

November 19, 1975

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

Dear Brother Pollard:

I just today received yours dated November 14th. I'm flying to Washington Sunday, because I'm scheduled to go in conference with Lowry at 10:00 AM Monday to continue negotiations for Sleeping Car Attendants. After staying after him to get these conferences resumed he finally set November 24th, 25th and 26th as the days that he and his staff would be available to negotiate. I plan to fly out of there Thanksgiving day morning, and I hope that we can have some time together while I'm there, so that we can discuss the S.P. matter further. Looking forwards to seeing you, I am

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr



November 3, 1975

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

Dear Bill:

Under date of October 27, 1975 I received a letter from Smith, marked a copy to you. He enclosed in mine copy of a letter he received from Brother R. M. Patterson dated October 9, 1975, and I'm assuming that Dick sent you a copy of Patterson's letter also. Now, I don't understand Patterson's letter because of the first paragraph. I don't know what National Agreement he's talking about that H&RE has with Amtrak dated 3-10-75, do you? And, the second paragraph, Pat said nothing about the February 7th Agreement, but only the merger agreement. See if you can throw some light on his letter for me.

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr

September 9, 1975

Mr. Andrew J. Biemiller, Director  
Department of Legislation  
American Federation of Labor and  
Congress of Industrial Organizations  
815 16th Street, N.W.  
Washington, D. C. 20006

Dear Brother Biemiller:

Since our members are not covered by NLRA we have never made a practice of participating in any conferences or hearings which are confined to NLRA. We try to keep up with everything concerning the Railway Labor Act.

With kindest regards, I am

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr



September 3, 1975

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

Dear Brother Meany:

This is to advise, that I expect to report to Vice-President Abel,  
Chairman of the Resolutions Committee of the Eleventh Constitutional  
Convention on Monday, September 29th, at 10 a.m. in San Francisco.

With the very best personal regards, I am

Sincerely and Fraternally,

C. L. Dellums,  
International President

CLD:cr



March 14, 1975

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

Dear Bill:

Enclosed you will find copies of everything that's developed since we were together in Florida. Since Amtrak refused to recognize the Council we proceeded to get authorization cards printed, and now the job is to get the Service Attendants and Food Specialists to sign them. I hope you will please call Tom Anderson and tell Tom to get some of the authorization cards from me, and get busy and get them signed and turn them back over to me. Gammernan told me on the telephone a couple of days ago, that Hanley was going to send a strong letter to those four general chairmen and is preparing to take disciplinary action against them if they continue to attempt to sabotage an Agreement that he, Hanley, has signed. Gammernan said that Venn, H&RE's lawyer in Cincinnati, was preparing the letter for Hanley to sign. Smith has been furnished several hundreds of these cards, and Smith is suppose to send them to all of the general chairmen and urge them to get them signed, but you know we can't depend upon that. So, if you will tell Tom to help us get them signed here, and if you know and have any influence with the fellow down in Los Angeles that's handling the investigations for the union maybe you can get him to help also. With very best regards to you and Sister Pollard.

Sincerely yours,

C. L. Dellums,  
International President

CLD:cr  
Enclosures



July 22, 1975

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

Dear Bill:

I'm assuming that you will be in Chicago for the Executive Council meeting. If so, please study the Agreement we refer to as the Takeover Protection Agreement that we signed with the Southern Pacific, particularly number eight. I have been meeting with Jensen, because some of the men are entitled to some makeup money. Does Amtrak pay cooks as much as the S.P. was paying them? What about waiters also? Jensen says if you and I can agree on a reasonable interpretation for number eight, he would have a reasonably easy time of putting it over. If by chance you're not coming to Chicago, then study number eight carefully, and send me your interpretation almost sentence by sentence. Jensen is leaving Monday on his vacation, and may not be back in the office until August 18th, but definitely not before the 11th. This should give you and I ample time to get together on this Article. Give my regards to Sister Pollard, and looking forwards to seeing you, I am

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr



March 24, 1975

Mr. Roland K. Quinn, Jr.  
Executive Secretary  
National Mediation Board  
Washington, D.C. 20572

Dear Mr. Quinn:

Attorney Ira Gammernan sent me a copy of your letter dated March 5, 1975, and addressed to Messrs. John M. McGrath, Ira Gammernan, Ernest Monroe, F. R. Kirkland and Edward E. Davis, and also marked copy going to Mr. A. R. Lowry, Director of Labor Relations, National Railroad Passenger Corporation;

Beginning back in the late 1930's the Brotherhood began organizing the unorganized railroad passenger train employees designated by various railroads as Chair Car or Coach Porters, Chair Car or Coach Attendants, Lounge and Parlor Car Attendants or just Train Porters. In each case, the Brotherhood was certified by the Mediation Board, and we negotiated agreements with approximately twenty-five railroads representing these employees.

At the time Amtrak tookover the On-Board personnel of what is now known as Amtrak railroads the Brotherhood represented approximately eighty percent of these employees. When Amtrak granted Consent Recognition to the Hotel&Restaurant Employees and Bartenders International Union as the bargaining representative of dining car cooks and waiters and these employees just referred to, then obviously these employees were denied the right to continue to be represented by the organization of their choice.

The Brotherhood of Sleeping Car Porters, the Transport Workers Union, and the Hotel&Restaurant Employees Union negotiated an Agreement establishing the "Amtrak Service Workers Council", and this Agreement was signed under



Mr. Roland K. Quinn, Jr.

Page Two

March 24, 1975

date of February 7, 1975. This Agreement provides that all negotiations covering wages, hours and conditions of work will be negotiated with Amtrak by the Council through its negotiating committee. Personal matters (grievances, claims and discipline) of the employe will be handled by the organization he belongs to with the assistance of one or both of the other organizations upon request. The present agreement between Amtrak and Hotel&Restaurant Employees union would remain in effect, but transferred to the Service Workers Council and remain in effect until changed in accordance with the provisions of the Railway Labor Act.

Since this Council was established by the General or International Presidents of the only labor organizations representing these employes, then it seems to me, that recognition and certification should be granted by the Mediation Board.

