

CARTON 9:31 THE BROTHERHOOD OF SLEEPING CAR PORTERS

Dollums, C.L. Correspondence (2 of 2)

1965-1980

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c

UNITED CALIFORNIA BANK

FRANKLIN-WEBSTER OFFICE • OAKLAND, CALIFORNIA

November 1, 1965

WILLARD C. SMITH MANAGER

Mr. C. L. Dellums
Brotherhood of Sleeping Car Porters
Pacific Coast Headquarters
1716 Seventh Street
Oakland 20, California

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Dear Mr. Dellums:

Enclosed you will find a stock certificate for 7 shares of Fidelity Savings and Loan Association common registered in the name of A. C. Meyer, Jr. Certificate No. is SF 1112. A guaranteed stock power signed by Mr. Meyer is being forwarded to you under separate cover.

This completes the delivery of 400 shares of Fidelity stock purchased by you from Mr. Meyer for \$6,000.00. We had previously sent you 393 shares under a covering letter dated October 26, 1965.

Please acknowledge receipt of these shares on the enclosed carbon and return to this office.

Very truly yours,

Willard C. Smith

ESTABLISHED 1921



FIDELITY SAVINGS AND LOAN ASSOCIATION

252 CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA, 94111
TELEPHONE YUKON 1-3180

DIRECTORS
PHILIP H. ANGELL, SR.
VICTOR BOTTARI, JR.
JOHN M. BRYAN
CLARENCE A. BULLWINKEL
BARTLETT B. HEARD, JR.
LESTER W. HINK
ROGER D. JACOBY
EDMUND K. KOHT
A. C. MEYER, JR.
F. LINDEN NAYLOR
WILLIAM G. ROBINSON
ROBERT GORDON SPROUL
FRANK VIAULT, JR.

October 5, 1965

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Commissioner C. L. Dellums
Division of Fair Employment Practices
P. O. Box 603
San Francisco, California

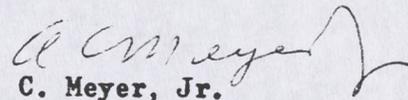
Dear Commissioner Dellums:

I wish to welcome you as a stockholder of Fidelity and express my gratitude for the cooperation you afforded me in the acquisition and merger of Beneficial Savings and Loan Association into Fidelity Savings and Loan Association. I truly believe this was in the best interests of all concerned.

You impressed me a great deal in the brief meeting we had in your office in Oakland. Your understanding of the problems surrounding the minority groups' ability to purchase homes and property in the Bay Area can be very valuable to Fidelity. It occurred to me that perhaps you would be willing to help Fidelity penetrate this market so as to be of service to the minority population as well as the future growth of Fidelity Savings and Loan Association.

Very truly yours,

FIDELITY SAVINGS AND LOAN ASSOCIATION


A. C. Meyer, Jr.
President

ACM:km

RECEIVED
Department of Industrial Relations
Division of Fair Employment Practices
San Francisco
AM OCT - 7 1965 PM
7 8 9 10 11 12 1 2 3 4 5 6
T

INSURED SAVINGS -



- HOME LOANS

HOME OFFICE - 2323 SHATTUCK AVENUE, BERKELEY, CALIFORNIA



UNITED CALIFORNIA BANK

FRANKLIN-WEBSTER OFFICE • 2040 FRANKLIN STREET • OAKLAND, CALIFORNIA

October 26, 1965

Mr. C. L. Dellums
Brotherhood of Sleeping Car Porters
Pacific Coast Headquarters
1716 Seventh Street
Oakland 20, California

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Dear Mr. Dellums:

This will acknowledge with thanks receipt of your check for \$6,000.00 covering the purchase of 400 shares of Fidelity Savings Loan Association common stock from Mr. A. C. Meyer, Jr. for \$15.00 per share. Accordingly, we enclose herein the following stock certificates:

<u>Certificate #</u>	<u>No. of Shares</u>
SF675	100
SF676	100
SF677	100
SF678	93
	<u>393</u>

You will note that this leaves 7 more shares for us to deliver to you. Since we do not have these remaining shares in the proper denomination at the moment, we will send them to you shortly.

Under separate cover, we are enclosing four stock powers signed by Mr. Meyer and guaranteed by this bank which will enable you to transfer the shares to your name.

This transaction is in accordance with instructions received from Mr. Meyer dated October 12, 1965.

Very truly yours,

Willard C. Smith
WILLARD C. SMITH
Manager

WCS/bm
Encl.

cc: Mr. A. C. Meyer, Jr.
3645 Grand Avenue Suite 103
Oakland, California

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 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

PACIFIC COAST HEADQUARTERS

1716 SEVENTH STREET

OAKLAND, CALIF. 94607

Tel. Twin Oaks 3-0894



August 4, 1967

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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

Mr.

Dear Brother

Under date of July 31, 1967, I wrote you concerning your indebtedness to the Brotherhood, and quoting the constitutional provision that you were in violation of. As you must certainly know, the Brotherhood holds a "union shop agreement" with the Pullman Company, which provides for the dismissal of any porter who does not maintain his membership in good standing with the Brotherhood. Now, to make certain that you understand the Brotherhood constitution, let me call your attention to the last paragraph (the last part) of article 16, on page 26, which says a man can ~~only~~ only be reinstated by paying everything he owes, "provided he reinstates before union shop violation is served." This "serves" means the Brotherhood serves it on the Pullman company. It means that once we serve that notice on the company, that you are in violation of the "union shop agreement", we will not accept any money and you will be fired.

Therefore, this is to notify you that unless you pay the entire \$ _____, on or before 4 p.m. Thursday, August 31st, you will be fired, because at that time we will serve the notice on the Pullman Company.

C. L. Dellums

**INDUSTRIAL
UNION
DEPARTMENT
AFL-CIO**



815 SIXTEENTH STREET, N.W.
WASHINGTON, D. C. 20006
AREA CODE 202 393-5581

I. W. ABEL, PRESIDENT

JACOB CLAYMAN
ADMINISTRATIVE DIRECTOR
NICHOLAS ZONARICH
ORGANIZATIONAL DIRECTOR

September 23, 1968

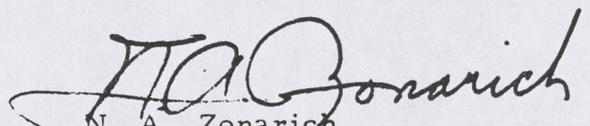
Mr. Walter P. Reuther, President
United Automobile, Aerospace and
Agricultural Implement Workers
8000 E. Jefferson Avenue
Detroit, Michigan 48214

Dear Walter:

The Industrial Union Department's Executive Committee has instructed me to notify you that the UAW must withdraw its organizers from the IUD area projects. Since the UAW is not affiliated with the AFL-CIO and the IUD, it can no longer participate in the IUD's cooperative, coordinated organizing program.

It has been my pleasure to be associated with Vice President Pat Greathouse, his associates, and his staff in this organizing effort, and I want to thank them and the UAW for the contribution they have made toward the success of this worthwhile program. I regret the circumstances that have prompted the IUD Executive Committee to take this action.

Sincerely and fraternally,


N. A. Zonarich
Organizational Director

NAZ/hr

cc: Pat Greathouse

VICE PRESIDENTS:

PETER BOMMARITO
WALTER J. BURKE
CHARLES COGEN
JOSEPH CURRAN
KARL F. FELLER

GORDON M. FREEMAN
MAX GREENBERG
JOHN F. GRINER
A. F. GROSPIRON
RALPH HELSTEIN

PAUL JENNINGS
THOMAS J. LLOYD
WALTER L. MITCHELL
WILLIAM POLLOCK
S. FRANK RAFTERY

A. PHILIP RANDOLPH
W. VERNIE REED
RONALD F. ROLEY
FRANK ROSENBLUM
HARRY D. SAYRE

P. L. SIEMILLER
LOUIS STULBERG
JOSEPH P. TONELLI
GLENN E. WATTS
JERRY WURF

**INDUSTRIAL
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815 SIXTEENTH STREET, N.W.
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I. W. A B E L . PRESIDENT

JACOB CLAYMAN
ADMINISTRATIVE DIRECTOR
NICHOLAS ZONARICH
ORGANIZATIONAL DIRECTOR

September 24, 1968

Re: IUD Organizing Program

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car Porters
217 West 125th Street, Room 301
New York, New York 10027

Dear President Dellums:

The Industrial Union Department at its convention in March 1968 created a special committee to review the IUD's organizing program. This committee met on April 11, 1968, and September 15, 1968, and, as a result of these meetings, made a report to the IUD Executive Committee at its meeting on September 19, 1968.

