

# INTERNATIONAL UNION OF ELEVATOR CONSTRUCTORS LOCAL 74 TAMPA, FLORIDA



# 100-YEAR COMMEMORATIVE HISTORY

2025

**CONGRATULATIONS AND BEST WISHES**

TO

**IUEC LOCAL NO. 74**

ON YOUR

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

FROM

THE GENERAL EXECUTIVE BOARD AND STAFF

OF THE

**INTERNATIONAL UNION OF ELEVATOR CONSTRUCTORS**



**FRANK J. CHRISTENSEN**  
*GENERAL PRESIDENT*

**JAMES H. CHAPMAN, III**  
*ASSISTANT GENERAL PRESIDENT*

**LARRY J. MCGANN**  
*GENERAL SECRETARY-TREASURER*

**VICE PRESIDENTS**

**REGIONAL DIRECTORS**

**ORGANIZERS**

**STAFF**

**Congratulations Local No. 74 on your  
100<sup>th</sup> Anniversary Celebration**

**Local One**

**International Union of Elevator Constructors**

**President and Business Manager**

**Lenny Legotte**

**Vice President and Business Agents**

**Stephen Mazza**

**Denis Kilduff**

**Thomas Whooley**

**Andrew Schrettner**

**Secretary-Treasurer**

**Michael G. Riegger**

**Day Secretary**

**Lee Pirone**

**Board of Trustees**

**William Bulger**

**John Hook**

**Dave Dambreville**

**Jonathan Sadel**

**Brendan McCarrick**

**Recording Secretary**

**Phil Ducatelli**

**Examining Board**

**Brendan Loftus**

**Matthew McElduff**

**Constatine Kazis**

**Organizer**

**Brian Houser**

**Correspondent**

**Jonathan Anderson**

**Warden**

**Tom Falconer**

**We Are the First – Organized June 7<sup>th</sup>, 1894**

# **Happy 100th Anniversary, Local 74**

from

# *Your Brothers and Sisters of I.U.E.C. Local 139 Central Florida*



[www.iueclocal139.com](http://www.iueclocal139.com)



THE OFFICERS AND MEMBERS OF  
I.U.E.C. LOCAL 18  
EXTEND OUR CONGRATULATIONS AND  
BEST WISHES TO THE BROTHERS AND  
SISTERS OF I.U.E.C. LOCAL 74  
IN RECOGNITION OF YOUR 100TH  
ANNIVERSARY.

# IUEC LOCAL 8 SAN FRANCISCO

PROUDLY JOINS

## IUEC LOCAL 74

*in celebration of*

### 100 YEARS OF

# Union STRENGTH & TRADITION!

**Greg Hardeman**  
Business Representative

**Bill Chisholm**  
Business Representative

**LOCAL 8 OFFICERS**  
**James E. Leonard, III**  
President

**Mike Millard**  
Vice President

**Matt Doran**  
Secretary-Treasurer

**TRUSTEES**  
**Joel Roberts**  
**Joseph Shade**  
**Pete Tanzillo**

**Warden**  
**Angela Johnson**

**EXECUTIVE BOARD**  
**Markus Alvarez**  
**Harro Clifton**  
**Frankie Ford**  
**Robert Frye**  
**Nick Hess**  
**Jake Leonard**  
**Jared Leonard**  
**Darryl Rice**

# UNION HISTORIES™

[unionhistories.com](http://unionhistories.com)

Preserving the Proud Stories of Local Unions

Union Histories hails I.U.E.C. Local 74 for 100 Years of Service to Your Members, Contractors, Industry and Community!

We were honored to serve you in producing this book for your anniversary celebration.



[unionhistories.com](http://unionhistories.com)





## ELEVATOR CONSTRUCTORS LOCAL NO. 74 100-Year Anniversary Dinner/Dance

SATURDAY, JUNE 21, 2025  
5:00 P.M. TO 11:00 P.M.

TradeWinds Resort  
5500 Gulf Boulevard, St. Pete Beach, Florida 33706

Registration and Cocktail Reception .....	5:00 - 6:00 p.m.
Welcome, Ceremony, Remarks and Awards .....	7:00 - 7:15 p.m.
Seated Dinner .....	7:15 - 8:00 p.m.
Live Band, Dancing, Photo Ops .....	8:00 - 11:00 p.m.

## SPECIAL THANKS TO OUR PAST, OUR PRESENT AND OUR FUTURE

Brothers, Sisters, Family and Friends:

On behalf of Local 74, I welcome you to our 100<sup>th</sup> Anniversary Celebration.

As the Business Manager of Local 74, it is an honor to serve the membership and to celebrate this centennial occasion with all of you.

As we participate in this celebration, I cannot help but think of the members who came before us, paving the way for where we are now and setting us up for what is to come. Special thanks to our retirees for standing strong in adversity, hard work and dedication.

With that being said, I would like to speak to the apprentices, as you are our future. There will come a day when this current leadership will be retired, and you will be the ones making the choices, laying the foundation, training the apprentices and paving the way for your children and your children's children. Don't just talk the talk, walk the walk, and keep our future strong. Unity within our group is significant.

I would like to thank our veterans, as without them our country would not be where we are today.

I would like to acknowledge Local 74's low incidence of on-the-job injuries, reflecting a strong commitment to safety practices.

Thank you for joining us as we celebrate our local along with our active and retired members.

Work safely and take pride in being a part of the I.U.E.C. and Local 74.

Kenneth Krause, Business Manager  
I.U.E.C. Local No. 74

This book was proudly produced by

**UNION HISTORIES™**  
Preserving the Proud Stories of Local Unions  
[unionhistories.com](http://unionhistories.com)

Local 74 and Union Histories give special thanks to the following for their contributions to the history contained within this book:

Local 74 retirees Joe Traina III, John Spinella, Lee Johns, Bob Schroeder  
I.U.E.C. International Office

Head Historian: Calvin Jefferson  
Research Assistant & Proofreader: Ann Wilkins Jefferson

Art Direction: Andy Taucher

Layout & Design: Steven Demanett



MADE IN USA

*The 100-Year History of Elevator Constructors Local No. 74*

# A CENTURY OF LIFT ING UP TAMPA BAY AND WEST CENTRAL FLORIDA

*“Painters were well represented. Immediately behind them came a division representing a craft which is little known to the public, but nevertheless is an important factor in city building. This was the division of elevator constructors.”*

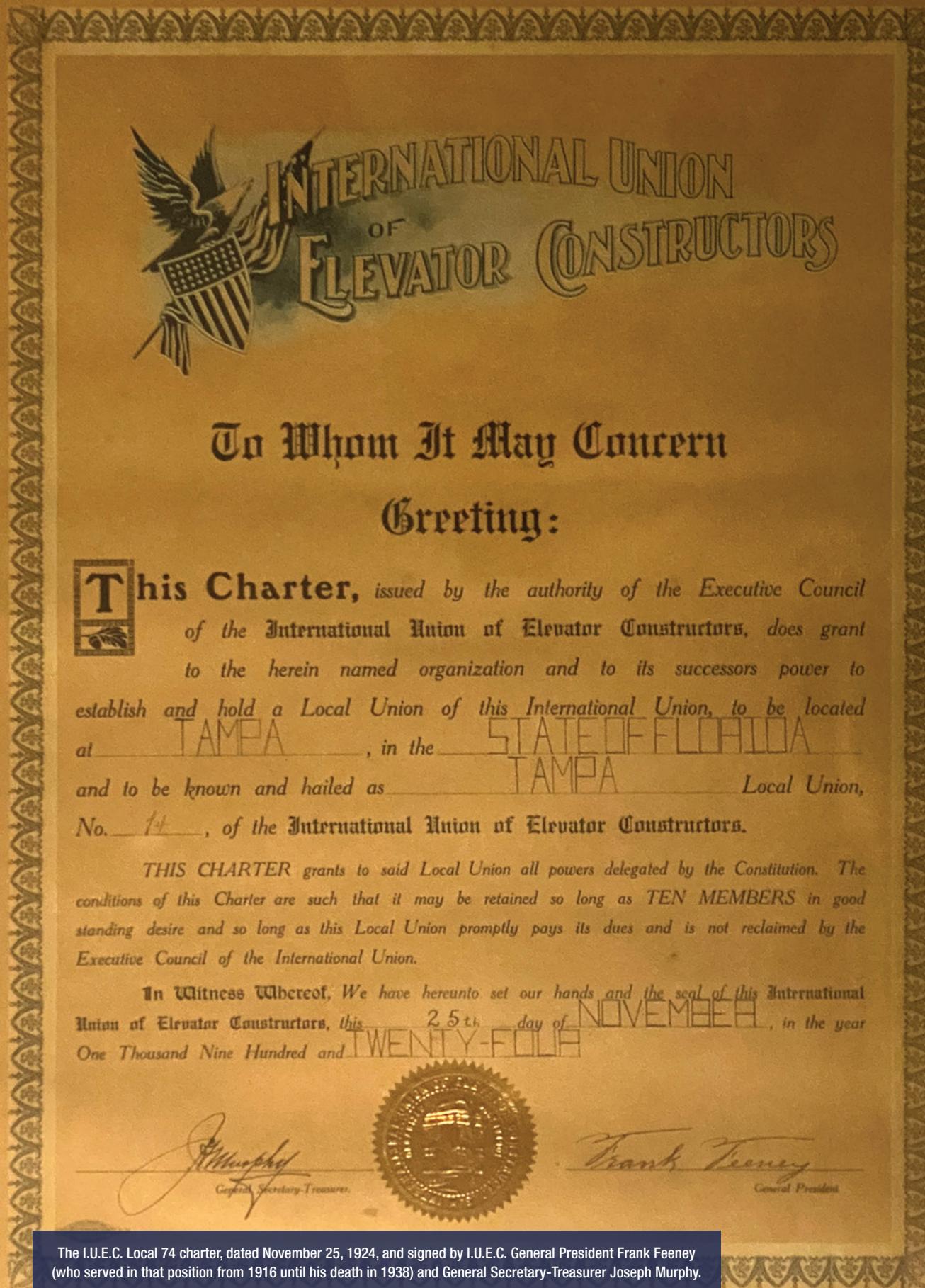


**A**n article in the September 7, 1926, issue of *The Tampa Morning Tribune* made a point to mention the newest building-trades union in the City of Tampa, **International Union of Elevator Constructors (I.U.E.C.) Local No. 74**, which had just marched in its first-ever Labor Day parade the previous day after being organized and chartered by the international union the year before on **November 25, 1924**.

The new local of elevator constructors was formed at a landmark time for Tampa, which experienced significant growth and rapid urban development as the “Roaring Twenties,” a period of extraordinary economic prosperity in the United States that generated a dramatic rise in construction around the country, progressed through the 1920s. As a result, the city’s skyline was transformed with new structures such as the 12-story Wallace S. Building that was completed in 1924; the 12-story **Tampa**

**Tribune Building** that was completed in 1925; the eight-story Stovall Professional Building and 13-story **First National Bank Building** that were completed in 1926; and the 19-story **Floridan Hotel** (now Hotel Flor Tampa Downtown) that opened in 1927.

Anticipating such growth in the state, the I.U.E.C. had chartered **Local No. 49** on June 28, 1919, in Jacksonville to oversee and expand the union elevator-construction industry throughout Florida. But with their trade in high demand as taller buildings were being erected, the elevator constructors of Tampa organized into the new Local 74 – whose skilled members over the next century would build, maintain, repair and modernize elevators, escalators, dumbwaiters, stage lifts, moving walks and wheelchair lifts throughout their jurisdiction while fighting through solidarity to uplift their working conditions and their industry.



The I.U.E.C. Local 74 charter, dated November 25, 1924, and signed by I.U.E.C. General President Frank Feeney (who served in that position from 1916 until his death in 1938) and General Secretary-Treasurer Joseph Murphy.

## ESTABLISHING A LOCAL, THEN MOVING FORWARD

Four mechanics who were already members of the I.U.E.C. and 16 new applicants attended the first organizing meeting to form an elevator-contractors local in Tampa, which was held sometime in mid-November 1924. After fewer than 30 minutes the group formulated a plan for a new local and paid their individual charter-application fees for the union.

At the time, member **Bob McLaughlin** was installing three elevators in the new Tribune Building, member **Neil Chandler** was installing two passenger and one freight elevators in the new Bayshore Apartments in Tampa and member **James A. Fullwood** was installing a machine in the Bruce Smith Building in St. Petersburg, Florida. Elsewhere, other attendees were installing several more elevators in both of those cities as well as Sarasota, Florida.