Sincerely yours,

C. L. Dellums,  
International President

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Sincerely yours,

C. L. Dellums,  
International President

CLD:cr



May 20, 1975

Mr. L. B. Thompson, Secretary-treasurer  
Los Angeles Division, BSCP  
7701½ S. Broadway  
Los Angeles, California 90003

Dear Brother Thompson:

Your letter addressed to me under date of May 7, 1975, with copies to Shackelford and Seymour didn't reach any of us before or on the day of the Board Meeting, which was Friday, May 9th. Shackelford sent it to me the following week. I will keep it and take it up with the Board in the pre-Convention meeting.

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr



Copy sent to Reister, President of A. L. R. - 7-10-75  
Shack & Seymour 7-10-75

Certified Mail  
Return Receipt Requested  
No. 441590

July 9, 1975

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

Re: Notice Under Section 6 of the Railway Labor  
Act  
Brotherhood of Sleeping Car Porters -  
Proposals for Permanent Working Agreement

Dear Mr. Lowry:

Please consider this letter as the usual and customary thirty-day notice under the Railway Labor Act, as amended, of our desire to negotiate a permanent working agreement in accordance with the proposals set forth in Attachment A, attached hereto and made a part thereof.

It will be noted, that we have proposals for an increase in wages, and ofcourse we know about the moratorium. However, moratorium can be waived if the Corporation will agree. We make the submission, because we believe strongly that Sleeping Car and Chair Car Attendants, and Dining Car Waiters ought to draw the same basic wages. We believe and have expressed to you before, that the only reason the Corporation originally set a lower wage for the Sleeping Car Attendants was because of the Corporation's failure to force the Sleeping Car Porters to be just a part of the general classification of "Service Attendants". Also, we have no permanent wage and working Agreement, and only have an Interim Agreement which was designed to have something, a minimum to get by with until a permanent working Agreement could be negotiated.

We still hope the Corporation will see its way clear in removing the



Chair Car Attendants from the general classification of "Service Attendants", and place them where they were prior to Amtrak, a part of the same group the Sleeping Car Porters were, so that they could have dual seniority in both sleeping car and chair car service, because the work is so closely related.

Mr. Richard W. Smith requested in writing, that in light of the fact, that the Brotherhood had always represented a majority of the employees classified as Coach or Chair Car Porters and Attendants that they be removed from H.R.E.'s jurisdiction, and placed back with the Brotherhood, and for some reason never adequately explained the Corporation's refusal.

We also want to call your attention to the fact, that every Sleeping Car Porter employed in the United States and Canada worked a 17 1/4 hour month, and every employee classified as Coach or Chair Car Porter or Attendant, Lounge Car Attendant and or Train or Parlor Car Porter in the United States represented by the Brotherhood, which was more than eighty percent of them, had a 17 1/4 hour month, and Amtrak should never have forced them under a 180 hour month, solely because the dining car cooks and waiters had been working a 180 hour month.

In the interest of saving time it is hereby understood that the Corporation reserves the right to submit proposals of their own.

I am scheduled to arrive in Chicago on the afternoon of Monday, July 28th, 1975, for the purpose of attending the meeting of the AFL-CIO Executive Committee, which will meet on the 29th and 30th, and expectedly the morning of the 31st. If it is possible for you to arrange your schedule to meet with us in Chicago, say beginning at 2:00 PM on the 31st, and continuing as your time will permit it would be appreciated by us. On the other hand, I could arrange to arrive in Chicago on the afternoon of July 23rd, so that we could open negotiations on the 24th. I hope it's possible for you to work out your schedule for us to utilize this time while I will have to be in Chicago anyway.

Very truly yours,


C. L. Dellums,  
International President

C LD:cr



No. 441590

RECEIPT FOR CERTIFIED MAIL—20¢ (plus postage)

SENT TO <i>Mr. A. R. Lowery</i>		POSTMARK OR DATE  
STREET AND NO. <i>955 L'Enfant Plaza North, SW</i>		
P.O., STATE AND ZIP CODE <i>Washington, D.C. 20024</i>		
OPTIONAL SERVICES FOR ADDITIONAL FEES		
RETURN RECEIPT SERVICES	1. Shows to whom and date delivered .....	15¢
	With delivery to addressee only .....	65¢
DELIVER TO ADDRESSEE ONLY	2. Shows to whom, date and where delivered .....	35¢
	With delivery to addressee only .....	85¢
SPECIAL DELIVERY (extra fee required) .....		50¢

PS Form 3800 Apr. 1971 NO INSURANCE COVERAGE PROVIDED—NOT FOR INTERNATIONAL MAIL (See other side) \* GPO : 1972 O - 460-743



Copy sent to Reistrup - President of Amtrak, 7 2 75  
Copy sent to Shack - Enquirer - 7/10/75

July 9, 1975

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

Re: Your file - BSCP-Guarantees

Dear Mr. Lowry:

This refers to your letter of June 27, 1975 concerning the proposed amendments to the System Seniority/Guaranteed Extra Board Agreement.

I recall Mr. Housman, telling us once, that he planned to propose certain rules, like discipline and claims, and no doubt a few others that would fit all employees, regardless of the organization representing them, and then ask all the organizations Amtrak would be having Agreements with to meet together to negotiate those rules. This meant ofcourse, that Mr. Housman recognized that it's virtually impossible to have all of the employees employed by Amtrak working under identical rules. That is true today, because you and I both know that all of the agreements you have now are not identical. Therefore, there's no reason why every rule in the Sleeping Car Agreement have to be identical with the rules in the Dining Car Agreement. Sleeping Car and Chair Car Attendants should and could have identical rules by being covered by the same Agreement, whose jobs are far different than those in dining cars.

Since we cannot agree to your proposed amendments to the rule in question it obviously then will be a subject for negotiations when we meet in the near future on a permanent Agreement.

Very truly yours,

C. L. Dellums,  
International President

CLD:cr



April 10, 1975

Mr. David L. Baucom, Sr.  
Manager On-Board Services, Los Angeles  
National Railroad Passenger Corporation  
800 N. Alameda Street  
Los Angeles, California 90012

Dear Mr. Baucom;

I wrote you under date of March 25, 1975 concerning a trip that we think should have been given to Sleeping Car Service Attendant, G. F. Hancock. After talking with Hancock further on the subject, and getting more accurate information, I then under date of March 31, 1975 filed an official claim. I made this an official claim so that it could be taken higher if not adjusted by you.

