

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
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Oakland, California 94607

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International Vice-President
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Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

O. W. JACKSON, Secretary-Treasurer
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January 24, 1973

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517 Castle Building
1410 Stanley
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Mr. C. L. Dellums
International President
Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

Enclosed herewith please find copy of letter received from Mr. DeButts in connection with takeover on the Burlington by Amtrak, which is self-explanatory.

Also enclosed is copy of my letter to Mr. DeButts advising that I will attend the suggested meeting in St. Paul on February 6th.

Fraternally yours,

L. J. Shackelford, Jr.

Enclosures

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February 8, 1973

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1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

I have just returned from St. Paul, where Brother Patterson of Local 516 and I had a conference with Mr. T. C. DeButts of the Burlington Northern Labor Relations Department.

As mentioned to you in my letter under date of January 24th, the purpose of this meeting was to confer about negotiating an Implementing Agreement to protect Burlington Northern employees who may be taken over by Amtrak some time within 90 days or less. Other members of the Labor Relations Department who sat in on the conference were Messrs. Clyde Illg, J. Treston and Paul Nemitz.

We pointed out to Mr. DeButts that we were in attendance at this conference to get information as to what the Amtrak takeover would entail and when Amtrak proposed to take over these employees. We were informed that Amtrak has notified the Burlington that they intend to take over all dining and sleeping car employees within 90 days, and the target date for the takeover of all employees is July 1, 1973. He further informed us that they had been told by Amtrak that there would be four points of operation for Amtrak employees -- those four points being Chicago, Los Angeles, Washington and Jacksonville.

I asked Mr. DeButts if these employees are taken over by Amtrak, would they be taken in seniority order and he replied that he thought this was the method they would use. I also asked him about the Health and Welfare protection these men have with Travelers -- if that would also be assumed by Amtrak and he said no Amtrak had their own Health and Welfare and life insurance benefits.

Brother Patterson raised the question about the employees operating out of St. Paul and whether or not they would be required to move to Chicago, or if their runs would continue to operate out of St. Paul. Mr. DeButts said Amtrak had assured him that

Mr. C. L. Dellums:

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February 8, 1973

on runs presently operating out of St. Paul, the men would continue to operate on those runs and as the employes are retired or eliminated through attrition, the runs would be moved to Chicago. He further stated that if Amtrak required these employes to move to Chicago from St. Paul, they would be handled in accordance with the moving benefits as outlined in the Merger Protection Agreement, or taking Option No. 2-Comparable Employment.

After we had discussed things we felt should be encompassed in the Implementing Agreement, the meeting was recessed until 2:00 p.m., and we suggested that Mr. DeButts and his staff draft a Memorandum of Agreement and give it to us for study, in order that we might be better able to understand and decide what was best for our membership.

About two weeks ago, Mr. DeButts was in Washington and met with Brother Richard Smith. He informed us that he and Brother Smith had talked about the same provisions we had discussed at the conference, and it was Brother Smith's thinking that we should insist upon the Merger Protection Agreement for our employes who are covered on the Burlington Northern, and retaining any other protection these men might have.

We also learned in our conference with Mr. DeButts that Amtrak has indicated they will take over the employes on the Illinois Central Gulf first. We have six employed presently working on that Road. The rest of the employes are on other jobs. I plan to contact Mr. Richter, who handles labor relations for sleeping car personnel, and find out whether or not he has any information about the Amtrak takeover.

Both Brother Patterson and I agreed that we would have something to present to Mr. DeButts in regard to this Implementing Agreement within the next two weeks. The reason for this time schedule is to have something to present to Amtrak before the first takeover of sleeping and dining car employes, which is scheduled for some time in February, 1973.

When we returned in the afternoon, we again raised the question of Health and Welfare for these employes, and Mr. DeButts called the Amtrak representative in Washington. He was told the Health and Welfare Plan Amtrak has is a plan that is better than Travelers. However, we could not agree with that, since we happen to know something about Travelers. He went on to say that the man who is handling Health and Welfare for Amtrak came from Pan American Airlines, and told him the plan Amtrak has is far superior to the plan Pan American has. I suggested that Mr. DeButts get a copy of the plan and send it to us for our perusal. He said that he requested copies and would send them to us as soon as they were received.