The Executive Committee decided that in the Boston, Philadelphia, and Chicago areas, where there is substantial organization of industrial unions, the unions can handle their own organizing. It was agreed that the IUD would turn over its facilities in these three areas if there is sufficient participation on the part of the affiliates to warrant such a move. The unions would then share the cost of the rent, utilities, and secretarial help.

The IUD will transfer its organizing staff to the Southeast and Southwest area projects because the Executive Committee agreed that the IUD's organizing efforts should be concentrated in these areas where there is the greatest potential of unorganized workers and where tremendous construction of large industrial plants is in progress.

This change is to be completed by January 1, 1969. We decided on this date because of the coming elections in November and to give ample time to the affiliates to appraise their resources so that they will be prepared to make firm commitments with respect to the organizing program by the end of the year.

VICE PRESIDENTS:

PETER BOMMARITO
WALTER J. BURKE
CHARLES COGEN
JOSEPH CURRAN
KARL F. FELLER

GORDON M. FREEMAN
MAX GREENBERG
JOHN F. GRINER
A. F. GROSPIRON
RALPH HELSTEIN

PAUL JENNINGS
THOMAS J. LLOYD
WALTER L. MITCHELL
WILLIAM POLLOCK
S. FRANK RAFTERY

A. PHILIP RANDOLPH
W. VERNIE REED
RONALD F. ROLEY
FRANK ROSENBLUM
HARRY D. SAYRE

P. L. SIEMILLER
LOUIS STULBERG
JOSEPH P. TONELLI
GLENN E. WATTS
JERRY WURF



-2-

The IUD will hold conferences in each of the areas after November 5, 1968, to make the final arrangements in gearing up the organizing program. I would like for you to let me know what organizing staff you have available to assign. If I can get some advance information it will give me an idea of the extent of participation by affiliates.

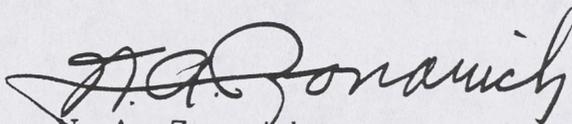
This new concentration of our efforts will mean that the resources of the IUD organizing program will be shifted to the Southeast and Southwest. After the first of the year we will take a look at the financial structure of the program to put it on a sound basis.

You are well aware of the importance of this organizing program, and certainly every union has a large potential of unorganized workers. I am seeking your wholehearted participation.

Enclosed is a copy of a letter that the Executive Committee directed me to send to UAW President Walter P. Reuther.

With every good wish.

Fraternally yours,



N. A. Zonarich
Organizational Director

NA Z/hr

Enclosure

**INDUSTRIAL
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DEPARTMENT
AFL-CIO**



815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006
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I. W. A B E L . PRESIDENT

November 22, 1968

JACOB CLAYMAN
ADMINISTRATIVE DIRECTOR
NICHOLAS ZONARICH
ORGANIZATIONAL DIRECTOR

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

Re: IUD Organizing Program

Dear President Dellums:

This is a follow-up of my letter to you of September 24, 1968, regarding the IUD organizing program. Prior to scheduling meetings of affiliated unions in the Southeast and Southwest, I would like to know to what extent your union will participate in this program. I am trying to ascertain how much manpower is available to be assigned from your union to these areas. This will enable me to make plans for the meetings to implement the organizing program in these areas. I would also like to know if there are any specific plants that your union is interested in organizing in the areas of North and South Carolina, Georgia, Florida, Dallas, Ft. Worth, and Houston.

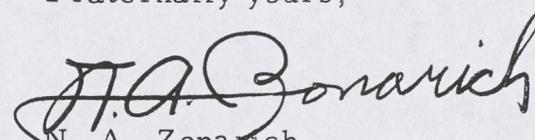
In line with the decision of the IUD Executive Committee on September 19, 1968, the projects in Boston, Philadelphia, and Chicago are to be turned over to the unions in these areas by January 1, 1969. It is imperative that we be advised by your union as to whether or not you will be participating in these three areas. The participating unions are to assume the costs of these offices. Estimated monthly costs for rent, utilities, telephone, and secretarial help are as follows:

Boston	\$1,245.00
Philadelphia	1,385.00
Chicago	1,395.00

As you can see, the cost to the participating unions would be minimal. I am hopeful that the IUD affiliates will see fit to continue these worthwhile projects. I would like to have an early reply so that I can proceed with gearing up the organizing program.

With every good wish.

Fraternally yours,


N. A. Zonarich
Organizational Director

NAZ/hr

VICE PRESIDENTS:

PETER BOMMARITO
WALTER J. BURKE
JOSEPH CURRAN
KARL F. FELLER
GORDON M. FREEMAN

MAX GREENBERG
JOHN F. GRINER
A. F. GROSPIRON
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WILLIAM POLLOCK
S. FRANK RAFTERY
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W. VERNIE REED

RONALD F. ROLEY
FRANK ROSENBLUM
HARRY D. SAYRE
P. L. SIEMILLER

LOUIS STULBERG
JOSEPH P. TONELLI
GLENN E. WATTS
JERRY WURF

Law Offices

ZIMRING, GROMFINE AND STERNSTEIN

11 South La Salle Street
Chicago, Illinois 60603
State 2-7007

1155 Fifteenth Street, N. W.
Washington, D. C. 20005
296-7420

O. DAVID ZIMRING
I. J. GROMFINE
H. STERNSTEIN

December 11, 1968
Washington, D. C.

Economic Consultants

E. L. OLIVER
W. M. HOMER

Mr. T. D. McNeal
International Vice President
Brotherhood of Sleeping Car Porters
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

Dear Mr. McNeal:

This is in response to your letter of December 9, 1968, in which you ask for our opinion on the question of whether the action contemplated in the bulletin posted by the Pullman Company on December 3, 1968 would be in violation of the stabilization of employment agreement of May 27, 1968.

The bulletin in question states that Pullman intends to pay no further separation allowances until it has been determined that "the railroads have filled their requirements for porters and attendants in connection with the take over on January 1, 1969" (emphasis added). It further states that any porter or attendant who does not accept employment with a railroad when offered such employment will not be eligible for a separation allowance from the Pullman Company. Your letter adds the further fact that Pullman apparently intends to apply that rule even if the position that has been offered to the employee and rejected would require him to change his place of residence.

In our judgment, the bulletin, as written, is clearly in violation of the May 27 agreement. As pointed out below, there are only very limited circumstances under which a man can be denied the separation allowance because of his refusal to accept employment with a railroad, and this bulletin goes far beyond those limited circumstances.

I would assume that in promulgating this bulletin Pullman is relying upon Article II, Section 3 of the May 27 agreement. That

Mr. T. D. McNeal
December 11, 1968
Page 2

section does set forth certain circumstances under which an employee will lose his right to be paid the separation allowance by Pullman as a result of his refusal to take a job offered to him by a railroad. However, the language of the agreement places some very specific limitations upon that restriction.

In the first place, the last sentence of the first paragraph of Article II, Section 3 makes it clear that the obligation to accept a position with another railroad on penalty of losing the right to a separation allowance from Pullman does not apply to the situation in which the job on that railroad has arisen because that railroad is taking over sleeping car service which had been performed by Pullman. It is true that if an employee does accept a position with a railroad that is taking over sleeping car service he loses his right to a Pullman separation allowance (by virtue of the separate letter that was attached to the May 27 agreement) provided that the railroad involved is a signatory to the Randolph-Wolfe agreement. However, nothing in the May 27 agreement, and nothing in the Randolph-Wolfe agreement requires a Pullman employee to accept a job in a takeover. Nor is this in any way changed by the fact that in the present situation all of the jobs being offered result from contemplated takeovers. Pullman's obligations under the May 27 agreement are not diminished by the fact that it may be totally, rather than partially, going out of business.