It is our position, that Mr. Hancock did not miss the trip because he wasn't available, since he had been at home all day, and had not received a call, and shortly after Sleeping Car Attendant T. Coleman was called and given the assignment, Coleman called Hancock and told Hancock about it. Since the trip was not to be made until the following day, and Hancock called the dispatcher within two or three hours of the time the dispatcher gave the trip to Coleman there was ample time for the dispatcher to correct the error. I hope upon further investigation you can agree that this claim has merit.

Yours truly,

C. L. Dellums,  
International President

CLD:er  
CC : Mr. William J. Godfrey, Jr.



March 31, 1975  
Oakland, California

#### CLAIM

Filed by the Brotherhood of Sleeping Car Porters for and in behalf of Sleeping Car Service Attendant, G. F. Hancock, Oakland Crew Base, claiming additional compensation covering a period from the latter part of February, 1975 to the early part of March, 1975, on the grounds that the Corporation gave another Sleeping Car Service Attendant an assignment that should have gone to Attendant Hancock.

#### STATEMENT OF FACTS

Sleeping Car Service Attendant, G. F. Hancock, and Sleeping Car Service Attendant, T. Coleman, made a round trip on February 7, 1975 to New Orleans on the same train, returning to Los Angeles on or about February 12th. Since Attendant Hancock is senior to Attendant Coleman, then Hancock was entitled to an assignment prior to Coleman.

On or about February 24th, Coleman telephoned Hancock, in order to find out if Hancock had also received an assignment for another trip to New Orleans, leaving Los Angeles on February 25th. Since Hancock had not received an assignment, that he then immediately telephone the dispatcher in Los Angeles and called the dispatcher's attention to the fact, that Hancock was senior to Coleman. All the dispatcher said was that evidently there had been a mixup, but he did not correct the assignment. Since Coleman made the round trip to New Orleans and back before Hancock received his next assignment, then Hancock obviously was given a "run around" and should be compensated in the same amount of money that Coleman was paid, for the trip in question.

#### POSITION OF THE ORGANIZATION

It is the position of the Organization that the Corporation was in error when Coleman was given an assignment that should have gone to Sleeping Car Service Attendant Hancock as he was senior to Coleman. Since Attendant Coleman made the round trip to New Orleans and back before Hancock received his next assignment, then, it's the position of the Organization that Hancock should be compensated for the same amount of money that Coleman was paid for the trip in question.



March 31, 1975  
Oakland, California

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March 31, 1975

Mr. David L. Baucom  
Manager-On Board Services (LA)  
National Railroad Passenger Corporation  
800 N. Alameda Street  
Los Angeles, California 90012

Dear Mr. Baucom:

Enclosed herewith you will find claim, filed for and in behalf of  
Sleeping Car Service Attendant, G. F. Hancock.

Your decision in this matter is awaited.

Yours truly,

C. L. Dellums,  
International President

CLD:cr  
Enclosure



March 25, 1975

Mr. David L. Baucom  
Manager-On Board Services(LA)  
National Railroad Passenger Corporation  
800 N. Alameda Street  
Los Angeles, California 90012

Dear Mr. Baucom:

Service Attendant, G. F. Hancock informs me that he was one of the nine Service Attendants that transferred to Los Angeles on a temporary basis beginning the first part of February, 1975. He further claims, that he and Sleeping Car Attendant T. Coleman were informed that they would work from the extra board. He further claims, that on or about February 12th, that T. Coleman called him and said he just had a call from the dispatcher in Los Angeles instructing him to fly down to Los Angeles and take an assignment to New Orleans. Hancock says that he immediately telephoned the dispatcher in Los Angeles, and called his attention to the fact, that he, Hancock, was senior to Attendant Coleman, and therefore was due an assignment ahead of Coleman. Hancock further claims, that no correction was made, and therefore Coleman made the trip he was entitled to because of his seniority.

If Sleeping Car Attendant Hancock's complaint is correct, then obviously he should be paid the same amount of money that was paid T. Coleman for making the trip in question. Please investigate and advise.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



April 10, 1975

Mr. Julius K. Payne  
General Supervisor  
Crew Base Operations/Oakland  
1707 Wood Street  
Oakland, California 94607

Dear Mr. Payne:

Enclosed you will find an official claim being filed for and in behalf of Service Attendant, Roy Hill for compensation of four hours for loss sleep for the night of March 15-16, 1975, because he was instructed by the train conductor to remain on duty, because the conductor wanted him available at certain stops the train was going to make.

After due investigation please furnish me your decision.

Yours truly,

C. L. Dellums,  
International President

CLD:cr  
Enclosure



April 10, 1975

### CLAIM

Filed by the Brotherhood of Sleeping Car Porters for and in behalf of Service Attendant, R. Hill, Oakland Crew Base, claiming additional compensation for four hours for the night of March 15-16, 1975, because of not being provided time off for sleep and a suitable place for sleeping.

### STATEMENT OF FACTS

Service Attendant, R. Hill, was instructed by the train conductor that the coaches being oversold, and certain important stops coming up that the services of the employe would be needed, and that he would not be able to get his rest. On the sheet designated as "explanation of deviations" and down under the topic "comments" the conductor wrote R. Hill & D. Johl - coach Porters on continuous time through night because of heavy load, all seats taken. This explanation followed the date of 3/15/75 - Tr. 6. This explanation was signed by the train conductor. Photocopy of this sheet was furnished Attendant Hill. The fact that the Corporation prefers the use of another form by the Conductors does not alter the facts.

### POSITION OF THE ORGANIZATION

It is the position of the Organization that Service Attendant, R. Hill, carried out the instructions of the train conductor, and therefore is in fact entitled to be compensated for the four hours in question.



December 19, 1975

Mr. Roy Hill  
535 Buena Vista Ave. #210  
Alameda, California 94501

Dear Brother Hill:

Enclosed you will find a photocopy of the decision rendered by Mr. Lowry, the highest officer designated by the Company to handle these appeals. The conference held on November 26th, 1975 that he refers to was held in his office in Washington, D. C. on that date.