After being granted a charter by the I.U.E.C. on November 25, 1924, the fledgling Local 74 held its initial meetings at the Tampa headquarters of the **Otis Elevator Company** – which would remain a key employer of the

local's members throughout the ensuing 100 years – at 214 Cass Street. During its first meeting, the local selected its first slate of officers, led by President **Neil Chandler**.

"We wish to state that Tampa, regarding unions, is on the map now," Local 74 **Correspondent Pat O'Farrell** announced in the May 1925 *Elevator Constructor*, the union's monthly journal for members. Indeed, the local had been accepted along with all the other construction-trade locals in the city into the new Tampa Building Trades Council.

As Tampa by that time was the largest city in Florida and was still growing, the local's members were also busy with work and the local even hosted some members from other I.U.E.C. locals around the country – "travelers" – to help handle all of the projects in its jurisdiction. What's more, although a new city ordinance prevented any new 13-story buildings from being built, construction was about to get started on about 19 buildings from four to 12 stories high that would have elevators.

The local's wage scale was set through the first **National Standard Agreement** that the I.U.E.C. and its employers across the country had signed in 1922 after representatives of the union



Local 74 charter members pose shortly after being chartered as a new local by the I.U.E.C. on November 25, 1924.



The new, 12-story Tampa Tribune Building shortly after it was completed in 1925 with three elevators installed by members of the new I.U.E.C. Local 74. (Photo courtesy of Tampa-Hillsborough County Public Library System.)



met with elevator manufacturers in Atlantic City. The pact, known as the "Atlantic City Agreement" and ratified by delegates to the 12<sup>th</sup> I.U.E.C. Convention that year, set a local wage scale for union elevator constructors in each particular local's area based on the wage scales of the seven primary trades in the building industry: bricklayers, plasterers, carpenters, electricians, sheet metal workers, plumbers, steamfitters and ironworkers.

"Local No. 74 express their thanks unanimously to the executives of the international and elevator manufacturing companies regarding the wage rate," Correspondent O'Farrell also wrote in the May 1925 *Elevator Constructor* in a nod to the Atlantic City Agreement. "This system of wage rate is simple and in the future all agreements can be satisfactorily closed without any discussion."

But the local, along with the City of Tampa, was greatly affected by the Great Depression, the historic economic and human catastrophe that began after the U.S. stock market crashed on October 29, 1929 (history's "Black Tuesday") and devastated the country throughout the

1930s with unemployment as high as 25 percent. Tampa experienced significant economic hardship during the depression, particularly as a result of a steep decline in its cigar industry and tourism.

The depression was especially severe for elevator constructors around the country, and while assistance for some building-trades unions came from Federally funded "New Deal" programs, put in place by the U.S. President Franklin D. Roosevelt administration to help boost employment, most of those projects "did nothing to help the elevator constructors," as the *History of the I.U.E.C.* notes. Conversely, according to the international history, elevator-manufacturing industry sales of elevators had reached \$77 million for 1929, but by 1934 new sales had dropped to only \$11 million – "and nearly all elevator constructors were out of work."

Seeking to alleviate some of the damaging effects of the times on its membership, in 1931 the I.U.E.C. approved a new National Agreement with employers for maintenance work that called for a 10-percent reduction in wages. As a result, it created a considerable number of jobs to fix and upgrade existing elevators.



First I.U.E.C. General President F. W. Doyle

## A BRIEF HISTORY OF THE I.U.E.C.

**"They were unanimous in their resolve and solidarity."**

— From "History of the I.U.E.C." 2001

Eleven men representing six unaffiliated elevator-constructor local unions from six different cities (including New York City) met on July 15, 1901, at the Griswold Hotel in Pittsburgh to bring together the various independent locals across the country into one national union.

That very day, those delegates officially formed the **National Union of Elevator Constructors**, and by July 18, they had also adopted the new union's bylaws and elected its first slate of officers, including **President F. W. Doyle** of St. Louis.

Just two years later in 1903, the union became the **International Union of Elevator Constructors** after it committed funds to the Ottawa Defense Fund on behalf of striking constructors in Canada.

Although an agreement between the I.U.E.C. and the elevator manufacturers that stated only the union would construct elevators was recognized when the American Federation of Labor granted the I.U.E.C. a charter in June 1903, contentious jurisdictional disputes with other trade unions persisted throughout the following decades. Most notably or at first, ongoing clashes with the Association of Mechanics were not resolved until 1914 at the A.F.L. National Convention. Then in 1920, the elevator contractors again successfully protected their jurisdiction over electrical work on elevator construction from a major challenge by the International Brotherhood of Electrical Workers.

Then in 1922, the I.U.E.C. and its employers signed their first national agreement. Known as the **Atlantic City Agreement** after the city in which it was agreed upon, it set a wage scale for elevator constructors based on those of the seven primary trades in the building industry: bricklayers, plasterers, carpenters, electricians, sheet metal workers, plumbers, steamfitters and ironworkers.

Among the countless benefits the union would go on to attain for its membership, during the Great Depression of the 1930s, it worked with elevator manufacturers to put a plan in place to create more work to counter the rampant unemployment of the membership across the country. As part of the strategy, the manufacturers made agreements with building owners by which repair work on elevators would be handled through the installing company, while the I.U.E.C. accepted a reduction in wages for the new maintenance work, which created a large amount of new jobs.

Seven decades later when the I.U.E.C. marked its 100<sup>th</sup> anniversary in July 2001, it was more than 25,000 members strong. As the union's centennial history states:

**"There could be no skyscrapers without elevators. Technology created the need, and members of the I.U.E.C. filled that need, becoming the most qualified and trained constructors of elevators in the world. This need for qualified elevator constructors to make higher rises possible gave the I.U.E.C. its strength."**

(Abridged from "History of the I.U.E.C.")



Local 74 charter members pose within years after being chartered as a new local by the I.U.E.C. on November 25, 1924.



## LOCAL 74 UNION HALLS AND MEETING LOCATIONS

(All locations are in Tampa.)

**Otis Elevator Company**  
214 Cass Street  
1924 – 1925

**Order Odd Fellows Hall**  
909-1/2 Florida Avenue  
1925 – 1931

**Adams Building**  
3922-1/2 Nebraska Avenue  
1931 – 1932

**Otis Elevator Company**  
1307 Florida Avenue  
1932 – 1936

**Labor Hall**  
206 South Franklin Street  
1936 – 1938

**Adams Building**  
3922-1/2 Nebraska Avenue  
1938 – 1944

**Central Trades and Labor Assembly Building**  
1801 North Franklin Street  
1944 – 1964

**Central Trades and Labor Assembly Building**  
1311 Franklin Street  
1964 – 1969

**Trowel Trades Building**  
1725 West Buffalo Avenue  
1969 – 1971

**Carpenters Hall**  
203 Henderson Street  
1971 – 1972

**Carpenters Building**  
1701 North Franklin Street  
1972 – 1973

**Local 74 Union Hall**  
5809 South MacDill Avenue  
1973 – 1983

**Local 74 Union Hall**  
Executive Center  
4636 North Dale Mabry Highway  
1983 – 1986

**Local 74 Union Hall**  
8406 North Highway 301  
1986 – 2009

**Local 74 Union Hall**  
7805 Professional Place  
2009 – current

But the ongoing plight of Local 74 was perhaps best summed up in the local's only known contribution to the *Elevator Constructor* during the entire 1930s, in which **Correspondent Roland B. Hurley** pleaded in the July 1933 issue: "The per capita tax (paid by each local to the I.U.E.C.) under present conditions should be lowered to meet the existing unfavorable business conditions we are all in at the present time. Better late than never."

By 1939, Local 74 members were beginning to benefit from a slowly recovering economy and building industry in and around Tampa. I.U.E.C. locals across the country also were "getting back on their feet," according to *History of the I.U.E.C.*, "and the unemployed were returning to work as jobs began to grow in the industry."



Local 74 members Jon Teague (left) and Joe Marshall work on installing escalators in a new addition to the Tampa International Airport in 1994.

## GROWING ITS REGION AND GAINING BENEFITS

The start of **World War II** in Europe and Asia in the late 1930s began to pull the United States fully out of the Great Depression, sparking strong economic recovery throughout Florida and the United States as industries pivoted to meet the military materiel demands of the fast-spreading global conflict. Influenced by the looming war, by 1940 Tampa was beginning to transition from a city grappling with the effects of the depression to one actively participating in the war effort, leading to significant economic growth.

At that time, MacDill Army Air Base was under construction before it would be activated in April 1941 and Drew Army Airfield was being expanded by the Army Air Force. Additionally, the city's shipbuilding industry was ramping up for the war – the city's shipyards would be instrumental in building vessels for the U.S.

Navy and the U.S. Merchant Marine, creating thousands of jobs and helping to rescue the city from its economic struggles.

Tampa became a hub for training military personnel, shipbuilding and supporting the war economy as Florida and national economies were significantly increased after the United States entered World War II on the side of the Allies following the attack by Imperial Japan on the U.S. Naval Station at Pearl Harbor, Hawaii, on December 7, 1941. However, U.S. military production did little to boost the elevator construction industry, and the Local 74 membership remained relatively stagnant, subsisting on maintenance and service work with the lack of any large projects in their jurisdiction.

But following the war's end after Nazi Germany surrendered to the Allies on May 7, 1945, and Japan capitulated four months later on September 2, the entire construction industry received a boost when the Federal



The offices of the Otis Elevator Company at 210 Cass Street in Tampa, shown in 1922, where Local 74 would hold its first meetings after being chartered in November 1924. (Photo courtesy of Tampa-Hillsborough County Public Library System.)



government in 1946 lifted economic controls put in place to protect costs during the war. “The economy began rampaging,” the *History of the I.U.E.C.* states. “Prices soared and wages moved in unison.”

Although no tall buildings were constructed in Tampa throughout the balance of the 1940s and the entire 1950s – the 19-story Floridan Hotel that was built in 1927 remained the city’s tallest building until 1966 – post-war downtown Tampa saw significant construction and development, particularly along Franklin Street, which was a major shopping hub. Additionally, other locations were providing work for Local 74 members as well; for instance, in the fall of 1946 member **K. R. Woods** led a crew that installed an elevator in a new McCrory’s Five-and-Dime department store in Sarasota, Florida.

“The construction days are back again,” Local 74 **Correspondent Harry H. Pratt** declared in

the January 1947 *Elevator Constructor*. Among other activities, he was also able to report on the local’s **first-ever escalator project** within its jurisdiction beginning on January 15 in Webb’s City (well-known as “the world’s most unusual drug store”) in St. Petersburg. The following month, he was even able to predict in the February 1947 *Constructor*, “Guess old 1947 will turn out to be a good year after all as all the boys here are as busy as can be.”

Less than a year later, Brother Pratt was also able to announce in the January 1948 *Elevator Constructor*, “Our local here is really growing.” He went on in that article and subsequent issues throughout the year to give rundowns on members working throughout the local’s territory, including increased maintenance work in St. Petersburg and jobs in **Orlando**, which by that time was under the local’s jurisdiction; as well as Knoxville, Tennessee; and the Carolinas.



Local 74 retirees posing for a photo in March 1994 are (left to right, kneeling) Pete Lamanna, Clay Shoen, Bob Payne and Irvin Albritton; and (standing) Bert Carsten, Cecil Smith, Charlie Caulk, Jim Coffey, Zack Russ, Bud Carroll and Jim Burns.

## LOCAL 74 LEADERSHIP

The first officers of Local 74, elected during the local’s first meeting after it received its charter from the I.U.E.C., **President Neil Chandler**, **Financial Secretary Franklin Pro** and **Treasurer Irvin Thompson**.

The local selected its first Business Agent soon afterward. In 1990, the local combined and created the position of Business Manager and Financial Secretary/Treasurer.

