

**100<sup>TH</sup> ANNIVERSARY  
CELEBRATION**

**LOCAL 167**



**COMMEMORATIVE  
HISTORY & PROGRAM**





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AS WE CELEBRATE LOCAL 167'S 100TH ANNIVERSARY ...

On behalf of the officers of Iron Workers Local 167, we thank all of our members for their loyalty and their contributions to the success of our local and the International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers! Thank you for upholding and exemplifying true excellence in the iron-working trade.

I hope everyone will look back over Local 167's past 100 years and cherish the memories within this history book. I am sure there will be many opportunities for the retirees, as well as active members, to relate to our past, present and future endeavors.



This is the first Local 167 history book and, importantly, will prove to be an educational tool for our Apprenticeship Program and future iron workers.

We also thank the team at Union Histories for their efforts in helping us celebrate our 100th anniversary and for tirelessly working to put this history book together. The research encapsulated within these pages brings to life the humble beginnings of our local that encompass many careers that include, first and foremost, our membership and their families.

Finally, we must never forget that because of the dedication of our members and officers, past and present, Local 167 shall forever remain:

**"HOME OF THE BEST IRON WORKERS IN AMERICA!"**

Michael E. Scoggins, Business Manager  
Iron Workers Local 167, Memphis

This book was proudly produced by



Iron Workers Local 167 and Union Histories give special thanks to the following for their contributions to this book:

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(Circa 1915 Memphis Riverfront photograph on following pages courtesy of Memphis Public Library, Memphis and Shelby County Room.)

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*“We have had the duty and responsibility of erecting architectural wonders throughout the jurisdiction of Iron Workers Local 167.”*

Business Manager Cecil Crowder Sr., Iron Workers Local 167, 75th Anniversary Celebration Program

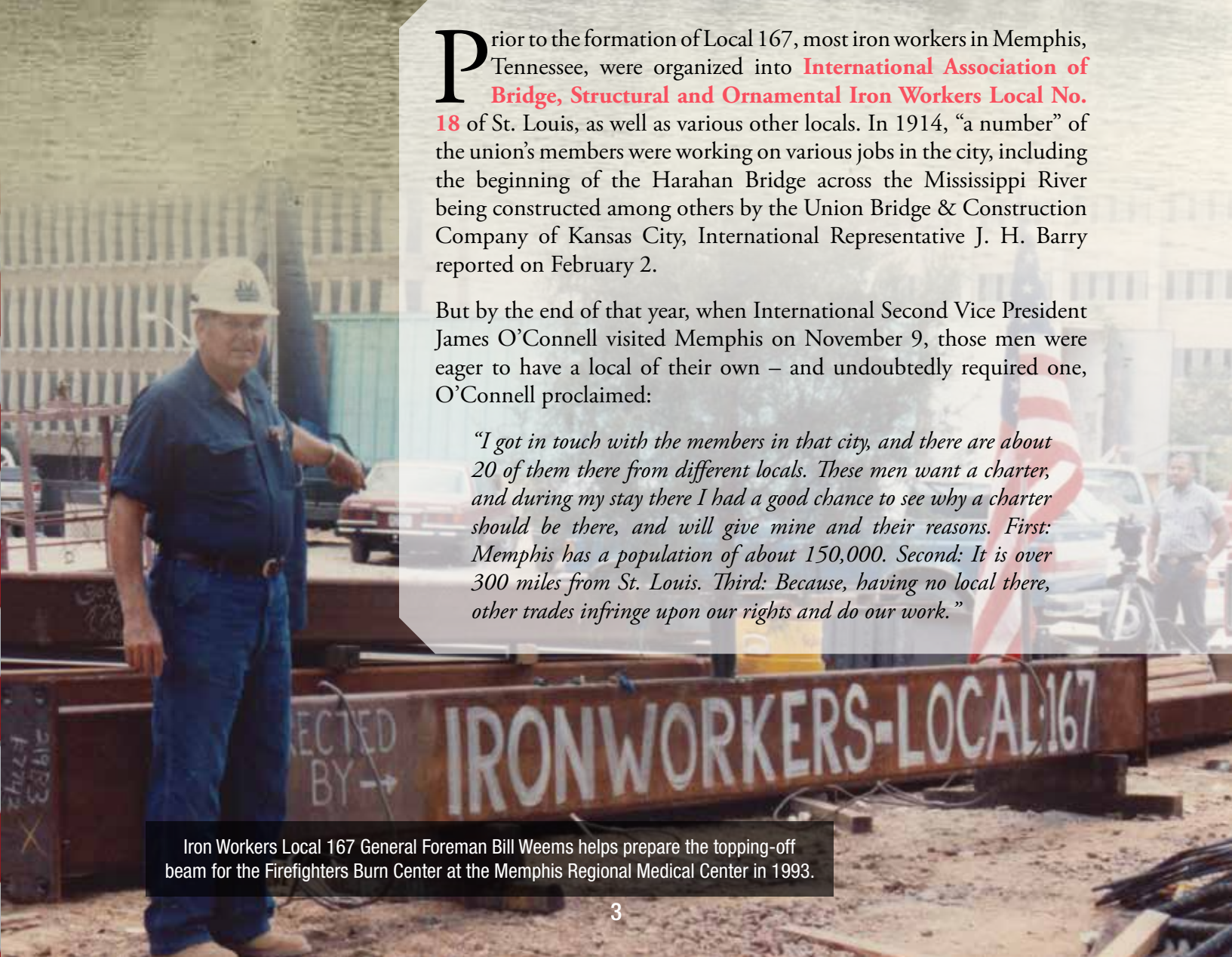


THE 100-YEAR HISTORY OF IRON WORKERS LOCAL NO. 167, MEMPHIS

# ERECTING A LOCAL, A CITY AND A REGION THROUGHOUT A CENTURY OF SOLIDARITY



Iron Workers Local 167 journeyman Joe Mallari, fourth-year apprentice Larry Wade and second-year apprentice Russell Feviou celebrate the topping-off of the new Mitsubishi Electric transformer factory in Memphis on August 28, 2012.



Prior to the formation of Local 167, most iron workers in Memphis, Tennessee, were organized into **International Association of Bridge, Structural and Ornamental Iron Workers Local No. 18** of St. Louis, as well as various other locals. In 1914, “a number” of the union’s members were working on various jobs in the city, including the beginning of the Harahan Bridge across the Mississippi River being constructed among others by the Union Bridge & Construction Company of Kansas City, International Representative J. H. Barry reported on February 2.

But by the end of that year, when International Second Vice President James O’Connell visited Memphis on November 9, those men were eager to have a local of their own – and undoubtedly required one, O’Connell proclaimed:

*“I got in touch with the members in that city, and there are about 20 of them there from different locals. These men want a charter, and during my stay there I had a good chance to see why a charter should be there, and will give mine and their reasons. First: Memphis has a population of about 150,000. Second: It is over 300 miles from St. Louis. Third: Because, having no local there, other trades infringe upon our rights and do our work.”*

Iron Workers Local 167 General Foreman Bill Weems helps prepare the topping-off beam for the Firefighters Burn Center at the Memphis Regional Medical Center in 1993.



# The International Association of Bridge, Structural & Ornamental Iron Workers & Pile Drivers DOETH GRANT THIS CHARTER

To Bridge, Structural & Ornamental Iron Workers  
of  
Memphis, Tennessee & vicinity

and to their successors legally qualified to establish a Local Union of the International Association  
to be located at Memphis in the State of Tennessee  
and to be known as Local Union No.

This Charter grants to Local Union No. power to conduct the business affairs of said  
Local Union in compliance with the best interests of the trade. The autonomy of the Local Union  
is hereby ordained and secured.

PROVIDED: That the said Local Union No. conforms to the Constitution, Laws,  
Rules and Regulations of the International Association of Bridge, Structural and Ornamental  
Iron Workers and Pile Drivers, and in default thereof this Charter may be suspended or revoked  
according to the laws of this ASSOCIATION.

Should the said Local Union No. be dissolved, suspended or forfeit this Charter,  
then the persons to whom this Charter is granted, or their successors, bind themselves to surrender  
the same with such other property as shall properly belong to this ASSOCIATION.

In consideration of the due performance of the above the International Association of  
Bridge, Structural and Ornamental Iron Workers and Pile Drivers hereby binds itself to  
support the said Local Union No. in the exercise of all its rights, privileges and autonomy  
as an affiliated Local Union.

In Witness Whereof, We have subscribed our names and affixed the seal of the  
International Association of Bridge, Structural and Ornamental Iron  
Workers and Pile Drivers this 10th day of February  
A. D. One Thousand, Nine Hundred and Fifteen

J. E. McGee

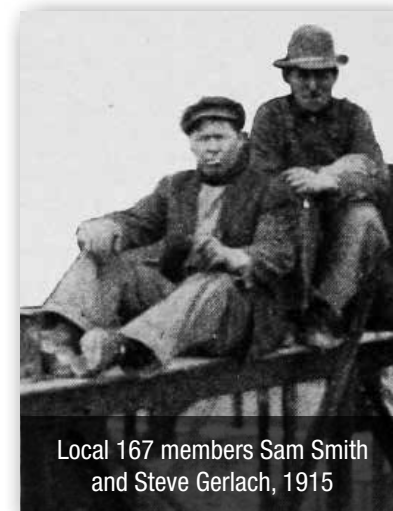
President

Secretary-Treasurer

Soon after, 10 iron workers in Memphis, each already members of the International Association, applied for a charter with the union. **International Second Vice President William J. McCain** described the February 4, 1915, event:

*"On February 3rd, I left for Memphis, Tennessee, arriving there the 4th, and got all the iron workers together and they said they wanted a charter, and an application was signed for the same."*

With that, the International Association then chartered Local No. 167 in Memphis on **February 10, 1915.**



Local 167 members Sam Smith and Steve Gerlach, 1915

McCain returned to the city on February 11 and installed the officers of the new local, which originally was comprised of outside journeymen and shopmen (the local's trades classification would not be designated until June 1921) who were all employed by the **Virginia Bridge and Iron Company**. John F. Moriarty was made business agent and financial secretary-treasurer of the local, John McKenzie was made its president and George Glotfelter was made its recording secretary.