I'm sorry that we couldn't be successful in at least getting you reinstated, but Washington felt very strong about the case, and in the discussions pointed out how long the steward had been a railroad man, and how long the chef had been a railroad man, and how little time you had been, and they felt to accept your version of what happened instead of these old timers was just out of the question, but, said that really wasn't the controlling factor. They argued you were the aggressor and that you attacked the cook, and that the cook only tried to defend himself. Sorry Brother Hill, we did the best we could and this closes the case out.

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr  
Enclosure



October 10, 1975

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

Dear Mr. Lowry:

As you know, the Negotiating Committee for the Brotherhood met with Mr. Tipton, your representative, in Chicago on July 31st and August 1st, 1975 for the purpose of opening negotiations on a working Agreement for the Sleeping Car Service Attendants.

In this conference we went over every item submitted with our Section 6 notice, answering Mr. Tipton's questions, and explaining what we meant by each of the proposed rules. It was quite obvious, that was just about as far as Mr. Tipton could go, and then report back to you. We requested of Mr. Tipton that when he reported back to you, that he relay our request, which was for you to submit your counterproposals for a complete working Agreement, so that when we completed our negotiations and signed a working Agreement it would supersede all existing memorandums and Agreements. We requested that you give us your counterproposals as soon as possible, so that we could have about a week to study them, and then be prepared to sit down with you in day-to-day negotiations until we arrived at an Agreement or an impasse.

Since the above took place during the last day of July, 1975 and the first week of August, 1975 which was more than three months ago, and we have not received your counterproposals yet, I wish to hereby call it to your attention and request your immediate action on this matter, so that we can get the negotiations under way.

Yours truly,

CLD:cr

C. L. Dellums,  
International President



September 11, 1975

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

Dear Mr. Lowry:

I have just learned recently that you have given instructions to the effect, that effective Sunday the 14th, that the Chair Car Service Attendants will no longer run from Oakland to Chicago, but only Oakland to Denver. I'm fully aware that at the present time I have no legal right to protest this action, but I cannot help but wonder why these employees are being singled out, and ofcourse there's always a danger of it being done to dining car employees and after that, sleeping car employees. The effect of this, as you must know, is to reduce the personnel of the Oakland Crew Base and build up the personnel of Chicago, and the question is why. Is the Oakland Crew Base being penalized because of the Brotherhood of Sleeping Car Porters? Is there any logical reason not to allow these employees to go on to Chicago? Is there any savings to the Corporation, and if so, how much? I understand that Oakland will lose about eight positions just from this change, and obviously if there are further cuts in Denver, Oakland will lose about a third of its present personnel. I cannot see any justification for it.

The building up of the crew base in Seattle took considerable work from Oakland. Is any other crew base being singled out to reduce, or is this a deliberate plan? Regardless of whether or not I have the legal right to protest and urge you to cancel that order, I hope you will cancel it, and I would like an explanation as to why you are doing it, because I think we are a part of the Amtrak setup, and have as much interest in the prosperity of Amtrak as you have.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



October 29, 1975

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

Dear Mr. Lowry:

This has reference to yours of October 24, 1975, suggesting the resumption of negotiations at 10:00 AM Monday, November 24, 1975 in your Washington, D. C. offices. This is to advise that the dates are satisfactory to us, and we're looking forwards to seeing you,

Yours truly,

C. L. Dellums,  
International President

CLD:cr



June 9, 1975

Mr. Rowland K. Quinn, Jr.  
Executive Secretary  
National Mediation Board  
Washington, D. C. 20572

Re: NMB File C-4324

Dear Mr. Quinn:

In the very near future you will receive an ample number of authorization cards signed by employees classified by the National Railroad Passenger Corporation (Amtrak) as Service Attendants and Food Specialists, authorizing the Amtrak Service Workers Council to represent them in dealing with Amtrak for the purpose of collective bargaining.

The Brotherhood of Sleeping Car Porters who, prior to Amtrak, represented at least eighty percent of the railroad employees classified by the Carriers as Chair Car Porters and Attendants, Train and Parlor Car Attendants, Lounge Car Attendants and Train Porters. The Brotherhood also represented a small minority of the dining car cooks and waiters, those formerly employed by the Chicago, Burlington and Quincy Railroad.

This letter is to advise you, that as a result of certain actions by Amtrak the Amtrak Service Workers Council became necessary, and we hope that the National Mediation Board certifies it upon the presentation of a reasonable number of authorization cards signed by these employees, because the Amtrak Service Workers Council is made up of the three organizations now representing any of these employees.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



April 14, 1975

Mr. Ira Gammernan  
Attorney at Law  
450 Seventh Avenue  
New York, New York 10001

Dear Ira:

As of this morning we have ninety cards signed. These cards are from Oakland and Los Angeles, mostly Oakland. I haven't received any from Seattle yet. I'm expecting the signing of them to come in fairly regular now, since we are getting complete support from the Oakland dining car people, and I'm hoping that as a result of my trip last week to Los Angeles they'll pick up from there. However, the Oakland local is mailing out the literature and everything to the Los Angeles people who formerly worked for the Southern Pacific.

After talking with you on the telephone it dawned upon me that there are no Chicago men operating on the San Francisco Zephyr. I double checked to make sure of my memory, and it is true, that all of the train is operated by Oakland employes. As soon as we can check these cards that are on hand, so that we will have a record of who has signed, I will mail them on to you.

Sincerely yours,

C. L. Dellums,  
International President

CLD:cr



January 2, 1975

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

Dear Mr. Lowry:

Last August 16th Messrs. Fleming, Rasich and Stien met with Vice President Shackelford in Chicago for the purpose of working out Sleeping Car Attendant roster for that area. During that conference Mr. Shackelford pointed out that the railroads had maintained a Sleeping Lounge Car Attendant roster, and requested that the same roster with the same names on it be established by Amtrak. Since the Amtrak representatives had no prior knowledge concerning such a roster that they had no authority to establish one, but saw nothing wrong with it. As I understand it, Mr. Fleming said he would go along with such a roster to be presented to you for consideration.

