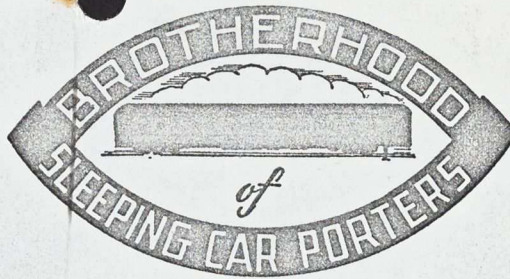


A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347

December 20, 1971

Mr. G. L. Farr
Vice President
Labor Relations
Union Pacific Railroad Company
1416 Dodge Street, Room 908
Omaha, Nebraska 68102

Dear Sir:

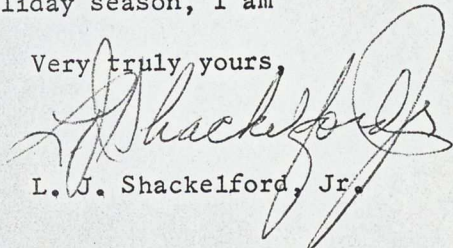
This letter is addressed to you as a request for resumption of conference on wage increases for chair car attendants and sleeping car porters employed by the Union Pacific Railroad Company.

The wage increase agreements that were pending on the other Carriers where we represent employees in these two crafts have been settled, and we would like to settle this matter with your Road at least by the end of this year. I will be in Denver on December 28th, and if there is any way possible to meet with you on December 29th I will be available.

I am addressing this letter to you because I called Omaha last week and was informed that Mr. Hansink was on vacation and, also, that he will be retiring at the end of this year. Your prompt reply in this matter will be greatly appreciated.

With all good wishes for a joyous holiday season, I am

Very truly yours,


L. J. Shackelford, Jr.

cc: Mr. C. L. Dellums

September 28, 1971

Mr. J. Hansink, Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
Transportation Division
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

Effective October 1, 1971, Mr. William H. Bowe, International Secretary-Treasurer of the Brotherhood of Sleeping Car Porters retires. Also, effective October 1, 1971, Mr. W. W. Seymour, having been elected International Secretary-Treasurer of the Brotherhood of Sleeping Car Porters will assume his office. Further, effective October 1, 1971, the International Headquarters of our union will be transferred from 103 E. 125th St. Suite 710, New York, New York 10035, to 5253 Thrill Place, Denver, Colorado 80207.

As a result of the above noted changes, all of the duties and responsibilities exercised by Mr. William H. Bowe, as International Secretary-Treasurer of the Brotherhood of Sleeping Car Porters will be exercised by Mr. W. W. Seymour the new International Secretary-Treasurer of the Brotherhood of Sleeping Car Porters. You will ofcourse notify the officials of your road who have correspondence and or other dealings with the International Secretary-Treasurer of the Brotherhood of Sleeping Car Porters.

Sincerely yours,

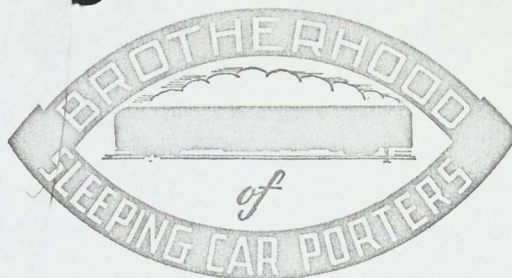
C. L. Dellums

CLD:cr

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347



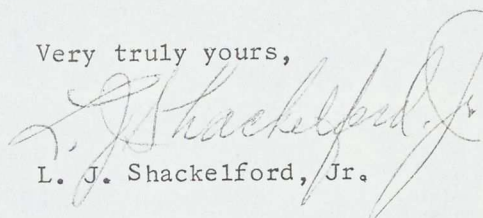
September 3, 1971

Mr. J. Hansink
Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

This will confirm our telephone conversation of today, in which it was agreed that our conference scheduled for September 7th be postponed with the understanding that we may re-convene upon notice from either party.

Very truly yours,



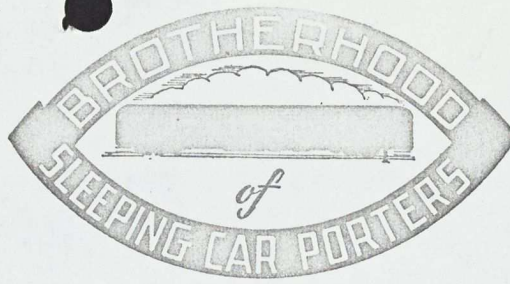
L. J. Shackelford, Jr.

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347



August 10, 1971

Mr. J. Hansink
Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

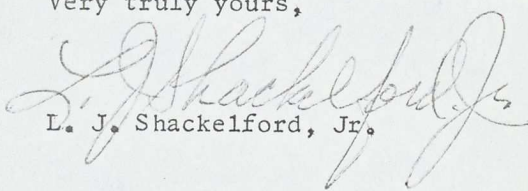
Dear Sir:

File 85-1
70-1

In reply to your letter of August 2nd in connection with our Section
6 Notice of November 30, 1970:

This is to advise that I will be present in your office for conference
on Tuesday, September 7, 1971, at 10:00 A.M.

Very truly yours,

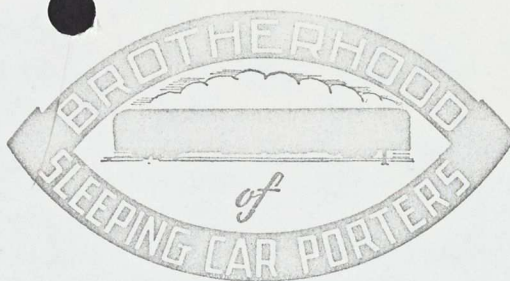

L. J. Shackelford, Jr.

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

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Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347



July 27, 1971

Mr. J. Hansink
Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
Transportation Division
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

Thank you for your letter dated June 14, 1971, to which you attached two lists -- one for chair car attendants and one for sleeping car porters -- both of which show their protective amounts under the Stabilization Agreement and, opposite to that, the amount of protection under the Amtrak Agreement.