Afterward, McCain reflected on the seemingly long-overdue establishment of Local 167:

*"I do not wish to criticize any of our former officials and hope they do not take it in that way if they should read this part of my report, but in my estimation we would have been better off, and would have had better control of the situation in Memphis today, if a local had been established there several years ago. However, we have one there now and the members of it are determined and are looking after everything that starts and are controlling the better part of the work. But Memphis is like all other places, if anything more so, affected by the slack times which we have been going through for the past 12 months, but better times are ahead and they will be there ready for it when it starts."*

It was a particularly ominous time for unions in the city and the State of Tennessee as local governments were "increasingly antagonistic" toward organized labor as the entire nation became more industrialized. In fact, according to the Tennessee Historical Commission, "In Memphis, from 1910 through the end of the Second World War, (Memphis mayor and politician) Edward H. Crump's political

167, Memphis, Tenn.—Meets every Wednesday night at Carpenters Hall, 95 S. Second st.  
John McKenzie.....P  
Geo. Glotfelter.....R S  
J. F. Moriarty, 389 E. Georgia ave.  
.....FS & T & BA

## Important Notice.

Application for a charter has been made for a local at Memphis, Tenn., the members making application are as follows:

W. L. Boyd. Card No. 28607.  
Stephen Gercheck. Card No. 2398.  
W. N. Walker. Card No. 36011.  
Jack Denver. Card No. 18479.  
F. Rock. Card No. 38332.  
F. M. Parsons. Card No. 36588.  
John McKinsie. Card No. 13083.  
Geo. Glotfelter. Card No. 7638.  
J. F. Moriarty. Card No. 32482.  
Ernest Hastings. Card No. 13502.

March 1915 Bridgemen's Magazine



UNITED ASSOCIATION LOCAL 295

Organized by Local 167 Business Agent Frank Rock (who was also an also an International organizer), Local 295 or Memphis was chartered as a sub-local of 167 on June 18, 1919. All of its members were black and worked for the Virginia Bridge and Iron Company.

Local 295's sub-local status ended in March 1921, but the local's charted was revoked on May 31, 1921.

machine was especially notorious for co-opting local union leaders and sometimes even endorsing violent anti-unionism by Memphis city government employees.”

What’s more, in April 1919, Tennessee Gov. Albert Roberts signed into law a bill that authorized him to dispatch state police to any outbreak of violence in the state. “To organized labor, this law was a tool for breaking up strikes in the name of thwarting ‘Communist’ insurrection,” the Historical Commission recounted in its essay.



Within that atmosphere, Iron Workers Local 167 initially gathered for its union meetings every Wednesday night in the **Carpenters Hall** at 95 South Second Street in Memphis. Early on and throughout at least its first year, the local’s journeyman members were earning a wage scale in the city of 65 cents per hour while working 8-hour weekdays and 4-hour Saturdays.

There was little construction work in Memphis in 1915, but “the members of Local No. 167 are staying together very well and what work does come up they are right on the job after

Local 167 Wage Chart, 1919

	Per Hour
Common labor .....	34c
First-class templet makers.....	70c
Second-class templet makers.....	65c
Third-class templet makers.....	45-50c
Boy helpers .....	30-34c
First-class layer outs.....	70c
Second-class layer outs.....	65-68c
Third-class layer outs.....	58c
First-class detail .....	51c
Second-class detail .....	48c
Helpers .....	36-40c
Repair machinist helpers.....	55-62c
First-class punch and shearmen.....	55-58c
Second-class punch and shearmen.....	50-54c
Extra punchmen .....	48c
Extra shearmen .....	40-48c
Helpers .....	36-39c
First-class machinists .....	68c
Second-class machinists and apprentices.....	34-65c
First-class blacksmiths .....	68c
Second-class blacksmiths .....	51-58c
Helpers .....	34-42c
Cranemen .....	38-55c
Helpers in shipping yard.....	36-39c
Painters .....	36-42c
Inspectors .....	50-62c
Checkers and receiving yard.....	45-55c
Helpers .....	36-39c
First-class riveters .....	58c
Second-class riveters .....	52-56c
Third-class riveters .....	40-50c
Cuppers, buckers and stickers.....	36-40c
Reamers .....	34c up
Heaters .....	34-40c
First-class fitters .....	58c
Second-class fitters .....	48-56c
Packers .....	50c
Acetylene welders and boomers.....	52-62c

Local Union No. 167

MEMPHIS, TENN, April 28, 1923.

To the Editor of the Bridgemen's Magazine—  
Greeting:

Just a few lines to let the brothers know that 167 of Memphis is still on the map and we are going to continue with all of our un-loyal members working on unfair jobs, which the names I will give, so all sister locals will be on the lookout for them later:

Fred Chitwood, No. 106089; Lester Cannon, No. 76803; J. E. Smith, No. 63917; J. F. Moriarity, No. 43259; Pat. Patterson, No. 97598; Scotty Johnson, No. 93654; James Sloyan, No. 94632; R. Southerland, No. 7497; Tom Franks, No. 60325; Bombays, number not known.

So, brothers, be on the lookout for any of these ex-brother's applications and do not forget their past performances.

Secretary, Local 167,  
Memphis, Tenn.

Letter in the June 1923  
Bridgemen's Magazine.

LOCAL CONTINUES TRAINING MEMBERS TO BE THE BEST

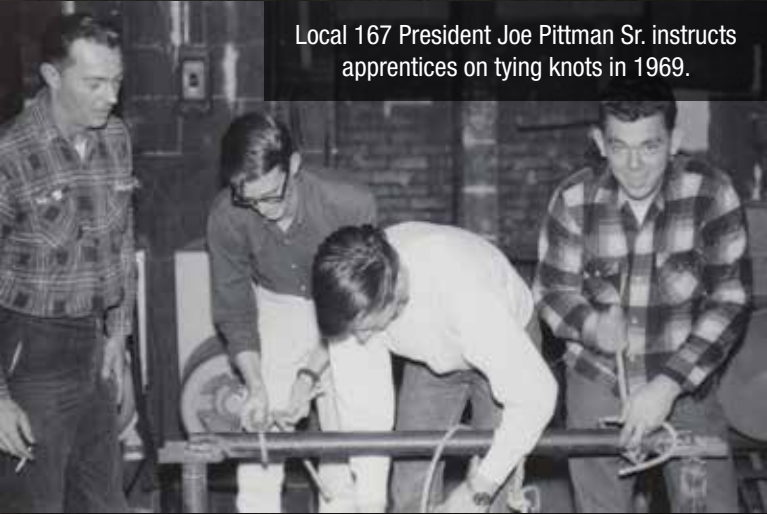


Local 167 apprentice training, 1969

For 100 years, Local 167 has made training its membership a priority. The local's apprenticeship has been a registered training program with the U.S. Department of Labor since May 13, 1968.

Through the years, the apprenticeship program has provided its graduates career opportunities that include iron worker foremen, general foremen, superintendents, estimators, project managers and even owners of their own companies. Local 167 apprentices have also worked across the mid-south region on projects that included the Memphis Pyramid, the Hernando DeSoto Bridge, AutoZone Park and DeSoto Civic Center.

Notably, in 2005 the Local 167 apprentices put their newly acquired skills to work and built a new barbecue smoker for the Mid-South Paralyzed Veterans of America. Keith Morris, a paralyzed veteran, executive director of the organization and



Local 167 President Joe Pittman Sr. instructs apprentices on tying knots in 1969.



Local 167 apprenticeship graduates, mid-1990s

son of Local 167 member Wayne Morris, had asked the local for assistance in building the smoker.

As Local 167 celebrates its 100th anniversary, its Iron Worker Apprenticeship consists of a 4-year program of up to 8,000 hours of on-the-job training and 864 hours of classroom training. Instruction is provided in a fully equipped facility attached to the local's union hall — and an apprentice can attend the local's school at no cost since the employers pay for the apprenticeship as part of their fringe benefits.

Apprentices are also paid while they learn. Effective May 1, 2015, the local's fourth-year apprentices will be earning \$20.56 per hour in the field, third-year apprentices will earn \$18.86, pay rate for second-year apprentices will be \$16.06 and first-year apprentices will be paid \$13.77 per hour.



Continued from page 6

their part of the work,” Second Vice President McCain reported. The local did send a delegate – its first – to the International Association’s 18th annual convention that year.

By that time, the Harahan Bridge project was being manned primarily by once-friendly Virginia Bridge and the Pennsylvania Steel Company, both of which were using non-union men on the project – and the work

## LOCAL 167 OFFICE AND MEETING LOCATIONS

**Carpenters Hall, 95 S. Second Street**  
1915

**Italian Hall, 136-1/2 S. Second Street**  
1916 through 1923

**Carpenters Hall**  
1924

**Labor Temple, 571 Beale Street**  
1925 through 1972

**2881 Lamar Avenue**  
1972 through 1980

**1254 Lamar Avenue, Room 208**  
1981 through 1990

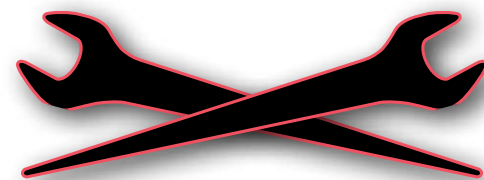
**2574 Lindawood Cove**  
1990 to present

was progressing slowly, according to McCain. *(Before the bridge was completed for train traffic in 1916, an estimated 23 workers of the steel companies lost their lives during its construction; cars and trucks were eventually allowed to use the bridge, single file, the following year.)*

Local 167 was meeting every first and third Monday of each month by 1916 and had also moved its meeting location to the Italian Hall on South Second Street. Despite the challenging political and anti-union climate, by October the local had grown to 22 members.

However, by year’s end McCain reported that while there were “several jobs” in Memphis, non-union men were working on them. Early the following year, the vice president gave an even more-ominous assessment of the local’s condition: “There was no work at all going on in Memphis.”

Just two years later, the local’s situation was improving; by September 1918, for example, its journeymen’s wages were up to 75 cents per hour. What’s more, the local was able to create a **Sub-Local 167A** of members in Little Rock, Arkansas, which was organized by McCain and chartered by the International on October 21, 1918 – although the sub-local was dissolved on March 31 the following year and all of its members transferred into Local 167.



As 1919 progressed, construction in the Memphis area was beginning to greatly improve – as was the situation for Local 167. In fact, Business Agent Frank Rock wrote in June of that year, “Work in this part of the world looks good for the future. ... I think this part of the country is going to have one of the best

years in building that it has had in some time.”

He apparently had just cause for such optimism. A dozen Local 167 members were employed in early 1919 with the union-friendly **Phillip Lang Company** of Chicago on a two-month job in Memphis, and the local also had a job at Lyle, Tennessee, building a plant for the Bon Air Coal and Iron Corporation.