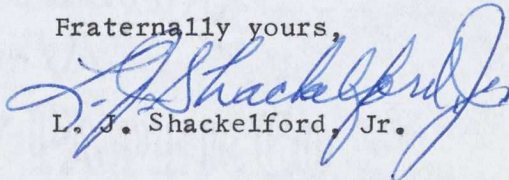
I am enclosing herewith copy of the Memorandum of Agreement draft for your study and suggestions. We informed Mr. DeButts that if we had anything to add to this Agreement, we would do so and discuss it at our next conference.

I would appreciate your prompt reply in this matter.

cc: Messrs. W. W. Seymour, Sr.
L. H. Greene, Jr.

Enclosure

Fraternaly yours,


L. J. Shackelford, Jr.

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638

March 14, 1973

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

Dear Brother Dellums:

I have just received a call from Mr. Dick Ravelling, who is the Amtrak representative on the Milwaukee Road, and he advised that they have just been notified that Amtrak will take over the dining and sleeping car on-train personnel on May 1, 1973.

He suggested that we have an early meeting to discuss the continuance of the protection of the employees that we represent on the Milwaukee Road, prior to the takeover. He also told me that Amtrak is going to take over the employees on the Burlington Northern on the same date. Mr. Ravelling said he had talked with some one in the Labor Relations Department with the Burlington, and they told him we had talked to them about entering into such an agreement; however, we had not finalized the agreement pending the outcome of the meeting held in Washington on February 26th between you, Brother Smith and Mr. Hausman of Amtrak. I told him nothing was agreed upon at this meeting except that the organizations would work together to represent the members we now represent. I also told Mr. Ravelling another meeting is scheduled for March 20th and we would not want to talk about any kind of agreement with the Milwaukee until after that meeting had been held. We tentatively agreed to a conference at 9:30 A.M. on March 23rd.

It has been rumored that Amtrak will also take over the Illinois Central Gulf but I have heard nothing official on that. I talked with the Labor Relations Officer over there on another matter this afternoon, and he said he was talking to some people tomorrow morning and would contact me later.

Fraternally yours,

L. J. Shackelford, Jr.
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May 8, 1973

W. W. SEYMOUR, SR.
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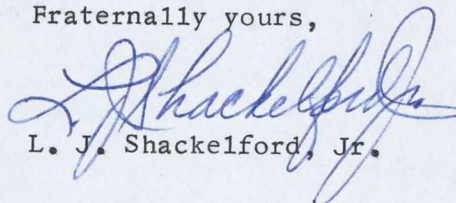
Dear Brother Dellums:

Enclosed herewith is a copy of notice received from the Burlington Northern today, via certified mail, which is self-explanatory.

I talked to Brother Smith yesterday and he told me that our proposal for an Implementing Agreement is to be taken up with the Carriers on tomorrow, and we should have a report on the action taken by Thursday. If the decision is unfavorable, I will arrange an early conference with Mr. DeButts of the Burlington Northern, in order to reach agreement on the protected status of dining and sleeping car employees.

I feel that we should have something definite in this connection within the next ten days.

Fraternally yours,


L. J. Shackelford, Jr.

Enclosure

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May 11, 1973

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Brotherhood of Sleeping Car Porters
1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

Enclosed herewith you will find copy of Notice received from Chicago, Milwaukee, St. Paul and Pacific Railroad Company's Labor Relations Department, which is self explanatory.

I will arrange an early conference with Mr. Harrington in this connection.

Fraternally yours,

L. J. Shackelford, Jr.

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May 23, 1973

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1716 Seventh Street
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Dear Brother Dellums:

This has further reference to the conferences I attended in Washington on May 14th, 15th and 16, 1973.

As mentioned to you over the telephone, Brothers Richard Smith, R. M. Patterson and I met in the National Railway Labor Conference Room on Monday afternoon to discuss the possibility of negotiating an agreement to retain the protective status of the employees being taken into the employment of Amtrak on or after June 1, 1973. Of course, the only Carriers that will actually be involved in the first assumption of on-board personnel are the Burlington Northern and Milwaukee Road. Also present at this conference were the following: Carl Ball, Southern Pacific; G. L. Farr, Union Pacific; T. C. DeButts, Burlington Northern; C. Richard Raveling, Milwaukee Road; Ray Weaver, Penn Central, and C. E. Mervine, Jr., Seaboard Coast Line. Also present was Attorney Les Schoene who was invited to attend the conference by Brother Smith.