### Business Agents

<b>E. W. Zollner</b>	1948 – 1954
<b>Neil Chandler</b>	1925 – 1926
<b>Irvin Thompson</b>	1954 – 1955
<b>Bob Gary</b>	1926 – 1927
<b>D. A. Borders</b>	1955 – 1957
<b>C. W. Byus</b>	1927
<b>Robert L. Nowell</b>	1957 – 1958
<b>Neil Chandler</b>	1927 – 1928
<b>Gilbert E. Thayer</b>	1958 – 1960
<b>R. L. Gary</b>	1928 – 1929
<b>Irvin Thompson</b>	1960 – 1962
<b>D. A. Borders</b>	1962 – 1971
<b>McCoy Thompson</b>	1938 – 1945
<b>B. L. Carsten</b>	1966 – 1971
<b>E. W. Zollner</b>	1945 – 1946
<b>V. Benedict</b>	1969 – 1971
<b>Joe Goodin</b>	1946 – 1947
<b>Donald L. Morrison</b>	1971 – 1983
<b>Irvin Thompson</b>	1947 – 1948
<b>Larry Groat</b>	1983 – 1990

### Business Manager and Financial Secretary/Treasurers

<b>Larry Groat</b>	1990 – 1996
<b>Tim Smith</b>	1996 – 1999
<b>John Spinella</b>	1999 – 2002
<b>Vincent “Bubba” Rosche</b>	2002 – 2007
<b>James Yohn</b>	2007 – 2017
<b>John Spinella</b>	2017 – 2020
<b>Tim Fletcher</b>	2020 – 2021
<b>Kenny Krause</b>	2021 – current

Steady employment continued into and during much of the 1950s as Tampa experienced significant construction and urban development, marked by both residential expansion and downtown revitalization efforts. Simultaneously, work in the local’s outlying areas increased to the point at which in 1951 the local assigned a steward for its St. Petersburg District, naming member **Ray Ferdon** to the post, and then in 1955 it appointed a steward for its Orlando District, with member **William K. Claytor** initially taking on the position.

However, by the early 1950s, the Federal Taft-Hartley Act, passed in 1947 primarily to inhibit the activities of building-trades unions, was producing some of its intended effect. It “was a blow to solidarity and a setback to the unions,” as the *History of the I.U.E.C.* notes,

though it was “hardly a fatal setback as its sponsors hoped.”

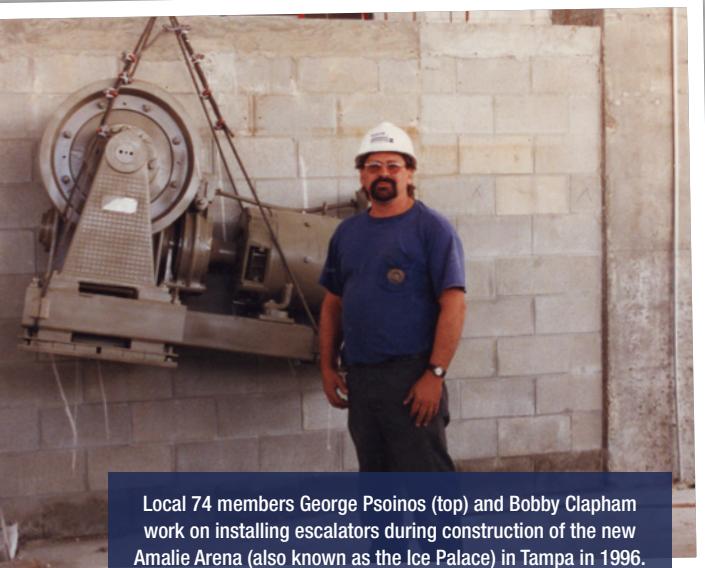
What’s more, Federal economic controls were put back in place in 1951 to again help curb escalating costs and wages in the booming U.S. economy, when on July 26, the Construction Industry Stabilization Commission issued a basic regulation covering the payment of union construction workers that prohibited wage increases above 10 percent of an area’s current rate. “The restrictions were severe for the I.U.E.C.,” the union’s history states. “The Commission disallowed double time as overtime pay for elevator construction work, allowing only time and a half. No wage increases were approved for elevator constructors.”

After the rigid economic controls were repealed in 1953, the I.U.E.C. returned to

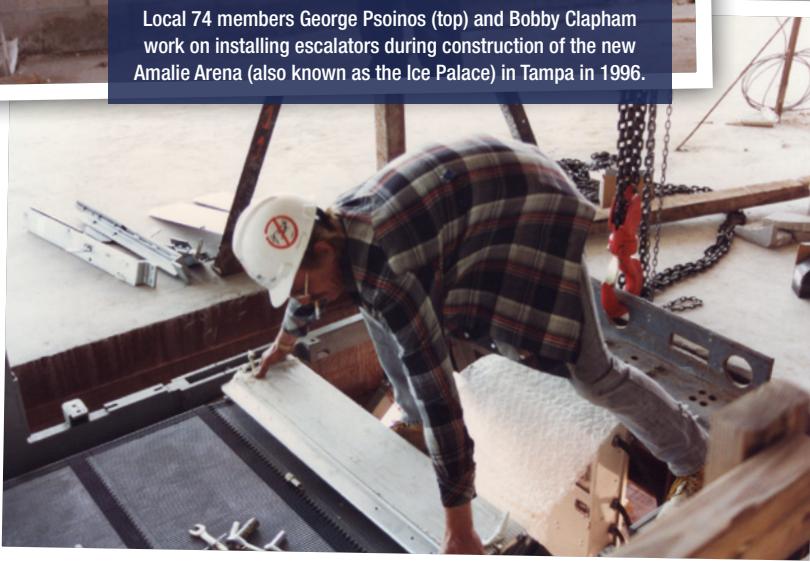


its national Atlantic City Agreement, which allowed for regular wage increases for its locals (except Local 1 of New York City, which maintained its own collectively bargained agreements with its employers).

Meanwhile, the I.U.E.C. had negotiated with the National Elevator Manufacturing Industry (N.E.M.I.) for the new **National Elevator Manufacturing Industry Welfare Insurance Plan** to be included in its Standard Agreement effective October 1, 1952. The employer-funded fringe benefit would provide healthcare insurance for the members of its locals, including Local 74 (which in 2025 is now provided through the **National Elevator Industry Benefit Plans**).



Local 74 members George Psoinos (top) and Bobby Clapham work on installing escalators during construction of the new Amalie Arena (also known as the Ice Palace) in Tampa in 1996.



## JOINING FIRST STRIKE, BUILDING AN AIRPORT

Into the 1960s, the Tampa skyline had changed little since the mid-1920s, leaving the Local 74 membership to subsist on small jobs and maintenance and repair work throughout a large territorial jurisdiction. But the local did progress during the early years of the decade, as indicated by the steak dinner it hosted for all its members and guests on April 11, 1963, at Guy Lombardo's Port O' Call Resort in St. Petersburg – the first social gathering of its membership since the local held a picnic 17 years earlier.

Meanwhile, in 1962 the I.U.E.C. National Standard Agreement with N.E.M.I. employers provided wage increases and new outlays for the N.E.M.I. Welfare Plan. It also included provisions for a new **National Elevator Industry Pension Plan** for the membership of the union's locals, providing what would be valuable retirement benefits subsidized by the employers.

Construction in and around Tampa and, subsequently, employment for Local 74 elevator constructors rose dramatically in the second half of the 1960s. With the number

of significant projects within its jurisdiction increasing, the local appointed member Donald Scott as its first steward for Tampa in 1966, during which the city's tallest skyscraper, the 22-story **Franklin Exchange Building**, was being completed.

Also in October of that year, construction on the new, open-air **Tampa Stadium** began. The home of the Tampa Bay Buccaneers, which would join the National Football League as an expansion team in 1974, had a seating capacity of more than 46,400 spectators when it opened in November 1967.



But on February 5, 1967, more than 14,000 union elevator maintenance, construction and repair workers across the country, including the roughly 120 members of Local 74, went on a national strike against their employers after contract negotiations between the I.U.E.C. and N.E.M.I. broke down the previous day. The first elevator-industry-wide strike since 1921 began after the five-year contract between the union and the companies ended December 31, 1966, and no new pact was reached after it was extended through midnight February 3 while bargaining continued.

The strike against Local 74 employers Otis Elevator Company, Westinghouse Electric Company's Elevator Division, Montgomery Elevator Company and Haughton Elevator Company idled all elevator projects throughout the local's Central Florida jurisdiction. By that time, the local's territory included Tampa, St. Petersburg, Orlando, Clearwater, Sarasota and Bradenton.

At the center of the national contract conflict was the issue of wages, on which Federal Mediator William Rose announced on February 6 "both sides are far apart." Additionally, the



## PROVIDING ITS MEMBERSHIP WITH LIFE-IMPROVING BENEFITS

Through the I.U.E.C. collectively bargained National Standard Agreement with its employing contractors of the National Elevator Industry, Local 74 provides its members with health-insurance and pension and annuity retirement benefits. Established in the national contract with employers, who pay into those funds based on hours worked by the local's active membership, the [I.U.E.C. Welfare Plan](#), which was instituted in 1952, and the [I.U.E.C. Pension Plan](#), which began in 1962, have each substantially improved since their inception. The I.U.E.C. also added a [401\(k\) Retirement Plan](#) to members' benefits in 2000.

N.E.M.I. balked at the union's demand for guarantees against job losses as new methods of elevator construction threatened to cut into the jobs of its members.

Addressing Local 74's first-ever strike against its employers for the purpose of obtaining a new contract, the local publicized in an advertisement it placed in the February 19, 1967, issue of *The Tampa Tribune*, "The strike is for the purpose of obtaining a contract with improved wages and benefits with the members of National Elevator Manufacturers Industry. ... We regret any delays in the construction or maintenance of elevators that may be occasioned by the strike."

After 49 days, the strike ended when the two sides settled on an agreement on March 23, 1967, after 15 days of nearly continual negotiation. The five-year contract stipulated that wage rates and fringe benefits would be determined by averaging the rates and benefits of the four highest buildings-trades unions receive in each city, which provided small gains in pay, health and welfare funds and vacation time for Local 74.

Construction of the new, enlarged terminal at the heavily trafficked [Tampa International](#)

[Airport](#) got underway in 1968 with several of the local's members working on the project until it was completed and its main terminal and four satellite terminals were opened in April 1971. During the job however, the local stopped working and posted picket lines on April 18, 1969, over a jurisdictional dispute when union electrical workers attempted to install conduit for elevator control panels, after which the two unions decided the work belonged to the elevator constructors.

Also in 1968, the start of construction of the new [Big Bend Power Station](#) in Apollo Beach across Tampa Bay from downtown Tampa for the Tampa Electric Company (TECO) supplied more workhours for the Local 74 members over the ensuing several years. After the first 45,000-kilowatt generating unit of the 20-story, coal-fired power plant was completed in 1970 and three similar units were put online in the early 1970s, the facility added about 180 megawatts of power to the company's system.

However, as the Orlando region was experiencing significant growth in the late 1960s with construction of Walt Disney World underway, the expansion of McCoy Air Force Base, the construction of Interstate 4 and the rise of its tourism industry, the I.U.E.C. moved to establish a local union in the city. Subsequently, on January 14, 1969, the union chartered [Local No. 139](#) to service Orlando, removing the city and its surrounding area from Local 74's jurisdictional territory.