Later in August I met with Mr. Fleming in Los Angeles for the purpose of getting together on Sleeping Car Attendant roster for the three Pacific Coast Zone Crew Bases. In that conference I spoke to Mr. Fleming about the Sleeping Lounge Car Attendant roster, and apparently some misunderstanding developed around these two conferences as to who would prepare the roster to be submitted to you, and I'm of the opinion, such a roster have not been presented to you. These Attendants have still been waiting and concerned with the reestablishment of such a roster, and Mr. Shackelford got them together and put together a tentative roster, which seems to be just about the one the railroads had. I'm enclosing this roster to you for your consideration, and hope that after you look into it you will agree to establish this roster.

Yours truly,

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

C. L. Dellums,  
International President



January 27, 1975

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

Dear Mr. Lowry:

It has been called to my attention, that Sleeping Car Attendant, E. E. Wright of Los Angeles has reached the age of sixty-five, but is a few months short of twenty years of railroading. As you no doubt know, to reach twenty years would add an appreciable amount to his annuity. The Brotherhood of Sleeping Car Porters has no objections whatever of Sleeping Car Attendant Wright continuing to work until he reaches the point of twenty years of railroad service. I hope that the National Railroad Passenger Corporation has no objections either.

Yours truly,

C. L. Dellums,  
International President

CLD:cr  
CC : Mr. Cooper  
LA Amtrak Office  
Mr. E. E. Wright



January 27, 1975

Mr. W. Godfrey  
Regional Manager - On Board Services  
L. A. Amtrak Commissary  
L. A. Station (LAUPT)  
800 N. Alameda Street  
Los Angeles, California

Dear Mr. Godfrey:

Sleeping Car Attendant, James Faust, was off on the sick list at the time Amtrak tookover the on-board personnel of the Southern Pacific. He came to me when Amtrak was holding the meetings for the Southern Pacific on-board personnel and signing them up to work for Amtrak. I told Mr. Faust to go down and signup, informing the official that he turned his application in to to list him as an Amtrak employe and off on the sick list. I've been informed by several other Sleeping Car Attendants that they were present and know that Mr. Faust did signup.

Subsequently, Mr. Faust had to have surgery, and Travelers have held up payment, because Amtrak didn't list Mr. Faust as being an employe, but off on the sick list in June, and a statement from Amtrak to that effect is all Travelers need to justify paying the bill. Mr. Faust was a Pullman Porter prior to the Southern Pacific taking over, and having become a Sleeping Car Porter in 1942. Therefore, I think it would be right and proper for Amtrak to give this statement, so that Travelers can take care of that hospital bill.

Would appreciate you looking into this matter and seeing if it isn't possible to comply.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



February 5, 1975

Mr. William J. Godfrey, Jr.  
Regional Manager On-Board Services-West  
National Railroad Passenger Corporation  
Los Angeles Passenger Terminal  
800 N. Alameda Street  
Los Angeles, California 90012

Dear Mr. Godfrey:

It has been called to my attention that L. Victor and F. L. Robinson, Seattle Service Attendants are also on the Seattle Sleeping Car Attendants seniority roster. I have also been informed that neither of these fellows have ever made a trip on a sleeping car since they have been working directly for Amtrak. If my information is true, then their names should not be on the seniority roster.

As you know seniority rosters are revised effective January 1st of each year, and copies are to be supplied to the local representative and the International President of the Brotherhood. Therefore, in revising the Seattle Sleeping Car Service Attendants roster, please look into the two attendants referred to above and if my information is correct to remove them from the Sleeping Car Service Attendant roster.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



March 4, 1975

Mr. Michael N. Graham  
Manager-On Board Services  
Oakland Crew Base  
1707 Wood Street  
Oakland, California 94607

Dear Mr. Graham:

The Sleeping Car Attendants running to Chicago tell me that on one of the sleepers there is no place reserved for them not only so that they can get their rest in their car, but also it means they don't have a place to sit down nor to shine the passengers' shoes, which the Company expects them to do. They tell me that a place is reserved for the Attendants on car #34 which I understand is all bedrooms, but do not reserve one of the roomettes on the other car for that Attendant. Please look into the matter, so that this condition can be corrected and advise.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



March 10, 1975

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

Dear Mr. Reistrup:

Permit me to thank you for your communication dated March 3, 1975, which was received by me just Saturday, March 8th. I'm very proud to know that you are taking the position you seem to be taking, and if Mr. Lewis had taken this position things would have been much better, and the morale of the employees on the passenger trains would have been much higher than it is now.

I'm anxious to know you and to meet with you, and would be pleased to have a good discussion with you. I expect to be in Washington within the next sixty days, and as soon as I'm certain of the date I will notify you, and hope that your schedule will allow us to get together at that time. If anything develops that will bring me in that vicinity sooner I'll let you know.

Sincerely,

C. L. Dellums,  
International President

CLD:cr



March 25, 1975

Mr. Michael N. Graham  
Manager-On Board Services  
National Railroad Passenger Corporation  
Amtrak Oakland Commissary  
1707 Wood Street  
Oakland, California 94607

Dear Mr. Graham:

It has been called to my attention, that when Sleeping Car Attendant R. W. Orr passed away, that the next Attendant on the seniority roster that didn't have an assignment was then given the assignment vacated by the death of Orr. Attendant G. Hancock claims that he then was next in seniority order without an assignment. He further claims that when Attendant C. H. Oldwine retired as of January 1, 1975, that he, Hancock, was not given that assignment.

If Hancock's contention is correct, then Hancock should be paid for the trip or trips that the Oldwine assignment made until it was abolished. Please investigate and advise.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



March 25, 1975

Mr. T. W. Fleming  
Labor Relations Officer-western region  
National Railroad Passenger Corporation  
Los Angeles Passenger Terminal  
800 N. Alameda Street  
Los Angeles, California 90012

Re: SCP-SEN  
HRE-SEN

Dear Mr. Fleming:

Referring to yours dated March 17, 1975, suggesting a conference in your office in Los Angeles at 10:00 AM April 2nd, 1975;

The date is satisfactory to me, and so is the time, but I would like to request that we move the time up to 9:30 AM. I will be getting in to Los Angeles early that morning, and would like to get away about 11:00AM if possible. Looking forwards to seeing you on Wednesday, April 2nd.