I understand Attorney Schoene had the authorization from you, through Richard, to help draft an acceptable agreement covering the employees who will be affected by the assumption of on-board service by Amtrak. The Attorney made the principal presentation and Richard, Pat and I posed questions as to what would happen in terms of rates of pay, et cetera. Mr. DeButts was the spokesman on the Carriers' side and, of course, he stated the draft that was presented to Brother Patterson and me set forth that at least his Carrier would pay the difference between the salary that was being paid by Amtrak and whatever the employees' protection rate of pay was.

The representatives from the Carriers' side of the table made remarks on various points and then announced that they had enough information to recess for a caucus among themselves, after which they would return and give us their decision. The recess was called and they went out of the room. Attorney Schoene, Richard, Pat and I remained in the conference room and discussed the points we would like to see encompassed in the agreement.

About twenty minutes later, the Carriers' representatives came back and announced they were not prepared to go ahead an an industry at that time but they understood Messrs. DeButts of the Burlington and Raveling of the Milwaukee, whose Carriers are being involved in the first assumption, were willing to address themselves to the questions, and they asked to be excused from the conference. All of the representatives left except Messrs. DeButts and Raveling and we discussed the proposal as it had been presented. Attorney Schoene asked that the proposal be revised and Mr. DeButts agreed to re-write the draft and we would return at 10:00 A. M. Wednesday to review the draft, and decide whether or not we would enter into an agreement.

On Tuesday morning, May 15th, we went to L'Enfant Plaza where we met with Messrs. Ken Hausman and A. R. Lowry, Director, Labor Relations, Amtrak Corporation. When we went in, Mr. Hausman said they were ready to sign the Letter of Consent Recognition for the employees on the Burlington and the Milwaukee. I told Mr. Hausman we were not prepared to sign the Letter of Consent Recognition because some of our people were not included in the Consent Recognition Letter addressed to you, but never mailed. Of course, I was not supposed to have this letter and they wanted to know where I got the Letter. I did not tell, but I guess they knew Richard had given me a copy of the letter. I told them that we represented coach or chair car porters, and that they had reclassified these employees and placed them under Service Attendants that was spelled out in Richard's letter. Mr. Hausman said he understood when he met with you and Richard in February, and again in March, that we were to receive consent recognition for sleeping car porters only, because these were the people we represented. I told him this was not true and we had represented coach and train porters on most of the Carriers throughout the country for many years, and we did not agree with his placing them under the jurisdiction of the Joint Council of Dining Car Employees.

Richard and I went out of the room into another office and talked about his Consent Recognition Letter and he agreed to come back into the meeting and tell Mr. Hausman that he felt the coach and chair car porters should be under our jurisdiction, since we had represented them in the past.

When we returned to Mr. Hausman's office, he made this statement to Messrs. Hausman and Lowry. However, Mr. Hausman continued to say he was interested in the mobility of service on the train and since Amtrak was assuming the operation of on-board service personnel, he felt they should have the use of all employees where the service need exists. He proceeded to explain how he would use the coach or chair car porter. He pointed out that many times coach and chair car porters are not busy and the dining car is overcrowded and the dining car crew is overly busy. He said they would have a person on the train called Service Director who would have the authority to go to the coach porter or the chair car porter and instruct him to go into the diner and give them a hand with the work. I informed Mr. Hausman that this would be taking undue advantage of the chair car and coach porters and, of course, he said the only thing there were interested in is to bring the service up to standard, where it should be, and that the business was run too long with some people not being utilized to the fullest extent of their ability.

We discussed this particular classification for quite some time, and then Mr. Hausman announced he had the Consent Recognition Letter ready for Richard. Richard had told me he could not hold up the signing of his Letter, and announced he was prepared to sign the letter, which he did. Of course, I did not sign the Letter that would give us consent recognition of sleeping car porters only.

Mr. C. L. Dellums:

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May 23, 1973

Before we left the meeting, I told Mr. Hausman he would be hearing from us some time after I had a chance to discuss this matter with you. He stated he would like to have this Consent Letter signed on or before June 1st, in order to preserve the benefits that are now being enjoyed by the sleeping car porters.

