", which allows representatives to ride any of Amtrak's passenger trains. If that is the case, I would hereby request that our representatives be allowed to travel without restriction, because I keep my fingers on expenditures of the Organization, and even travel and transportation require a certain amount of expenditures. Obviously, my position entitles me to transportation without restrictions.

Yours truly,

C. L. Dellums,
International President

CLD:cr

Note: Unmarked copy sent Shack 7-22-76

July 22, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Mr. Seymour reported to me just yesterday that we've never received the June, 1976 dues withholding reports from Amtrak. Further, the report is out around Chicago that the Company is sending all check-off money to Mr. Richard Smith. I'm still inclined not to believe this last statement, and I know that inadvertently some of our funds have been sent to Mr. Smith before. However, as you know, the Sleeping Car Attendants are on a separate roster, working under a separate Agreement, and signed check-offs for the Brotherhood of Sleeping Car Porters. As a matter of fact, the funds ought to be sent to the Organization that sent in the last authorization check-off form no matter which of the three Organizations it is. Please check this complaint, and see that all Sleeping Car Check-Off Funds are sent to Mr. W. W. Seymour, Sr., without delay.

Yours truly,

C. L. Dellums,
International President

CLD:cr
CC : Mr. W. W. Seymour, Sr.

July 26, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

We are still having considerable difficulty in getting the check-off money that belongs to the Brotherhood, which is now being sent to the Chairman of the Service Workers Council. So since this matter must be settled, I must request of your office a list of all of the Service Attendants on the check-off that is being sent to Mr. Richard Smith, so that we can separate our members from theirs. I would appreciate this cooperation at your earliest convenience.

Yours truly,

C. L. Dellums,
International President

CLD:cr

CC : Mr. W. W. Seymour, Sr.

July 27, 1976

Mr. Richard W. Smith
Int'l. Vice President-Hotel&Restaurant
Employees&Bartenders Int'l. Union &
Chairman-AMTRAK SERVICE WORKERS COUNCIL
6454 S.M.L. King Drive
Chicago, Illinois 60637

Dear Brother Smith:

I'm sending this letter to your home because I'm hoping that no one else sees it. I'm not even sending copies to Shackelford or Seymour.

Brother Smith your letter of July 19th would not help the Brotherhood one penny. It would increase the pay of the Sleeping Car Porters, but they would also have to allow Service Attendants to operate on Sleeping Cars. I have written Mr. Lowry more than once, and spelled out how I see the merger, and certainly no seniority rights of any employee who had established those rights by actually working, no matter how little would go on the roster as of that date.

Now Brother Smith, the reason that there's no copies is because I want to hopefully change your thinking as expressed in your letter, that you are unwilling to do anything that would help the Brotherhood financially or any other way really. The only reason I'm still working is in the hopes of getting the Brotherhood back where it will not be forced to merge or go bankrupt. As you know the Brotherhood is a monument to the race, because it's the first organization founded by Negroes, lead by Negroes that ever forced a big white industrial institution to sign an economic document against their will. Unfortunately, in all the organized trade union movement the Brotherhood is the only one nationally, with Negro leadership, and a majority of its members Negroes. Ofcourse, Amtrak is going to change that, and I'm sure you are aware of that fact, by their employment policy.

I'm hoping that you would join with me in this effort, because

Messr. Richard W. Smith
Page Two
July 27, 1976

obviously both of us cannot hang on working much longer, and I'm hoping that you will agree with me that the efforts of the two of us ought to leave this organization well set for the foreseeable future. Obviously, since the Council was formed, I cannot do it without your help. As I understand the Service Workers Council, each Organization will represent its own members whenever they need this personal representation, but also under the Agreement, that the position they hold covers. Since our agreements are substantially identical, and I've notified Amtrak already that the discipline rule must be the same for the Sleeping Car Porters and the Council as long as they are working under separate agreements.