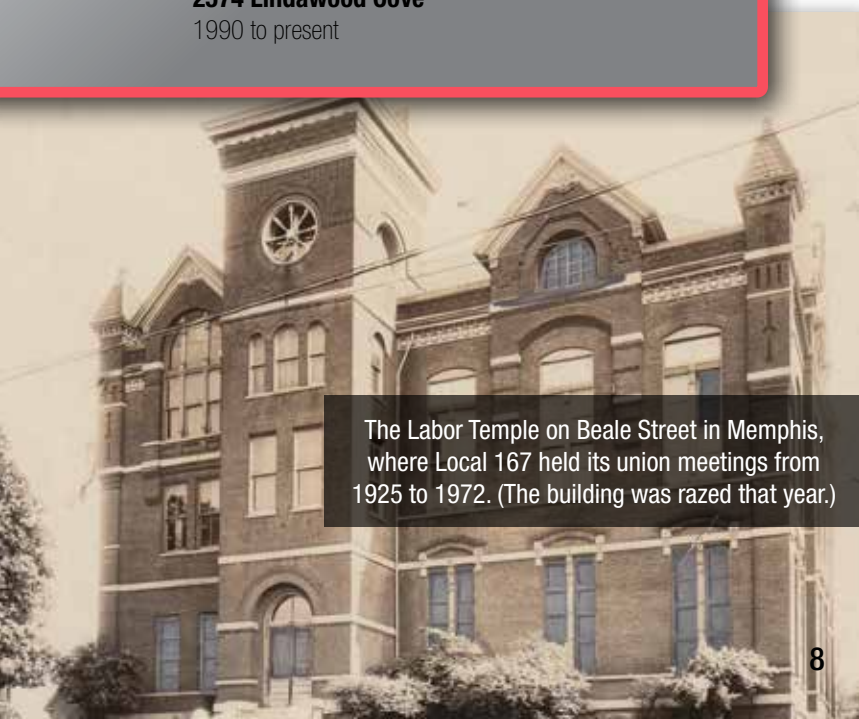
At the time, the City of Memphis was making plans to begin building an auditorium in the coming spring, and Loews Theatres had announced plans to construct a \$500,000 theater in the city (for which owner Marcus Loew had written the local that the “job will be fair to union labor,” according to Rock). Among other development, bonds were being sold for a \$1-million packing plant in the area; a \$65,000 Baptist college project was underway in Jonesboro, Arkansas; \$165,000 worth of bonds had been issued for fire escapes and fire doors for the city’s schools; and a “free bridge” project in Little Rock was scheduled to begin in the fall.

Then in mid-1919, Local 167 contractor **Coucker & Hodger** was awarded the job to construct a \$350,000 Methodist hospital in Memphis. Simultaneously, union employer **James Alexander Construction Company** received the \$135,000 contract for a Barboro wholesale fruit store in the city, and the National City Bank in Memphis was planning an enlargement and remodel at a cost of \$15,000.

With the Loews job about to begin and construction of another of its theaters in the area to follow; bonds being sold for a \$100,000 school in Earl, Arkansas; and plans moving forward for \$190,000 improvements to the Baptist Hospital and a \$300,000 fertilizer factory in Memphis, by July 1919 the local saw it necessary to again create an affiliated sub-local. In July 1919, **Sub-Local 295** of all black shopmen was chartered by the International and associated with Local 167.

The local’s members were also by then at work on a \$1-million oil mill for Swift & Company under general contractor Hugger Brothers of Montgomery, with Brother J. F. Moriarty as the job’s superintendent. For the six-month project, Local 167 was performing all of the reinforce setting, all machinery and all rigging while also erecting two 100-foot-high steel towers for concrete distributing.

Ten union men, including supervisor Fred Guiles, were also at work for **Captain J. H. Archer** on the new bridge at Little Rock – and more iron workers were needed. The project included four sheds “taking up 20,000 feet of floor space,” and as the work progressed, the old bridge would be cut down, too.



The Labor Temple on Beale Street in Memphis, where Local 167 held its union meetings from 1925 to 1972. (The building was razed that year.)



Sterick Building



## UNITED ASSOCIATION LOCAL 530

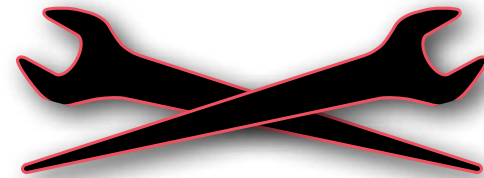
Organized by Local 167 Business Agent W.M. Barry and International General Organizer Stanley Rounds, Shopmen's Local 530 was chartered on May 8, 1937. Its original 15 members were shopmen who worked for the Virginia Bridge and Iron Company and the Pidgeon-Thomas Iron Company.

Local 530 went defunct on March 31, 1954.

Local 167 then secured a significant triumph when the employers and employees of the Virginia Bridge and Iron Company entered into a six-month agreement with the local on July 31, 1919, "which is a great victory for the boys for the first time," Thomas M. Harris, chairman of shopmen's local, wrote. He went on to declare in his September 2 letter:

*"We are going to show the Virginia Bridge and Iron Company that we are men of our word and are going to live up to our agreement with them, and I am sure the company will live up to their part."*

Nearing the end of the decade, Local 167 had about 150 members who, as Harris reported, were "doing fine."



All of its members were employed and there were "fairly good prospects ahead for future work" as the 1920s dawned on Local 167. Subsequently, Business Agent Rock was able to continue spreading positive news in the February 1920 *Bridgemen's Magazine*:

*"Things are beginning to look good for these parts for some time to come."*



Iron Workers Local 167 membership books

Out in the field, iron workers were at work in Memphis under Brother Red York on the Loews Palace Theatre, which would open in February 1921, and under Brother R. E. Rock on the ornate **Alexander Pantages Theater** on South Main Street, which would open on April 30, 1921. (*The Pantages would become the Warner Theater in 1929 and the building would be demolished in 1968.*) Elsewhere, Local 167 members were finishing a job for Hugger Brothers under Brother Mickey Moriarty; a few men were working at a new Quaker Oats plant for the Leonard Construction Company, with Brother C. L. Jefferson in charge; and some of the local's iron workers were on the Methodist hospital job.

In early 1920, the local was also looking forward to work on \$1-million and \$1.5-million apartment houses that were soon to be built in the city, both of which would be constructed of reinforced steel. There were also plans in the works for a new "million-dollar hotel" on Main Street.

With the robust construction employment continuing, by April 1920 and into 1922 the local's wages reached \$1 per hour for journeymen, and apprentices were being paid 60 cents for their first six months and 65 cents thereafter. At the time, members were paying \$2 monthly dues to the local, and anyone seeking entry into the union would have to shell out a \$50 initiation fee.

In 1924, Local 167 moved its meetings to the Carpenters' Hall in the city and scaled back their frequency to just once per week – quite possibly because members were too busy working to attend two meetings each week.

That summer, the local helped complete construction of a new Illinois Central Railroad post office erected by **Glutfelter Erection Company**, for which Brother A. L. Paul was superintendent. Once that job was topped out on August 5, the local's members started another project for the contractor that involved the

## HENRY 'BLACKIE' MERRELL LOCAL 167'S 'OLDEST CARD-CARRYING MEMBER'



Henry "Blackie" Merrell

Born on a wagon train either in the northern region of Utah or in Arizona on February 15, 1894, Henry "Blackie" Merrell earned his union card from the International Association of Iron Workers in 1912 when he was 16 years old. He had learned the trade in El Paso, Texas.

Merrell moved to Memphis in 1934 and joined Iron Workers Local 167 on October 1, 1940, paying an initiation fee of \$5. Among the many projects on which he worked, Merrell's crew did the original riveting on the Helena Bridge in 1960.

He retired at age 79 in 1973 – and he was purported to be the oldest card-carrying member of the local when he celebrated his 106th birthday in 2000. Brother Merrell passed away shortly after on June 9.

erection of about 400 tons of steel.

With the local enjoying the stretch of prosperity, Local 167 Recording Secretary William Barry blissfully announced – while even putting out a call for more help – in the September 1924 *Bridgemen's Magazine*:

*"So the brothers can see by this that Local No. 167 is still doing business and holding her own, and always extends a welcome to all travelers."*

The local again moved its meeting location in 1925 to the Labor Temple on the corner of Beale and Lauderdale, and its journeymen's wages continued to rise that year to \$1.12-1/2 per hour (although dues were reduced to \$1.50 each month and the initiation fee was decreased to

*Continued on page 13*



# BROTHER EARL 'SLICK' WILLIAMS A LEGACY OF SERVICE TO COUNTRY AND LOCAL

Born in West Tennessee on July 30, 1922, Thomas Earl "Slick" Williams was 18 years old when he joined the U.S. Army in 1940. He soon became a platoon sergeant and was overseeing 75 men when he was only 22.

Williams landed on Utah Beach on D-Day, June 6, 1944, and supervised the building of the first of many landing strips across France and Germany allied planes.

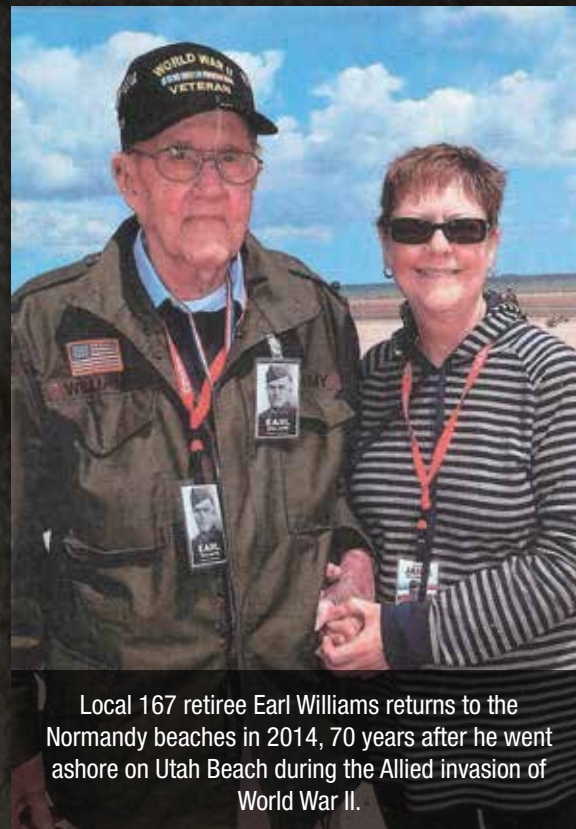
A few years after the war, he joined Iron Workers Local 167.

In 2014, Brother Williams returned to the beaches of Normandy 70 years after he first landed there and visited the fields where he built the first landing strip. At that time a Local 167 retiree with 62 years of loyal membership to the local, Brother Williams was also still attending the local's picnics and retirees' luncheons.

"He was hard on me as a nephew, but he made me a better man and iron worker," Local 167 Business Manager Mike Scoggins said of his uncle.



Thomas Earl Williams,  
1944



Local 167 retiree Earl Williams returns to the Normandy beaches in 2014, 70 years after he went ashore on Utah Beach during the Allied invasion of World War II.

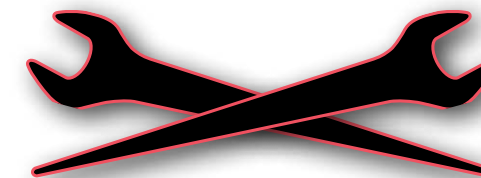


Earl Williams oversees construction of the first Allied landing strip in France after D-Day in 1944.

Continued from page 11

\$25 – likely to entice more membership to meet the growing demands for more workers.) Then, to help accommodate a increasing workload, in about 1928 the local's financial secretary-treasurer and business agent positions were split, making them two different offices, with Brother J. E. Williams named treasurer and Brother O. E. Wilson the local's business agent.