I have gone over all of these amounts and have discussed them with our International President. Even though some of them are higher than the protective amounts under the Stabilization Agreement, we cannot get away from the fact that we could not agree to having you exclude subsequent general wage increases for employes in either craft -- sleeping car porter or chair car attendant.

As you know, the language that is contained in the provisions providing for dismissal allowance as well as displacement allowance unequivocally provides that: "Such allowance shall also be adjusted to reflect subsequent general wage increases". This is found in Sections 5 and 6 of Appendix C-1. The significance of this language has been the subject of considerable comment by Labor Secretary Hodgson and Solicitor Nash of the Department of Labor and Counsel for Defendant Railroads in an action brought to enjoin Amtrak's operation of inter-city passenger service.

In view of the reasons set forth above, we shall have to insist and hope that you will comply with the provisions of the protective arrangements as uniformly interpreted so that employes who are dismissed or displaced will be paid allowances adjusted to reflect subsequent general wage increases, without the matter going to arbitration as provided under the terms of Appendix C-1 to the Amtrak Contract, to which you are a party.

Mr. J. Hansink:

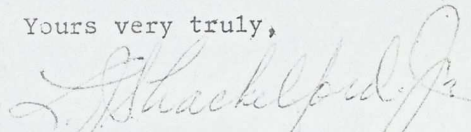
-2-

July 27, 1971

I will be available to meet with you to further discuss this matter in the hope that we can reach some kind of an agreement, during the week of August 9th. If it is satisfactory with you to meet during that week, or at your next earliest convenience, I will be glad to arrange my schedule in order to be present.

A reply in this matter is hereby requested.

Yours very truly,



L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

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WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605
(Area Code 312) 427-5347



June 25, 1971

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

Dear Brother Dellums:

Enclosed herewith you will find a reply from Mr. J. Hansink of the Union Pacific Railroad in connection with our discussions concerning pay raises for Union Pacific employees, and the list requested by me in our conference which shows the protective amounts for Union Pacific employees under the Stabilization Agreement and the protective amounts under Amtrak.

You will note in my letter addressed to you under date of June 9th, the second paragraph on Page 2, that I requested this list of the protective amounts and advised him we would have to further study the list before we could give him an answer with regard to accepting an agreement with the wording he had proposed, instead of wage increase equity adjustment.

Fraternally yours,

L. J. Shackelford, Jr.

Enclosures

MADE IN U.S.A.

MADE IN U.S.A.

25% COTTON CONTENT

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DINING CAR AND HOTEL DEPARTMENT

J. HANSINK
MANAGER

V. M. SWAIM
ASSISTANT MANAGER

R. J. PITTENGER
ASSISTANT TO MANAGER

1101 LEAVENWORTH STREET
OMAHA, NEBRASKA 68102

June 14, 1971

File 85-1

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 South Dearborn Street, Suite 1224
Chicago, Illinois 60605

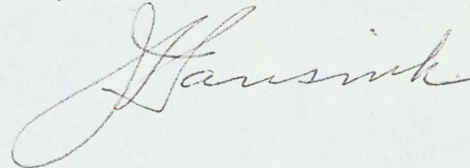
Dear Sir:

Please refer to my letter of June 9, 1971 in connection with our discussions concerning your request for pay rate increases for Sleeping Car Porters and Chair Car Attendants:

We told you that we would furnish you a list of the employees and their Protected amounts.

Attached are two lists, one for Chair Car Attendants and one for Sleeping Car Porters, both of which show their Protected amount under the Stabilization Agreement, and opposite of that, the amount of Protection under the AMTRAK Agreement. You will note in most instances the AMTRAK Protection is considerably more than the amount of Protection under the Stabilization Agreement or the present basic monthly rate of pay.

Very truly yours,



(PRESENT BASIC RATE - \$581.64)

CHICAGO

STABLZN. AMTRAK
PROTCTN. PROTCTN.

\$581.64	\$608.90
581.64	574.61
581.64	566.50
Not Pro.	602.54
582.01	649.17
Not Pro.	584.33
581.64	577.95
Not Pro.	616.66
Seasonl.	604.91
Seprn. Allowance	
581.64	579.71
581.64	609.60
Not Pro.	605.97
581.64	579.47

Marsh, Johnnie

KANSAS CITY

Cruse, Martin L.	581.64	592.50
Gillespie, Kittrell	581.64	568.27
Harris, Archie L.	581.64	595.79
Hughes, Joseph E.	581.64	542.10
Kelly, Francis C.	581.64	522.67
McClellan, Everett M.	581.64	580.30
McFarland, Azeak	581.64	618.89
Thomas, Alfred C.	581.64	610.17
Thompson, Keith M.	581.64	582.07
Walton, Gus D.	581.64	578.28
Wyatt, James T.	581.64	576.05

STABLZN. AMTRAK
PROTCTN. PROTCTN.

\$582.01 \$645.64

Seprn. Allowance

Matthews, Dewey E.	520.92	476.97
--------------------	--------	--------

Eookman, Norman E.	581.64	587.61
Brent, Warner L.	581.64	587.35
Brown, J. D.	582.01	600.77
Dickson, Thurman	581.64	640.09
Garrett, Farmer E.	582.01	622.99
Henry, William O.	581.64	617.53
Isaacs, Winfred C. Jr	581.64	649.86
Kyle, Johnie	582.01	629.79
Mingleton, Willie D.	581.64	543.95
Morehead, Russell	581.64	596.97
Patton, Joseph	581.64	691.69
Pickard, Jerome G.	581.64	596.20
[REDACTED]	Retired	
Wise, Arlene E.	581.64	562.99

"DISMISSED EMPLOYEES", WHO HELD ASSIGNMENTS AS OF APRIL 30, 1971

(PRESENT BASIC RATE - \$582.01)