If the job that is being offered by the railroad is not as a result of a takeover, then Section 3 of Article II does require that the man accept the job, or lose his right to a separation allowance from Pullman. But here again, by the specific terms of the May 27 agreement, that is the result only if certain specified circumstances are met: (1) he must be able to qualify, (2) he cannot be required to change his place of residence, (3) he must be paid the flat \$2,500 allowance (unless it is waived in an implementing agreement), and, most of all, (4) it must be a railroad with whom the Brotherhood has executed "an implementing agreement"; and that means an agreement which, as a minimum, includes a provision for a separation allowance in the event the job which the man accepts is subsequently abolished. Unless all four of these requirements are met, the refusal to accept the position cannot result in the employee's loss of the right to a separation allowance from Pullman.

Since Pullman's bulletin of December 3 goes far beyond any and all of the limitations discussed above, it is plainly in

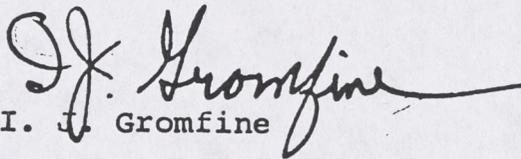
Mr. T. D. McNeal
December 11, 1968
Page 3

violation of the May 27 agreement. We recommend that you insist that Pullman withdraw that bulletin immediately, and institute appropriate grievance procedures if that is not done.

If you have any further questions in this matter, do not hesitate to contact us.

With kindest personal regards and our very best wishes for a happy holiday season, I am

Very truly yours,


I. J. Gromfine

IJG/jt

**INDUSTRIAL
UNION
DEPARTMENT
AFL-CIO**



815 SIXTEENTH STREET, N.W.
WASHINGTON, D. C. 20006
AREA CODE 202 393-5581

February 10, 1969

I. W. A B E L . PRESIDENT

JACOB CLAYMAN
ADMINISTRATIVE DIRECTOR
NICHOLAS ZONARICH
ORGANIZATIONAL DIRECTOR

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

Dear President Dellums:

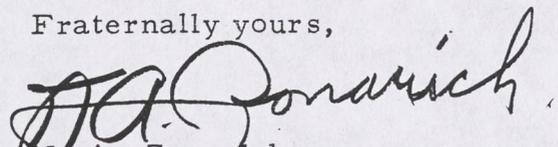
At the New York City meeting of the IUD Executive Committee on September 19, 1968, a decision was made to concentrate our organizing efforts in Texas and the Carolinas. It was further agreed that the IUD projects in the highly industrialized areas of Boston, Philadelphia, and Chicago would be turned over to the affiliated unions because they are well established and can handle their own organizing projects at no cost to the IUD. The unions would share the cost of maintaining the present offices in these areas. The time period for this change was set from September 19, 1968, to January 1, 1969, to allow ample time for the unions to determine their degree of participation.

Letters were sent to our affiliates on September 24, 1968, and on November 22, 1968. The response to these letters was so insignificant that it was decided to bring the matter once more before the Executive Committee at its meeting on January 13, 1969. At this meeting it was agreed that the IUD would call meetings in each of the areas far enough in advance to give the affiliates time to make their plans. Attached is a list of the dates and locations of the meetings.

In order to avoid any further delays in the reorganization of our projects, the designated representatives should be given authority to make commitments on behalf of their unions because the final decisions on the status of the IUD organizing projects will be made at these meetings.

Please let me know as soon as possible the names of the representatives who will be attending for your union.

Fraternally yours,


N. A. Zonarich
Organizational Director

NAZ/hr
Enclosure

VICE PRESIDENTS:

PETER BOMMARITO
WALTER J. BURKE
JOSEPH CURRAN
KARL F. FELLER
GORDON M. FREEMAN

MAX GREENBERG
JOHN F. GRINER
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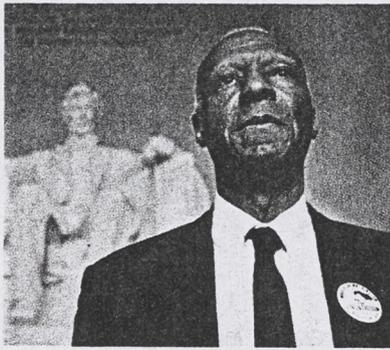
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JOSEPH P. TONELLI
GLENN E. WATTS
JERRY WURF

Thurgood Marshall
George Meany
Chairmen

Benjamin E. Mays
Treasurer

Ralph D. Abernathy
C. L. Dellums
Jack Greenberg
Dorothy I. Height
Coretta Scott King
Bayard Rustin
Roy Wilkins

Whitney M. Young, Jr.
Honorary Chairmen



A. Philip Randolph Eightieth Birthday Committee

260 Park Avenue South
New York, N.Y. 10010
533-8000

National Committee

I. W. Abel
Lester F. Avnet
George W. Baber
Joseph A. Beirne
Harry Belafonte
Robert Benjamin
Julian Bond
Edward W. Brooke
Ralph J. Bunche
McGeorge Bundy
Kenneth B. Clark
Terence J. Cooke
Joseph Curran
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Paul H. Douglas
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Ralph Ellison
Charles Evers
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John Kenneth Galbraith
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Max Greenberg
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Matthew Guinan
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Jacob K. Javits
Paul Jennings
John H. Johnson
Lyndon Baines Johnson
Edgar F. Kaiser
Joseph Keenan
Herman D. Kenin
Edward M. Kennedy
Martin Luther King, Sr.
Arthur J. Lelyveld
John V. Lindsay
John L. Loeb
John H. Lyons
Luis Muñoz-Marin
Lee W. Minton
Frederick O'Neal
Norman Vincent Peale
Paul L. Phillips
Sidney Poitier
William Pollock
Jacob S. Potofsky
Leontyne Price
Joachim Prinz
Walter P. Reuther
Nelson A. Rockefeller
Dore Schary
William F. Schnitzler
Peter T. Schoemann
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Gardner Taylor
Harry Van Arsdale, Jr.
W. J. Walls
Richard F. Walsh
Walter E. Washington
Hunter P. Wharton
Joseph C. Wilson
Jerry Wurf

March 24, 1969

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car Porters, AFL-CIO
1716 Seventh Street
Oakland, California

Dear Brother Dellums:

I am pleased to invite you to join us on the dais for our Eightieth Birthday Dinner for A. Philip Randolph at the Waldorf Astoria on May 6th. The dinner is scheduled for the Waldorf's Grand Ballroom at 7 p.m. As an honored guest, you are also cordially invited to attend the reception in honor of Mr. Randolph beginning at 6 p.m. in the West Foyer of the Grand Ballroom. We ask all dais guests to arrive at the reception no later than 6:30 p.m. in order for the line to be formed for entrance into the Grand Ballroom.

Because of space limitations imposed on us by the size of the dais, I hope you will let us know whether you will be able to join us by returning the enclosed reply card no later than April 7th.

Sincerely yours,

Bayard Rustin

RSVP



Issy's file

T. D. McNEAL
SENATOR 4TH DISTRICT
GATEWAY NATIONAL BANK BLDG.
3412 N. UNION BOULEVARD
ST. LOUIS, MO. 63115
EV. 3-4221
MAJORITY CAUCUS CHAIRMAN

MISSOURI SENATE

JEFFERSON CITY

CHAIRMAN:
STATE BUDGET CONTROL
VICE-CHAIRMAN:
MENTAL HEALTH
MUNICIPAL CORPORATIONS
INDUSTRIAL DEVELOPMENT
RULES AND JOINT RULES

April 20, 1969

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

Dear Dell:

In answer to your letter of April 18, permit me to advise that the Missouri Legislature adjourns June 30th. However, they started meeting every day except Fridays more than a month ago. I have been unable to spend more than two full days at the Capitol in any week because of the press of Brotherhood business. I should spend as much time as possible in the Capitol during the whole month of June. It will be hot and heavy all that month.