Construction also started in 1928 on the **Sterick Building** in downtown Memphis, which at 364 feet would be the tallest building in the southern United States when it was completed in 1930. The skyscraper's 3,500 tons of steel were erected by Local 167 employer Virginia Bridge and Iron – although there is no record of how many of the local's members worked on the project.



The City of Memphis' population soared to 230,000 by 1930, just as the stock market crashed in late October 1929 and the **Great Depression** began. However, the city's "diversified local economy" and status as a regional trading center helped protect it from the worst effects of the Depression,

## BROTHER PETER J. SERE MEMBER MADE THE ULTIMATE SACRIFICE

Iron Workers Local 167 member Peter J. Sere, a Corporal in the U.S. Army's 305th Engineer Combat Battalion, 80th Infantry Division, was killed in action in Europe during World War II.

Brother Sere, who died February 10, 1945, is buried in Luxembourg American Cemetery in Luxembourg City.

although it still lost approximately one-third of its industrial jobs, according to the East Tennessee Historical Society.

Locally and nationally, the crash had little initial impact on the employment of iron workers. From July 1, 1929, to June 30, 1930, in fact, the International Association added 3,440 new members to its ranks, and while other international unions were experiencing wage reductions of up to 50 percent, the average reduction of all iron-workers locals amounted to 15.9 percent, according to the International.

Importantly, the International Association had secured two working agreements at the time, one of which was the **Bridge Erectors' Agreement**, which covered the nation-wide jobs of "fair" contractors in the Structural

Allen Fossil Plant under construction, 1956





## UNITED ASSOCIATION LOCAL 813

Local 167 assisted International Organizer T.W. Odeneal with establishing Shopmen's Local 813 in Memphis on May 24, 1966. The charter group consisted of 18 members who worked for Local 167 contractor Trumbo Welding & Fabricating Company.

Local 813 was active until October 31, 1990.

Steel and Bridge Erectors' Association. As part of the contract, iron workers took a wage reduction and worked six days a week so that those employers "could compete with unfair contractors."

In Memphis, Local 167 journeyman structural and ornamental iron workers and rodmen took pay cuts in 1932 from \$1.25 down to \$1 per hour, where wages would remain through most of the decade. The local also extended its workweek to 44 hours in another effort to help keep its local contractors solvent.

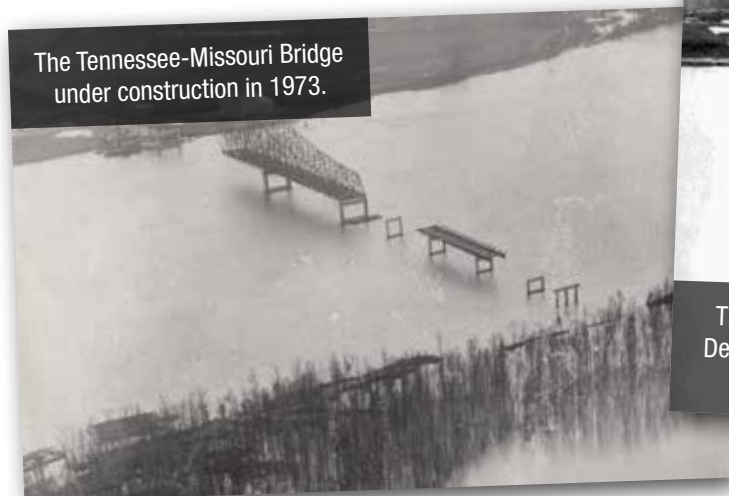
The Depression and unemployment "finally caught up with the iron workers within two years after the crash as building construction nearly came to a halt," according to the International. During that time, the union lost almost 50 percent of its paid membership nationwide – but despite that, nearly every iron-workers local remained intact as the International Association officers "were leaders in New Deal efforts to get labor back on its feet again."

During the 1930s, Memphis benefited greatly from additional New Deal funding for public buildings, public housing and improvements in urban structure (thanks in large part to the political clout of city boss and union-buster Edward H. Crump). Simultaneously, other government projects such as the **Tennessee Valley Authority** put more unemployed iron workers back on the job, increasing wages as well as membership.

The International's Executive Board renewed the Bridge Erectors' Agreement on July 10, 1933, and even revised it to cover building and other forms of iron and steel erection to further assist the union's members, both locally and nationally.

Local 167 then apparently became part of an International-wide effort to organize ironworking shopmen. As the International Association explained, "It was not until our brothers engaged in erection realized that if we were to be successful in organizing our trade, the fabricators would have to be organized, and this would not only benefit the shopmen in wages and working conditions, but would also help the erection worker by stopping the practice of the fabricator using shopmen to erect his work (at shop rates, of course)."

Subsequently, the Shopmen Organizing Campaign was initiated at the 25th



The Tennessee-Missouri Bridge under construction in 1973.

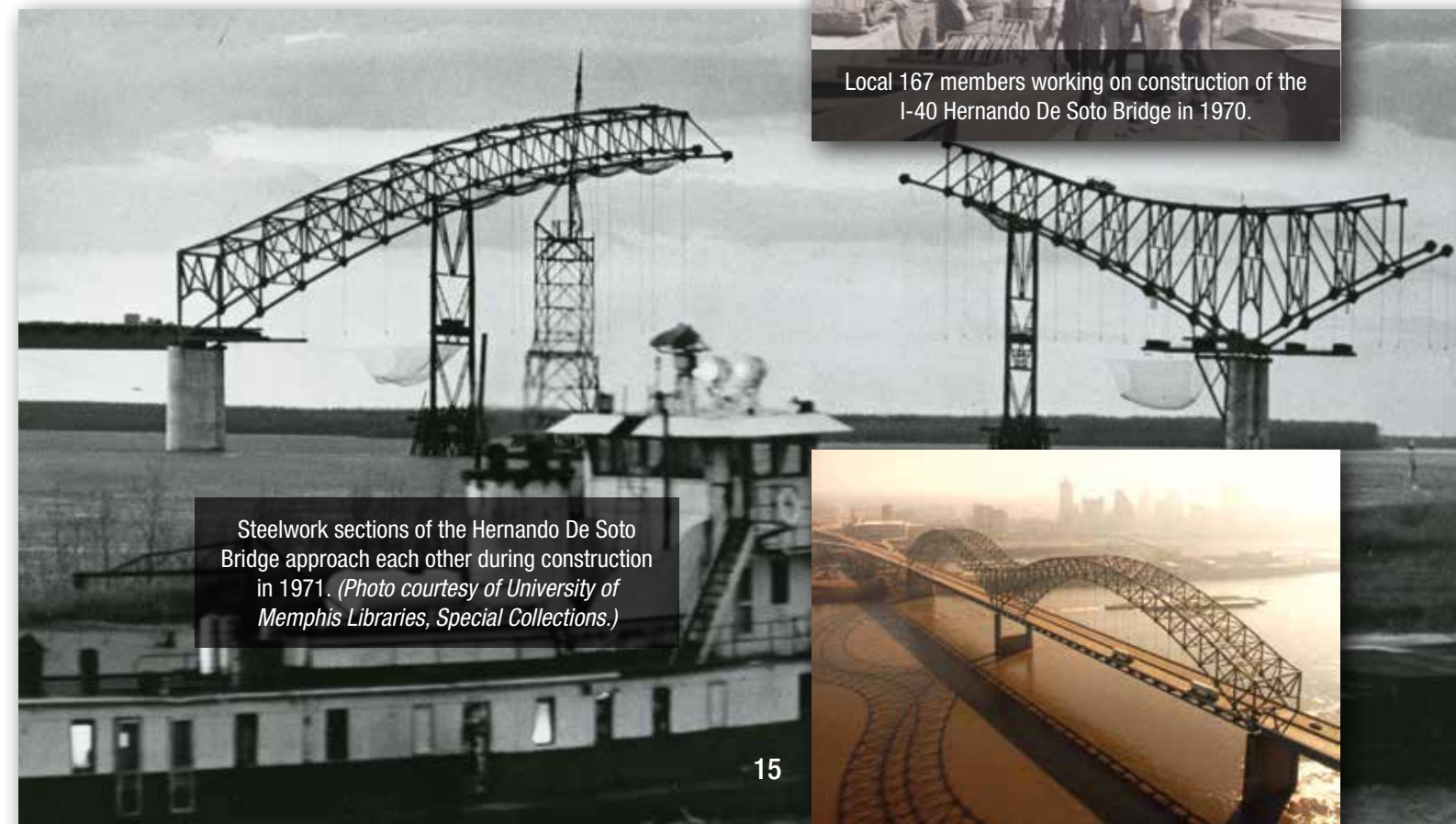
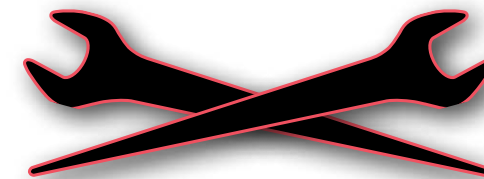


The Tennessee-Missouri Bridge after it opened on December 1, 1976. (Photos courtesy of University of Memphis Libraries, Special Collections.)



Local 167 member J.T. Hill mans a picket line during the local's strike against contractors on March 2, 1970.

International Convention held in 1936. Soon after, **Shopmen's Local 530** was chartered in Memphis on May 8, 1937, under the guidance of Local 167.



Steelwork sections of the Hernando De Soto Bridge approach each other during construction in 1971. (Photo courtesy of University of Memphis Libraries, Special Collections.)

Emerging from the Depression, the onset of World War II boosted the economy in Memphis, and the city's population growth continued. Indeed, the war brought "enormous" military and industrial expansion to the area, including the Memphis Defense Depot and even a German prisoner-of-war camp, according to the Tennessee Encyclopedia of History.

By 1940, with local and national industry recovering from the 1930s and Europe and Asia already embroiled in conflict, Local 167 wages began to increase and its structural and ornamental journeymen were making \$1.37-1/2 per hour while rodmen were being paid \$1.25 hourly. What's more, the local was back to working 40-hour weeks.

*Continued on page 18*



Local 167 members working on construction of the I-40 Hernando De Soto Bridge in 1970.



# LOCAL 167 MEMBERS IN THE LINE OF FIRE THE FAIRGROUNDS CONFLICT OF 1954

Local 167 members complete the cattle barn at the fairgrounds in 1954.



With jobs in the area scarce in 1954, Local 167 members placed pickets at the Memphis fairgrounds in late August after learning that contractor William Culbreath had hired non-union Jones Equipment Company of Dyersburg, Tennessee, to erect a steel-framed barn to be used for show cattle during the upcoming Mid-South Fair.

Ordinarily, the union iron workers would not have paid much attention to the job, which involved simply assembling a prefabricated building. In fact, the year before, the fairgrounds arena was built by the same contractor using non-union labor and Local 167 did not protest,



Local 167 member W.A. White was injured by a shotgun blast during the fairgrounds violence and lost use of his right eye.

according to an article in the May 14, 1955, *Press-Scimitar*.