CHAIR CAR ATTENDANTS

<u>OMAHA</u>	<u>STABLZN.</u> <u>PROTCTN.</u>	<u>AMTRAK</u> <u>PROTCTN.</u>	<u>POCATELLO</u>	<u>STABLZN.</u> <u>PROTCTN.</u>	<u>AMTRAK</u> <u>PROTCTN.</u>
Averett, N. J.	\$582.01	\$560.77	Bridgewater, Jacob A.	\$582.01	\$571.34
Burnett, Sidney	582.01	600.78	Jones, Jimmie L.	Not Pro.	495.31
Coleman, H. E.	582.01	642.66	McCully, Jeff	582.01	582.89
Collins, Marion J. (Seasnl.)		472.23	Thomas, L.	582.01	475.36
Crump, W. H.	Not Pro.	654.58			
Essex, Robert C.	582.01	610.58	<u>PORTLAND</u>		
Fields, F. T.	Not Pro.	488.20	Garnett, Albert L.	582.01	560.67
Gaines, N. E.	582.01	565.21	Gay, Andrew	582.01	481.30
Grant, Porter	582.01	572.91	Gordly, Fay L.	582.01	558.40
Green, Eugene	582.01	590.14	Johnson, Leon A.	582.01	588.42
Gross, Eugene	582.01	667.43	Johnson, Odee	582.01	603.30
Johnson, B. R.	582.01	644.09	Johnson, Wilford	582.01	608.71
Johnson, John C.	582.01	578.14	Smith, Jesse D.	Not Pro.	561.24
Lewis, Edward J.	582.01	671.24	Torrence, Willie	582.01	505.69
Mills, W. A.	582.01	681.29	Turner, Luther L.	582.01	602.31
Phillips, Thomas S.	582.01	598.16	Waters, Cisroe	(Seasnl)	590.30
Reagor, Wm. B.	582.01	638.65	Williams, McKinley W.	582.01	589.37
Starks, Arthur	582.01	614.28			
Stromile, Milton	582.01	604.14	<u>LOS ANGELES</u>		
Swillie, Melvin (Seasnl)		667.76	Artry, Cleveland	582.01	736.56
Taylor, George Jr.	582.01	607.40	Blackmon, R. D.	582.01	625.83
Walker, Burton W.	582.01	896.59	Campbell, F. E.	281.81	818.03
Ware, M. O.	Not Pro.	694.63	Davis, J. L.	557.77	512.96
Washburn, Kermit	582.01	653.10	Evans, William T.	582.01	543.37
Wightman, Felton A. (Seasnl)		719.11	Fowler, J. T.	582.01	604.13
Woods, Andrew	582.01	608.63	Freeney, F. T.	582.01	607.18
			Gibson, L. W.	582.01	673.05
<u>DENVER</u>			Jackson, Clarence H.	582.01	567.87
Austin, Henry J.	582.01	611.79	Jackson, C. P.	582.01	595.20
Gaines, Armstard	582.01	600.87	Johnson, D. M. Jr.	582.01	771.81
Jackson, James E.	582.01	598.81	Lake, Taft	582.01	502.95
Morrison, Elmer D. Jr.	582.01	608.15	Lesley, C.	582.01	601.35
Reynolds, Osie	582.01	558.14	Morgan, E.	582.01	620.18
Woodard, Robert H.	582.01	635.86	Rainwater, A. D.	582.01	554.91
Woodard, Sanford J.	582.01	578.47	Smith, Donald N.	582.01	582.14
			Walker, George C.	582.01	603.24
<u>SALT LAKE</u>			Young, Calvin	582.01	587.01
Gregory, J. E.	582.01	557.35			
Howell, Floyd L.	582.01	585.78			

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605
(Area Code 312) 427-5347



June 9, 1971

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

Dear Dell:

I have just returned from conference held with Mr. Hansink and Mr. E. W. Bickley (Labor Relations Officer) of the Union Pacific Railroad.

We conferred yesterday morning and at that time, Mr. Hansink said that he wanted to apply the wage increase, effective May 1, 1971, only to the assigned employees or to other employees as they were called back to work. Since the Union Pacific only has six chair car attendants and six sleeping car porters working, I didn't think that this was a fair arrangement, and so advised Mr. Hansink. His explanation for making such a proposal was that the Union Pacific was not in favor of granting an increase to an employee for staying at home. Then he pointed out that a number of the employees had technically received an increase in pay by computing their protective rate under the Amtrak Agreement.

We reviewed the list of protective rates of twenty-five employees, computed in accordance with the provisions of the Amtrak Agreement, and found that twenty out of the twenty-five are protected for a larger amount than the prevailing basic monthly rate. I told Mr. Hansink if he was agreeable to applying the full increase to all employees receiving less than the basic monthly rate and then applying all of the other increases as they became due, we could probably live with that kind of an agreement, because after running down all of the increases I found that with the third step, which would be applied on April 1, 1972, the pay of all employees would be equalized. I questioned the legality of this arrangement and Mr. Hansink asked Mr. Bickley if he thought this could be done without any legal difficulties. He replied that he thought it could be done with the right language.

After my telephone conversation with you yesterday and you raised the question of possible lawsuits, I mentioned this point again to Hansink and Bickley in our conference yesterday afternoon. I told them that if an employee charged that we had

Mr. C. L. Dellums:

-2-

June 9, 1971

violated his rights and threatened to sue us, we would want some assurance that we would be protected. In fact, we would hope to have both sides protected. Mr. Hansink said that he would check into this aspect further and would have the proposed agreement drawn up and ready for signature Wednesday morning.

Of course, when we met this morning, he advised that he could not go with the arrangement of applying the raise to all employees and could only apply the increase to the employees in the service, as first stated, or who, after May 1, 1971, are recalled to the service of the Company. He further stated that after discussing this matter with Mr. Farr, the Company questioned the legality of applying the increase as we had discussed it, and that if an employee chose to sue, we, the Organization, would be in the middle. He didn't feel that the Railroad could be sued. Under these circumstances, I told Mr. Hansink that we could not enter into an agreement and requested a list of the protective amounts of both chair car and sleeping car porters for further study. I told him that if we could not reach an agreement soon, we will have to invoke the services of the National Mediation Board. He said that he will draw up the agreement and if we decide to accept it, he will mail it to us for signature.