Yours truly,

C. L. Dellums,  
International President

CLD:cr  
CC : Mr. Richard Smith



March 26, 1975

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

Dear Mr. Lowry:

The report I have is that you and Mr. Richard Smith have signed an Agreement satisfying the Section 6 notice Mr. Smith served on Amtrak several months ago. If you have not already prepared the same agreement for the Sleeping Car Attendants, please prepare it and send to me for signature.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



April 11, 1975

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

Dear Mr. Reistrup:

I was in Los Angeles Wednesday, April 9th to confer with Amtrak local officials straightening out seniority rosters. When I arrived at the Union Station, where Amtrak offices are, I was met with a protest of an action that had just taken place by the Corporation. It was reported to me, that when the Sunset Limited arrived that morning from New Orleans, that some Corporation officials rounded up all of the Chair Car Attendants, Sleeping Car Attendants and the dining car cooks and waiters as fast as they completed their terminal work and got off the train, and took them into a large room with a long table, and ordered them to place their bags on the table and open them. These officials searched their bags and then searched each of the employees. The railroads that practiced such discontinued it some forty years ago, and we don't intend for Amtrak to push us backwards.

I cannot too strongly protest such gestapo tactics. We do not believe that the Corporation have the legal right to search an employees' personal property nor his person. We cannot believe that Congress created Amtrak with such tactics in mind nor would Congress tolerate it. Therefore, I'm appealing to you to see that this action is never repeated again. If the Corporation has a reason to believe any employe has or is violating the law, then they know the "legal" way to handle such. I hope my appeal to you will get results, because I know there are many of these employees, particularly the young ones, who will refuse to open their bags, and will not allow anyone to search them, other than a policeman. I hope we aren't compelled to take further action ourselves, but we cannot tolerate it and will not.

Sincerely yours,

CLD:cr

C. L. Dellums,  
International President



April 18, 1975

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

Dear Mr. Reistrup:

My schedule now calls for me to arrive in Washington Sunday afternoon May 4th, 1975. I'm coming to Washington to attend an Executive Council meeting of the AFL-CIO, which will be held Tuesday, May 6th. I plan to remain in Washington until Thursday morning May 8th. Therefore, I will be available Monday, May 5th or Wednesday May 7th, so if your schedule will permit I will be available to meet you and get acquainted and discuss whatever you would like to discuss. I will be stopping at the Executive House Hotel. Hoping to hear from you before I leave Oakland.

Sincerely,

C. L. Dellums  
International President

CLD:cr



May 27, 1975

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

Dear Mr. Fleming:

I have an Amtrak alphabetical Roster which includes the addresses for all On-Board employees for the Oakland Crew Base, but I do not have one for Los Angeles and Seattle. Would appreciate your furnishing me one for each of those other two crew bases.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



June 13, 1975

Mr. L. H. Greene, Jr.  
Eastern Zone Supervisor  
Brotherhood of Sleeping Car Porters  
103 E. 125th Street  
New York, New York 10035

Dear Brother Greene:

Mr. Gammerman called me and said that one of our members, A. C. Leddellow, had an investigation coming up and wanted him, Gammerman, to represent him, and further, that you and Brother Slade agreed. Gammerman further stated he had talked with Mr. Lowry, and Lowry said it would be alright if I would send him a telegram designating Gammerman as our representative for the purposes of Rule T of the Agreement. Gammerman said he was doing it without fee to the Brotherhood. Now, I'm sorry that you and Brother Slade agreed, because it is always been the policy of the Brotherhood to represent our own members, and if a brother didn't want to accept our representation, then it was up to him to seek other representation himself and we would have nothing to do with it.

If one side has an attorney, then the other side feels that they are forced too also bring in a lawyer, and more than likely the transcripts then become huge, because you then have two lawyers pretty much confusing things. Our experience, based upon a comparison of us handling our own cases all the way before the Adjustment Board with organizations that use to hire attorneys showed that we were more successful than the lawyers, and that meant that the employee on the average was better off with our own officials representing him. Now, as soon as this case is completed I will have to notify Amtrak, in writing, that Mr. Gammerman is no longer the Brotherhood's representative for the purposes of Rule T, and that Brother Greene is the representative in New York.

Fraternally yours,

C. L. Dellums,  
International President

Enclosure  
CLD:cr  
CC : Mr. George Slade



To:	Mr. L. H. Greene	DATE:	6-13-75
From:	C. L. Dellums	PHONE:	<i>Telegram sent 6-13-75</i>
Subject:	"Telegram"		

To: A. R. Lowry, Director

Labor Relations

National Railroad Passenger Corporation

955 L'Enfant Plaza North, S.W.

Washington, D. C. 20024

MESSAGE:

This is to advise that Ira Gammernan  
is designated as a representative of the  
Brotherhood for purposes of Rule T of the current  
Sleeping Car Attendants working Agreement in  
New York City.

Signed,

C. L. Dellums

International Pres.



June 17, 1975

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

Dear Mr. Fleming:

Sleeping Car Service Attendants T. Coleman, seniority date, July 4, 1973 and G. F. Hancock, seniority date, June 30, 1973 reports to me, that there is some mixup on the rate of pay that they should be getting versus what they are getting. Please check both these employees' rate for me, since they both claim that it has been changed more than once, and then let me know what it's all about.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



July 7, 1975

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

Dear Mr. Fleming:

At the time we were setting up rosters I was not aware of a situation here in Oakland, and as a matter of fact, I don't know if it existed then or not. The situation is, that under the Agreement we had with The Pullman Company known as the Wolfe-Randolph Agreement, if a railroad takeover the operation of its sleepers, the porters, operating on those sleepers at the time had the right to follow their jobs with full seniority. This Agreement was ratified by all of the railroad companies. Therefore, when the Southern Pacific takeover their sleepers nineteen of these porters followed their jobs. Then, when we negotiated an Agreement with the Southern Pacific covering the takeover situation we provided that these nineteen porters would have "homestead" rights on sleeping car service, and could not be used on chair cars unless there were no Chair Car Porters available.

Likewise, the Agreement provided that Chair Car Porters could not operate on sleeping cars, unless there were no Sleeping Car Porters available. Both classes of Porters were trained to render the other service, and all new employees were trained to operate both, and the new ones then had equal seniority in both classes of service. Chair Car Porter C. V. Jones, never made a single trip on a sleeping car while working for the Southern Pacific, and stayed on the chair cars when Amtrak first takeover. Some time later when Amtrak was allowing the employees to bid on anything that went up for bid, a sleeping car job went up and Jones bid on it. Since Amtrak was recognizing his railroad seniority, he therefore won the bid.