But times were tough for the local, as many of its members were unemployed. Shortly before, the union had also been protesting the use of non-union workers on an underpass project on Crump Boulevard.

In particular, Local 167 claimed that Jones Equipment was unfair to the city's union iron workers on the fairground project — the Dyersburg firm was not only using non-union labor but had also brought in out-of-town workers. Meanwhile, the local's members had just heard that a building at the fairgrounds

being constructed with non-union labor had collapsed, injuring four workers (which is how the local first learned that the cattle barn was being constructed).

"This goaded some of the unemployed Memphis iron workers to fury," the August 28, 1954, *Memphis Press-Scimitar* newspaper reported. On Tuesday, August 24, some of the union iron workers went to the fairgrounds with baseball bats and clubs; however, the non-union men were wielding pieces of iron and the union iron workers turned back, according to the newspaper.

But on Thursday, August 26, about 20 unemployed union iron workers sent one their members to the jobsite to ask Jones Equipment to use some union members to help complete the project. The union representative was not given an opportunity to discuss the situation, as the non-union men were armed with shotguns, rifles and pistols and began shooting at the Local 167 members.

According to the May 14, 1955, *Press-Scimitar*, the non-union workmen inside the building, protected by a

concrete block wall, "blazed away with rifles and shotguns," striking five Local 167 members. Police reports did indicate, however, that both sides had guns.

During the battle, Local 167 member W. A. White Jr. lost an eye when he was struck by shotgun pellets. His brother, John E. White, was shot through the right lung with a .22 bullet, which was later removed from his spine, and Local 167 members W.E. Vanderburgh, R.R. Carr and W.D. Fortner were also shot.

In the aftermath, Jones Equipment backed off and the cattle barn was eventually completed by 38 union iron workers, who donated their pay to a fund to assist the injured members and their families, as well as members who had been arrested.

A two-week-long trial resulted in 18 union iron workers being convicted, including W. A. White Jr., who was sentenced to 11 months and 29 days in the penal farm, according to newspaper reports. Meanwhile, five of the 10 non-union workmen were also found guilty by the jury.



A union picketer continued to walk at the entrance of the fairgrounds after the August 26 incident.



These Local 167 members completed the fairgrounds barn and donated their pay to the victims of the violence. (All photos courtesy of University of Memphis Libraries, Special Collections.)





Local 167 retirees Henry Huff (front row, middle) and Jack Page (right) receive service awards from the International Association in the early 1970s.

*Continued from page 15*

When war did come to the United States, Local 167's members were active both on the home front and on the battlefield.

Throughout the 1940s, the industrial sectors of the city and Shelby County continued to grow rapidly, as did wages for Local 167. By June 30, 1948, the local had an agreement with its contractors that was paying journeyman structural and ornamental iron workers \$1.95 an hour and rodmen \$1.80 per hour.

During the second half of the decade, Local 167 members were also working on one of the largest and most significant projects in its jurisdiction – the **Memphis & Arkansas Bridge**. Known today by locals as “The Old Bridge,” the \$10.5 million, mile-long, four-lane span paralleling

the Frisco and Harahan bridges was constructed under the supervision of Harris Structural Steel Company to carry Interstate 55 across the Mississippi River between Memphis and West Memphis, Arkansas.

Consisting of five 790-foot-long Warren-through trusses, the bridge was completed in 1949. Most notably, however, is that no lives were lost during its construction (although the insurer, United States Fidelity and Guaranty Company, had prepared for the probability of four deaths), and the project's overall safety record was impeccable – 234,674 man hours were totaled with only five time-lost injuries.

Fidelity Safety Engineer Herman F. Grays even commented later that year during a ceremony to award the job's foremen with safety certificates:

*“There is no steel construction work safety record in the nation to compare with that on the new Mississippi River bridge in Memphis, Tennessee.”*

By October 1950, pay had escalated to \$2.18 per hour for Local 167 structural and ornamental members and \$2.18 for its rodmen. Four years later, they were being paid \$2.60 and \$2.45, respectively.

In between, the local joined in the newly formed **Iron Workers District Council of The Tennessee Valley and Vicinity** in 1953. Other members in the association included Local 384 of Knoxville, Local 704 of Chattanooga and Local 477 of Sheffield, Alabama.

Work slowed significantly during 1954 as a recession hit the entire United States beginning in early 1953. During that time, many Local 167 members were unemployed – leading to a conflict at the Memphis Fairgrounds during which four of the local's men were shot by non-union iron workers building a barn for the Mid-South Fair.

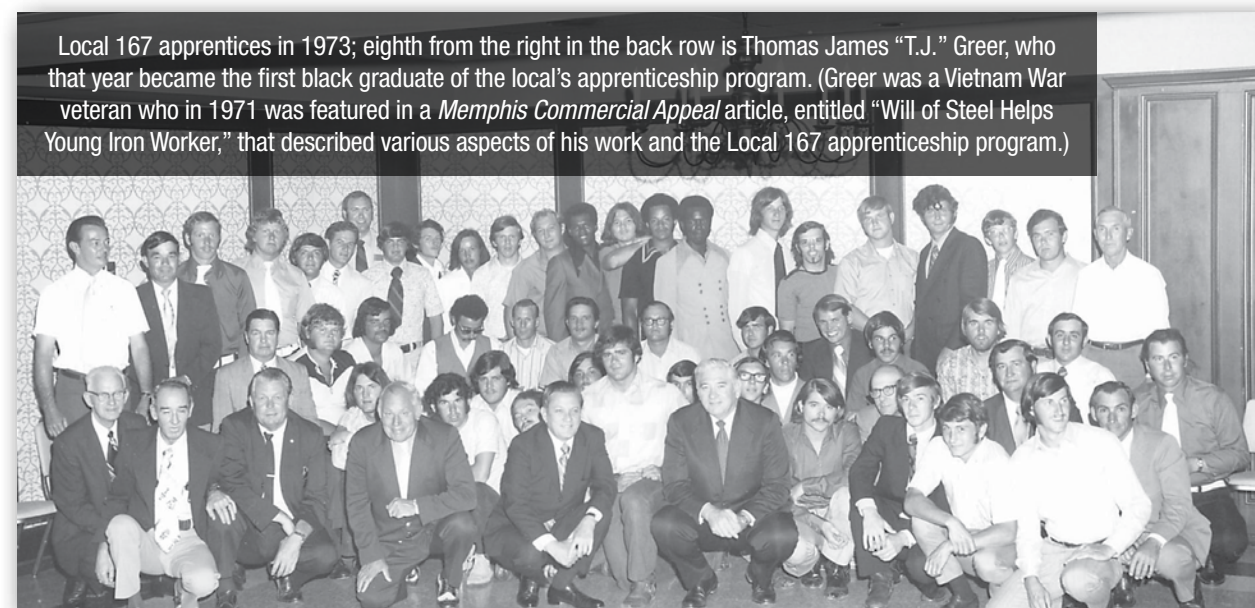
Employment picked up again as the economy improved, and Local 167 members began working in 1956 on construction of the new **Allen Fossil Plant** for the Memphis Light, Gas and Water Division. Situated on the Mississippi River just southwest of downtown Memphis, the plant was completed in 1959 to burn 7,200 tons of coal daily and generate up to 702 megawatts of power for the region. *(As Local 167 passed its 100th anniversary, plans had been approved to replace the 55-year-old plant with a new, \$975-million natural-gas station.)*

In 1958, the local also helped build a new Kellogg's plant on a 17-acre tract at Airways Boulevard and Frisco Avenue in Memphis. By May that year, its members' wages had again risen to \$3.05 per hour for structural and ornamental journeymen and \$3 for rodmen.

Among the other projects on which members were employed in the late 1950s was construction of the **Helena Bridge**, another significant transportation development that Local 167 brought to fruition. Carrying U.S. Route 49 across the Mississippi River between Helena-West Helena, Arkansas, and Lula, Mississippi, the bridge is 5,204 feet long and opened to traffic on July 27, 1961.



**I**ron Workers Local 167 gained another landmark benefit – which still resonates as the local celebrates its 100th anniversary in 2015 – when it started its first **Health and**



Local 167 apprentices in 1973; eighth from the right in the back row is Thomas James “T.J.” Greer, who that year became the first black graduate of the local's apprenticeship program. (Greer was a Vietnam War veteran who in 1971 was featured in a *Memphis Commercial Appeal* article, entitled “Will of Steel Helps Young Iron Worker,” that described various aspects of his work and the Local 167 apprenticeship program.)



Local 167 and other building trades locals strike against the W & W Construction Company on April 1972. (Photo courtesy of University of Memphis Libraries, Special Collections.)





Graduating apprentice class, 1974

**Welfare Plan** for members in 1961. Initially, 7-1/2 cents per hour worked by each member was put into a Welfare Fund as part of the local's salary package.

In addition to the health benefit, journeyman iron workers were also being paid \$3.59-1/2 per hour by October 1961 and rodmen were making \$3.55 in hourly wages.

Yet another boon to the membership came in September 1967 when the local established a **Pension Plan**. Initially, employers funded the plan with 15 cents per hour worked, a rate they would retain for the next four years.

The following year, all Local 167 journeymen were making \$4.57-1/2 in hourly wages, plus 10 cents per hour was being put into the Welfare Fund.

All the while, the local's members continued to shape the Memphis skyline and expand the region's infrastructure. In 1963, for instance, they built the **Mid-South Coliseum**, a multi-purpose arena that seated 10,085 people. (Eventually outdated, it was closed in 2006.)

In 1969, the local began work on the **Caruthersville Bridge**, a single-tower cantilever bridge carrying Interstate 155 and U.S. Route 412 across the Mississippi River between Caruthersville, Missouri, and Dyersburg, Tennessee. When completed in December 1976, the \$30-million span became the only bridge to cross the Mississippi River between Memphis and Cairo, Illinois.

By 1970, Local 167 structural and ornamental iron workers and rodmen were being paid \$5.57-1/2 per hour and 20 cents and 15 cents per hour were going into their welfare and pension funds, respectively.

That year, Local 167 began construction on one of the city's most symbolic and vital structures, the **Hernando De Soto Bridge** (named for 16th-century Spanish

explorer Hernando de Soto, who explored the Memphis-area stretch of the Mississippi River and died nearby). The new \$50-million bridge across the Mississippi River between Memphis and West Memphis, Arkansas, was contracted by Bethlehem Steel Corporation and would open to Interstate 40 traffic on August 2, 1973.



Mid-South Coliseum

Work on the Hernando De Soto, which is referred to as the "M" Bridge because its arches resemble the letter M, started on September 14, 1970, with the assembling of erection equipment and other preparatory work. On December 2, Local 167 members erected the first girder, which was 396 feet long and weighed 423 tons, using a specially designed unit consisting of cat heads (beams) on top of a 154-foot-high, barge-mounted tower.