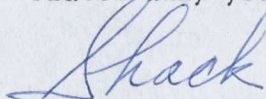
As stated to you in my letter a few days ago, I did spend quite a bit of time in Bill Hickey's office, and he talked with Mr. Lowry on the telephone. He pointed out this was a wrong move on the part of Amtrak, and asked Mr. Lowry to reconsider the Consent Recognition letter in order that it would include the coach or chair car porters and take them out of Richard's Consent Letter. Hickey told me he would be out of the city until Thursday and as soon as he returns, he will be in touch with Mr. Lowry and will advise of whatever the situation is at that time.

I received a phone call from Richard a few minutes ago, and he told me he had talked with Mr. Lowry and felt that the problem of our consent recognition was about to be resolved. He said Mr. Lowry told him he is ready to reconsider, and add the chair car and coach porters to our jurisdiction.

On Wednesday, May 16th, we met with Mr. DeButts and talked about the revised proposal. He had not finished it, and suggested we return at 2:00 Wednesday afternoon. When we returned, it still wasn't ready and we did not receive a copy of it. However, he told us he would mail us a copy for our consideration.

After lunch, I went to Hickey's office and was in his office until about 5:45 P. M. I gave him all of the information with regard to the coach and chair car porters we represent on the various Carriers throughout the nation.

Fraternally yours,



L. J. Shackelford, Jr.

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June 26, 1973

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1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

Enclosed herewith please find copy of letter received from Mr. J. R. Jones of the Santa Fe in connection with meeting to discuss the proposed take-over of on-board service personnel by Amtrak. Also enclosed is copy of my reply.

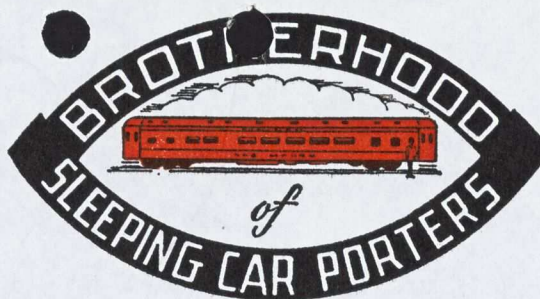
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July 16, 1973

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1716 Seventh Street
Oakland, California 94607

Dear Brother Dellums:

Enclosed herewith is copy of letter that has been mailed to Burlington Northern dining car employees (formerly CB&Q dining car employees) and presently members of our Brotherhood.

Many of these employees are unhappy about receiving this letter and don't feel that Amtrak has the right to shift their membership to Local 516, as suggested without their consent.

It has been suggested that we challenge Amtrak's action of granting consent recognition to the Dining Car Union for this group of employees.

I am enclosing a copy of the list of names and addresses of all dining car employees in Chicago who will receive this letter. I further suggest that we send a letter to each of these brothers, over your signature, explaining the Brotherhood's position in this matter.

Your early reply in this matter will be greatly appreciated.

Fraternally yours,

L. J. Shackelford, Jr.

enclosures:

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Dear Brother Dellums:

This is to advise that the scheduled conference regarding the contemplated takeover of on-board service personnel on the Santa Fe by Amtrak commenced at 10:00 A.M. in Mr. J. R. Jones' office here in Chicago, on July 16th. In attendance were Messrs. J. R. Jones, Floyd Elterman, O. Flanders and M. F. Manning for the Carrier; Richard Smith for the Joint Council and, of course, I was there to represent the Brotherhood.

Mr. Jones started the conference by telling us of the notice they had received from Amtrak concerning the takeover that would occur some time after September 1st. He had no definite date but said it would possibly be the middle of September, after the summer business had subsided.

Brother Smith and I told Mr. Jones we were interested in negotiating a protective agreement for our members who would be affected after Amtrak takes over the on-board service personnel. We discussed the Burlington Northern Agreement and after going over the provisions of this Agreement, Messrs. Jones and Elterman indicated that most of the provisions dealt with the Merger Protection Agreement and stated they did not have an opportunity to review the Burlington Agreement because they did not have a copy until they made copies from my copy.

However, they did have a copy of the Milwaukee Agreement and we went over the provisions of that Agreement step by step, and after discussing each paragraph it was agreed that the Santa Fe would draft some proposals along the lines of this Milwaukee Agreement, with certain changes being made in the various paragraphs. Richard suggested that the conditions be spelled out in plain language which could be understood by dining car employees. Mr. Jones asked me if we had trouble explaining our agreements to our members and I told him whenever we signed an agreement with the Santa Fe, we went over it very carefully with our membership and after discussing it with them, they always seem to understand the meaning of the agreement.