Despite my poor attendance - (and I told the leadership out in front that this was likely) - they insisted on my starting out as Majority Caucus Chairman, Chairman of the important State Budget Control Committee, Vice Chairman of 4 other committees and member of 8 other committees. I took off all of week before last and was present for only one full day last week. Yet, in my absence last week, a fight developed among democrats and when the smoke blew away, the leadership had made me Chairman of the Ways and Means Committee which is the hottest spot in the Senate right now. (See enclosed clipping)

Now that Shack obviously has a complete grasp of exactly what we are trying to accomplish, I plan to turn over to him most of the negotiations in the Chicago area. That is, after going in with him on the Illinois Central this week. He will keep in touch with me by phone whenever in doubt or when a new problem develops.

With reference to Pullman refusing to pay certain of our men their separation allowances, as I see it, we have two general types of cases. One type is where a railroad had men make one or two trips and then disapproved their applications for physical or other reasons. The other type is where a railroad wrote men letters offering them jobs as sleeping car porters and the men did not respond.

The Burlington and Santa Fe tell me that they and some other roads are still trying to get Pullman to pay men whose applications were disapproved after working a short while. Issy's opinion was on the matter of Pullman refusing to pay men who did not accept offered jobs.

The fact that Boeckelman stood his ground even after your demand that the bulletin be withdrawn, is no proof that you can't beat them. He did the same thing on the in-charge differential. Yet, last week Boeckelmann sent me some \$27,000.00 worth of additional in-charge pay checks to distribute to some 55 St. Louis porters as a result of our victory.

I would suggest that you arrange to spend a day in Washington on your trip East for a consultation with Gromfine on this whole situation. Frankly, I do not know exactly how to go about planning exhibits, Etc., for a winning fight in this matter because the decision is going to be based on a legal opinion of some pretty technical language in the May 27, 1968 agreement. I prepared the in-charge case because the language on which we depended was fairly clear.

In talking with Izzy, I suggest that if you decide to hire him in this matter, TIE HIM DOWN TO A DEFINITE FEE. You will recall that he agreed to present the in-charge case which I had largely prepared myself for "under \$500." He did not come himself, but sent Jack Frye who can't talk as well as my 15 year old son. Then about 8 or 9 days ago he telephoned me to say that he was sending us a bill for \$781 for the in-charge case, along with bills for other things he has done for us. I reminded him of our understanding and added that I would be compelled to protest to you against paying him more than \$500 for that job. He then agreed to reduce that bill below \$500.

Fraternally,

Mac

T. D. McNeal

International Vice President.

Excuse the letterhead. I did not have a Brotherhood letterhead here at home where this is being written on Sunday.

cc: Messrs. Wm. H. Bowe
L. J. Shackelford
B. F. McLaurin

Law Offices

ZIMRING, GROMFINE AND STERNSTEIN

11 South La Salle Street
Chicago, Illinois 60603
State 2-7067

1155 Fifteenth Street, N. W.
Washington, D. C. 20005
296-7420

O. DAVID ZIMRING
I. J. GROMFINE
H. STERNSTEIN

Washington, D. C.
May 2, 1969

Economic Consultants

E. L. OLIVER
W. M. HOMER

Mr. C. L. Dellums, International President
Brotherhood of Sleeping Car Porters
c/o Commodore Hotel
42nd Street and Lexington Avenue
New York, New York 10017

Dear President Dellums:

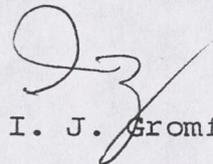
I have your letter of April 30, 1969. Frankly, although I had read in the newspapers of the banquet being given for Mr. Randolph, I had not received any invitation nor any literature which would indicate how I might go about inviting myself. In any event, I am now committed to an arbitration hearing in Albuquerque, New Mexico on Tuesday, May 6, which I cannot now change.

I am afraid, therefore, I will not be able to see you in New York; and I regret missing the opportunity to spend a little time with you once again. As to the matter you had wanted to discuss with me, I hope you will either write to me about it or suggest any other convenient place to meet about it if you think a meeting is necessary.

I hope this finds you well and that you and the other officers enjoy yourselves at the gala celebration of the eightieth birthday of a truly great man.

With kindest regards, I am

Very truly yours,


I. J. Gromfine

IJG/jt

CC: Brotherhood of Sleeping Car Porters



**INDUSTRIAL
UNION
DEPARTMENT
AFL-CIO**



815 SIXTEENTH STREET, N.W.
WASHINGTON, D.C. 20006
AREA CODE 202 393-5581

I. W. A B E L , PRESIDENT

October 29, 1969

JACOB CLAYMAN
ADMINISTRATIVE DIRECTOR
NICHOLAS ZONARICH
ORGANIZATIONAL DIRECTOR

Mr. C. L. Dellums, President
Brotherhood of Sleeping Car Porters
103 East 125th Street
New York, New York 10035

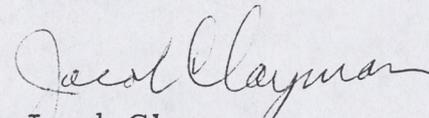
Dear President Dellums:

Under our IUD constitution every affiliated union is entitled to have a representative sit on our IUD Executive Board.

Our records do not show a designee from your union on our Board and, therefore, we would appreciate it much if you would let us know who will serve in that capacity from your union. Generally, the union designates its president or some other top officer to serve in this capacity

I trust you will be able to give us this information in the near future. Please accept my best wishes.

Sincerely and fraternally,


Jacob Clayman
Administrative Director

opeiu2
afl-cio

VICE PRESIDENTS:

PETER BOMMARITO
WALTER J. BURKE
JOSEPH CURRAN
KARL F. FELLER
MAX GREENBERG

JOHN F. GRINER
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HARRY D. SAYRE
DAVID SELDEN
P. L. SIEMILLER

LOUIS STULBERG
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JERRY WURF





DELLUMS FOR CONGRESS

HEADQUARTERS FOR CONGRESS
SIONAL DISTRICT

Campaign Headquarters::5501 Shattuck Avenue
Oakland, California 94609

kland, California 94609
553-3256

March 9, 1970

For Immediate Release

* * * * *

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LABOR LION ENDORSES RONALD V. DELLUMS

The Primary Congressional Campaign of RONALD V. DELLUMS took on an added dimension and received an enthusiastic boost, with the endorsement and avowed support of one of labor's old guard, MR. C. L. DELLUMS, International President, AFL-CIO, Brotherhood of Sleeping Car Porters.

High in the circles of Labor and prominent locally and - - - nationwide an acknowledged gladiator in the arena of Civil Rights, his support as well as his credentials are formidable.

Mr. Dellums, was elected as the second president in his union's history, succeeding A. PHILLIP RANDOLPH, in September of 1968.

His activities in the areas of human dignity and social justice, have been heralded almost as widely as his achievement within the labor movement. Laboring in the NAACP for 36 years - first as president of the Alameda County Branch, later as Regional Chairman - a post he held from 1944 to 1967.

He has the distinction of being the only Commissioner of the California Fair Employment Practices Commission serving Governors Brown and Reagan since the Commission's inception in 1959.

Mr. Dellums vehemently denies family ties has anything to do with the endorsement. He cites, the crying need for Black Representation in Congress

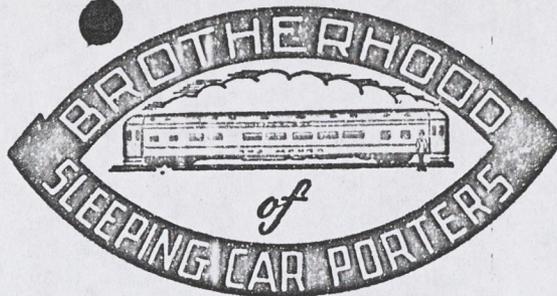
as being the only valid basis for his decision. "When I count the number of Black Congressmen, in proportion to our Black Population, I am appalled at how Black People are being short-changed. Jeff Cohelan and I have been friends for many years, but this did not deter me from making this choice. I can see no better way of achieving many of the Black Man's needs without forceful representation. Had Ron not chosen to run, I would have been duty bound to support the best qualified Black Candidate. Remember, I said qualified - I would not support any Black Man who decided to run - he would have to be first and foremost, by my standards, be qualified and," he said, "my standards are high. Ronnie, I am happy to say, meets them." He is his own man, independent, proud, intelligent, mature and has the guts for the job. He is not afraid of a fight and he did not come courting my favor, he realizes what he is up against and believes he can win - quiet as it is kept, he winks; so do I."