## WORKING THE 'BURBS AND A HALL OF ITS OWN

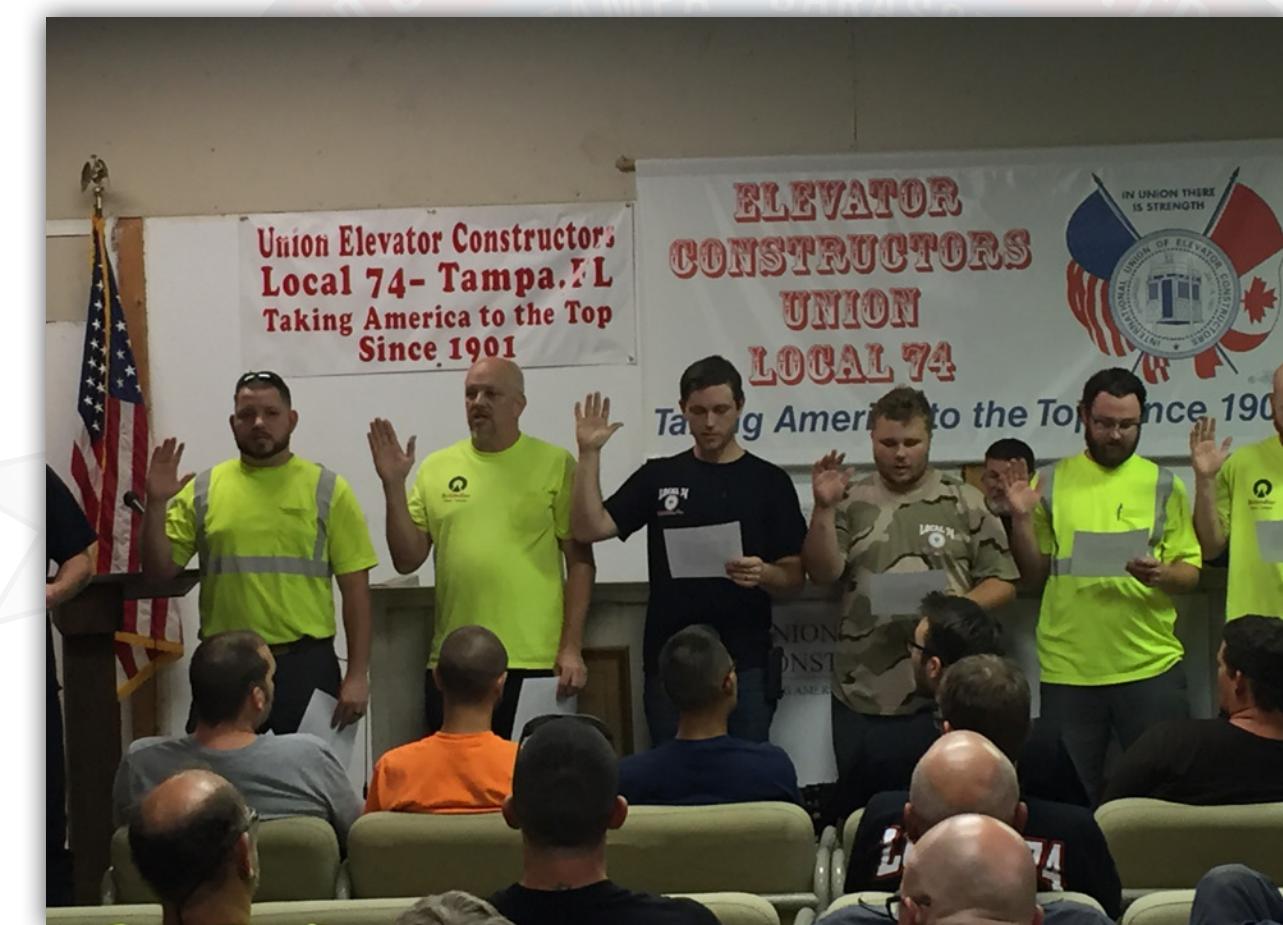
**O**n March 4, 1970, the Local 74 wage scale for its mechanics was set at \$5.39 per hour, based on the average of the four highest trade rates in the local's area – the ironworkers, electricians, plumbers and sheet metal workers – under the Standard Agreement with N.E.M.I. successor the [National Elevator](#)

[Industry, Inc.](#) (N.E.I.I., after changing its name in 1969). The contract also set employer contributions for the Health and Welfare Fund at 17 cents per hour worked by each member of the local and for the Pension Fund at 18-1/2 cents per hour.

Local 74 experienced stable when not strong employment conditions during the early and mid-1970s as construction work in and around Tampa remained robust, including ongoing construction of the Big Bend Power Station. Among other projects that kept the local's members fully employed during the building boom was construction of the 300-room [Host Airport Hotel](#) (now Tampa Airport Marriott) with its four elevators and single escalator at the international airport that was completed in late 1973 and the 12-story [Madison Building](#) office tower in downtown Tampa that was completed in 1966.

Elsewhere, the area's rapidly expanding suburbs provided work at numerous new malls in which the local's members installed elevators and escalators. Those included [University Square Mall](#) in North Tampa that opened in 1974 and the [Tampa Bay Center](#) near Tampa Stadium and [East Lake Square](#) regional mall on the east side of the city that both opened in 1976.

Most of those jobs were slowed when the I.U.E.C. went on another nationwide strike against the N.E.I.I. beginning March 29, 1972, that lasted 101 days after negotiations for a new standard contract broke down as disputes centered on the absence of a contract strike clause and the increased use of prefabricated material. Across the country, more than 15,000 elevator constructors, including the members of Local 74, initially stayed off their jobs.





During the strike, many of the smaller elevator companies entered into interim agreements with the union. The agreements allowed them to use skeleton union crews during the strike if they would accept the eventual terms of the strike settlement, enabling many Local 74 members to get work with the firms that signed a temporary pact.

After 102 days, the I.U.E.C. and N.E.I.I. settled the strike with the assistance of Federal mediators, coming to terms on a new, five-year agreement effective July 8, 1972, that would extend to July 8, 1977. Among its provisions, the contract provided an immediate wage raise of about 5.5-percent in the first year and



continued the wage formula of the "Atlantic City Plan," which divided the nation into sections and set elevator constructor wages at the average level of the highest-paid four of seven construction-trades unions.

That new contract in hand, the local purchased its own union hall for the first time, moving its headquarters into the building at **5809 South MacDill Avenue** in 1973. As the new agreement increased the local's wage scale on an annual basis, on November 1, 1975, the Local 74 journeyman elevator constructor rate was set at \$9.29-1/2 per hour, which was again calculated using the pay of the ironworkers, plumbers, sheet metal workers and electricians unions.

But the completion of the power plant, the numerous malls and other projects on which the local's members were working slowed employment considerably into the second half of the 1970s. In the midst of what would become a two-year lull as employment conditions deteriorated, the situation became so severe that in 1976 Local 74 Business Manager **Donald Morrison** took a pay cut and the local reduced dues by half for members who were not working.

By the spring of 1976, 35 of the local's 151 members were on the out-of-work "bench." As the sluggish construction continued, the following year in June 1977 the local was down to 124 members in good standing, about 30 percent of whom were unemployed.

Although work began to slowly pick up by late 1977 with members working on new jobs such as installing four elevators in the new **Envoy Point Condominiums** at St. Pete Beach, membership remained stagnant. As such, at one point in June 1978 the local had only 72 journeyman mechanics and 45 helpers.

Before the end of the decade, however, in 1979 the I.U.E.C. Standard Agreement provided the local with new wage scales of



\$10.15 for mechanics, \$7.10-1/2 for helpers and \$5.07-1/2 for probationary helpers. Still-slowly escalating work in the local's jurisdiction at that time included removing the elevator machines and controllers in the Citizens Bank Building in Tampa, which when built in 1913 was the city's first high-rise building but was then demolished in 1979.

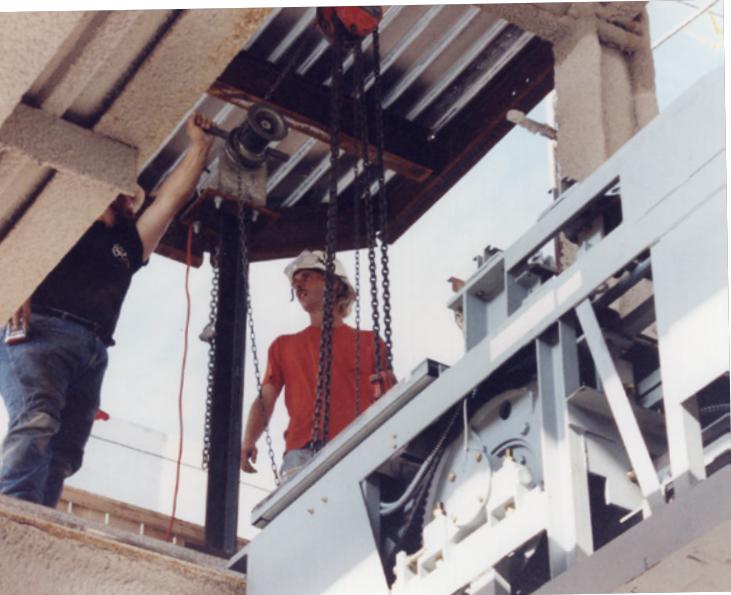
## **ERECTING CITY'S TALLEST, ENDURING DOWN TIMES**

**W**ith Tampa entering what would be an extended period of flourishing high-rise construction that began with the completion of the 38-story **One Tampa City Center** in 1981 and the union dominating the elevator industry throughout the 1980s – as it would in the 1990s and 2000s – Local 74 mechanics and helpers enjoyed a lengthy phase of mostly favorable employment

conditions. What's more, the local's members handled much of the construction and maintenance of the many new condominiums that were built along the Tampa Bay-area waterfront during that time.

The local also began the decade with another wage scale hike through the National Standard Agreement. A 65-cent increase raised the local's mechanics pay to \$10.80 per hour, while its helpers pay was increased to \$7.56 per hour and its probationary helpers pay was raised to \$5.40 per hour.

The surge in work during another spike in construction in the Tampa area relatively insulated Local 74 from a national recession during the early 1980s. During that time, the I.U.E.C. also negotiated a new, five-year National Standard Agreement with N.E.I.I. in 1982 that that following year increased mechanics' wages to \$13.45 per hour and helpers' pay to \$9.41-1/2 per hour.



Following a brief letup in full employment, many of the local's members worked on construction of the new, 42-story **Bank of America Plaza** in downtown Tampa beginning in 1983. When completed in 1986 with 20 elevators and three escalators installed by union elevator constructors, the skyscraper was the tallest building in the city.

Elsewhere, Local 74 members were also working on erecting elevators for the new, \$70-million **Moffit Cancer Center** on the University of South Florida campus in Tampa, for which construction also got underway in 1983. Florida's first National Cancer Institute-designated Comprehensive Cancer Center would be completed and opened in October 1986.

At mid-decade after some arbitration between the I.U.E.C. and the N.E.I.I. was required to settle on a new wage scale in the existing Standard Agreement, the local's new rates effective March 13, 1985, were \$14.96 for mechanics, \$10.47 for helpers and \$7.48 for probationary helpers, each based on the wages of the four highest trades in the area. The agreement also provided employer contributions of \$1.79-1/2 per hour for the Health and Welfare Fund, \$1.41 per hour for the Pension Fund and 8-1/2 cents per hour to a new **Educational Fund** for members training.

But after many of the larger construction projects were completed and while others were coming to an end, that year the local's membership was left with relatively stagnant employment. Local 74 **Correspondent Steve D. Alvord** would summarize the local's condition for most of the balance of the decade in his report in the November 1987 issue of the *Elevator Constructor*: "Let's talk about the work situation, work is what I call S.L.O.W."

Meanwhile, however, Local 74 built a new union hall in 1986, meeting in a temporary location while construction was taking place. The local would move into its new headquarters at **8406 North Highway 301** in Tampa late that year.

Among key projects that employed the local's members during the second half of the 1980s, which was regularly marked by unemployment among the membership, was construction of the **Tampa Bay Performing Arts Center** (now the Straz Center for the Performing Arts) downtown on the east bank of the Hillsborough River. After being completed and opened in July 1987 with stage lifts installed by the local's craftspeople, the facility remains the second-largest performing arts complex in the Southeastern United States.

Many of the local's members depended on traveling to other I.U.E.C. locals, and especially Local 139 of Orlando and **Local No. 71** of Miami, for work during the frequent down periods of the late 1980s. The lack of an abundance of work was also interrupted by construction of the 31-floor **North Carolina National Bank Building** (now Rivergate Tower) in Tampa and its 14 elevators and lifts beginning in 1986, but after it was completed in 1988 the slow employment situation returned.

As the local moved into the latter years of the decade, it continued a stretch during which at least a few members were unemployed at all times. "I don't think any one company has the majority of the work," Correspondent Alvord wrote in the October 1989 *Elevator Constructor* while describing the local's passive workload. "It's really good that the companies can get a piece of the work. Everybody is a little happy about that because a lot of people don't like jumping from company to company."

The local's wage scales had been boosted a year prior on November 11, 1988, through the Standard Agreement formula to \$15.17 per hour for mechanics, \$10.62 per hour for helpers and

## Local 74 Member Education TRAINING THE TOP ELEVATOR INDUSTRY WORKFORCE

While providing "on-the-job training" since its inception in 1924 to educate potential elevator constructors new to the industry, Local 74 did not have a formal training program during its earliest decades. In **1946**, the local and the National Elevator Manufacturers Industry (N.E.M.I.), the trade group of the local's employers, did set up a single class – complete with a book – to provide a course of additional instruction about machines and techniques for the local's journeyman-level mechanics and "helpers" who were not mechanics but were learning the trade.

As training and safety became even more of a priority for Local 74, in **1986** the local set up a "school program" with members **Vincent "Bubba" Rosche** serving as its instructor. Those classes, which were initially held on Tuesday nights and provided additional information on the latest elevator and escalator construction and installation techniques, were available for both mechanics and helpers.

The local's apprenticeship and journeyman-upgrade education program has since evolved along with the **National Elevator Industry Educational Program** (NEIEP), a joint craft-training effort between the I.U.E.C. and its signatory contractors, after it was established in 1967. As both Local 74 and NEIEP advanced over the ensuing years, with the educational program developing to encompass all phases of construction and service, in **2002** the local established its formal four-year apprenticeship program that combines on-the-job training with structured class and lab work.