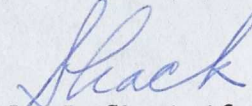
The language used by Hansink in Section 1 of the Agreement reads as follows:

"Section 1. Effective May 1, 1971, employees who are in service of the Company or who after May 1, 1971, are recalled to the service of the Company shall be granted an inequity adjustment in the rates of pay as follows:

MAY 1, 1971	\$648.95	October 1, 1972	\$751.24
October 1, 1971	\$681.40	January 1, 1973	\$754.12
April 1, 1972	\$715.47	April 1, 1973	\$797.62

I personally feel that this is a question that will have to be settled by invoking the services of the National Mediation Board. All of the Roads will probably take the same position as the Union Pacific.

Fraternally yours,



L. J. Shackelford, Jr.

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
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Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347



May 27, 1971

Mr. T. C. DeButts
Vice President
Labor Relations Department
Burlington Northern
176 East Fifth Street
St. Paul, Minnesota 55101

Dear Sir:

This letter is addressed to you as a formal protest of an action that is being taken by the Burlington Northern office in Chicago regarding severance payments being offered sleeping car porters.

One day last week, I talked with Mr. A. E. Egbers of your office and he advised me that the Burlington Northern would like to offer severance pay to surplus sleeping car porters in reverse order to the provisions of Appendix C-1 of the Amtrak Agreement. He further stated the Burlington Northern would offer from three to six months' severance pay to an employee who was nearing age sixty-five or over.

It is the Organization's contention that Rule 40, Paragraph h, of the existing Agreement, and Sections 2 and 3 of Article I, Appendix C-1, are being violated in making such an offer to sleeping car porters on the Burlington Northern. We wish to herewith call your attention to Appendix C-1, Article I, Section 2, which reads as follows:

"The rates of pay, rules, working conditions and all collective bargaining and other rights, privileges and benefits (including continuation of pension rights and benefits) of Railroad's employees under applicable laws and/or existing collective bargaining agreements or otherwise shall be preserved unless changed by future collective bargaining agreements or applicable statutes."
(Underscoring ours)

May 27, 1971

Section 3 of Article I, Appendix C-1, reads as follows:

"Nothing in this Appendix shall be construed as depriving any employee of any rights or benefits or eliminating any obligations which such employee may have under any existing job security or other protective conditions or arrangements; provided, that there shall be no duplication or pyramiding of benefits to any employees, and, provided further, that the benefits under this Appendix, or any other arrangement, shall be construed to include the conditions, responsibilities and obligations accompanying such benefits."

Further, your attention is called to Rule 40, Paragraph h, of the current Working Agreement between the Burlington Northern and the Brotherhood of Sleeping Car Porters, which reads:

"When a surplus of protected employees exists, the Carrier may at its option offer any eligible employee a separation allowance as provided below. The employee to whom such an offer is made shall then have the option of resigning from the Carrier's service and accepting such allowance in lieu of all other protective benefits provided by this rule. The amount of an allowance to be paid shall be based on the age of the employee as of his nearest birthday on the date such allowance is offered. The amount of such allowance shall be:

<u>Age at nearest birthday</u>	<u>Allowance</u>
64 or under	12 months' pay
65	10 months' pay
66	8 months' pay
67	6 months' pay
68 and over	4 months' pay

One month's pay shall be the established monthly rate applicable to the position occupied by the employee, or his average monthly earnings if an extra man, at the time Carrier's offer is made."

We further protest the method by which these men are being approached with the offer of separation pay. They are being told they must make a decision by 12:00 Noon, Friday, May 28, 1971, when they were contacted by Company representatives on the morning of May 26th. Under the Amtrak Agreement, a dismissed employee has seven days in which to reply to the Company after an offer is made in terms of accepting a lump sum payment.

We are notifying all men who have been approached by the Dining Car Department to refuse to accept the offer of separation pay if the offer is less than that in the schedule as outlined in Paragraph h of Rule 40.

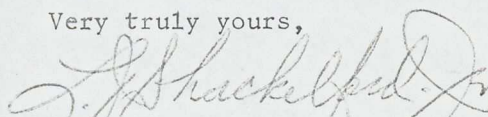
Mr. T. C. DeButts:

-3-

May 27, 1971

A reply in this matter at your next earliest convenience is requested.

Very truly yours,

A handwritten signature in cursive script, appearing to read "L. J. Shackelford, Jr.", written in dark ink.

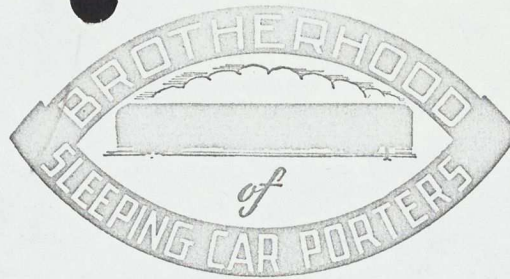
L. J. Shackelford, Jr.
International Vice President

cc: Messrs. C. L. Dellums
A. E. Egbers
J. W. Vaghy

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605

(Area Code 312) 427-5347



May 27, 1971

Mr. J. Hansink
Manager
Transportation Division
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

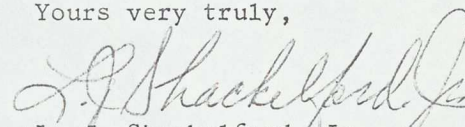
Re: File 70-1

Dear Sir:

In reply to your letter of May 24, 1971, in connection with our Section 6 Notice of November 30, 1970:

This is to advise that I will be in your office for conference on Tuesday, June 8, 1971, at 10:00 A.M.