There are <sup>three</sup> ~~four~~ Porters left who were covered by the Wolfe-Randolph Agreement, R. R. Stroud, H. M. Simmons and J. L. Thomas. I understand



Mr. Thomas W. Fleming  
Page Two  
July 7, 1975

now, that these four Porters protested to Mr. Jewel Brown, who was then occupying the position now held by Mr. Julius Payne, as I understand it. H. M. Simmons came to see me about it, but after telling me that Mr. Brown made the notes on it, and said he would straighten it out, because as a former Pullman Porter and a local representative of the Brotherhood, Mr. Brown was well acquainted with both Agreements. Just to make sure I checked with Mr. Brown, and he told me, that he had written a letter to his superior, I thought you were the one at the time, and therefore I didn't write about it, because I thought they would straighten it out.

A check of the rosters show that C. V. Jones is listed ahead of these three former Pullman Porters. Jones should be behind them with an "asterisk", showing that for Chair Car Service his 1937 Seniority prevails. Since Mr. Jewel Brown, and he has told me recently that he did write explaining this matter, pointing out that Jones belongs number four on the Oakland seniority roster, and not number one, and at our request it would be in order to make this change.

Very truly yours,

C. L. Dellums,  
International President

CLD:cr

CC : Mr. Michael N. Graham  
Mr. Julius K. Payne

P.S. I just got in touch with Mr. Jewel Brown, and he informs me his letter was directed to Mr. Jack V. Dornedde



September 20, 1975

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

Dear Brother Smith:

Brother Pollard and myself negotiated and signed what we refer to as the Takeover Protection Agreement with the Southern Pacific on the 14th of February, 1974. The last paragraph is substantially the same as the last paragraph in the one both you and Shackelford signed with the Santa Fe. The only difference is in the Santa Fe's protected rate, which is January 1, 1974, and the Southern Pacific's, it is the rate that was in effect on March 1, 1974. As you can see, that difference is insignificant, because the other difference is just the reference to the Agreements that were in effect at the time, because your members on the S.P. had February 7th and ours had two other Agreements.

We haven't been able to reach an Agreement on the meaning of this paragraph with the S.P., so they could pay the employees the "makeup" money they owe them. Amtrak didn't start out paying the same rate your members were making, and, Amtrak started out paying the Sleeping Car men about 16¢ an hour less than the S.P. was paying. Now, as I recall, this Agreement originated on the Burlington Northern, and therefore, I'm turning to you requesting that you pull your Santa Fe Agreement and go over that last paragraph, and give me your interpretation on how it should be applied.

Hoping that you're in good health, and looking forwards to hearing from you.

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr



September 30, 1975

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

Dear Mr. Fleming:

Mr. J. P. Young, our Local Representative in Seattle complains to me, that as a result of some furloughing that some Waiters and Chair Car Attendants have "bumped" in on some Sleeping Car jobs though none of them had ever been Sleeping Car Porters or Sleeping Car Attendants.

Mr. Young informs me that the Attendants in question were accorded the opportunity to make a choice, and chose to remain as Service Attendants, but now that they have been "bumped" off their jobs, they are now "bumping" Sleeping Car Attendants.

I feel quite certain that the only former railroad employees who had been Pullman porters, and therefore came to Amtrak with their seniority are J. P. Young, F. L. Robinson and L. Victor.

As you will recall, all of these fellows in question were informed last April that they had until the 30th of May to choose his service, and his roster, and after that his name would only be on that one roster. Will you please investigate this matter at your earliest convenience and give me the results of your investigation.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



October 16, 1975

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

Dear Sir and Brother:

Reference is being made to yours of October 1st, concerning the application of "Takeover Protection Agreement" Brother Pollard and myself signed with the Southern Pacific prior to Amtrak taking over.

Your general chairman on the Southern Pacific was mistaken when he informed you that the Southern Pacific had paid the people your organization represents on the S.P. system. The S.P. kept making excuses for not paying the men, and for about six months they blamed it on Amtrak for not supplying them with the necessary information. Finally, I demanded of the Company to give me a definite answer as to whether or not they intended to comply with the terms of the Agreement or not, and if so, when? They stalled around over that some and never really gave me a written answer, and started claiming that they weren't sure what that paragraph really meant. Then they paid your men and ours for March, April, May, June and July, that is, they paid some of them some money. I insisted upon a statement from the Company on each man; how much they paid him, why and how they paid him or rather how they arrived at the amount paid, and why they didn't pay the others. They then wanted to meet, and I have met with them several times, and on Thursday, October 2nd, Pollard and myself met with the Company and we reviewed the results and explanation of how they paid five of the Chair Car Porters. Incidentally, I had chosen those five in a conference a week or ten days prior to October 2nd. In the October 2nd conference Pollard selected a few names and asked them to put together what they had done and why in connection with those names, and we planned to get back to the Company before Pollard left San Francisco. Unfortunately, we didn't get a chance



Mr. Richard W. Smith  
Page Two  
October 16, 1975

to get back to the Company, and when I got into the office on Tuesday, October 14th, Mrs. Rose informed me the S.P. had called, and I called the guy we deal with after his lunch hour. After talking with him upon his return from lunch, I then called Mrs. Rose in to dictate the last paragraph of this letter.

The man we deal with is Mr. Jensen, and he wanted to make sure that he didn't owe me a call, because he knew we said we would get back to him before Pollard left, which we were unable to do. What we need is something in writing from the Burlington Northern or the Santa Fe or any road that would state that they are paying or have paid the employees in question the difference between the rate the employee was earning to day before Amtrak takeover, and the Amtrak rate. I think if we had that from any road that Jensen would have sufficient information to justify paying the former S.P. men on the same basis. If your Brother Davis or Brother Monroe or yourself could get that information for me, I think the S.P. would go ahead and pay both your men and mine.