Under NEIEP, whose main responsibilities include managing and directing the implementation of curriculum design and administering and monitoring probationary training and evaluation programs for all new hires entering the trade, Local 74 is able to improve the knowledge and skills of apprentices and mechanics.

As of 2024, new Local 74 apprentices serve a 12-month probationary period. During the first six months, they are required to successfully complete a probationary training course provided by NEIEP.

After completing four years of paid apprenticeship that includes at least 8,000 hours of on-the-job learning alongside experienced mechanics, for which they are paid a percentage of the journeyman-mechanic wage scale that increases based on the year of their apprenticeship, apprentices are eligible to take the Mechanic Examination. Apprentices who pass the exam are graduated to the status of elevator constructor mechanic.



\$7.58-1/2 for probationary helpers. The contract also called for employer contributions of \$1.79-1/2 per hour for the Health and Welfare Fund, \$2.44-1/2 per hour for the Pension Fund and 8-1/2 cents per hour to a new Educational Fund for members training.

As the tumultuous decade came to an end, several Local 74 members were installing the multiple elevators and escalators that would facilitate access to the four floors and outdoor spaces of the new **Tampa Convention Center** in the city's downtown area. After work on the 600,000-square-foot facility began in 1989, it would be opened in 1990.

## ENJOYING EPIC JOBS AMID OCCASIONAL LULLS

**A**t the dawn of the 1990s, the National Standard Agreement between the I.U.E.C. and the N.E.I.I. put in place new wages rates for Local 74 that went into effect on February 2, 1990, with hourly scales of \$15.40 for journeyman mechanics,

\$10.78 for helpers and \$7.70 for probationary helpers. Hourly fringe-benefit contributions from employers were also set at \$1.89 per hour for the Pension Fund, \$2.79-1/2 for the Health and Welfare Fund and 85 cents for the Education Fund.

Local 74 members continued contributing to the Tampa skyline and its high-rise buildings when many of them installed the 15 elevators and lifts in the new, 42-story **100 North Tampa** skyscraper after a groundbreaking ceremony in May 1990. When the tower was completed and opened in June 1992, it was the tallest building in Tampa – and it maintained that status as Local 74 marked its 100<sup>th</sup> charter anniversary in November 2024.

With the 36-floor **SunTrust Financial Centre** (now Truist Place) also being erected in Tampa with union elevator constructors until it was completed in 1992, Local 74 **Correspondent Wally Brown** was able to announce in the March 1990 *Elevator Constructor*, “The work picture here in the Tampa Bay area looks good right now. The count on the bench is mechanics - 0, helpers - 0.”

Following the completion of those two skyscrapers, the collective work situation for the local's roughly 225 members remained “slow but steady” throughout 1993, as **Correspondent Kenny McCormack** described in the October 1993 *Constructor*. While there were no large projects underway in the local's jurisdiction, there were “enough small jobs to keep things going.”

Early the next year, after decades of battling with other I.U.E.C. locals over the open territory of Ft. Myers, Florida, the I.U.E.C. assigned Lee County, which included that city, to Local 74. Because of the close proximity and a working agreement between Local 74 and Local 71 in Lee and Collier counties, the two locals soon after began co-meetings with the Local 71 Naples members and the Local 74 Ft. Myers members.

As work remained good and employment steady for the local's members throughout that year and into 1995, manhours were provided by projects that included construction of a \$50-million addition to the **Bayfront Medical Plaza** in St. Petersburg; the new **“Airside A” terminal** at the Tampa International Airport; and the 250,000-square-foot new **Florida Aquarium** and new **Amalie Arena** in downtown Tampa. The \$139-million multipurpose arena, nicknamed the “Ice Palace,” would open in October 1996 to host sports, entertainment and other events

as well as serving as the home of the Tampa Bay Lightning of the National Hockey League.

After a brief down period following the completion of many of those jobs, the local's employment stabilized in late 1995 before the economy and construction in its jurisdiction entered a boom period unlike any other since





the early 1970s. Although pre-assembled products on jobsites had become an issue with the union as it was taking workhours away from members, over the next three years the local's membership would enjoy full employment.

Among the more-significant projects on which the local's members worked during that time was construction of the new, 17-story **Sam. M Gibbons U.S. Courthouse** in downtown Tampa that would be completed in 1997 and a modification of 19 elevator and lift units at One Tampa City Center. As members were finishing the "Ice Palace," other members were beginning work on a \$70-million renovation of the eight-year-old **ThunderDome** multi-purpose domed stadium in St. Petersburg to be the home field of Major League Baseball's new Tampa Bay Devil Rays (now the Rays) beginning with the team's inaugural season in 1998, by which time the updated facility had been renamed **Tropicana Field**.



Local 74 elevator constructors also installed the lifts in the new **Raymond James Stadium** in Tampa after construction began in October 1996. The \$168.5-million, 69,000-plus-seat multi-purpose facility would serve as the new home field of the Buccaneers after it was completed and opened in September 1998.

During that prosperous period, in early 1998 the I.U.E.C. negotiated for the establishment of a Work Preservations Fund through its Standard Agreement with the N.E.I.I. that would initially be funded with employer contributions of 5 cents for each hour worked by the union's members. The fund would be used to combat the non-union element in the elevator industry – which had become an increasing concern for the union as a whole and its Tampa-based local in particular.

"This is one of the most important endeavors of our union, fighting the non-union," Local 74 **Business Manager Tim Smith** declared in



the March 1998 *Constructor* while introducing the program. "We here in Florida know too well of the damage that the non-union can do to our industry."

But after having experienced the best construction period it had seen over the previous two years, taking in more than 50 new members during the last half of 1997 and all of 1998, employment dropped considerably after many of those larger projects were completed. Some constant unemployment among the local's membership as work remained lackluster would persist into the early 1999.

Meanwhile, the Standard Agreement also provided improvements in wages and fringe benefits that culminated in the 1990s with a new scale that went into effect on April 3, 1999. The contract provided the local's journeyman mechanics with a \$20.33-1/2 per hour pay rate, helpers with \$14.23 per hour and probationary helpers with \$10.17 per hour, plus healthcare, pension and training benefit contributions.

Before the close of the decade, the century and the millennium, work picked back up again and full employment returned for Local 74's approximately 200 members. Service and maintenance jobs as well as a few sizable projects, including construction of the 27-floor **Tampa Marriott Water Street** hotel near the convention center that would be completed in 2000, helped provide workhours to the membership as the 1990s were coming to an end.

## RIDING A 'NEVER-ENDING ROLLER-COASTER' IN 'Y2K'

“The work situation is starting to pick back up again. It is a never-ending roller coaster ride. I'm either scrambling to find people to work or the bench loads up. Smooth and steady doesn't happen that often.”

That description of Local 74's condition as interpreted by **Business Manager John**



**Spinella** in his October 2000 *Elevator Constructor* entry would play out across the first two decades of the new “Y2K (Year 2000) millennium. When he submitted his letter, for instance, the local’s membership had been growing but by that time there was not enough work to keep its more than 250 mechanics and helpers fully employed.

Tampa’s skyscraper construction continued throughout that time, however, providing the local’s mechanics and helpers – who would be reclassified as **apprentices** during that period – with work erecting the elevators, escalators and other lifts in the nearly 20 buildings rising higher than 250 feet that were completed by 2020. But first, the local would take its up-and-down journey through the first half of the 2000s as it once again was at the mercy of the cyclical construction industry.

“The work situation has been steady,” Business Manager Spinella announced in the March 2000 *Constructor*, after which he reported in the August 2000 issue, “Unfortunately, the (out-of-work) bench is once again loaded up,” before writing in the December 2000 issue, “Our work situation is good at this time.” After employment for the local’s members remained steady for the most part throughout 2001, the business manager reported in the February 2002 *Constructor*, “The work situation is looking very grim,” after which new **Business Manager Vincent “Bubba” Rosche** was able to announce in the November 2002 issue, “Work here is starting to pick up.”

After Business Manager Rosche reported in the February 2003 *Constructor*, “Work here is holding its own,” the local’s membership rose to nearly 300 mechanics and helpers by April, after which work again slowed before picking

up in 2004 and 2005. Jobs on which several of those members were employed during that time included projects at the Tampa International Airport that among other things involved a new economy parking garage.

But as work remained steady while the second half of the 2000s progressed, highlighted by more airport jobs including upgrading its escalators and installing the elevators in the 33-story **SkyPoint** and the 30-story **Towers of Channelside East** residential towers that were completed in 2007, the national “Great Recession” significantly slowed employment for the Local 74 membership. The most severe economic decline since the Great Depression of the 1930s, the recession began in the United States in December 2007 and lasted until June 2009.

However, construction of the tallest building that was erected during the 2000s in Tampa provided work for several of Local 74’s more

than 300 members. Before the end of the decade, they would install the elevators in the 34-story **Element** residential high-rise before it was completed in 2009.

That year, the local also moved into a new union hall at **7805 Professional Place** in Tampa. It remains in that location as it marks its 100<sup>th</sup> charter anniversary in 2025.

## PROSPERITY RETURNS AFTER RECESSION WOES

**F**eeling the effects of the recession’s lingering aftermath and with larger projects in its jurisdiction completed, Local 74 experienced about 20 percent unemployment among its members during 2010. With membership dropping below 300 by February of that year because of the lack of work and about 50 of those members only paying half dues since they were not receiving adequate





workhours, in June 2010 **Business Manager James Yohn**, **Business Representative Jeff Lefevre** and **Secretary Cortney Biggs** each cut their hours to help relieve some of the financial strain the high unemployment rate was placing on the local.

Later that fall, the membership passed an additional dues assessment on each member to further help the local's finances. "No one likes the thought of our dues going up, most of all brothers and sisters who are still on the bench," Local 74 **Correspondent Timothy Groves** offered in his article in the October 10 *Elevator Constructor*. "It is an impossible choice for some families who are faced with the question, 'Do we pay the dues or buy food for the family?' Of course this is the worst case scenario, and the answer is pretty much a no brainer."

Although a slight increase in modification work on older elevators and escalators in buildings in its territory provided a small uptick in employment in late 2010 and into

2011, unemployment still plagued the local, which at one point in May 2011 had about 50 members still on the "bench." Late that year, however, Local 74 did receive a boost when signatory N.E.I.I. contractor **TK Elevator** purchased General Elevator, adding roughly 40 new members who were employees of the former non-union company to the local.

Meanwhile, on the heels of a very favorable five-year Standard Agreement between the I.U.E.C. and the N.E.I.I. that went into effect back on July 9, 2002, and provided the union's members with some unprecedented gains, the union and its employing contractors signed another five-year agreement that began January 1, 2007. Half a decade later, beginning January 1, 2011, the contract provided Local 74 journeyman mechanics with a base wage rate of \$35.08 per hour and apprentices with 80, 70, 65, 55 and 50 percent of that rate for fourth-year apprentices, who would make \$28.06 per hour, down to probationary helpers, respectively, for the final year of the agreement.

It also set employer benefit contributions at \$15.57-1/2 per hour worked by members for the Health and Welfare Fund, \$9.96 per hour for the Pension Fund, 62 cents per hour for the Educational Fund and 42 cents per hour for the Work Preservation Fund. Additionally, it also called on employers to pay \$7.55 per hour worked by members into a recently established **Annuity Fund** to supplemental retirements.

But the local's work situation remained status quo throughout much of 2013, with 46 of its 254 active members unemployed at one point that June. Several members often traveled to other I.U.E.C. locals during that time for jobs as well.

Employment conditions then fluctuated – as they often had – throughout 2015 and early 2016 before another construction boom in Tampa provided plentiful workhours in the local's area for its membership once again. "Work is picking up at a rate that we haven't seen here in years," Local 74 **Correspondent Travis Yohn** even declared in the July 2016 *Constructor*. "With all the large jobs approaching, we can only hope the demand for good union manpower continues."

Impactful projects such as another Tampa International Airport expansion in 2016 forced employers to hire temporary mechanics while asking the local for more manpower on a regular basis. As the surge continued, Correspondent Yohn was able to quip in the January 2017 *Constructor*, "Busy is an understatement."