Yours very truly,


L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DINING CAR AND HOTEL DEPARTMENT

J. HANSINK
MANAGER

V. M. SWAIM
ASSISTANT MANAGER

R. J. PITTENGER
ASSISTANT TO MANAGER

1101 LEAVENWORTH STREET
OMAHA, NEBRASKA 68102

May 24, 1971

File 70-1

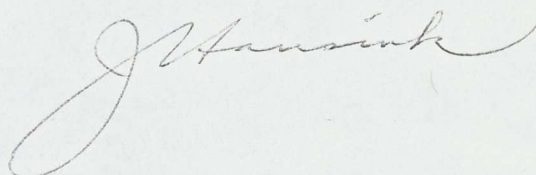
Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 South Dearborn Street, Suite 1224
Chicago, Illinois 60605

Dear Sir:

With further reference to my letter of April 21, 1971 concerning our conference in this office on April 16, 1971 in connection with your Section 6 Notice dated November 30, 1970 requesting increase in rates of pay for employees represented by your Organization:

As advised you in our letter of April 21 that we would communicate further with you at a later date, would now propose further meeting on this matter and would suggest such meeting be held in this office in Omaha at 10:00 A.M. on Tuesday, June 8th, 1971 and would appreciate your advice if that date and place are satisfactory and you will be able to be present.

Very truly yours,



A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice President
431 South Dearborn St. - Suite 1224
Chicago, Illinois 60605



Train, Chair Car, Coach Porters and Attendants

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WILLIAM H. BOWE
International Secretary-Treasurer

L. H. GREENE, JR.
Eastern Zone Supervisor

431 SOUTH DEARBORN STREET — SUITE 1224
CHICAGO, ILLINOIS 60605
(Area Code 312) 427-5347



April 29, 1971

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

Dear Dell:

On April 16th, I met with Mr. Hansink of the Union Pacific Railroad, together with Brothers James and Andrew Woods of the Union Pacific Local.

I explained to Mr. Hansink that we were proposing the same increases in wages as those granted to the dining car employees on that Property. I told him that we proposed a January 1, 1971 effective date for the increase. He pointed out that since we just received a 3% increase, effective January 1, 1971, he didn't see how the Union Pacific could grant another raise on top of a raise before the January 1, 1971 raise had really become effective. As you will recall, this question had been raised in several of your letters and you pointed out that we could accept a later date. I finally agreed that we could live with a February 1, 1971 effective date.

Enclosed is a copy of conference confirmation letter from Mr. Hansink, with our proposals listed thereon.

We discussed the question of the Union Pacific discontinuing all intercity rail passenger service. Mr. Hansink agreed that he would like to settle this matter in time to include this increase in any settlement that might be forthcoming after May 1st.

We received the Rosters and found that most of our people are covered by Protective Agreements. I pointed out to Mr. Hansink that all of the Union Pacific employees should be furloughed on May 1, 1971, and then the Carrier would have time to work out something in terms of how they would apply the Protective Agreement.

Judging from the inquiries we have been receiving for the last few weeks, there are still a lot of unanswered questions which can't be answered until after May 1st.

Mr. C. L. Dellums:

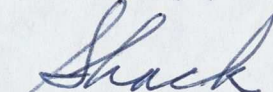
-2-

April 29, 1971

I think the Southern Pacific Wage Increase Agreement is a good one. The fact that we had just received a pay increase of 3%, the 2% plus the 32¢ an hour almost puts us on the same level, increase wise, with the dining car employees. The extra holiday would bring the total paid holidays up to 8. In checking some of our Agreements, I find that we are already receiving 8 paid holidays. The extra week's vacation is good. I don't see where we will have any difficulty in getting these fringe benefits.

Congratulations on your negotiating this Agreement and I am sure that if we can't get the higher percentages that we are proposing in our territories, we can sell the Southern Pacific pattern to our membership.

Fraternally yours,


L. J. Shackelford, Jr.

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DINING CAR AND HOTEL DEPARTMENT

J. HANSINK
MANAGER
V. M. SWAIM
ASSISTANT MANAGER
R. J. PITTENGER
ASSISTANT TO MANAGER

April 21, 1971

File 70-1

1101 LEAVENWORTH STREET
OMAHA, NEBRASKA 68102

Mr. L. J. Shackelford, Jr.
International Vice President
Brotherhood of Sleeping Car Porters
431 South Dearborn Street, Suite 1224
Chicago, Illinois 60605

Dear Sir:

This has reference to our conference held in this office on April 16th in connection with your Section 6 Notice dated November 30, 1970 which was a request for an increase in the rates of pay for employees represented by your Organization:

Your request was that effective February 1, 1971 all present rates of pay be increased by 4% and then \$.32 per hour be added to that new rate, and that the rates then be increased as follows:

July 1, 1971	5%
January 1, 1972	5%
July 1, 1972	5%
January 1, 1973	5%
July 1, 1973	\$.25 per Hour be
added to all rates.	

While your Section 6 Notice did not include any request other than the change in the increase in the rates of pay, in the conference you also requested that employees represented by your Organization have their vacation days increased to the same amount as was given to the non-operating employees. We told you that we would take your request under advisement and would communicate further with you on this sub-

- 2 -

ject at a later date.

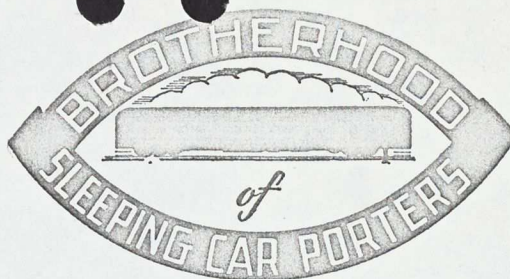
Very truly yours,

Hammond

A. PHILIP RANDOLPH
International President

~~GENNIE SMITH~~
~~1st International Vice President~~
~~1300 Broadway, Room 305~~
~~Detroit, Michigan 48226~~

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



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

~~U. G. CROWDER, Secretary-Treasurer~~
~~3947-59 DREXEL BOULEVARD~~
~~CHICAGO, ILLINOIS 60653~~
~~KEenwood 8-3400~~



March 22, 1971

WILLIAM H. BOWE
International Secretary-Treasurer

~~T. D. McNEAL~~
~~3rd International Vice President~~
~~3947-59 Drexel Boulevard~~
~~Chicago, Illinois 60653~~

L. J. SHACKELFORD, JR.
International ~~Field Representative~~ **V.P.**

NEW ADDRESS:
431 So. Dearborn St. -- Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

Mr. J. Hansink
Manager
Transportation Division
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

This will acknowledge receipt of your reply to my letter of March 5, 1971 regarding conference in connection with our Section 6 Notice dated November 30, 1970.