You know Dick, when I was talking trying to find some way for the cooks and waiters and Brotherhood to merge together the intent was for me to nominate you for the President of the merged Organization, and I was to be first Vice President. I was willing to make an arrangement, that the International Presidency (we still have members in Canada) alternate from term to term, if that was your desire, since the term was for three years. If I had found any inclination that you were agreeable to the idea, then I think you and I could have worked together to get your International to agree to allow you to do it. However, since that wasn't done, I can only appeal to every ounce of race pride you have to help us leave the strongest possible International Union with a Negro President, who is not the President at the mercy and tolerance of white people. I'm sure you realize, that when the AFL-CIO holds its national convention, that the Brotherhood's delegate is the only free and independent Negro sitting in that hall. All of the others are there at the tolerance of white people, and will have to vote the way they want him to vote. As a matter of fact, each delegation now caucusses before a vote is taken, and the majority determines how the vote for that entire delegation will be cast. To put it another way, the Brotherhood's delegate is the only Negro in the Convention that no white man can even suggest to him how they would like to see him vote. All of us ought to be proud of that Dick, and try to preserve that. I've been offered the loan of plenty money without interest; I have been offered money as a gift by what we call white unions, because they say there should never be a time when there's no Brotherhood, that the race needs a free and independent Negro voice in the organized labor movement, and that now white labor realizes that the labor movement also needs that free and independent voice.

Dick, I hope you take this plea to you very seriously, because your International may have a half million members and wouldn't miss a few in the railroad ranks. Our union consists of nothing but these people in the service department on the passenger train, no one else.

Looking forwards to seeing you at the very first opportunity, I am

FRATERNALLY & SINCERELY,

C. L. Dellums

CLD:cr

July 28, 1976

Mr. Edward T. Hanley, General President
Hotel & Restaurant Employees' and Bartenders'
International Union
120 E. Fourth Street
Cincinnati, Ohio 45202

Dear Sir and Brother:

Briefly, Amtrak signed a Consent Recognition with Richard Smith, granting your Organization the right to represent not only the dining car employees, but all of the Coach and Chair Car porters, chair car attendants, (all of this group is now known as Amtrak Service Attendants) Lounge and Parlor Car Attendants. At the time Amtrak's Mr. Lowry and your Mr. Smith knew that Mr. Smith represented a little less than ten percent of these employees nationally, that almost ninety percent were represented by the Brotherhood, organized by the Brotherhood, and had never been members of any other labor organization.

Now, Amtrak is willing to correct the injustice that was done to us through that consent recognition. They're agreeable to putting these Chair Car Attendants, now called Service Attendants, back under our jurisdiction and merged with the Sleeping Car Attendants, so those two crafts work together, the same as we had with some railroads, but Mr. Smith is blocking it by laying down restrictions which substantially peg the Brotherhood membership where it is, because he doesn't want to agree to anything that would increase the membership of the Brotherhood. Brother Hanley, the only people we represent are these sleeping car and chair car employees, we have no one else. If we had all of them we could survive, but without the chair car attendants we cannot survive without help. Please give this serious consideration Brother Hanley, and if you will agree, you will have to order or direct Mr. Smith to sign the necessary papers. I could have Amtrak put it together, so that the three INTERNATIONAL PRESIDENTS would sign it. I feel quite confident that Mat Guinan would readily sign it.

Looking forwards to hearing from you, and also expecting to see you on the 31st of August.

Sincerely and Fraternally,

CLD:cr

C. L. Dellums, President
International

July 28, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director - Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

I need additional information; I would appreciate very much if you would put together for me the number of Sleeping Car Porters hired directly off of railroads. Obviously, this means that they weren't initially employed directly by Amtrak. I will also need the number of Service Attendants, the number of cooks, including chefs, and the number of stewards or maitre' D's.

Under date of April 18, 1976 you supplied this information crew base by crew base as of March 19, 1976. All I would need to know from those figures is how many of them had railroad seniority when you employed them. I hope it is possible for you to get this information to me forthwith.

Very truly yours,

C. L. Dellums,
International President

CLD: cr

July 30, 1976

Mr. Paul H. Reistrup, President
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Reistrup:

I plan to arrive in Washington on Sunday, August 29th, and I hope your schedule will allow you to see me for a few minutes at your convenience on Monday, August 30th. If your schedule forces you to limit the time you can see me please say so, and I'll govern myself accordingly.

I plan to leave Washington on Wednesday, September 1st, but if you just cannot see me on the 30th, but could on the 1st, then I would stay over another day, in order to be able to see you. Regardless of what happens between now and then, I would still like to see you for a few minutes. Looking forwards to see you.

Sincerely yours,

C. L. Dellums,
International President

CLD:cr

July 30, 1976

Mr. Paul H. Reistrup, President
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Reistrup:

I received a "tip" that Mr. Richard Smith was going down to see Mr. Lowry on something that affected our Organization, as well as his own, and that we should be there to protect our rights. I telephoned our Mr. Shackelford in Chicago, and had him check with Mr. Smith's office to find out if he was in Chicago. Mr. Shackelford learned that Mr. Smith was in Washington, so I directed Mr. Shackelford to fly down to Washington early the next morning and go the Executive House Hotel where Mr. Smith was staying, and tell Mr. Smith that I had him to come down there to go with him to the conference with Amtrak. It developed that conference wasn't with Amtrak, but with some railroads at the National Carriers' Conference office, concerning matters that also affected us as well as them. Mr. Shackelford went and then the following day was the Amtrak conference.