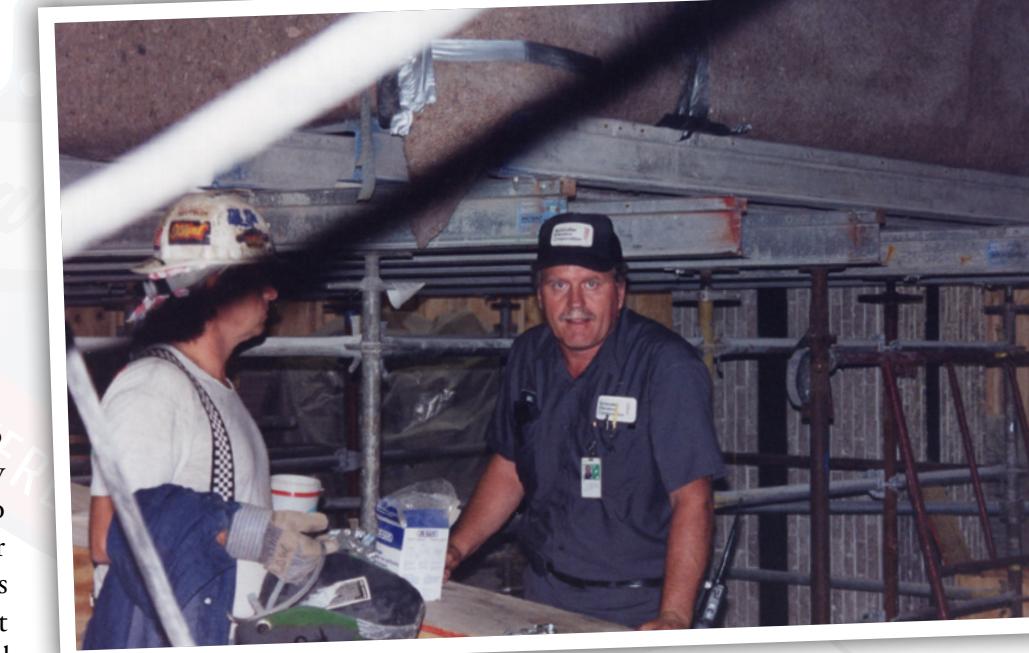
With plenty of work to go around, Local 74 hosted many travelers from other locals into 2017. When work slowed later that year and into 2018 it was only temporary, as employment of the local's members rebounded

by mid-year once again and remained steady into 2019.

Headlining the projects supplying workhours for union elevator constructors in the local's jurisdiction during that time was a \$700 million expansion to the **Seminole Hard Rock Hotel & Casino Tampa**. When completed in 2019 with elevators and escalators installed by Local 74 craftspeople, the expansion added a 14-story hotel tower with 562 rooms, a significant gaming space increase and a 17,000-square-foot Hard Rock Event Center for concerts and events.

The local enjoyed a positive final year of the decade, as consistently communicated through the *Elevator Constructor*. In its March 2019 issue, the local's entry proclaimed, "The work situation in our area at this time looks good," and after several more similar entries, the local reiterated in the December 2019 issue, "The work situation is good at this time."

The I.U.E.C./N.E.I.I. National Standard Agreement also provided Local 74 with another set of new and improved wage rates beginning January 1, 2019, at which time mechanics





began earning \$41.17 per hour while apprentices were paid their percentages of that scale based on their year in the union's training program. Additionally, employer fringe-benefit hourly contributions were raised to \$15.57-1/2 for healthcare, \$9.96 for pensions, 62 cents for training, 42 cents for work preservation and \$7.55 for retirement annuities.

## **SURVIVING A PANDEMIC, MOVING STRONGLY To 100**

The profusion of construction, service, maintenance and modification work and, subsequently, the strong employment conditions in the Local 74 jurisdiction, the local's membership spiked to 307 mechanics and apprentices by February 2020. What's more, as the local's article in that month's *Elevator Constructor* announced, "Looking out over the Tampa Bay skyline, the future looks most positive."



But the coronavirus (COVID-19) pandemic, which first appeared in the United States in early 2020 and would claim the lives of more than 1 million Americans into 2023, put the brakes on any additional immediate progress for Local 74. To the contrary, jobsites shut down as the virus spread and the local closed its office to foot traffic and cancelled meetings and training while practicing social distancing and other measures to help stop the pandemic.

After the local held its first meeting since the pandemic began – a July 9, 2020, outdoor gathering at which social distancing and masks were required – and jobsites began to reopen with added safety policies in place, by August of that year employment among the membership was steady again. As work conditions continued to slowly improve throughout the following year, after former **Business Manager Tim Fletcher** returned to the field, Local 74 maintenance-mechanic member and **Trustee Kenny Krause** was appointed to the position

of business manager on March 26, 2021. (*He has since been elected to the post and continues to serve as the local's business manager as it celebrates its 100<sup>th</sup> charter anniversary in 2025.*)

By June 2021 the Local 74 membership had swelled to more than 330 mechanics and apprentices as work continued to hold steady throughout the remainder of the year and into 2022, with projects such as construction of the **Tampa EDITION** luxury hotel and residences that was completed in 2022 providing workhours. Also that year, the City of Tampa broke ground for its new **City Center at Hanna Avenue**, a municipal offices facility that Local 74 members would also help erect.

With no less than 20 high-rise buildings under construction, approved, and proposed for construction in Tampa and modification jobs increasing throughout its territory, the local was slowed by Hurricane Ian in 2022. But strong work returned by the end of that year and continued into 2023, with most of the jobs located in Ft. Myers and Sarasota early that year.

By July 2023, all of the Local's members were again fully employed, and as those conditions persisted, Business Manager Krause was able to report in the local's September 2023 newsletter, "Work in our area is in good shape with companies needing more manpower than we have available." Consequently, by October 2023 the local's membership had again increased to 259 mechanics and 86 apprentices, plus 48 probationary apprentices.

Into its 100<sup>th</sup> year during which the local would mark its centennial anniversary on November 25, 2024, the I.U.E.C. Standard Agreement with N.E.I.I. set the Local 74 wage rates for the period beginning January 1, 2024, and continuing the entire year at **\$49.62 per hour** for mechanics and regular stepped percentages for apprentices – with fourth-year apprentices being paid \$39.70 per hour, third-year \$34.73, second-year \$32.25,

first year \$27.29 and probationary apprentices being paid \$24.81 per hour. Industry-leading fringe benefits added \$16.17-1/2 per hour for the Health and Welfare Fund, \$10.860 for the Pension Fund, 75 cents for the Educational Fund, \$1.30 for the Work Preservation Fund and \$10.10 for the Annuity Fund.

Business Manager Krause was still able to declare in the local's March 2024 newsletter, "Work in our area is in good shape. We don't have any members on the bench." That July, as strong employment conditions endured, the local's membership climbed to 380 mechanics, apprentices and probationary apprentices.

Eager to celebrate the local's **100<sup>th</sup> anniversary**, the local prepared for a gala party at the Tradewinds Island Resorts on October 19, 2024. However, damage caused by Hurricane Helene on September 26 and two weeks later Hurricane Milton on October 9 forced the resort to postpone the local's event until June 2025.

Nevertheless, after 100 years of serving Tampa and the West-Central Florida region and the elevator industry, Local 74 could look back with pride at the role it has played in developing its jurisdiction and advancing the conditions of its membership. Meanwhile, it can look forward to another century that it will shape through training, solidarity and a commitment forged by its pioneer members and those who have followed over an entire century. ●



Gold SPONSOR

# 100th Anniversary International Union of Elevator Constructors, Local #74 Congratulations

*R. Allen Spears  
National Director*

*James Demmel  
Assistant National Director*

*Jennifer Hunt  
Billy Kelly  
Laura Spears  
Thea Mauer  
Vivienne Fritz  
Sarah Verleysen  
Nerses Zurabyan  
Sofoniyas Demelashe*

*Eric Rogers  
Lead National Coordinator*

*Todd Albertson  
Abel Arabitg, Sr.  
Lee Alley  
Carisa Barrett  
Maggie Cleveland  
Ward Dicks  
Ryan Donnell  
Tony Gazzaniga*

*David "Chip" Hallmark  
Mike Janca  
Mike Mintle  
Bruce Peak  
Matt Rusch  
Richard Sargent II  
Vernon Soeder  
Eric Stringer  
Kevin Sullivan  
Allen Thompson  
Kristi Todd  
Nicole Wiet  
Don Winkle Jr.*



Gold SPONSOR

# Congratulations LOCAL 74

**IUEC Local 19 Brothers, Sisters & Staff celebrate your  
100th anniversary & wish you many additional years of**

**Union strength & tradition**



**BUSINESS MANAGER PATRICK STRAFER  
BUSINESS REPRESENTATIVE JIM NORRIS  
BUSINESS REPRESENTATIVE ERIC MILLS**

Gold SPONSOR

# Congratulations

From the officers and members  
of Elevator Constructors Local 5.



Joe Williams	Business Manager
Jack Koch	Business Representative
Eric Rittenhouse	Business Representative
Frank Gramaglia	President
Doug Kirkwood	Secretary-Treasurer
Sean Loomis	Organizer



Silver SPONSOR



Proud to support  
IUEC Local 74's 100th  
Anniversary  
We'll be here for you  
now and  
in the future



Joe Carmignani, Vice President | 508-440-9978 | [joseph.carmignani@empower.com](mailto:joseph.carmignani@empower.com)

Securities, when presented, are offered and/or distributed by Empower Financial Services, Inc., Member FINRA/SIPC. EFSI is an affiliate of Empower Retirement, LLC; Empower Funds, Inc.; and registered investment adviser Empower Advisory Group, LLC. This material is for informational purposes only and is not intended to provide investment, legal, or tax recommendations or advice.

©2023 Empower Annuity Insurance Company of America. All rights reserved. GEN-ADW-WF-2731978-0823 R02993122-0723

CONGRATULATIONS TO LOCAL 74 ON 100 YEARS  
FROM

THE OFFICERS AND MEMBERS OF I.U.E.C. LOCAL #10

9600 MARTIN LUTHER KING JR. HIGHWAY  
LANHAM, MD 20706



# Congratulations

To our Union Brothers and Sisters in Central-West Florida at  
IUEC Local 74 on your 100 Year Centennial Anniversary.



Best Wishes For A Wonderful Evening & Celebration!

from all of us at

**IUEC LOCAL 2**  
CHICAGO

**Gary Pipiras**

BUSINESS MANAGER / PRESIDENT

**Eric Crane**   **Dan Fitzgibbon**   **Robert Kennedy**

BUSINESS REPRESENTATIVES / VICE PRESIDENTS

OFFICERS & STAFF OF IUEC LOCAL 2



# Best Wishes, Local 74, For Your Continued Success!



Your Brothers and Sisters of Local 25  
Proudly Support Local 74 for  
Your 100 Years of Accomplishment  
and Excellence in the Industry

[www.iuec25.org](http://www.iuec25.org)

Congratulations on your 100<sup>th</sup> Anniversary  
from the officers & members of IUEC #32 - Atlanta, Ga.