Mr. C. L. Dellums:

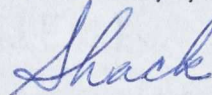
-2-

July 17, 1973

One of the points raised by Mr. Jones as it involves the Seventh Paragraph of the Milwaukee Agreement has to do with the seniority rights of an employee to secure another position within 30 normal travel miles from the residence he occupied on the date he accepted employment with Amtrak. Mr. Jones wanted to know if we had discussed with Amtrak the possibility of a change in headquarters point, and whether or not Santa Fe chair car attendants would be required to work out of Chicago. I told him we had not discussed this matter concerning the Santa Fe, but we did have such a discussion about the change of terminal at St. Paul and Amtrak had agreed to continue to operate whatever runs that were based at St. Paul out of St. Paul; therefore, the employees would not have to move to Chicago. I told him we intend to negotiate the same kind of treatment for the Santa Fe chair car attendants. At this point, Richard spoke up and said there would be no chair car attendants and he mentioned the classification that is referred to by Amtrak as service attendants. I explained to Mr. Jones that this was a question that we were in the process of getting straightened out because Amtrak had arbitrarily placed employees who are classified as coach or chair car porters in the same category as waiters, cooks, bus boys, et cetera, and called them service attendants. However, I explained we did not agree with this classification and hopefully the question would be settled prior to September of this year.

The conference adjourned at 12:45 P. M. and Mr. Jones advised they would make a draft of a protective agreement and copy will be sent Richard and me. We will have an opportunity to make changes or having further conference on the matter.

Fraternally yours,



L. J. Shackelford, Jr.

A. PHILIP RANDOLPH
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312-427-5347



October 17, 1973

W. W. SEYMOUR, SR.
International Secretary-Treasurer
5253 Thrill Place
Denver, Colorado 80207

L. H. GREENE, JR.
Eastern Zone Supervisor
103 East 125th St. - Suite 710
New York, N. Y. 10035

A. R. BLANCHETTE
International Field Rep.
Dominion of Canada
517 Castle Building
1410 Stanley
Montreal 110, Quebec

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

Dear Brother Dellums:

This morning, I attended an interview session for the ICG on board service employees. This conference was arranged by the Labor Relations department of ICG and Amtrak. The purpose of the conference was to acquaint the on board service personnel with the conditions of employment of Amtrak, if they become Amtrak employees and what they can expect in terms of protection from the ICG.

At this point we have not had a conference with the ICG, to negotiate an agreement which would place the affected employees on leave of absence for the duration of such employment with Amtrak and further retain their protected status under the Merger Protection Agreement or Appendix C-1. We have scheduled a joint conference in this connection with Dick Smith of the Hotel and Restaurant Workers-Joint Council of Dining Car Employees Union, for Friday October 26, 1973. I was prepared to meet with the ICG this week but after talking with Smith he advised that he would be in Washington this week and I therefore requested that we take the first available date next week, which will be on Friday.

I talked to Mr. Elterman of the Santa Fe about our proposed agreement on that property. He advised that he had been out of the city because of the death of his mother and had not got a chance to write up the agreement with the suggested changes we had requested at our last conference. Dick Smith and I agreed to present the Santa Fe protection agreement to the ICG when we meet with them. Mr. Elterman assured me that he would have the completed agreement ready for our consideration today. Dick and I plan to review the agreement on the week end and if it satisfactory we will sign it before Friday of next week.