Also in 1970, Local 167 members began erecting steel under **Barnhart Construction Company** for a new, \$60-million brewery house at the Schlitz Brewing Company plant in Memphis. With 27 acres under roof, it was the largest brewery ever built from the ground up when it was completed in 1972. (Today, the facility is operated by City Brewing of La Crosse, Wisconsin.)

Memphis International Airport received a "huge boost" in 1973, according to the Memphis-Shelby County Airport Authority, when Federal Express built a sorting facility and an administration building on the airfield. Local 167 helped build the package-sorting complex, which would come to be known as the "Super Hub" and helped make Memphis International the busiest cargo airport in the world from 1992 to 2009. *(According to the Airport Authority, it remains the busiest in the United States and is second globally only to the Hong Kong airport.)*

That year, members' pay was up to \$7.45 per hour, with 25 cents being contributed to both the local's Welfare Fund and its Pension Fund.

However, Local 167 joined a building trades-wide strike in 1974 when 400 members walked off their jobs on June 4 after the union's contract expired four days earlier. The local ended negotiations with the **Mid-South Iron Workers and Steel Erectors Employers' Association** after the employers' last contract offer "wasn't enough," the June 4 *Commercial Appeal* reported.

(Plumbers Local 17, Painters Local 49 and Steamfitters Local 614 had begun striking in Memphis on May 1. Operating Engineers Local 369 struck on May 15.)

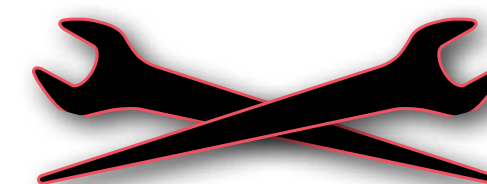
The striking iron workers finally reached an agreement with the Employers' Association on June 29. The new contract included a 70-cents-per-hour raise "effective immediately," an additional 15-cents-per-hour raise on December



Agricenter International, built 1985

1 and an 85-cents-per-hour raise the following year, according to the July 1, 1974, *Commercial Appeal* – so that two years later in 1976, the local's hourly salary package consisted of \$9.15 in wages, 35 cents for the Welfare Fund and 60 cents for the Pension Fund.

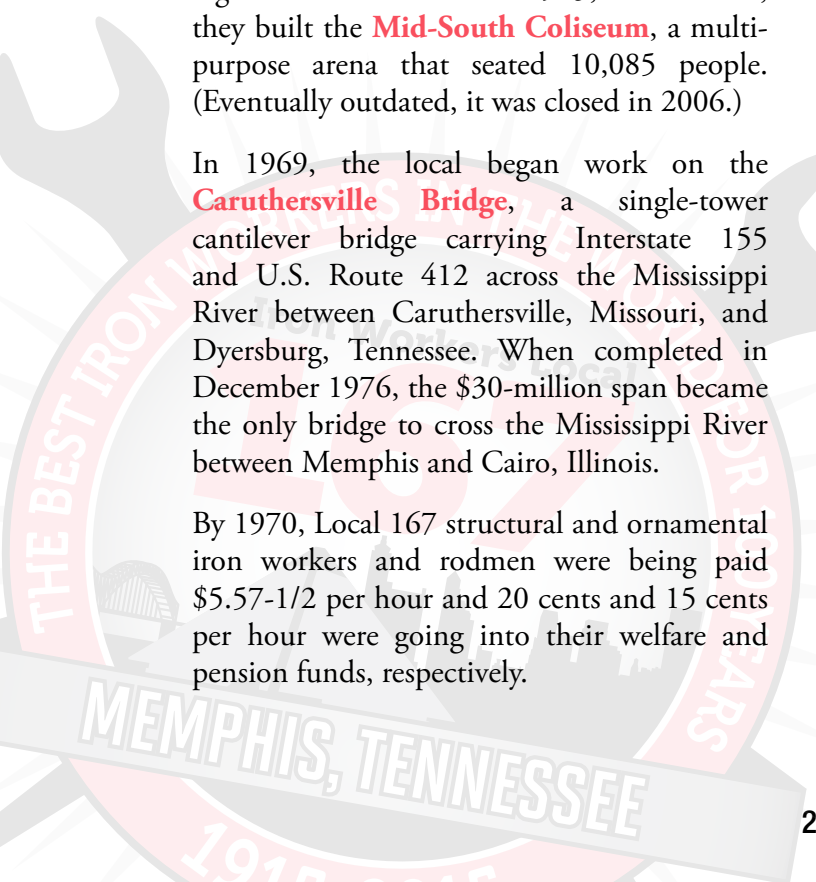
Then in 1979, the local and other **Memphis Building and Construction Trades Council** trade unions reached agreement with their contractors on three-year contracts that would not expire until May 1981. By February that year, Local 167 journeymen were making \$11.60 per hour and 73 cents was being put toward their welfare plan while 85 cents was being contributed toward their pension.



Continued on page 24



Local 167 members at the Methodist University Hospital Doctors Tower topping out in 1982.





# THE PYRAMID BUILDING A LITTLE EGYPT INTO MEMPHIS

*“The Pyramid project began in the late 1980s as a nod to the Egyptian roots of Memphis’ name and an investment in the core of a city still trying to recover from the trauma of the assassination of the Rev. Dr. Martin Luther King Jr. in 1968.”*

– The New York Times, December 3, 2014

As much as anything, construction of the **Great American Pyramid** as it was originally named, was also a testament to the skills and craftsmanship of Local 167 iron workers. Beginning in the fall of 1990, it took the local’s members just 93 days to complete the iron work for the 20,142-seat arena located on the banks of the Mississippi River.



Construction of the Great American Pyramid, 1990  
(Photos courtesy of Barnhart Crane & Rigging.)

But because of architectural inadequacies, both teams left the Pyramid in November 2004 to move into the newly built FedExForum. Called “one of the nation’s weirdest urban-development misfires” by the Memphis *Commercial Appeal* newspaper, the Pyramid was shuttered in 2007.

In 2014, new life was breathed into The Memphis Pyramid, as it came to be called, by Bass Pro, which spent \$190 million

At the peak of construction, 80 Local 167 members were working for Barnhart Crane & Rigging on the iconic – and notorious – \$65 million, 32-story, glass-and-steel Pyramid. The iron workers built the structure’s four box trusses on site, each one weighing over 390,000 pounds and two having had stairs installed in them before all four were raised.

When the 321-foot-tall building opened on November 9, 1991, it was the sixth-largest pyramid in the world. Initially, the arena was home to the University of Memphis men’s basketball program and the National Basketball Association’s Memphis Grizzlies, as well as concerts and other sports and entertainment events.



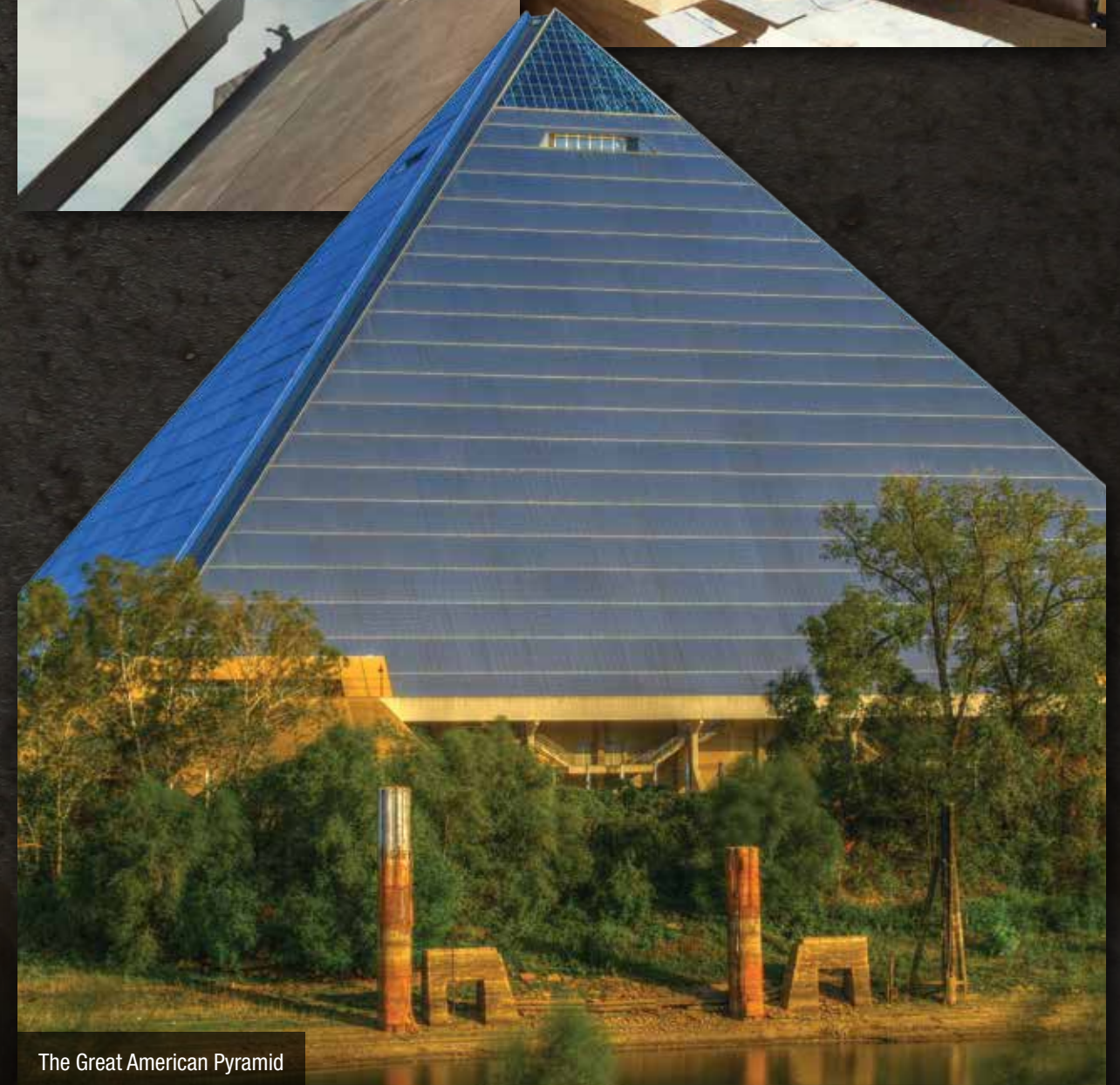
to renovate it into a massive new store, hotel and outdoor entertainment complex. Local 167 members were again at work on the structure, even building the world’s largest free-standing elevator as part of the renovated and re-named **Bass Pro Shops at the Pyramid** (or the “Bass Pro Pyramid”), which is scheduled to open in May 2015.



Barnhart Crane & Rigging co-founder Dick Barnhart with his son, Alan, who is now president of the company, in 1990.



Local 167 iron workers set panels on the Pyramid in 1990.



The Great American Pyramid





Members, officers and retirees enjoy Local 167's 75th Anniversary celebration in 1990.