Bronze SPONSOR

Matt Stell  
Business Manager

Michael Emerson  
President

Robbie Williamson  
Recording Secretary

Danny Moon  
Trustee

Blake Braswell  
Trustee



Stewart Spencer  
Business Rep

David Brown  
Vice-President

Terry Borden  
Treasurer

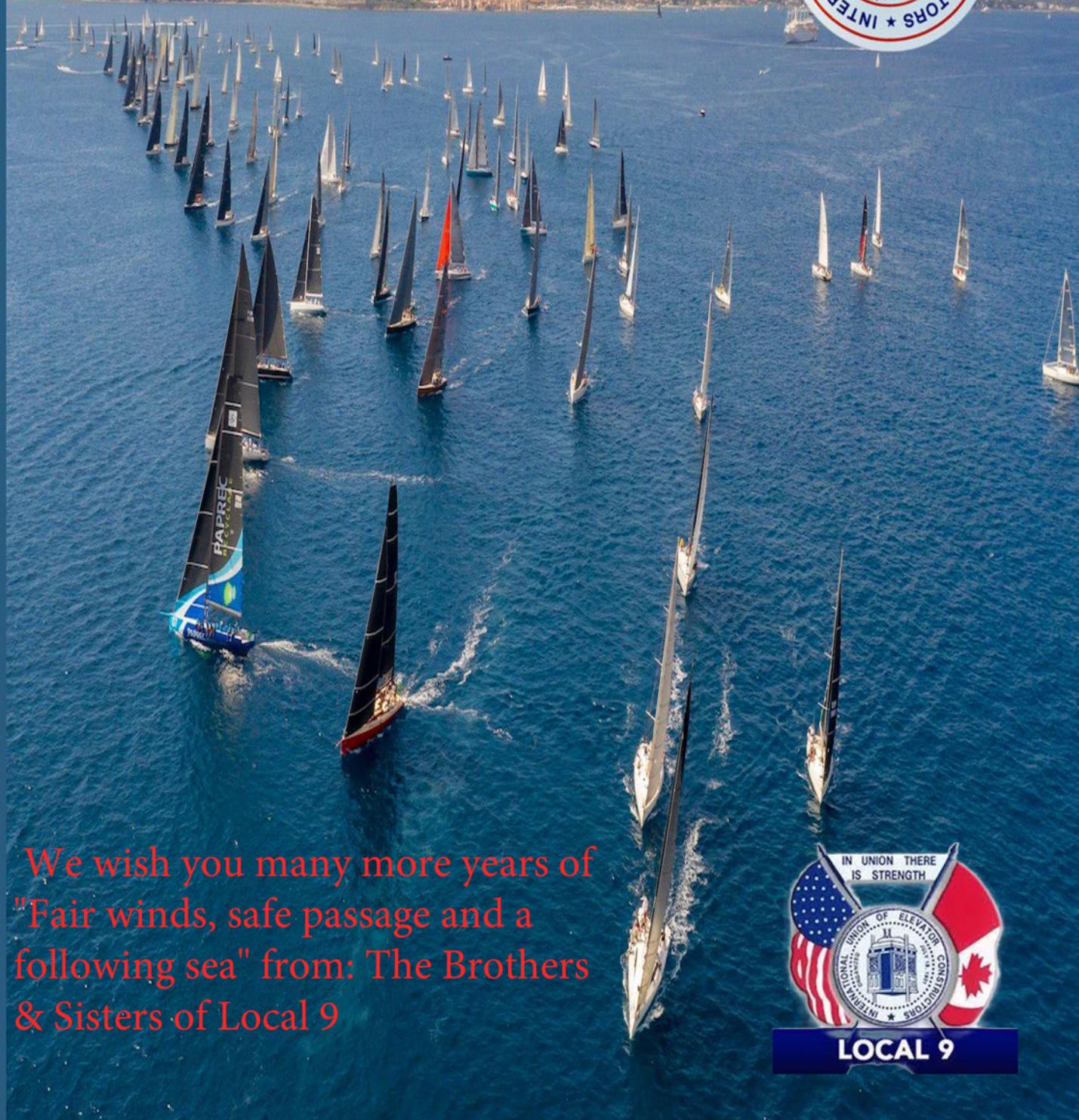
Alex Cook  
Trustee

Shannon Cahanin  
Office Manager

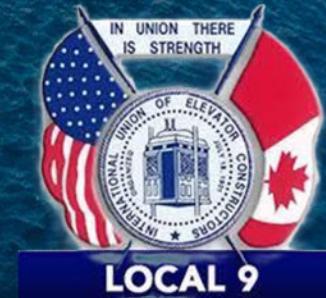


# Congratulations to the Brothers & Sisters of Local 74 on sailing to 100 years!

"The winds may not have always been fair but the crew stayed strong while tacking the ups & downs of the Elevator Industry."



We wish you many more years of  
"Fair winds, safe passage and a  
following sea" from: The Brothers  
& Sisters of Local 9



# TEI

DEDICATED  
ELEVATOR  
SOLUTIONS

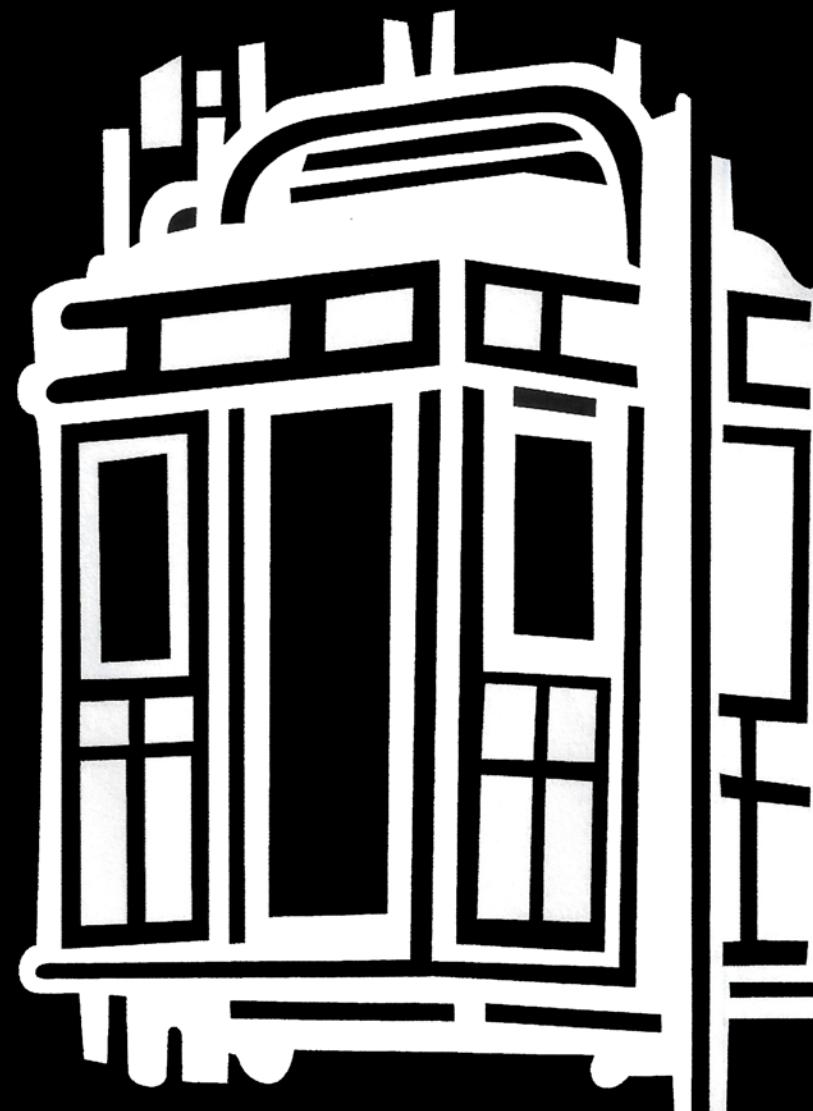
## ELEVATING THE FUTURE

We proudly support the  
100th Anniversary  
of IUEC Local 74

A century of service to Central West Florida

For over 30 years, TEI Group has operated under a simple business philosophy—our customers are family. That dedication has made us a strong, growing presence in the Southeastern region and the largest independently owned, full service vertical transportation company in the New York tri-state area.

IUEC LOCAL #11  
CINCINNATI, OH



Congratulations to IUEC Local 74  
on your  
100<sup>th</sup> Anniversary Celebration!  
from  
the Officers, Members, and Staff  
of  
IUEC Local 4 Boston

Business Manager – Patrick Sampson **President** - Doug Cullington **VP** - Jim Jimenez

**Business Rep/Fin Sec** – Ryan Iovino **Business Rep** – Mike Caron

**Business Agent** – Bob Schoen **Recording Secretary** – Ryan Allen **Treasurer** – Pete Langer

Executive Board	Executive Board	Trustees	Correspondent
Paul Rogers	Marc Kelley	John Meehan	Bob Stone
Bob Ward	Rob Barrows	Robert Reed	Sergeant-at-Arms
Rich Archibald	Andrew Klempa	Quintyn Feldmann	Bill Kennedy



**CONGRATULATIONS, LOCAL 74**

Schindler Elevator Wishes Local 74  
Many More Years of Success

**SCHINDLER - WE ELEVATE**

[WWW.SCHINDLER.COM](http://WWW.SCHINDLER.COM)



**TKE ELEVATOR  
IS PROUD TO SUPPORT  
THE MEN AND WOMEN OF LOCAL 74!**



**CONGRATULATIONS ON 100 YEARS  
OF SUCCESS AND WE LOOK FORWARD TO  
BEING A PART OF THE NEXT 100 YEARS.**

[WWW.TKELEVATOR.COM](http://WWW.TKELEVATOR.COM)

**UNION ONE**  
CONGRATULATES IUEC LOCAL 74  
ON YOUR 100th ANNIVERSARY



THE INCOME PROTECTION EXPERTS  
PROUDLY PROTECTING & INSURING AMERICA'S  
UNION MEMBERS AND THEIR FAMILIES

**UNIONONE.com • (224) 487-5030 • IUECVIP.com**

**Don't  
Risk  
It!**



6826 W Linebaugh Ave  
Tampa, FL 33625  
813-265-2300  
800-940-5432  
Fax: 813-265-2323  
[info@umi91.com](mailto:info@umi91.com)

Fiduciary & Union Liability, Cyber  
Security, Workers Compensation,  
Property, Auto & General Liability  
Insurance



A 100% Union Agency that  
**Understands**  
&  
**Cares**

[www.unitedmembersinsurance.com](http://www.unitedmembersinsurance.com)

# Congratulations Local 74 on Your 100th Anniversary



FROM YOUR LOCAL 74 OFFICE STAFF



BUSINESS MANAGER  
KENNY KRAUSE



OFFICE MANAGER  
KARLA HARRISON



BUSINESS REPRESENTATIVE  
JON SOWELL

# UNION MEDIA™

A UNION HISTORIES™ STRATEGIC PARTNER

Services Exclusively for the  
**UNION CONSTRUCTION INDUSTRY**



BRANDING



VIDEO



WEBSITES



MARKETING

[WWW.UNIONMEDIA.US](http://WWW.UNIONMEDIA.US)



CWA  
MEMBERS

Celebrating the Proud Milestones of Local Unions

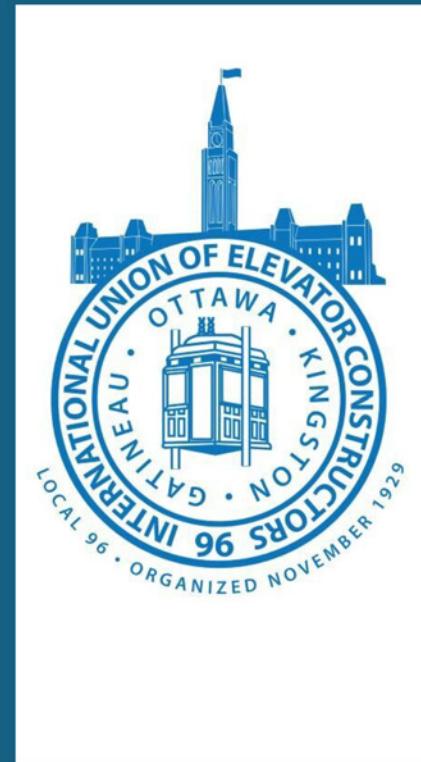
## EVENT MANAGEMENT SERVICES



Learn more about our  
Event Management Services at [unionhistories.com](http://unionhistories.com)



**Matthew J. Fernandez, Business Manager**  
**David J. Scott, Business Representative**  
**Tony M. Wunderlich, President**  
**Jim M. Bauer, Vice President**  
**Officers, Members & Staff**



**Congratulations, IUEC Local 74, on 100 years of representing the greatest Elevator Constructors in Central-West Florida!**

**In Solidarity,**

**IUEC Local 96  
Ottawa/Kingston/Gatineau  
ON/QC Canada**

*Congratulations Local 74  
on your 100th Anniversary!*

From the Officers and Members of

I.U.E.C. Local 14

Buffalo, NY



President

Business Manager

Vice-President

Recording Secretary

Treasurer

Warden

Jake Glauser

Ron Wheeler

Steve Klinko

Todd Daly

Tony Velazquez

Joe Belluz

**Executive Board**

Kyle Dabek - Brian Harder - Bruce Morgan  
Mike Reese - Cory Stuff - Don Winkle Jr.