Mr. Smith told Mr. Shackelford, the morning Mr. Shackelford went to Washington, that he was going down to Amtrak to sign a Consent Recognition letter, and hoped that Shackelford would sign one for us also, and Smith showed Shackelford both letters already prepared for signature. Smith's letter was recognizing H&RE as representing not only the employees handling food and drink, but also these Chair Car employees. Our letter was just recognizing us as representing only the Sleeping Car Attendants. At that time, Mr. Smith, Mr. Lowry and Mr. Housman knew that H&RE didn't represent ten percent of these Coach employees, and that the Brotherhood represented better than eighty percent. Mr. Smith signed the letter Mr. Lowry prepared for him, and Shackelford told Lowry he had no authority to sign my name to anything, and suggested Mr. Lowry mail it to me immediately. I didn't hear from Mr. Lowry until May 24th enclosing the Recognition letter dated May 10th.

Messr. Paul H. Reistrup
Page Two
July 30, 1976

I had been after Mr. Smith from the day Mr. Shackelford reported back as to what Mr. Smith had signed with Mr. Lowry, to have the Chair Car Attendants removed from his jurisdiction, because he knew he only represented about 50 to 60 at the most, and that the Brotherhood represented all of the others, with the exception of the Chair Car Attendants employed by Illinois Central Gulf, but however the Brotherhood represented the Train Porter on the Illinois Central Gulf because they came from the Gulf, Mobile & Ohio.

My position then and still is, insofar as Amtrak is concerned, is that letter of Recognition Mr. Lowry prepared and Mr. Smith accepted granting jurisdiction over another union's members to the H&RE was wrong, immoral and I still believe illegal. The Brotherhood held contracts with railroads clear across this nation, and as far south as Mobile, Alabama, and none of them "consented" to recognize us as representing their Chair Car employees, even though we had authorization cards signed by them, they had never been organized before, and no one else was claiming to represent them. Railroads all over this nation told us they wouldn't recognize us until we were certified by the National Mediation Board. I feel confident in stating, that no railroad in the nation would have knowingly "consented" to granting recognition of one union over another union's members, without the knowledge or consent of the other union or its members, and without an election or certification from the National Mediation Board.

Under date of May 23, 1973, Mr. Smith wrote Mr. Lowry stating that since the overwhelming majority of these employees were represented by the Brotherhood rather than his union, that the Consent Recognition to H&RE should not include these Chair Car employees. Still Amtrak refused to remove them from the Consent Recognition of H&RE and place them under us. I believe the same day Mr. Lowry received that letter from Mr. Smith, because it was dated May 24, 1973, that Mr. Lowry wrote me enclosing letter dated May 10, 1973, recognizing us as representing the Sleeping Car Attendants. When I realized that Mr. Lowry was not going to make the representation change, I signed the letter recognizing that we were at least in existence, and represented Sleeping Car Porters, and sent it back to him under date of June 11, 1973, copy of which is enclosed.

I never missed an opportunity to speak with Mr. Lowry in person, requesting that this change in jurisdiction be completed. Finally, he committed himself to me, I believe with Mr. Smith's approval, down in Florida in February of this year, that he was now prepared to recognize the Brotherhood as the representative of these employees not handling food and drink with two requests. One, that we place the Chair Car and Sleeping Car employees on the same roster so they could work on either job in accordance with their seniority, the same as we had when they were working for the Southern Pacific. Since I wanted that, and he knew it, that condition was readily met. His number two request was that we remain members of the Service Workers Council. I told Mr. Lowry it had never crossed my mind not to remain a part of the Council. Just as I had told Mr. Lowry from the beginning, that these em-

Messr. Paul H. Reistrup
Page Three
July 30, 1976

ployees should remain on separate rosters, and that I had no plans to withdraw from the Council. He said everything was alright, and he would make the change. But, from my dealings with him, I didn't want any time wasted, and I urged him to write something to that effect, if possible while we were in Florida, and if not, when he got back to Washington, and he promised to do so.