This will confirm our meeting in your office at 1:30 P.M. on April 16, 1971.

Yours truly,

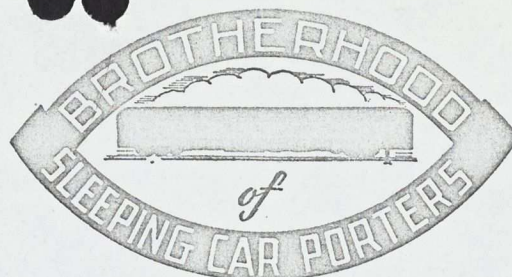
L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President

~~BENNIE SMITH~~
~~1st International Vice-President~~
~~1308 Broadway, Room 905~~
~~Detroit, Michigan 48226~~

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



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

~~U. C. CROWDER, Secretary-Treasurer~~
~~3947-59 DREXEL BOULEVARD~~
~~CHICAGO, ILLINOIS 60653~~
~~Kenwood 8-3400~~



March 5, 1971

WILLIAM H. BOWE
International Secretary-Treasurer

~~T. D. McNEAL~~
~~3rd International Vice-President~~
~~2947-59 Drexel Boulevard~~
~~Chicago, Illinois 60653~~

L. J. SHACKELFORD, JR.
International ~~Field Representative~~ **V.P.**

NEW ADDRESS:
431 So. Dearborn St. — Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

Mr. G. A. Cunningham
General Manager
South Central District
Union Pacific Railroad Company
10 South Main Street
Salt Lake City, Utah 84101

Dear Sir:

Please refer to our correspondence regarding Section 6 Notice dated November 30, 1970 and our agreement to waive conference on this matter until disposition of national wage negotiations was made.

Since national negotiations were completed for dining car employees represented by the Hotel and Restaurant Employees and Bartenders International Union on February 10, 1971, I am hereby requesting that conference be held at an early date to discuss and arrive at an agreement to increase the wages of Union Pacific employees represented by this Organization.

I would appreciate any suggestion you might have on a date.

Yours truly,

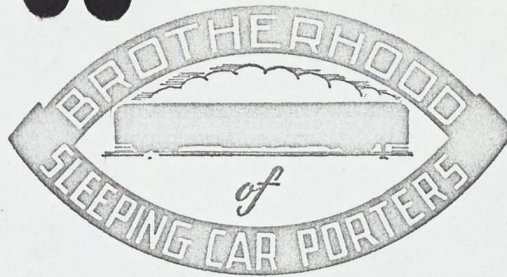
L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President

~~BENNIE SMITH~~
~~1st International Vice-President~~
~~1209 Broadway, Room 305~~
~~Detroit, Michigan 48226~~

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



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

~~U. C. CROWDER, Secretary-Treasurer~~

~~3947-59 DREXEL BOULEVARD~~

CHICAGO, ILLINOIS 60653

~~Kenwood 8-3400~~



March 5, 1971

WILLIAM H. BOWE
International Secretary-Treasurer

~~J. D. McNEAL~~
~~3rd International Vice-President~~
~~2947-59 Drexel Boulevard~~
~~Chicago, Illinois 60653~~

L. J. SHACKELFORD, JR.
International ~~Field Representative~~ **V.P.**

NEW ADDRESS:
431 So. Dearborn St. — Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

Mr. G. H. Baker
General Manager
Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

Dear Sir:

Please refer to our correspondence regarding Section 6 Notice dated November 30, 1970 and our agreement to waive conference on this matter until disposition of national wage negotiations was made.

Since national negotiations were completed for dining car employees represented by the Hotel and Restaurant Employees and Bartenders International Union on February 10, 1971, I am hereby requesting that conference be held at an early date to discuss and arrive at an agreement to increase the wages of Union Pacific employees represented by this Organization.

I would appreciate any suggestion you might have on a date.

Yours truly,

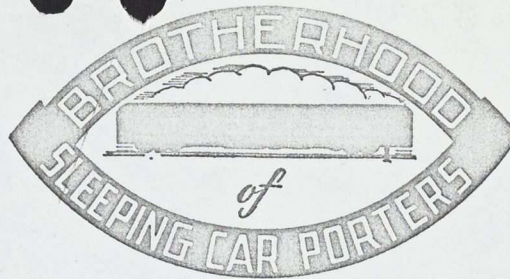
L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

A. PHILIP RANDOLPH
International President

~~BENNIE SMITH~~
~~1st International Vice President~~
~~1300 Broadway, Room 305~~
~~Detroit, Michigan 48226~~

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



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

~~U. C. CROWDER, Secretary-Treasurer~~

~~3947-59 DREXEL BOULEVARD~~

~~CHICAGO, ILLINOIS 60653~~

~~Kenwood 8-3100~~



March 5, 1971

WILLIAM H. BOWE
International Secretary-Treasurer

~~T. D. McNEAL~~
~~3rd International Vice President~~
~~5947-59 Drexel Boulevard~~
~~Chicago, Illinois 60653~~

L. J. SHACKELFORD, JR. *V.P.*
International ~~Field Representative~~

NEW ADDRESS:
431 So. Dearborn St. — Suite 1224
CHICAGO, ILLINOIS 60605
PHONE: 427-5347

Mr. J. Hansink
Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

Please refer to our correspondence regarding Section 6 Notice dated November 30, 1970 and our agreement to waive conference on this matter until disposition of national wage negotiations was made.