**Trustees**

Michael Brigham - Jason Glauser - Kevin Stack

**Congratulations on your 100<sup>th</sup> Anniversary from Local 140  
Members and Officers**



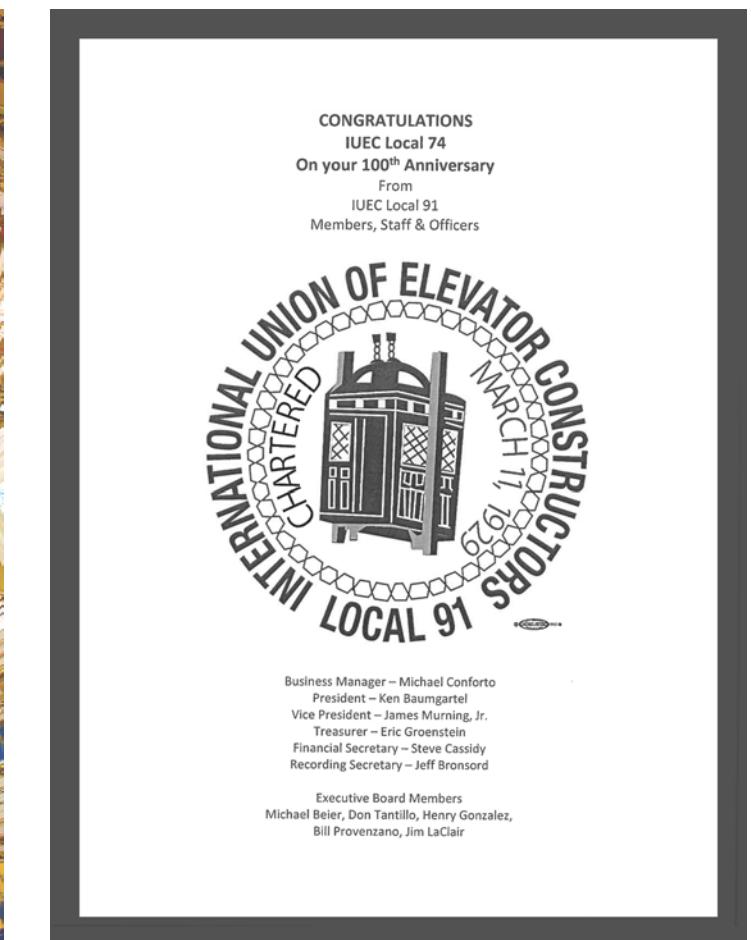
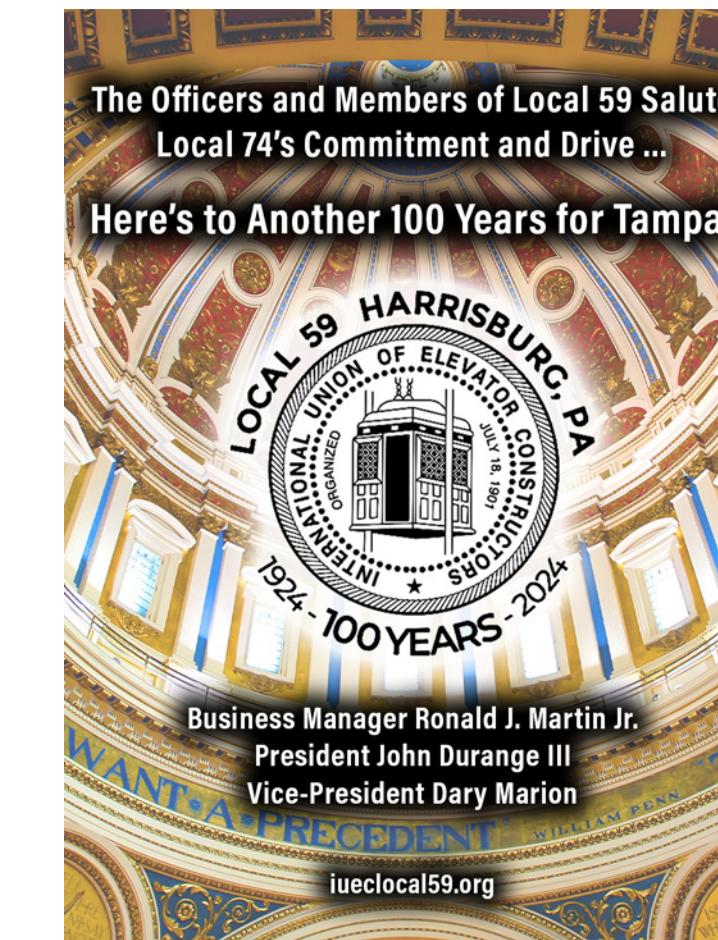
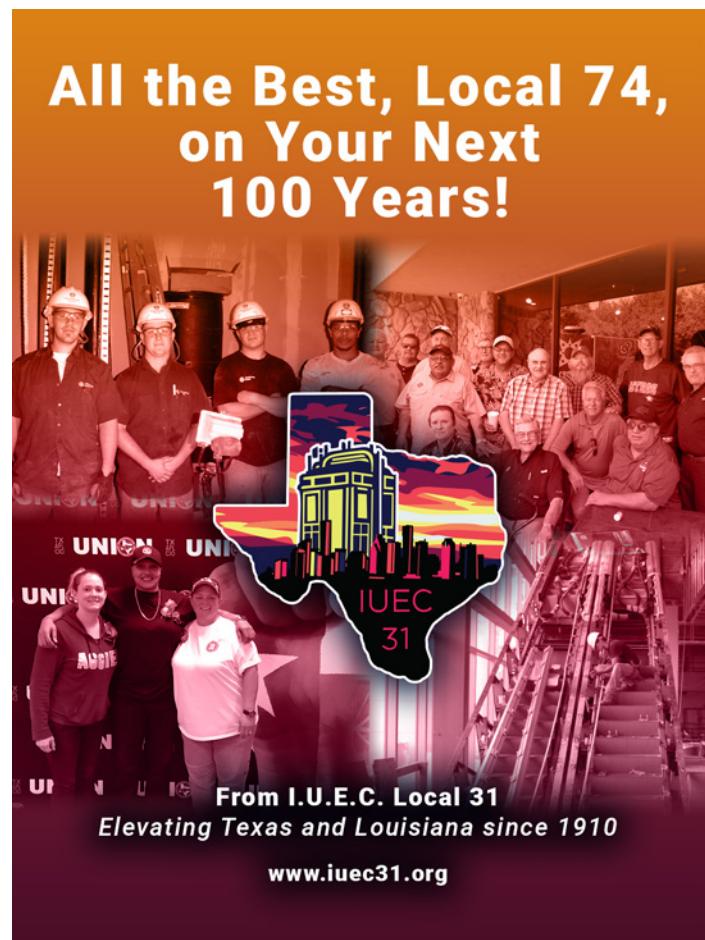
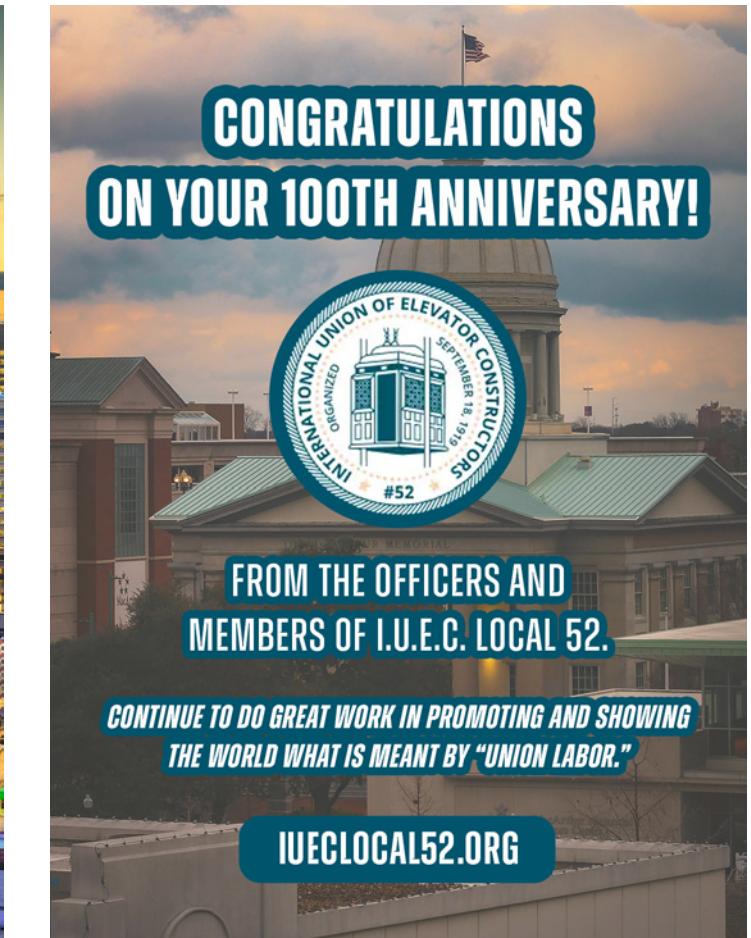
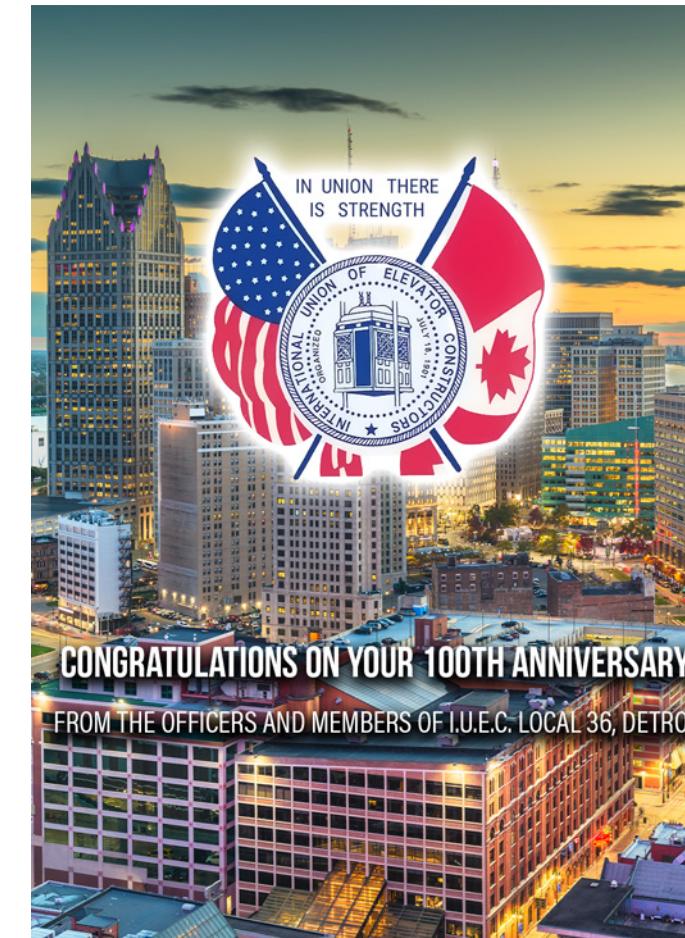
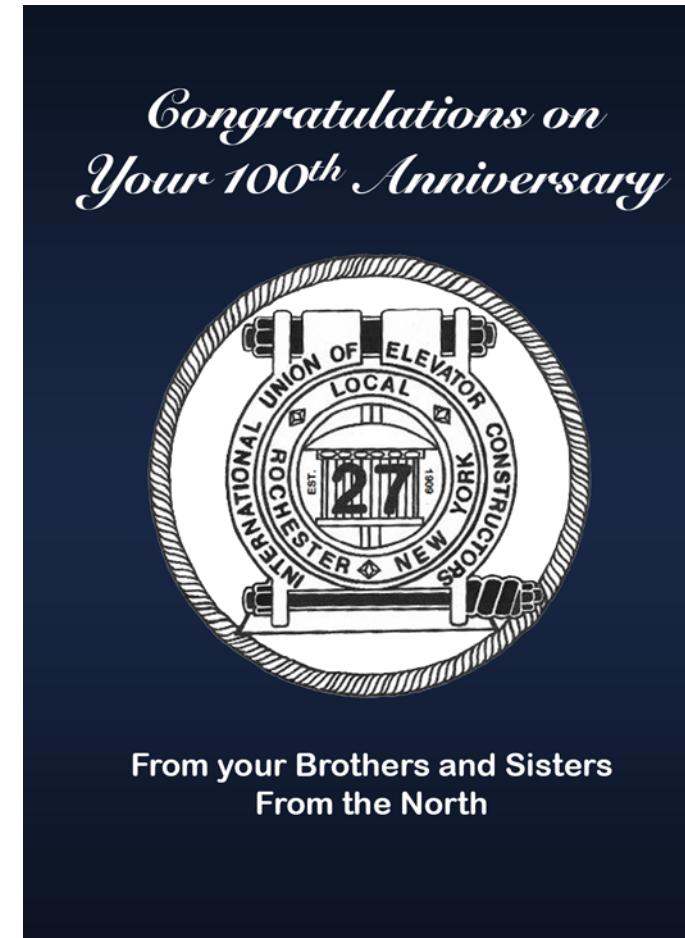
**IUEC LOCAL 140 PHOENIX/TUCSON**



**CONGRATULATIONS  
LOCAL 74 ON YOUR  
100TH ANNIVERSARY!**

**From the Officers and Members  
of I.U.E.C. Local 17, Cleveland, Ohio**







*Thank You*  
TO OUR PLATINUM SPONSORS