For further information, please contact
BILL WATSON - 653-3256

A. PHILIP RANDOLPH
International President

BENNIE SMITH
1st International Vice-President
1308 Broadway, Room 305
Detroit, Michigan 48226

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



Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

PACIFIC COAST HEADQUARTERS
1716-18 SEVENTH STREET
OAKLAND, CALIF. 94607
Tel. Twin Oaks 3-0894

WILLIAM H. BOWE
International Secretary-Treasurer

T. D. McNEAL
3rd International Vice-President
Gateway National Bank Building
3412 North Union Boulevard
St. Louis, Missouri 63115

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

August 4, 1970

Mr. Paul T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen

Mr. C. J. Chamberlain, President
Brotherhood of Railroad Signalmen

Mr. C. R. Pfenning, President
American Train Dispatchers Association

Mr. H. C. Crotty, President
Brotherhood of Maintenance of Way Employes

Mr. C. L. Dennis, Grand President : Mr. E. S. Miller, General President
Brotherhood of Railway Clerks : Hotel & Restaurant Emp. & Bart. Int'l

Dear Sirs and Brothers:

At a regular meeting of our Brotherhood's International Executive Board, which was held in Chicago on Thursday, July 30, 1970, the Board directed me to notify you brothers, that regretfully we must withdraw from participating in the operation of the Third Division, National Railroad Adjustment Board. We sincerely hope that this withdrawal is temporary, because it is due solely to the financial condition of our organization. As you obviously know, the only members we have in our organization are employed on passenger trains, and every time a railroad takes off a sleeping car or an entire train, like the California Zephyr, we lose members. While I was in Chicago last week, the Interstate Commerce Commission gave the Southern Pacific permission to reduce the one train they had going to Portland, the Cascade, to three days a week, which took fifty percent of our men working on that train off their jobs. And, I think its obvious that we haven't reached the bottom yet, and therefore we are struggling now to maintain our organization as an independent organization.

Let me assure you, that if at any time we can return to participation

Mr. Paul T. Drummond
August 5, 1970
Page Two

in the operation of the Third Division, National Railroad Adjustment
Board, we shall be more than happy to do so.

Fraternally yours,

C. L. Dellums
International President

CLD:cr

CC : Mr. Donald S. Beatty
Mr. T. D. McNeal
Mr. W. H. Bowe

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C L DELLUMS INTERNATIONAL BROTHERHOOD OF SLEEPINGCAR PORERS

CL DELLUMS INTL BroHD
103 EAST 125TH ST SUITE 710/NYK *NYC NY*

I EXTEND MY GREETINGS AND SUPPORT TO MEMBERS AND LEADERS OF
THE BROTHERHOOD AT YOUR SEVENTH TREINNIAL AND FORTYSYXTH ANNIVERSARY
CONVENTION YOUR BROTHERHOOD CONTINUS ITS MAGNIFICENT HISTORY
of CREATING OPPORTUNITIES AND ~~JOBS~~ OF STRUGGLING FOR IMPROVED
WORKING CONDITIONS AND EQUAL RIGHTS FOR BLACK AMERCANS, I JOIN
WITH YOU IN PLEDGING TO MAINTAIN THESE CRUCIAL STRUGGLES FOR
Respect RESECT AND FOR DIGNITY, TO MY UNCLE YOUR INTERNATIONAL PRESIDENT,
I SEND MY DEEPEST PERSONAL LOVE TO THE *man* WHO IS THE SHINING
EXAMPLE IN *Moulding* MLDING AND DEVELOPING MY LIFE.

RONALD V DELLUMS MEMBER OF CONGRESS

/CDC1234567/(1210).

Telegram

western union

Telegram

m

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, Secretary-Treasurer
431 S. DEARBORN ST. - SUITE 1224
CHICAGO, ILLINOIS 60605
312-427-5347



February 8, 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:

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 I11g, 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

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.

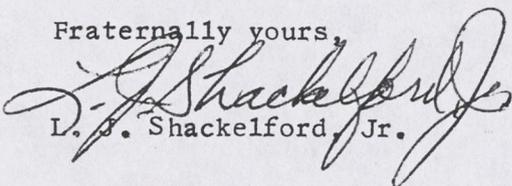
I am enclosing herewith copy of the Memorandum of Agreement draft for your study and suggestions. We informed Mr. DeButts that if we had anything to add to this Agreement, we would do so and discuss it at our next conference.

I would appreciate your prompt reply in this matter.

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

Enclosure

Fraternally yours,


L. S. Shackelford, 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, Secretary-Treasurer

431 S. DEARBORN ST. - SUITE 1224

CHICAGO, ILLINOIS 60605

312-427-5347



March 14, 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:

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 employes that we represent on the Milwaukee Road, prior to the takeover. He also told me that Amtrak is going to take over the employes 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,

A handwritten signature in cursive script, appearing to read 'L. J. Shackelford, Jr.' Below the signature, the name 'L. J. Shackelford, Jr.' is printed in a serif font.

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



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O. W. JACKSON

431 S. DEARBORN ST. - SUITE 1224

CHICAGO, ILLINOIS 60605

312-427-5347



May 23, 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 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 employes 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 employes 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 employes' 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 on 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 employes 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 employes 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 Employes.

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 employes 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:

-3-

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.

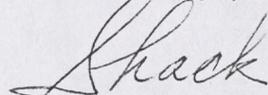
As stated to you in my letter a few days ago, I did spend quite a bit of time in Bill Hickey's office, and he talked with Mr. Lowry on the telephone. He pointed out this was a wrong move on the part of Amtrak, and asked Mr. Lowry to reconsider the Consent Recognition letter in order that it would include 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.

A. PHILIP RANDOLPH
International President Emeritus

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

L. H. GREENE, JR.
Eastern Zone Supervisor
103 E. 125th St., Suite 610
New York, New York 10035



Train, Chair Car, Coach Porters and Attendants
Affiliated with the AFL-CIO/CLC

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



June 4, 1973

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

INTERNATIONAL HEADQUARTERS
5253 Thrill Place
Denver, Colorado 80207

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

True Copy

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

Dear Brother Meany:

The Brotherhood of Sleeping Car Porters is being forced into a life or death struggle by Amtrak. Amtrak themselves have decided that they wanted the service employees employed on passenger trains, other than sleeping car porters, to be represented by the Hotel & Restaurant Employees Union. About ninety percent of these employees, Chair Car Porters or Attendants, Coach Porters and Parlor Car Attendants were organized by the Brotherhood of Sleeping Car Porters more than twenty-five years ago, and these employees have never been represented by any other labor organization. Amtrak wants to put them in the bargaining unit of the Dining Car employees. There is at least three times as many dining car employees as these others, and obviously in a ~~election~~^{representation} election, the dining car employees would prevail, and even if one hundred percent of the employees in question voted to remain with the Brotherhood of Sleeping Car Porters they would lose. Amtrak is starting with the Burlington Northern where they have more than 300 dining car employees and about forty-five coach porters, and they are requesting that the National Mediation Board certify these employees as being represented by the Hotel & Restaurant Employees Union. Then when Amtrak takes over the next group of employees, they will ask the Mediation Board to do the same thing, and if they have an election, the Burlington Northern employees along with the new road Amtrak would be taking over would be called upon to vote, and again the answer would be obvious. Amtrak plans to move from railroad to railroad, and in each case the employees who have already voted, would be voting again, so that the answer again would be obvious.

Amtrak knows that our Union cannot exist if its stripped of over one half of its membership, leaving us only about 500 sleeping car porters, and they hope to

Mr. George Meany
Page Two
June 4, 1973

force these sleeping car porters under the Hotel & Restaurant Employees Union also. This can only be stopped either by Amtrak leaving these employees not handling food and drink under the jurisdiction of the Brotherhood of Sleeping Car Porters where more than ninety percent of them are now, or the National Mediation Board refuse to place these employees in the same bargaining unit with the Dining Car Employees.

Brother Meany, from our point of view, this is an emergency matter, and we need your assistance now. We urge you to do everything you can to prevent our Union from being destroyed.

Sincerely and Fraternaly,

C. L. Dellums
International President

CLD:cr

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, Secretary-Treasurer

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



July 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 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:

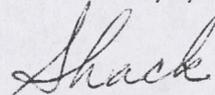
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July 17, 1973

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 employe 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 employes 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 employes 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.