Fraternally yours,

C. L. Dellums,  
International President

CLD:cr  
CC : Mr. Imman L. Cobb



October 16, 1975

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

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Mr. Richard W. Smith  
Page Two  
October 16, 1975

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Fraternally yours,

C. L. Dellums,  
International President

CLD:cr  
CC : Mr. Inman L. Cobb



October 16, 1975

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

Dear Sir and Brother:

I have a suggestion that I wish to make that I think would be helpful to both our organizations. The suggestion is, that you speak to Mr. Lowry about you and I naming someone in each crew base that can act as our Local Representatives, and may even assist one another in representing a member of either organization.

This way I think we would remove any of the crew base supervisors from questioning any of your representatives's right to represent one of your members under the provisions of our Agreement, and likewise, the same thing would apply to us representing one of our members under your Agreement. Now the reason why I think this would be beneficial to both organizations is because I'm positive that in some crew bases our representative is a better man to represent the employees in an investigation. On the other hand, I feel sure that in some other crew bases your representative would just have to be better than mine, because he couldn't possibly be weaker.

I hope after careful consideration that the suggestion will meet with your approval.

Faternally yours,

C. L. Dellums,  
International President

CLD:cr



October 28, 1975

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

Dear Mr. Lowry:

Enclosed you will find the Memorandum Agreement I received from you last week, and as you will see I have signed it. After Mr. Smith signs it please send me thirty-five copies for my official distribution.

There is another matter that I would like to raise at this time; as you know there is more work in chair and dining cars than sleeping cars. When the off season comes, sleeping cars are taken off necessitating the furloughing of sleeping car attendants. Some times in the same crew base some extra work could be provided mostly in dining cars, but these furloughed sleeping car attendants are not allowed to do that work unless they give up their rights as sleeping car attendants and transfer over permanently as service attendants. As I understand it there are not many employees involved, and this condition doesn't exist in all crew bases, and therefore it seems to me that these employees ought to be allowed to be used when and if they are needed without transferring permanently to another roster. They could transfer temporarily and return to the sleeping car work when their services are required. We would have no objections to this arrangement working both ways, and I'm sure Mr. Smith and I could work out an understanding on the handling of their union dues.

Yours truly,

CLD:er  
CC : Mr. L. J. Shackelford, Jr.  
Enclosure

C. L. Dellums,  
International President



December 1, 1975

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

Dear Mr. Lowry:

Referring to the conferences held on November 24th, 25th and 26th which resulted from a Section 6 Notice we had served on the Company enclosing a proposed working Agreement for the Sleeping Car Attendants;

I think considerable progress was made during the three days, and hopefully we can reach an agreement in the next conferences which may require three more days. We spent the three days time going over the Company proposals, most of which are acceptable, and some others should be with some changes. We did not have time to then get back to our proposals which we have not abandoned. Some of our proposals I don't think you touched upon at all; two rules come to mind without checking the proposals that you didn't have in yours. One, is a rule like rule 40 in the old Pullman Agreement which provides how to handle runs that have preferred sides, and another one, to provide pay when an employe is used by the Corporation during his established layover period.

It became quite evident during these negotiations that there's a lot of things about the Sleeping Car part of the On-Board Service personnel that the Corporation seems to have very little knowledge and needs a lot of information. Mr. Johnson stated that he will be in Chicago in the near future, and thought it would be helpful to get some answers to some questions from our Mr. Shackelford. I think it best if that information came from me because I'm the only one that can really give an official opinion, interpretation or explanation of a rule or a situation. I'm not



Mr. A. R. Lowry  
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being egotistical nor naive when I say that I'm by far the best qualified official or staff member we have, or possibly anyone living today, with the possible exception of Mr. Boeckleman. I think it would be a good idea if Mr. Johnson or ofcourse you, or anyone from your office you would choose to designate to spend two or three days out here with me, so that their questions could be answered, explanations given and a review of certain documents prepared by The Pullman Company, that I have and that I understand Pullman have destroyed all of theirs. I think it would also be helpful if you designated someone here to become a specialist in the operation of rules and what not affecting Sleeping Car personnel, so that they could then train your other personnel from the pacific coast crew bases. This may give you a nucleus of experts to train your people, and I ofcourse will be as helpful as possible, and hopefully as helpful as your needs dictate.

Very truly yours,

C. L. Dellums,  
International President

CLD:cr



December 12, 1975

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

Dear Mr. Lowry:

Would you please be kind enough to see that I receive an up-dated seniority roster, as well as the present addresses of all the Miami Crew Base Sleeping Car Attendants.

Yours truly,

C. L. Dellums,  
International President

CLD:cr



BSCP-DESIGNATION OF  
LOCAL REPRESENTATIVES

December 12, 1975

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

Dear Mr. Lowry:

This is to give you a list of our designated representatives in the various crew bases;

Chicago -----Mr. L. J. Shackelford, Jr., Int'l. Vice-President  
BSCP, 431 S. Dearborn St., Suite 1224  
Chicago, Illinois 60605

Twin Cities-----Mr. R. A. Workcuff, President  
Twin Cities Division, BSCP  
3839 Snelling Ave, So.  
Minneapolis, Minn. 55406

New Orleans-----Mr. E. G. Hayes, President  
New Orleans Division, BSCP  
9124 Forshey Street  
New Orleans, Louisiana 70118

New York-----Mr. L. H. Greene, Jr. Eastern Zone Supervisor  
BSCP, 103 E. 125th St., Suite 610, New York,  
New York 10035

Washington-----Mr. G. A. Slade, President  
Washington Division, BSCP  
429 Kenyon Street, N.W.  
Washington, D. C. 20010



Mr. A. R. Lowry  
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Jacksonville----- Mr. Osborne Monroe  
823 Davis Street, Room 4  
Jacksonville, Florida 32204  
OR  
Mr. James W. Cohen  
1736 University Street  
Jacksonville, Florida 32209

Miami----- Mr. Osborne Monroe  
823 Davis Street, Room 4  
Jacksonville, Florida 32204

Los Angeles----- Mr. L. B. Thompson, Secy-Treas.  
Los Angeles Division, BSCP  
7701½ S. Broadway  
Los Angeles, California 90003

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

Oakland----- Mr. C. L. Dellums, Int'l. President

At a crew base where we do not yet have a Local Representative, usually the nearest one of our local representatives to that Crew Base may go there to give that employee representation.

Yours truly,

C. L. Dellums,  
International President

CLD:cr