Continued from page 21

The early- and mid-1980s were not particularly kind to Local 167, in general, and organized labor, in particular, as the decade was highlighted by a marked decline in union membership and increasingly hostile political opposition. In Memphis, the union iron workers saw unemployment levels of up to 80



percent at times and were constantly forced to square off against outside forces in order to keep the local afloat.

In 1981, for instance, the National Labor Relations Board filed a formal complaint against Local 167 after Consolidated Aluminum Corp., of Jackson, Tennessee, accused the local of allegedly picketing the Consolidated facility in order to force the company to cease doing business with another firm with which the local was engaged in a labor dispute.

The following year on June 7, 1982, Local 167 iron workers were forced to strike area construction projects, including **Zimmer Nuclear Power Station**, over stalled contract talks. The local was asking for higher wages and better working conditions – which employers refused to provide – and their old contract had expired on April 30 while the two sides continued to negotiate.

In the end, the local took a \$2-per-hour pay cut when it finally reached agreement on a 10-month contract with the Mid-South Iron



The Landers Center, formerly the DeSoto Civic Center, in Southaven, Mississippi.

Workers and Erectors Employers' Association in June 1983. The accord included reduced pay for some overtime work and a reduction in hourly wages from \$14.65 to \$12.65, although fringe benefits totaling \$2.28 an hour were not changed, but the local was promised work on the new convention center hotel being built in Memphis, according to the June 25, 1983, *Commercial Appeal*.

With fewer than 100 of the local's 400 active members working at the time, Local 167 President Cecil Crowder explained, "We saw the chance of losing many jobs and we already have 80 percent unemployment. ... I don't know if this is the answer. ... My name will be remembered as the so-and-so who gave up \$2 an hour, even

though it was not entirely my decision."

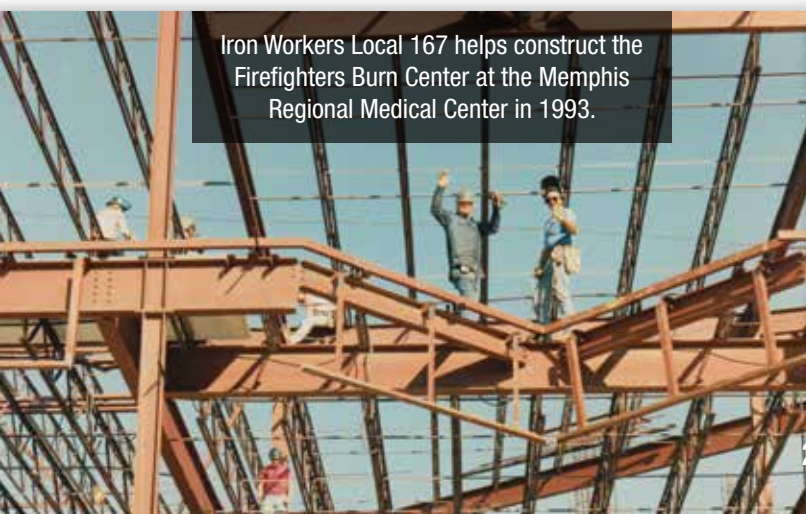
The local economy remained relatively stable throughout the 1980s, and Local 167 began to get back on its feet into the second half of the decade. Construction continued in and around Memphis, with the local building the 21-story downtown **Morgan Keegan Tower** (now the **Raymond James Tower**) office building and the **Agricenter International** arena in Cordova, Tennessee, both of which opened in 1985.

In erecting the Agricenter, Local 167 helped build the first "International Agricultural Market Center" to be constructed in the United States. The expo center boasts over 80,000 square feet of exhibit space including the ShowPlace Arena, a multi-purpose facility for equestrian events,

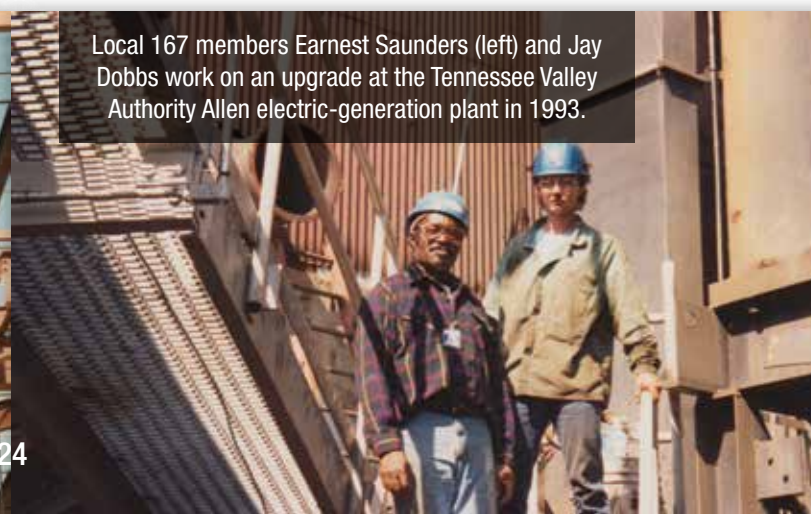


Raymond James Tower

Continued on page 27



Iron Workers Local 167 helps construct the Firefighters Burn Center at the Memphis Regional Medical Center in 1993.



Local 167 members Earnest Saunders (left) and Jay Dobbs work on an upgrade at the Tennessee Valley Authority Allen electric-generation plant in 1993.



Local 167 members working for Midwest Steel on the Tennessee Air National Guard hangar in 2007.



# LOCAL 167 BUSINESS AGENTS BUSINESS MANAGERS

(Around 1928, the office of Business Agent/Financial Secretary-Treasurer were split into two separate offices; they were combined again in 1949. By 1987, Local 167's office of Business Agent was designated as Business Manager.)

- J. F. Moriarty (February 10, 1915)
- J. E. Glass (1915-1916)
- Frank Rock (1916-1918)
- M. J. McGrady (1918)
- Frank Rock (1918-1921)
- D. Sutherland (1921-1922)
- J. R. Williams (1922-1923)
- W. D. Adams (1923-1924)
- J. R. Williams (1924-1928)
- W. M. Barry (1928-1929)
- O. R. Wilson (1929-1930)
- W. D. Adams (1930-1931)
- H. D. Brazzell (1931-1933)
- W. M. Barry (1933-1934)
- H. D. Brazzell (1934-1935)
- W. M. Barry (1935-1938)
- W. Glotfelter (1938-1939)
- James Smith (1939-1941)
- H. C. Allen (1941-1945)
- James Smith (1945-1947)
- Elmer Weber (1947-1948)
- Jack Page (1948-1949)
- Elmer Weber (1949-1952)
- Ernest Nolen (1952-1959)
- Varner Roberson (1959-1961)
- T. M. Benson (1961-1964)
- W. C. Duke (1964-1968)
- G. Vincent (1968-1969)
- Lonnie Bevell (1969-1972)
- Varner Roberson (1972-1978)
- Thomas Graves (1978-1983)
- Cecil Crowder (1983-1990)
- A. F. (Bosco) Brauer (1990-1996)
- Edward G. Panis (1996-2005)
- Michael E. Scoggins (2005-present)



Jack Page



Earnest Nolen (After serving as business agent, Brother Nolen was later appointed to the International staff.)



Varner Roberson



T. M. Benson (After serving as business agent, Brother Benson was later appointed to the International staff.)



W.C. Duke



George Vincent



Lonnie Bevel



Cecil Crowder Sr.



Edward "Pino" Panis

Continued from page 25

festivals, concerts, circuses and trade shows.

By the end of the decade, the local's wages were again on the rise, with journeyman members making \$14 per hour. What's more, \$1.25 was being contributed into both the Welfare Fund and the Pension Fund.



Local 167 was then part of multiple significant projects in the greater Memphis area in the 1990s. Foremost was construction of the 321-foot-tall **Great American Pyramid** arena beginning in the fall of 1990, which opened downtown on November 9, 1991.

Also during the first half of the decade, major jobs included construction of the **Bally's Casino Tunica**, a 238-room hotel and 40,000-square-foot casino completed in 1995.

The next year, the local's journeyman wages jumped to \$15.70 per hour, and their Health and Welfare plan was receiving \$1.90 per hour from employers, who were also putting \$2.20 per hour towards the local's Pension Plan.



Local 167 members employed by Midwest Steel work to erect the new \$200-million, 350,000-square-foot Mitsubishi Electric transformer factory in Memphis in 2012. The iron workers erected 5,000 tons of structural steel ahead of schedule and under budget and at the project's peak had 45 iron workers on the job.

The Memphis Redbirds, the minor-league affiliate of Major League Baseball's St. Louis Cardinals, then broke ground on January 15, 1998, for a new, \$80.5 million stadium in downtown Memphis. Once again stepping up to the proverbial plate, Local 167 members erected the 3,400 tons of steel for **AutoZone Park**, which opened April 1, 2000 (and in 2009 was named *Minor League Ballpark of the Year* by *Baseball America*).

During that time, the local was an instrumental part in efforts by the Memphis Building & Construction Trades Council to have the City of Memphis require prevailing wage rates be paid to construction workers on city public-works projects. In 1999, that endeavor paid off when City Council passed an ordinance that requires prevailing wages be paid by contractors on projects valued at more than \$500,000 and subcontractors on work that exceeds \$50,000.

Local 167 members remained busy out in the field, too, notably on construction of the **De Soto Civic Center** (now the **Landers Center**)





These Local 167 members welded cyclones and hoppers for Atlas Industrial to be used at the largest concrete plant in North America, a job that lasted from April 2007 to May 2008.

in Southaven, Mississippi, which broke ground on April 24, 1998. Home to the Mississippi RiverKings professional hockey team, the \$32-million, 8,400-seat, multi-purpose arena opened on September 16, 2000 – after a December 14, 1999, “topping off” party during which the local hoisted into place the final 30-ton section of roof truss, topped with an American flag and a Christmas tree.



With a brand-new, retro-style baseball park complete, the City of Memphis began the new millennium by welcoming the relocated Vancouver National Basketball Association franchise to town and renaming it the Memphis Grizzlies. Playing its first three seasons in the Pyramid, the team eventually moved to the new, \$250-million

**FedExForum** arena on Beale Street in September 2004 – which had been built by Local 167 iron workers.

But construction of the facility, which was the largest public-works project in the city’s history, was not without its dilemmas, including a wind storm on July 22, 2003, that nearly toppled its construction cranes. Even before ground was broken on June 20, 2002, the Building Trades – with Local 167 at the forefront – were compelled to challenge hiring procedures on the project to guarantee that local workers were being utilized. As the project progressed, Local 167 even requested a review of certified payrolls and then organized a rally on November 1 to help ensure that the arena jobs did not go to companies from other parts of the country.

Local 167 members were also helping to build the new **Cannon Center for the Performing Arts**, home to the Memphis Symphony Orchestra that would open in 2003, as part of a \$92 million renovation to the Memphis Cook Convention Center.