Since national negotiations were completed for dining car employees represented by the Hotel and Restaurant Employees and Bartenders International Union on February 10, 1971, I am hereby requesting that conference be held at an early date to discuss and arrive at an agreement to increase the wages of Union Pacific employees represented by this Organization.

I would appreciate any suggestion you might have on a date.

Yours truly,

L. J. Shackelford, Jr.
International Vice President

cc: Mr. C. L. Dellums

December 26, 1970

Mr. J. Hansink, Manager
Dining Car and Hotel Department
Union Pacific Railroad Company
1101 Leavenworth Street
Omaha, Nebraska 68102

Dear Sir:

In reply to yours of December 8, 1970; first, may I say, that I am sorry that I was unable to answer before now. The reason I made the reference to the comparison of dining car waiters is because, traditionally the Carriers had the waiters, porters and attendants to wait when there was national negotiations affecting non-operating railroad groups until the national negotiations were settled, and then grant to these groups the same increases in pay and likewise get whatever the concessions the unions made. When the dining car waiters' union joined with other non-operating unions then our union waited, and was always granted what came out of the national negotiations. If there was any difference in the settlements, then we were granted what the dining car waiters received. As a matter of fact, we could produce many instances from our files to prove this point.

Very truly yours,

C. L. Dellums

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

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DINING CAR AND HOTEL DEPARTMENT

J. HANSINK
MANAGER

V. M. SWAIM
ASSISTANT MANAGER

R. J. PITTENGER
ASSISTANT TO MANAGER

December 8, 1970

File 70-1

1101 LEAVENWORTH STREET

OMAHA, NEBRASKA 68102

*cc Shack +
McNeal*

CERTIFIED U. S. MAIL
RETURN RECEIPT REQUESTED

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

Dear Sir:

This will acknowledge receipt of your Section 6 notice dated November 30, 1970 served on General Managers Durrant, Cunningham and Baker.

My letter of March 10, 1969 addressed to International Vice President McNeal advised that effective March 1, 1969 Chair Car Attendants and Sleeping Car Porters were placed under Mr. J. Hansink for the handling of time claims and grievances under the Railway Labor Act and this action was also intended to include the handling of Section 6 notices. While the notice of November 30, 1970 was not served on me it will be accepted as having been so served.

The Carrier reserves the right to take such position as it may determine to be proper concerning the propriety of your proposal and to serve such proposals as may be considered appropriate for concurrent handling with your proposal.

I am agreeable to your suggestion that the initial conference be held in abeyance pending settlement of the national wage and rules dispute, with the understanding that the conference date as may be set will comply with the 30-day provision set forth in the Railway Labor Act. However,

- 2 -

exception is taken to your statement that Sleeping Car Porters are to be treated on the same basis as Dining Car Employees.

Please advise if the suggested handling is satisfactory.

Very truly yours,

Hensink



Neenah Bond

25% COTTON FIBER

November 30, 1970

Mr. G. H. Baker
General Manager, Northwestern District
Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

Dear Sir:

Please consider this letter as the usual and customary thirty day notice under the Railway Labor Act, as amended, of our desire to revise and supplement existing Agreements pertaining to wages, to the extent, that the wages of all the employees of your road represented by the Brotherhood of Sleeping Car Porters, be increased by 40% effective January 1, 1971. This 40% increase to be applied after any and all increases already scheduled to become effective January 1, 1971.

The above section 6 service is being served for the purpose of protecting our right to seek equal treatment with the dining car employees, since national negotiations are now going on between the Carriers and four unions.

It is our desire that conferences on this notice be held on the earliest practical date and in any event on or before December 31, 1970, and that you will in ten days after receipt of this notice set a date, time and place for the conference. Please send a copy of your reply to the Brotherhood's representative, Mr. L. J. Shackelford Jr., International Field Representative, 431 S. Dearborn St., Suite 1224, Chicago, Illinois 60605, who will represent us in this instance. However, if it is agreeable with you, we would suggest that the initial conference be waived, and after the national settlement has been reached, then the conference could be set, since we will expect equal treatment with the dining car employees.

Very truly yours,

CLD:cr

CC: Mr. L. J. Shackelford Jr.

C. L. Dellums

November 30, 1970

Mr. O. A. Durrant
General Manager, Eastern District
Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68102

Dear Sir:

Please consider this letter as the usual and customary thirty day notice under the Railway Labor Act, as amended, of our desire to revise and supplement existing Agreements pertaining to wages, to the extent, that the wages of all the employees of your road represented by the Brotherhood of Sleeping Car Porters, be increased by 40% effective January 1, 1971. This 40% increase to be applied after any and all increases already scheduled to become effective January 1, 1971.

The above Section 6 service is being served for the purpose of protecting our right to seek equal treatment with the dining car employees, since national negotiations are now going on between the Carriers and four unions.

It is our desire that conferences on this notice be held on the earliest practical date and in any event on or before December 31, 1970, and that you will in ten days after receipt of this notice set a date, time and place for the conference. Please send a copy of your reply to the Brotherhood's representative, Mr. L. J. Shackelford Jr., International Field Representative, 431 South Dearborn St., Suite 1224, Chicago, Illinois 60605, who will represent us in this instance. However, if it is agreeable with you, we would suggest that the initial conference be waived, and after the national settlement has been reached, then the conference could be set, since we will expect equal treatment with the dining car employees.

Very truly yours,

CLD:cr

CC: Mr. L. J. Shackelford Jr.

C. L. Dellums

November 30, 1970

Mr. G. A. Cunningham
General Manager, South Central District
Union Pacific Railroad Company
10 South Main Street
Salt Lake City, Utah 84101

Dear Sir:

Please consider this letter as the usual and customary thirty day notice under the Railway Labor Act, as amended, of our desire to revise and supplement existing Agreements pertaining to wages, to the extent, that the wages of all the employees of your road represented by the Brotherhood of Sleeping Car Porters, be increased by 40% effective January 1, 1971. This 40% increase to be applied after any and all increases already scheduled to become effective January 1, 1971.

The above Section 6 service is being served for the purpose of protecting our right to seek equal treatment with the dining car employees, since national negotiations are now going on between the Carriers and four unions.