In an attempt to try and get Mr. Lowry to move before someone changed his opinion, I drafted something down there in Florida, and mailed it to Mr. Lowry under date of February 19th, 1976 just as a suggested way of going about it, but he never answered. When I received the dates of June 15, 16 and 17th, 1976 for further negotiations on the Sleeping Car Agreement, I again reminded Mr. Lowry of his February commitment and asked that something be put together, now that the Council has been recognized, and have it for me upon my arrival on the 15th, and I could then make an effort to get the other two unions to sign. Oh, by the way, International President Hanley of H&RE repudiated the whole Consent Recognition Mr. Smith had signed or cancelled it. I immediately got after Mr. Lowry that since right at that time these employees had no representation, that this would then be another opportunity to place them under our jurisdiction where they belong. Then he still wouldn't do it, and ofcourse subsequently he recognized the Service Workers Council. So now to get this matter straightened out the agreement would have to provide for the other two unions to sign it also. Since we are working under "consent agreement" this matter ought to be settled now, even if Amtrak has to withdraw consent recognition of the Service Workers Council until after he can sign up placing these employees not handling food and drink under the Brotherhood. It's my opinion, that if Mr. Smith was told that he would sign.

Since I'm convinced that Mr. Lowry doesn't intend to do anything in reference to the above subject, without Mr. Smith's approval, I have letter from Mr. Smith dated July 19th, 1976, in which I think he makes it clear to me, that he doesn't intend to agree for these employees to be placed completely under our jurisdiction. I'm therefore appealing to you in the hopes that you will take the necessary steps to have such a change drafted, and sent first to me for signature, and leave it up to me to get the other two Organizations to sign it.

Very Sincerely yours,

C. L. Dellums,
International President

C1D:cr
CC : Mr. Edward T. Hanley- President, H&RE
Mr. George Meany- President, AFL-CIO

August 9, 1976

Mr. A. R. Lowry, Vice President
Director-Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

Now that the Amtrak Service Workers Council has been recognized it would be necessary for you to draft something on the order I'm suggesting, with the enclosure, be prepared and sent out to each Organization for signature.

Very truly yours,

C. L. Dellums,
International President

CLD:cr
Enclosure

GENTLEMEN:

In order to return the jurisdiction of the employees formerly referred to as Coach, Chair Car and or Train Porters, Chair Car, Coach and or Parlor Car Attendants to the Brotherhood of Sleeping Car Porters, the Organization that, prior to Amtrak, represented the preponderance of these employees, it will be necessary for the three Organizations constituting the Amtrak Service Workers Council to approve it.

This Agreement shall become effective October 1, 1976.

Signed at Washington, D. C. this _____ day of _____

For: Brotherhood of Sleeping Car Porters

For: Hotel&Restaurant Employees and
Bartenders International Union

For: National Railroad Passenger
Corporation

Edward T. Hanley, General President

For: Transport Workers Union

A. R. Lowry, Vice President
Director-Labor Relations

Matthew Guinan, President

A G R E E M E N T

between

The National Railroad Passenger Corporation

and

Its Employees

Represented by the Amtrak Service
Workers Council

Rule 1 -- Scope

This Agreement shall govern the rates of pay, hours and working conditions of all employees of the Corporation Classified as Sleeping Car Attendants, Coach, Chair and Parlor Car Attendants, in sleeping cars, sleeper/lounge cars, coach, chair and parlor cars.

The rates of pay of these employees will be the same as that of the dining car waiters.

This Agreement shall become effective October 1, 1976.

Signed at Washington, D. C. this _____ day of _____

For: Brotherhood of Sleeping Car Porters

For: National Railroad Passenger
Corporation

C. L. Dellums, International President

For: Hotel and Restaurant Employees &
Bartenders' International Union

Edward T. Hanley, International President

For: Transport Workers Union

A. R. Lowry, Vice President
Director-Labor Relations

Matthew Guinan, President

August 9, 1976

Mr. Richard W. Smith, Chairman
Amtrak Service Workers Council
743 East 75th Street
Chicago, Illinois 60619

Dear Sir and Brother:

I hasten to answer yours of August 5th, just received this morning. In my letter I was trying not to insult your intelligence or be nasty, however I'm egotistical enough to believe that I understand the "king's english" as well as you do.