Joint Council of Dining Car Employees

743 East 75th Street

Chicago, Illinois 60619

RICHARD W. SMITH
Secretary-Treasurer
Int'l. Vice President

*Affiliated with A.F.L.-C.I.O.
Hotel & Restaurant Employees
& Bartenders International Union,
Congress of Railway Unions*

TELEPHONE
TRIANGLE 4-9414
TRIANGLE 4-9415

September 17, 1973

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

Dear Sir and Brother:

I have considered your request to prepare something that can be used as a basis for a possible merger of our Organizations. After careful consideration of every angle I have knowledge of, it is my conclusion that the best interests of the members of your Organization can be served by your Brotherhood requesting a charter from our International Union. By doing this, you can, first, retain the name of the Brotherhood of Sleeping Car Porters, except that you would have a local number and be affiliated with the Hotel and Restaurant Employees and Bartenders International Union.

In my opinion, your Organization would be in a much better position to retain jurisdiction over the people you have now, particularly, with Amtrak. Per Capita Tax to our International Union is only 80¢ per member per month; probably the lowest of any of the big international unions in the labor movement. This 80¢ also covers the cost of a small Death Burial Benefit for which your members would be eligible after a short time, and the cost of sending them a magazine each month, in which we are privileged to have articles. Per Capita Tax to the Joint Council, which you will also be affiliated with, is 60¢ per member per month. The Council provides most of the service that is necessary, such as, negotiations and Adjustment Board cases.

Over and above these things, such an action would unite the service workers on the nation's trains, and, obviously, put us in a better position to deal with Amtrak.

Fraternally yours,

Richard W. Smith
International Vice President
HOTEL & RESTAURANT EMPLOYEES AND
BARTENDERS INTERNATIONAL UNION, AFL-CIO

RWS:glf
cc: Mr. Edward T. Hanley

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



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CHICAGO, ILLINOIS 60605
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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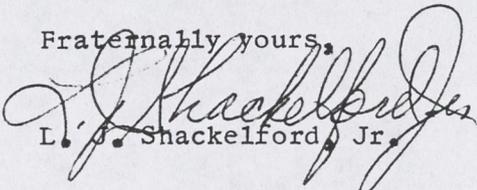
Brother Tillman was selected to work on that train. The men were told by the Amtrak representative that they would remain on those jobs as long as they wanted to, and could not be bumped by any other employee. He further informed them that the union had agreed to this arrangement. I told Brother Tillman, 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 chairmen 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 B&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

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Affiliated with the AFL-CIO/CLC

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

638

October 24, 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:

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 employes 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 employes 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

Mr. C. L. Dellums:

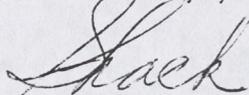
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October 24, 1973

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.

Fraternally yours,



L. J. Shackelford, Jr.

Enclosure

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

*Education
File*

8524 South Vernon Avenue
Chicago, Illinois 60619
February 20, 1974

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

Dear Brother Dellums:

First, I wish to express my sincere sorrow and regrets for the unfortunate experience which you are having with the illness of Mrs. Dellums. All of us of the Brotherhood family here in Chicago are praying to the Good Lord that she gets through this crisis with a minimum of pain, and that He will give you the strength to bear your burden.

I received your letter of February 4th explaining what went on at the meeting you attended in Washington, D. C. January 31, 1974, concerning the representation dispute we are having with TWU and the Hotel and Restaurant Employees' Union. I am glad to know that some real action is being taken to settle the dispute. However, I firmly believe that the proposal that you outlined in your letter would work to the disadvantage of all three unions if agreed to. My thinking is based on a similar arrangement that we had with Local 351 here in Chicago concerning sleeping car porters and dining car employees on the Grand Trunk Western Railroad. We found that the agreement was very hard to police and execute. It worked fairly well for regularly assigned employees, but both unions had all kinds of trouble trying to collect dues from the extra-board men and new men. When we tried to collect dues from extra men, they would say that they worked the majority of their time for that month on the dining car. When Local 351 tried to collect dues from extra men, they would tell them that they had worked the majority of their time for that month on the sleeping car. Therefore, neither union had any luck collecting dues from extra-board employees.

Now I understand that the proposals that you explained are not exactly the same as the arrangement that we had with Local 351, but I firmly believe that they present the same problems. I firmly believe that the best and most fool-proof arrangement would be to separate employees by class and craft, then try to reach an agreement with the other unions as to which class of Amtrak employees we would represent and which class of Amtrak employees would be represented by the other unions.

If we don't work out some arrangement by class and craft, we are going to experience all kinds of difficulties with that so-called Cross Utilization Rule that is in that Interim Agreement signed by Richard Smith with Amtrak. That is the

Mr. C. L. Dellums:

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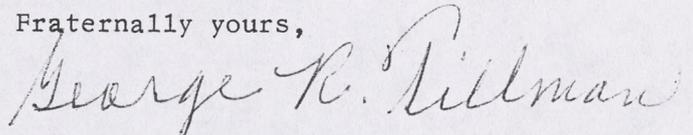
February 20, 1974

way I see the situation.

I feel that the only way I can be of any service to our Organization is for me to give you and the Board the benefit of my thinking in time for it to be used for whatever it is worth, and not wait until it is too late or the damage has been done. I now think back to the warning that I mentioned at our 1973 Board Meeting -- that you and Brother Richard Smith should by all means work hand in hand trying to hammer out a good agreement with Amtrak, and not permit Amtrak to play one group against the other or divide and capture. I feel that Amtrak is using that technique to some degree against both unions in this dispute.

I hope that you and the other union Brothers will reach 100% agreement, and then hit Amtrak with a united front. I feel that this is the only way that either union is going to get a fair agreement with Amtrak that the members of each union can be proud of.

Fraternally yours,

A handwritten signature in cursive script that reads "George R. Tillman". The signature is written in dark ink and is positioned above the printed name.

George R. Tillman

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



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O. W. JACKSON

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CHICAGO, ILLINOIS 60605

312-427-5347



March 28, 1974

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:

I have just returned from Kansas City, where I attended interview meetings for Santa Fe chair car attendants regarding Amtrak's assumption of on-board services effective May 1, 1974. The Santa Fe was represented by Messrs. William Myriese, Personnel Department, Topeka; R. A. Kurtz, Trainmaster, Kansas City; J. W. Lane, Crew Clerk, and Fred Miller, Crew Clerk. Amtrak was respresented by Messrs. Guy Thompson and Val Racich, Personnel Department.

All Santa Fe chair car attendants residing at points other than Chicago and Los Angeles will have to change residence if they accept employment with Amtrak. The Santa Fe has agreed to pay moving expenses, five working days and to reimburse the employe for any loss he might suffer in the sale of his home.

The meetings were well attendant -- there were thirty chair car attendants present on the first day, and eighteen on the second day. They asked many questions concerning Amtrak and the proposed takeover on May 1, 1974.

The representatives from Amtrak explained Amtrak's conditions of employment, and then called on me to discuss the Protection Agreement. I explained the Articles of the Agreement and then entertained questions. They asked all kinds of questions and between the representatives of the Railroad, Amtrak and myself, we answered them.

They have until April 15th to decide whether they will accept a job offer with Amtrak. Many of the men were bitter and walked out without even taking an application. A few asked, if they accepted employment with Amtrak, would the Brotherhood represent them. I answered, hopefully, yes and made mention of the proposed Federation plan to be presented to Amtrak. It was further explained that

Mr. C. L. Dellums:

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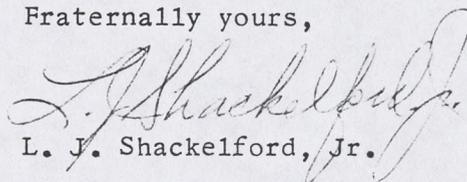
March 28, 1974

only the protected employes would be extended the moving expense benefits.

One of the questions asked me was: "What do we intend to do about the Local if the bulk of the men elect to stay with the Santa Fe and subsequently accept employment in another craft?"

Brother Conner would like to know what will be the duties of the Local Chairman after May 1, 1974. I told him I would let him know after discussing it with you. If you have any suggestions along these line, please advise.