All of our former GM&O Parlor Car and Train Porters are out of work due to the inauguration of the Turbo trains between Chicago and St. Louis. Amtrak selected the employees for this train from the BN and Milwaukee

October 17, 1973

C. L. Dellums:

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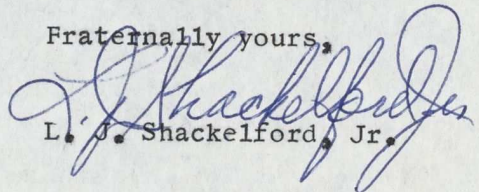
Brother Tillman was selected to work on that train. The men were told by the Amtrak representative that they would remain on those jobs as long as they wanted to, and could not be bumped by any other employee. He further informed them that the union had agreed to this arrangement. I told Brother Tillman, we had not agreed to any such arrangement and I was not sure that Smith had made such an agreement. When I called Smith and asked him if he had agreed to such an arrangement he said hell no, and he was going to request that they put those jobs up for bids. Tillman caught Smith on a trip to St. Louis travelling with Lowry of Amtrak a week ago, and he (Smith) was telling the employees that nobody except his union, had been doing anything to protect the rights and the interest of the employees in these Amtrak transactions and that he had made about ten trips to Washington in this connection and would make ten or even more trips in the interest of the employees. Incidentally, Smith is in Washington right now and one of his local chairman who was at the conference this morning announced that he would probably sign the Interim Agreement today or tomorrow. Mr. Lowry's assistant, Jim Johnson was surprised to hear that and said, he did not know they were that close to signing the agreement.

I have been asked by our members, when will I make a trip on the Turbo train? I plan to make a trip to St. Louis next Tuesday evening and returning next Wednesday morning. Dick Smith and the representative of the UTU have made trips on that train and I received a report today that the General Chairman for train porters on the ICG is contacting our members for the purpose of getting them to join their union. One man reported that he was told by that General Chairman "Amtrak wants one Union and we would like you to come with us". This was an ICG, sleeping car porter. It is reported that Smith is telling the men there are not enough men working on the railroad today for two unions and the service attendants (coach and train porters) must become members of his union. The target date on the ICG is November 1st.

Yesterday afternoon there were three C&O porters in this office and they informed me that, Amtrak will assume the services of the on board service personnel on that road on November 1st. Brother Greene will be back from his vacation on October 23rd and he should arrange to confer with the carrier in connection with protective benefits for our members.

Have you heard anything from the person who was to talk to the International President of Dick Smith's union? concerning our having the coach and train porters remain under our jurisdiction?

Fraternally yours,


L. J. Shackelford, Jr.

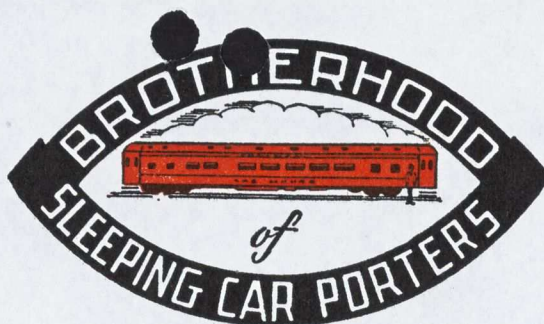
cc:

W. W. Seymour, Sr.
L. H. Greene, Jr.

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
International Vice-President
431 S. Dearborn St. - Suite 1224



Train, Chair Car, Coach Porters and Attendants

AN INTERNATIONAL UNION

Affiliated with the AFL-CIO/CLC

O. W. JACKSON
431 S. DEARBORN ST. - SUITE 1224
CHICAGO, ILLINOIS 60605
312-427-5347



October 24, 1973

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

Dear Brother Dellums:

On yesterday afternoon, Brothers Richard Smith, Local Chairman Davis of Local 351, and I got together with Mr. Elterman of the Santa Fe and completed the negotiation of the agreement that will protect the rights and benefits of employees affected by Amtrak's assumption of on-board train services to be effective on or after January 1, 1974. Everybody we have talked with about the takeover on the Santa Fe says there won't be an assumption on the Property prior to January 1st.

I am enclosing herewith copy of signed agreement and I took the liberty of signing for you as approving the agreement, since it is relatively the same agreement I sent you except for a few changes that are better than what we had in the original draft. In another three weeks, we should have additional copies of this agreement and shortly before the assumption is started on the Santa Fe, I intend to hold some meetings to explain the agreement to the Santa Fe employees in this area.

Brother Smith and I will meet with the Illinois Central Gulf Labor Relations Officers on Friday of this week. We will try to get the same kind of agreement that we have signed with the Santa Fe.

I talked to Brother Smith yesterday and he told me that while he was in Washington last week, he negotiated with Mr. Lowery about the Deadhead Rule and Mr. Lowery changed the rule that would apply to his members to allow them full time for deadheading, less the time deducted for sleep. Brother Smith also mentioned that he got assurance from Lowery that Amtrak would raise the rates of the people represented by his organization.