I haven't received anything from Amtrak that would do any of the things you said in your letter was their "intent". Naturally, then I received nothing that changed the name of Sleeping Car and or Service Attendants to "train attendants", nor anything that would even indicate that it would eliminate the Agreement now held by the Brotherhood covering Sleeping Car Attendants. So you see, you are apparently assuming that I have some document that I do not have. I'm well acquainted with their original "intent". I didn't state that Mr. Reistrup wouldn't approve your letter, but that I rather doubted it, and there is a slight difference Brother Smith. So apparently your request to Mr. Johnson wasn't carried out, maybe he overlooked it or it just went astray in the mails.

Surely, you couldn't possibly expect me to put the Sleeping Car Attendants under the jurisdiction of the Council, and our percentage of the employees remain the same.

Faternally yours,

CLD:cr

CC : Mr. L. J. Shackelford, Jr.
Mr. W. W. Seymour, Sr.
Mr. Edward T. Hanley
Mr. A. Terriego
Atty. Ira Gasserman

G. L. Dellums,
International President

August 17, 1976

Mr. Richard W. Smith
Chairman
Amtrak Service Workers Council
743 East 75th Street
Chicago, Illinois 60619

Mr. A. Terriego
Vice Chairman
Amtrak Service Workers Council
1980 Broadway
New York, New York 10023

Dear Sirs and Brothers:

Reference is made to yours of August 13th, in which you set the next meeting of the Amtrak Service Workers Council for 10:00 a.m, Wednesday, September 1, 1976;

I'm going to Washington on Sunday, August 29th because the AFL-CIO is calling a meeting of the General Board for 10:00 a.m. August 31st. However, I can make a meeting for 10:00 a.m. Monday, August 30th.

Fraternally yours,

C. L. Dellums,
International President

CLd:cr
CC : Ira Gammeran
Attorney at Law

August 20, 1976

Mr. Matthew Guinan, President
Transport Workers Union of America
1980 Broadway
New York, New York 10023

Dear Mat:

I have tried to keep you informed of the position I'm taking in connection with our problems with H&RE. Mr. Smith did not want the Service Workers Council formed, and would not have agreed to it had not President Hanley ordered him to. He told me after we had setup the Council that it would never work, and I got the strong feeling that he meant it, almost at any price. So, he has continued to drag his feet and collect money belonging to both your Organization and mine, and we're having one hell of a time getting it from him. He puts all the responsibility on us to continue to identify our old members, and obviously his records must show every one of our members, as well as yours that were not in his organization prior to Amtrak.

Mat, the difference in our Organization, H&RE and yours is that at best it may be necessary for yours to lose a few members, but, your very existence does not depend upon the few workers involved here. The only members we had were the Sleeping Car Porters, at least 80% of the Chair Car Attendants, and less than a hundred dining car cooks and waiters, formerly employed by the Burlington. They rebelled against H&RE many, many years ago, and came to us. We did not seek them, and we have refused to accept any other dining car employees. So you see we only have throughout the nation, at this moment less than a thousand members. We're almost bankrupt and cannot continue to operate, even with a skeleton force, without help. So you see we are struggling to exist, and I'm hoping that you will support my position. We don't want any dining car employees, just the sleeping car and chair car employees.

I've put together a suggested Agreement that I'm asking Amtrak to

Mr. Matthew Guinan

Page Two

August 20, 1976

put together and sign, because Mr. Lowry told all of us when we were down in Florida in February, that this is the way Amtrak wants it. It will be a great favor to me if you will sign it when it reaches you. He told me that it took them a long time to realize, that they did make a serious mistake, when with the cooperation of Mr. Smith, transferred the Chair Car Attendants, and ofcourse our dining car members over to H&RE, forcing them to assist in dining cars, and calling Chair Car Porters and dining car Waiters Service Attendants. I'm sure from Mr. Reistrup down they have been prepared to do this, but Mr. Smith hasn't agreed. For the above reason, Mat, I'm appealing to you to help me save the Brotherhood of Sleeping Car Porters. Looking forwards to seeing you in the not too distant future now.

Sincerely and Fraternally,

C. L. Dellums,
International President

CLD:cr

August 23, 1976

Mr. A. R. Lowry
Assistant Vice President &
Director of Labor Relations
National Railroad Passenger Corporation
955 L'Enfant Plaza North, S. W.
Washington, D. C. 20024

Dear Mr. Lowry:

I'm sure that you know by now that I'm coming to Washington, and have an appointment with Mr. Reistrup for 3:30 Monday, August 30th. If you or Mr. Johnson are not already booked up for lunch or 2:00 p.m. that day maybe we can have an hour together. I will be stopping at the Shoreham Americana. Hoping to see you soon.

Yours truly,

C. L. Dellums,
International President

CLD: cf