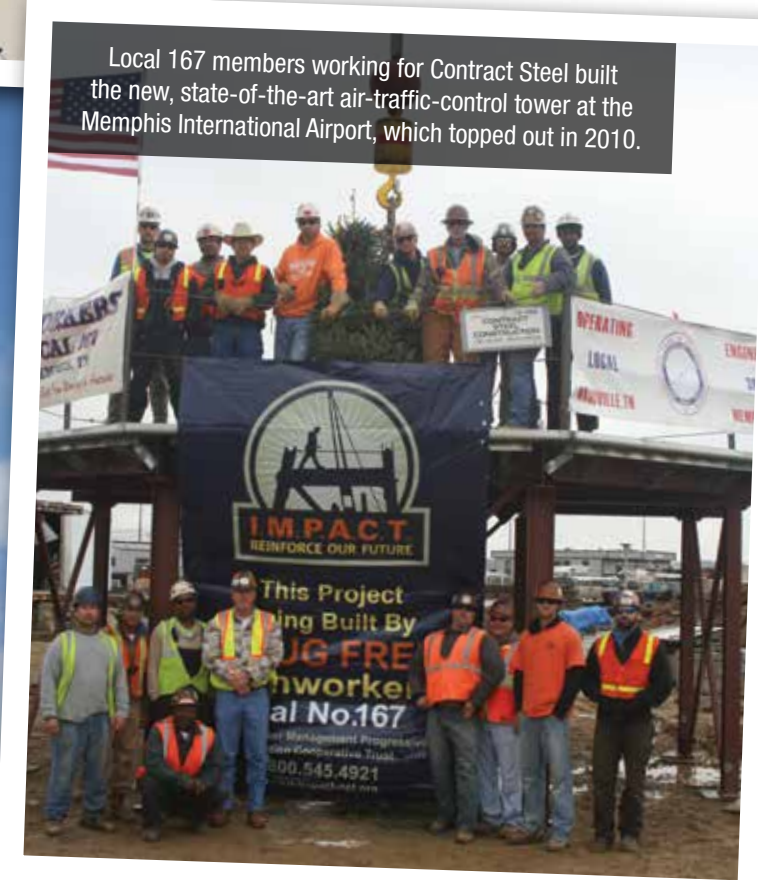
Perhaps one of the most significant events in the history of Memphis International Airport, according to the Memphis-Shelby County Airport Authority, then occurred in September 2004 when the Tennessee Air National Guard and FedEx “swapped” land at the airport – providing the Guard with space to construct new facilities to accommodate the larger C-5 Galaxy aircraft it was flying “as part of its new mission.” Working for Midwest Steel, Local 167 erected the new hangers for the Guard, which

dedicated its facilities in September 2008.

By 2009, Local 167 journeymen were receiving salaries of \$21 per hour in wages, \$4.21 for their welfare, \$3.16 for their pensions and \$2.40 for an Annuity Plan. Two years later, those earnings rose to \$21.50 in wages, \$3.30 for welfare, \$5.22 for the pension and \$2 for the annuity.

Among projects on which the local’s over 250 members were working in the early 2010s was the new \$72-million **Memphis Airport Air Traffic Control Tower** done by Contract Steel. At 336 feet tall, it dwarfed the old tower when its topped out in 2012.

As Local 167 marked its centennial anniversary in February 2015, it had grown to 290 active members and retirees and had 35 apprentices in its apprenticeship training program. At 100 years, the local continues to contribute to the development of the



Local 167 members working for Contract Steel built the new, state-of-the-art air-traffic-control tower at the Memphis International Airport, which topped out in 2010.





Local 167 members hang signage on the new Bass Pro Pyramid in early 2015.



Memphis area and its membership is busy in the field during its anniversary year, most notably on the overhaul of the **Bass Pro Pyramid** and the **Sears Crosstown** project, the renovation of the massive former Sears mail-order processing warehouse into a downtown, art-deco high-rise “urban village.”

Local 167 has also advanced the welfare of its membership in a century’s worth of struggle and progress, reflected in the many benefits its members currently enjoy. Most recently, the local agreed to a new three-year contract with the **Iron Workers Employers Association of the Tennessee Valley and Vicinity** that went into effect May 1, 2014 and provides journeyman iron workers with a three-year contract increase of \$3.01 per hour. On May 1, 2015, the local’s members will receive a \$1 per hour raise as part of the agreement, putting wages at \$22.95 per hour and fringe benefits at \$4.37 for Health and Welfare, \$5.53 for Pension, \$3.25 for Annuity and \$1.17 for the local’s Apprentice Fund.

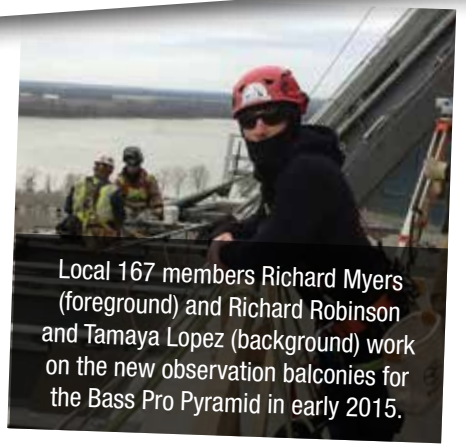


The former Sears Warehouse in downtown Memphis, which Local 167 is helping to rebuild into a high-rise living and shopping complex.

## LOCAL REBUILDS BRASS PRO PYRAMID



Local 167 iron workers erect the tallest free-standing elevator tower in North America inside the renovated Bass Pro Pyramid, which is scheduled to open in May 2015.



Local 167 members Richard Myers (foreground) and Richard Robinson and Tamaya Lopez (background) work on the new observation balconies for the Bass Pro Pyramid in early 2015.







# Thank You!

*Iron Workers Local 167 is eternally grateful to these friends for being a very special part of our 100th Anniversary Celebration.*

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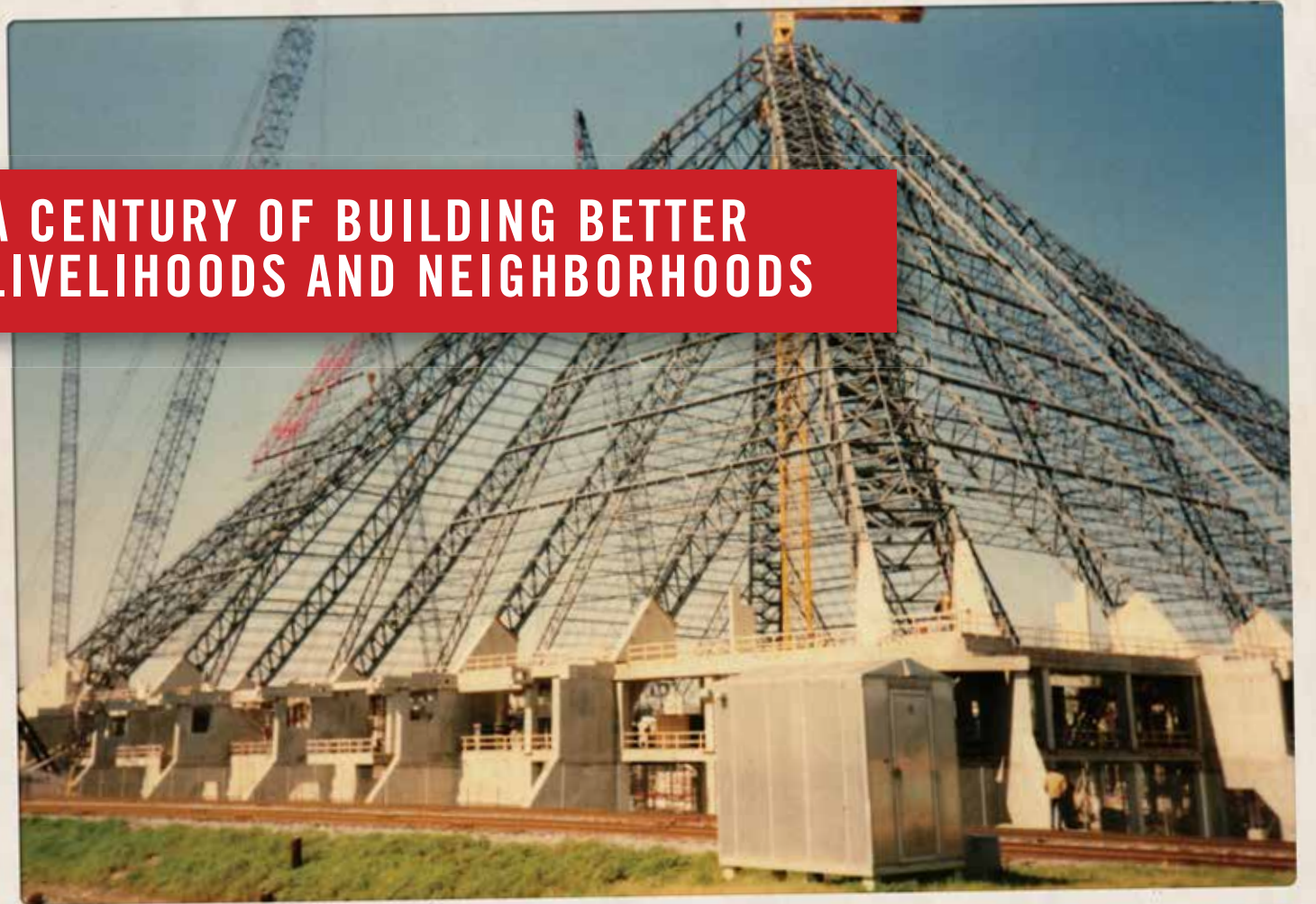
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**STARTING WITH THE PYRAMID**, our first project as partners, Local 167 has been an integral contributor to our success on projects throughout the Greater Memphis Area. Barnhart looks forward to another century long partnership of building better futures and infrastructure for all Memphians. **CONGRATULATIONS ON ONE HUNDRED YEARS OF SUCCESSFULLY PROMOTING AND PROTECTING THE WELFARE, HEALTH AND SAFETY OF YOUR MEMBERSHIP.**

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# IBEW LOCAL 474



*The Members and Officers of  
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congratulations to the Members and  
Officers of Ironworkers Local Union 167 on  
this momentous and proud occasion as  
you celebrate your  
100<sup>th</sup> Anniversary!*

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*Congratulations*

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*on your 100th Anniversary!!*

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The men of Local 167 have set the standard for ironworkers everywhere with their professionalism, commitment to safety and dedication to project success.

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**CONGRATULATIONS  
TO  
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ON YOUR**

**~100<sup>TH</sup> ANNIVERSARY~**

**FROM THE  
NEW YORK STATE IRON WORKERS DISTRICT COUNCIL**



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Congratulations to our  
Brothers and Sisters of

## **Iron Workers Local 167**

on your 100<sup>th</sup> Anniversary



With Best Wishes from the  
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**CONGRATULATIONS LOCAL 167**

**ON YOUR**



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**FROM THE**

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