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Very truly yours,

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

C. L. Dellums

No. 077950

RECEIPT FOR CERTIFIED MAIL—30¢ (plus postage)

SENT TO <i>Mr. D. A. Durran</i>		POSTMARK OR DATE
STREET AND NO. <i>1416 - Dodge St.</i>		
P.O., STATE AND ZIP CODE <i>Omaha, Nebraska 68102</i>		
OPTIONAL SERVICES FOR ADDITIONAL FEES		
RETURN RECEIPT SERVICES	1. Shows to whom and date delivered	5¢
	With delivery to addressee only	85¢
	2. Shows to whom, date and where delivered ..	35¢
	With delivery to addressee only	85¢
DELIVER TO ADDRESSEE ONLY		50¢
SPECIAL DELIVERY (2 pounds or less)		45¢

POD Form 3800
July 1969

NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL

(See other side)

☆ GPO : 1969 O—358-312

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S).
REQUIRED FEE(S) PAID.

☐ Show to whom, date and address
where delivered

☐ Deliver ONLY
to addressee

RECEIPT

Received the numbered article described below.

REGISTERED NO.

SIGNATURE OR NAME OF ADDRESSEE (*Must always be filled in*)

CERTIFIED NO.

077950

INSURED NO.

DATE DELIVERED

12-3-70

1

UPRR

2

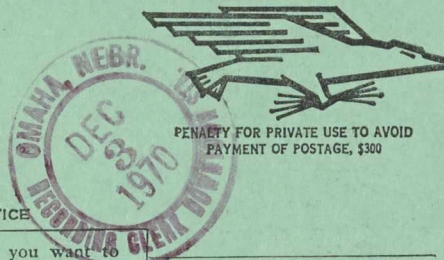
SIGNATURE OF ADDRESSEE'S AGENT, IF ANY

J R Hammer

3

SHOW WHERE DELIVERED (*only if requested*)

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

POSTMARK OF DELIVERING OFFICE

Print your name and address below. If you want to restrict delivery, or to have the address of delivery shown on this receipt, check block(s) on other side. Moisten gummed ends and attach this card to back of article.

RETURN
TO

PCD Form 3841 Apr. 1969 635-16-71343-11

B. A. C. P.
1716 7th St.
Oakland, Calif. 94607

No. 931634

RECEIPT FOR CERTIFIED MAIL—30¢ (plus postage)

SENDER'S NAME	Mr. L. H. Baker	POSTMARK OR DATE	12/1
STREET AND NO.	828 - Pittock Block		
P.O., STATE AND ZIP CODE	Portland, Oregon 97246		
OPTIONAL SERVICES FOR ADDITIONAL FEES			
RETURN RECEIPT SERVICES	1. Shows to whom and date delivered With delivery to addressee only	15¢ 65¢	
	2. Shows to whom, date and where delivered With delivery to addressee only	35¢ 85¢	
	DELIVER TO ADDRESSEE ONLY	50¢	
	SPECIAL DELIVERY (2 pounds or less)	45¢	

POD Form 3800
July 1969

NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL

(See other side)

☆ GPO : 1969 O—358-312

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S).
REQUIRED FEE(S) PAID.

☐ Show to whom, date and address
where delivered

☐ Deliver ONLY
to addressee

RECEIPT

Received the numbered article described below.

REGISTERED NO.

SIGNATURE OR NAME OF ADDRESSEE (*Must always be filled in*)

CERTIFIED NO.

INSURED NO.

DATE DELIVERED

DEC 3 1970

1

2

3

SIGNATURE OF ADDRESSEE'S AGENT, IF ANY

SHOW WHERE DELIVERED (*only if requested*)

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

POSTMARK OF DELIVERING OFFICE

Print your name and address below. If you want to restrict delivery, or to have the address of delivery shown on this receipt, check block(s) on other side. Moisten gummed ends and attach this card to back of article.

RETURN
TO

POD Form 3811 Apr. 1969 c85-16-71548-11

B. L. C. P
1716 - 7th St.
Oakland, California 94607

No. 077949

RECEIPT FOR CERTIFIED MAIL—30¢ (p postage)

SENT	Mr. L. A. Cunningham	POSTMARK OR DATE
STREET AND NO.	10 South Main Street	
P.O., STATE, AND ZIP CODE	Salt Lake City, Utah 84101	
OPTIONAL SERVICES FOR ADDITIONAL FEES		
RETURN RECEIPT SERVICES	1. Shows to whom and date delivered With delivery to addressee only 65¢ 2. Shows to whom, date and where delivered With delivery to addressee only 50¢	
DELIVER TO ADDRESSEE ONLY		50¢
SPECIAL DELIVERY (2 pounds or less)		45¢

POD Form 3800
July 1969

NO INSURANCE COVERAGE PROVIDED—
NOT FOR INTERNATIONAL MAIL

(See other side)

☆ GPO : 1969 O—358-312

PLEASE FURNISH SERVICE(S) INDICATED BY CHECKED BLOCK(S).
REQUIRED FEE(S) PAID.

☐ Show to whom, date and address
where delivered

☐ Deliver ONLY
to addressee

RECEIPT

Received the numbered article described below.

REGISTERED NO.

SIGNATURE OR NAME OF ADDRESSEE (*Must always be filled in*)

CERTIFIED NO.

077949

1

SIGNATURE OF ADDRESSEE'S AGENT, IF ANY

INSURED NO.

2

DATE DELIVERED

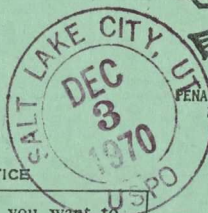
DEC - 8 1974

SHOW WHERE DELIVERED (*only if requested*)

POST OFFICE DEPARTMENT
OFFICIAL BUSINESS



PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300



POSTMARK OF DELIVERING OFFICE

Print your name and address below. If you want to restrict delivery, or to have the address of delivery shown on this receipt, check block(s) on other side. Moisten gummed ends and attach this card to back of article.

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