Fraternally yours,



L. J. Shackelford, Jr.

cc: Messrs. W. W. Seymour, Sr.
A. L. Woolfolk, Jr.

8524 Vernon Avenue
Chicago, Illinois 60619
March 28, 1974

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

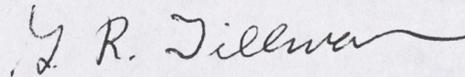
Dear Sir and Brother:

This comes in reply to your letter of March 19, 1974, addressed to the Board members and concerning the Brotherhood joining in an "Amtrak Service Workers Council".

I want to go on record as favoring such a move. As a matter of fact, I am already on record at the last two Board meetings as favoring some kind of working arrangement with the other unions who represent service employees on the Railroads for the purpose of gaining bargaining strength.

Therefore, I would like to go on record as supporting and directing the International President to sign an agreement establishing such a Council or Federation when he feels it is as good as can be secured.

Fraternally yours,



G. R. Tillman
Member, International Executive Board

A. PHILIP RANDOLPH
International President Emeritus

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

L. J. SHACKELFORD, JR.
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O. W. JACKSON

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CHICAGO, ILLINOIS 60605
312-427-5347



September 18, 1974

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

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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:

In response to your request in your letter of September 4th for the number of employes under our jurisdiction on the day before Amtrak assumed the on-board services on the various Railroads in this area:

On or after June 1, 1973, Burlington Northern - Cooks, 31; Waiters, 49; Waiters In-charge, 9; Coach Porters, 10; Sleeping Car Porters, 95, and Sleeping Car Attendants, 8 -- Total 202.

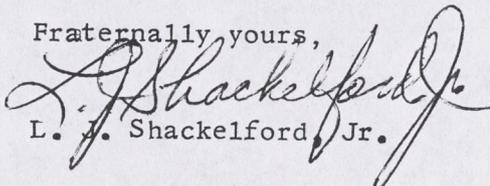
Chicago, Milwaukee, St. Paul and Pacific Railroad - Train Porters, 22; Sleeping Car Porters, 9 -- Total 31.

Penn Central Transportation Company - Sleeping Car Porters, December 1, 1973, 13; April 15, 1974, Sleeping Car Porters 21 -- Total 34.

Illinois Central Gulf (former GM&O) 3 Parlor Car Porters, 4 Train Porters; (former Illinois Central) 11 Sleeping Car Porters -- Total 18.

Santa Fe Sleeping Car Porters, 115. Affected employes in Chicago, 369.

Fraternally yours,


L. J. Shackelford, Jr.

A. PHILIP RANDOLPH
International President Emeritus

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

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October 11, 1974

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
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517 Castle Building
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Montreal 110, Quebec

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

Dear Brother Dellums:

I contacted Mr. Noars' office in Omaha and was advised that only two U. P. chair car attendants accepted employment with Amtrak.

I contacted Mr. F. L. Elterman, assistant to the Vice President-personnel ~~and~~ Santa Fe Railway, and was advised that thirty Santa Fe chair car attendants on the entire system accepted employment with Amtrak.

I am sending you this information as requested by you while in Washington.

Also enclosed you will find my voucher for trip to Washington and return.

My room was twenty dollars per day.

Fraternally yours,

L. J. Shackelford, Jr.

enclosures:

1js

A. PHILIP RANDOLPH
International President Emeritus

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

A. R. BLANCHETTE
International Field Representative
Dominion of Canada



Train, Chair Car, Coach Porters and Attendants
AN INTERNATIONAL UNION
Affiliated with the AFL-CIO/CLC

C. L. DELLUMS
International President
PRESIDENT'S OFFICE
1716-18 Seventh Street
Oakland, California 94607

L. J. SHACKELFORD, JR.
International Vice President

L. H. GREENE, JR.
Eastern Zone Supervisor

EASTERN ZONE OFFICE
103 EAST 125th STREET - Suite 700
NEW YORK, N. Y. 10035
Phone: 212-348-2245



October 23, 1974

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

Dear Brother Dellums:

In reference to the number of Parlor Car and Chair Car men involved, we have checked with PC and Brother Cohen.

The following is about accurate with an exception or two:

Penn Central

55 Actual or Assigned Parlor Car men, plus 15 others used as Parlor Car or Sleeping Car.

Seaboard

when contract took over Bro. Cohen reports as of ~~October 21~~, 1974 a total of 156 from the Jacksonville Base area. No information available from Miami.

As to Sleeping Car Rosters, the New York Base is still not complete. The ones enclosed may be revised again by now.

Fraternally yours,

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

Enclosure

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, Secretary-Treasurer
431 S. DEARBORN ST. - SUITE 1224
CHICAGO, ILLINOIS 60605
312-427-5347



January 2, 1976

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 copy of an Agreement that was negotiated last week by Brother Smith, which is self explanatory. He has'nt signed it yet and he said that he did not want to sign it until we saw it. I looked it over and it seemed to be the answer to some of the gripes that were being circulated by some of the dining car employees we represented on the Burlington Northern. I told him that I felt that it was a step in the direction of getting once again established, seniority rosters according to classification. I didn't see anything wrong with it and told him that I would send you a copy and state my opinion to you.

I understand a tentative meeting to finalize the Service Workers Council is scheduled for January 22, 1976, in New York. If you have any other information on this matter I would appreciate getting it.

Fraternally yours,

L. J. Shackelford, Jr.

ljs
enclosure
cc: W. W. Seymour, Sr.

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



Joint Council of Dining Car Employees

743 East 75th Street

Chicago, Illinois 60619

RICHARD W. SMITH
Secretary-Treasurer
Int'l. Vice President

*Affiliated with A.F.L.-C.I.O.
Hotel & Restaurant Employees
& Bartenders International Union,
Congress of Railway Unions*

TELEPHONE
TRIANGLE 4-9414
TRIANGLE 4-9415

March 16, 1976

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

Dear Sir and Brother:

Several days ago I forwarded you a copy of the representatives designated by myself, as Chairman of the Amtrak Service Workers Council, at the various crew bases of the National Railroad Passenger Corporation (Amtrak). It was necessary for me to expedite the handling of this matter because I had received several phone calls as to who were now legal representatives.

If the way that I have designated these representatives does not meet with your approval, I will be very happy to amend the list. I do understand that you have a man at St. Louis that I was not aware of, and if you wish him included, kindly send me his name and address, or any other persons you feel should be on the list.

Fraternally yours,

Richard W. Smith
International Vice President
HOTEL & RESTAURANT EMPLOYEES AND
BARTENDERS INTERNATIONAL UNION

RWS:glf

Copy sent back to Seymour 3-18-76



Joint Council of Dining Car Employees

743 East 75th Street

Chicago, Illinois 60619

RICHARD W. SMITH
Secretary-Treasurer
Int'l. Vice President

*Affiliated with A.F.L.-C.I.O.
Hotel & Restaurant Employees
& Bartenders International Union,
Congress of Railway Unions*

TELEPHONE
TRIANGLE 4-9414
TRIANGLE 4-9415

March 23, 1976

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

Dear Sir and Brother:

This will acknowledge your letter of March 15th. You will notice that my letter of the 16th, addressed to you, must have crossed in the mail. An emergency developed and we had several cases where the dates were set, people were off of their assignments, and the Corporation refused to hold hearings unless we sent them a list of the crew base representatives. I called your office here in Chicago and secured what information I could, and that was the basis of the names reflected on our list.

In regard to who should be the crew base chairman in New York, Mr. Terriego took the position that their man, Mr. Hamilton, should be the crew base chairman because their organization represented the greatest number of employees at that point. Actually, I assumed we represented the greatest number of employees at Oakland, and on that basis I made that decision.

I don't know whether this was the best method; it may be that we should arrange to have the best man as the crew base chairman wherever we can find him, but having no criteria, I based my decision on members, and not on people.

Our Mr. Cobb is the General Chairman of our Oakland local even though he lives in Los Angeles. I understand, and hope, that you may have been giving him some assistance from time to time, and I will talk to him at the earliest possible date to see if we can accommodate your recommendation. Hoping to see you in the near future, because the Amtrak Service Workers Council has many problems to work out and I can tell you that this office is working on them daily, but the economic situation keeps me from keeping you advised; however, I am sure the things I have done will meet your approval.