In comparison, Richard and his General Chairmen have been to Washington on at least two occasions where they negotiated or had an audience with Lowery and Amtrak representatives. This kind of information has filtered back to those members of ours who are chair car and coach attendants, and even some of our sleeping car porters, and they are asking where are the Brotherhood officials. There are certain changes that we feel we

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Mr. C. L. Dellums:

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October 24, 1973

should have and, frankly, the only way I can see we are going to be able to get them is to at least have our officials going to Washington. I am speaking of you, Brother Seymour, myself and since Brother Greene is so close, he could come and join the conference. One of the things we might be able to change, if we actually had some confrontation with the Labor Relations Department of Amtrak, is to get them to raise the maximum sleeping car pay.

In talking with Richard yesterday, he told me he had not signed the Interim Agreement and he won't sign it until the changes he discussed with Lowery are included in the Agreement.

Fraternaly yours,



L. J. Shackelford, Jr.

Enclosure

cc: Mr. W. W. Seymour, Sr.

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President

PRESIDENT'S OFFICE:
1716-18 Seventh Street
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L. J. SHACKELFORD, JR.
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Train, Chair Car, Coach Porters, Attendants
& Dining Car Employees

Affiliated with the AFL/CIO/CLC

EASTERN ZONE HEADQUARTERS:
103 East 125th Street, Suite 610
New York, New York 10035



October 25, 1973

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INTERNATIONAL HEADQUARTERS:
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A. R. BLANCHETTE
International Field Representative
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L. H. GREENE, JR.
Eastern Zone Supervisor

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

Dear Brother Dellums:

Brother L. M. Goode, Chairman, C&O Train Porters Division and I had a conference with Mr. L. R. Burks, Director of Labor Relations, C&O on Wednesday, October 24, 1973 regarding his letter of October 15, 1973, of which you have a copy.

The C&O will submit a copy of a proposed Agreement for the "take-over" of this operation by AMTRAK. This Agreement will cover Train Porters. Sleeping Car Porters are covered with them, under our Agreement, effective June 24, 1971.

The C&O will grant a "Leave of Absence" to the men taking AMTRAK jobs. No information was given as to the Assignments, Rules or Rates of Pay that our men will be covered under, by Appendix C-1.

The AMTRAK Personnel will commence job interviews on October 29, 1973 with the men. As details progress, I will inform you.

Fraternally yours,

L. H. Greene, Jr.
Supervisor

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President

PRESIDENT'S OFFICE:
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EASTERN ZONE HEADQUARTERS:
103 East 125th Street, Suite 610
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November 2, 1973

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International Secretary-Treasurer
INTERNATIONAL HEADQUARTERS:
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Denver, Colorado 80207

A. R. BLANCHETTE
International Field Representative
Dominion of Canada

L. H. GREENE, JR.
Eastern Zone Supervisor

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

Dear Brother Dellums:

Re: B&O Train Porters

In reference to our exchange of letters with Mr. L. W. Burks, Director of Labor Relations dated April 26, 1973 the enclosed copy spells out the case to date.

Please note that the employees on Protection are being paid Property Protection Rates, which are a bit less than Allowance Rates under AMTRAK'S Appendix C-1.

Several members on Protection are working at some sort of a job. No complaints have been received regarding the Property Protection Rates.

What is the Organization's position here? We await your decision before taking any further action.

Fraternally yours,

L. H. Greene, Jr.
L. H. Greene, Jr.
Supervisor

Enclosure

A. PHILIP RANDOLPH
International President Emeritus

C. L. DELLUMS
International President

PRESIDENT'S OFFICE:
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December 6, 1973

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INTERNATIONAL HEADQUARTERS:
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International Field Representative
Dominion of Canada

L. H. GREENE, JR.
Eastern Zone Supervisor

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

Dear Brother Dellums:

The enclosed copy is the set'up for the
Sleeping Car Porters on the C&O. Their letter of
October 15 and our conferences of October 24 and
November 13, should be reviewed.

I have not received the proposal, etc.
for the Train Porters, as yet. However I am enclos-
ing the bulletin that was sent.

Please advise immediately, if we are to
accept the enclosed.

Fraternally yours,

L. H. Greene, Jr.
Supervisor

Enclosures