Fraternally yours,

Richard W. Smith
International Vice President

RWS:glf



Joint Council of Dining Car Employees

743 East 75th Street

Chicago, Illinois 60619

RICHARD W. SMITH
Int'l. Vice President
E. MONROE
Acting Sec'y.-Treas.

*Affiliated with A.F.L.-C.I.O.
Hotel & Restaurant Employees
& Bartenders International Union,
Congress of Railway Unions*

TELEPHONE
TRIANGLE 4-9414
TRIANGLE 4-9415

August 5, 1976

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

Dear Sir and Brother:

This will acknowledge receipt of your letter dated July 28th which I read with great interest, for it indicates that you are not aware of Amtrak's real purpose. What they propose is that the classification of sleeping car attendant and service attendant, be changed to "train attendant," and that the seniority dates be merged.

Further, that this new category would be placed under the Amtrak Service Workers Council with the rate now paid to service attendants, which would be an increase in pay for former sleeping car attendants. This would eliminate the agreement the Brotherhood now has covering sleeping car porters; I regret you do not understand their intent. It has been their position from the start, that a single agreement covering all service workers would be more efficient; and further, their proposal would not increase the Brotherhood's percentage in the Amtrak Service Workers Council; the Corporation has nothing to do with this.

I am rather reluctant to answer your silly remarks, but when you say Mr. Reistrup would not approve of my letter to you, I wish to advise railroad officials are not asked to approve my letters.

Fraternally yours,

Richard W. Smith, Chairman
Amtrak Service Workers Council

RWS:glf

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

P.S. I requested Mr. Johnson to send you a copy of the proposal the day he handed it to me.



SEATTLE, WA

SEPT. 28- 77

C.L. DELLUMS
INTERNATIONAL PRES.
BROTHERHOOD OF SLEEPING
CAR PORTERS

B.S.C.P. SEATTLE LOCAL
4509 50th. AVE. SOUTH.
J.P. YOUNG PRESIDENT

DEAR BROTHER:

THE MEMBERS OF SEATTLE LOCAL IS VERY MUCH UPSET OVER THE OUTCOME OF THE NEW AGREEMENT WHICH WAS SIGNED BY YOU AND THE OTHER INTERNATIONAL OFFICERS FOR AMTRAK SERVICE WORKERS COUNCIL, YOU BROTHERS AGREED AND SIGNED ONE THING AND AMTRAK SENT OUT THIS AGREEMENT TO THE CONTRARY FOR SENIORITY STATUS FOR COACH ATTENDANT.

I CANT UNDERSTAND HOW THIS CAN BE FAIR TO THE NEW EMPLOYEE WHO WAS HIRED AS SLEEPING CAR ATTENDANT GAIN SENIORITY AS SUCH, AND THE COACH ATTENDANT CAN TAKE COACH RIGHTS TO PUSH THEM OUT. IT IS NOT FAIR.

WE HAVE ABOUT 75 MEMBERS WE ARE GOING TO LOSE DUE TO THIS. MOST OF THE COACH ATTENDANT HAVE GREATER SENIORITY THAN THE SLEEPING CAR ATTENDANT, WHEN THE DOVETAIL BETWEEN THE TWO CATEGORY IS FINISH. THOSE GUYS SHOULD NOT BE PUT ON OUR ROSTER WITH THEIR COACH SENIORITY UNTIL THEY FIRST MAKE A TRIP AS SLEEPING CAR ATTENDANT, THAT IS WHEN THEIR DATE SHOULD START. THAT IS WHAT YOU AND THE TWO OTHER OFFICAILS FOR AMTRAK SERVICE AGREED UPON. I FEEL IT IS A DISGRACE FOR THE BROTHERHOOD OF SLEEPING CAR PORTERS TO BE A PART OF SUCH A MESS.

I AM SENDING YOU THE TWO COPIES OF THIS AGREEMENT #1 AND ALSO THE LETTER YOU SENT US STATEING YOUR AGREEMENT, THAT WAS AGREED



AND SIGNED BY ALL CONCERNED.

WE HAVEN'T GOT OUR BACK PAY AS YET WHICH WAS AUTHORIZED
BY MR LOWERY, WHICH IS RECTROACTIVE JAN. 1,77 I AM HOPING FOR A
REPLY SOON AS POSSIBLE SO I CAN PRESENT IT AT OUR NEXT MEETING
OCT. 10-77

SINCERELY AND FRATEERNALLY

J. P. Young
J.P. YOUNG B.S.C.P. PRESIDENT



SEPT 28 77

C.L. DELLUMS
INTERNATIONAL PRES.
BROTHERHOOD OF
SLEEPING CAR PORTERS

B.S.C.P. SEATTLE LOCAL
J.P. YOUNG PRESIDENT
4509 50th. AVE. SO.
SEATTLE WASH. 98118

DEAR BROTHER DELLUMS

I AM SENDING THIS COPY OF SERVICE POLICY AND PROCEDURES FOR YOU TO SEE HOW AMTRAK IS PLANNING FOR THE NEW SLEEPERS THEY WILL PUT IN SERVICE. THEY ARE PLANNING ON USING ONE PORTER ON THIS CAR CAPICITY OF 44 BEDS, AND TO BE AN ORDERLY ALSO. EACH ONE OF THESE WILL SERVE THE PURPOSE OF TWO CARS AND YET AMTRAK EXPECT ONE PORTER TO DO ALL THIS WORK PER CAR. NO ONE PERSON CAN GIVE PROPER SERVICE ALONE ON ONE CAR. IT IS VERY SILLY FOR A PERSON TO EXPECT THIS FROM ONE PERSON. CHECK ON THIS AND LET ME KNOW YOUR OPINION.

WOULD YOU PLEASE SEND ME SOME MORE COPIES OF THE CONSTITUTION AND GENERAL RULES. WE NEED AT LEAST 25 MORE COPIES SOON AS POSSIBLE

FRATERNALLY YOURS

J.P. YOUNG PRES. SEATTLE DIVISION



DINING CAR COOKS AND WAITERS' UNION, LOCAL 456

Affiliated with

Hotel & Restaurant Employees'
International Union
American Federation of Labor
Congress of Industrial Organizations
California Labor Federation
Joint Council of Dining Car
Employees
California State Culinary Alliance

~~146~~
Telephone TEMPLEBAR 2-1950 - 2-1951

~~146~~
725 WOOD STREET



~~OAKLAND CALIFORNIA 94607~~
OAKLAND, CALIFORNIA 94607

August 28, 1980

Mr. C. L. Dellums
829 Brockhurst Street
Oakland, California 94608

Dear C. L.:

This is to follow up on our telephone conversation of yesterday concerning the unwarranted attack on me as a result of my desire to have my local union treated fairly.

You know from over 30 years of close association with you and the Brotherhood of Sleeping Car Porters of my opposition to Brother Richard W. Smith's attempt to raid the Brotherhood.

As President of the Joint Council of Dining Car Employees for 14 consecutive one year terms I opposed such action.

As Secretary-Treasurer of local 582 and as General Chairman of locals 458 and 582 for 34 years my position to such tactics never changed. Nor has it waived since becoming Director of the AFL-CIO's Department of Civil Rights.

I urged you to discuss the problem with General President's Ed S. Miller, deceased and Ed Hanley. The same suggestion included President George Meany, deceased and Tom Donahue.

It is regrettable that my integrity as a trade unionist and as a man is impugned in the twilight of my working career. It makes my very heart bleed with anguish.

Maybe you will, at least attempt to set the record straight with the General Presidents of these three unions who are members of the Amtrak Service Workers Council.

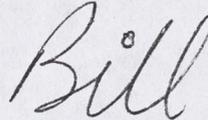
August 28, 1980

Finally, I am a bona fide paid up member of local 456, Hotel and Restaurant Employees' and Bartenders' International Union and General Chairman Emeritus with full authority to represent the membership in collective bargaining matters.

The question of where my membership has been transferred along with the other members of local 456 is not certain.

Again any attempt to shed some light on my conduct is appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Bill".

William E. Pollard
General Chairman Emeritus

WEP:km

cc: C. Stafford
F. Johnson
J. Fox
A. Williams